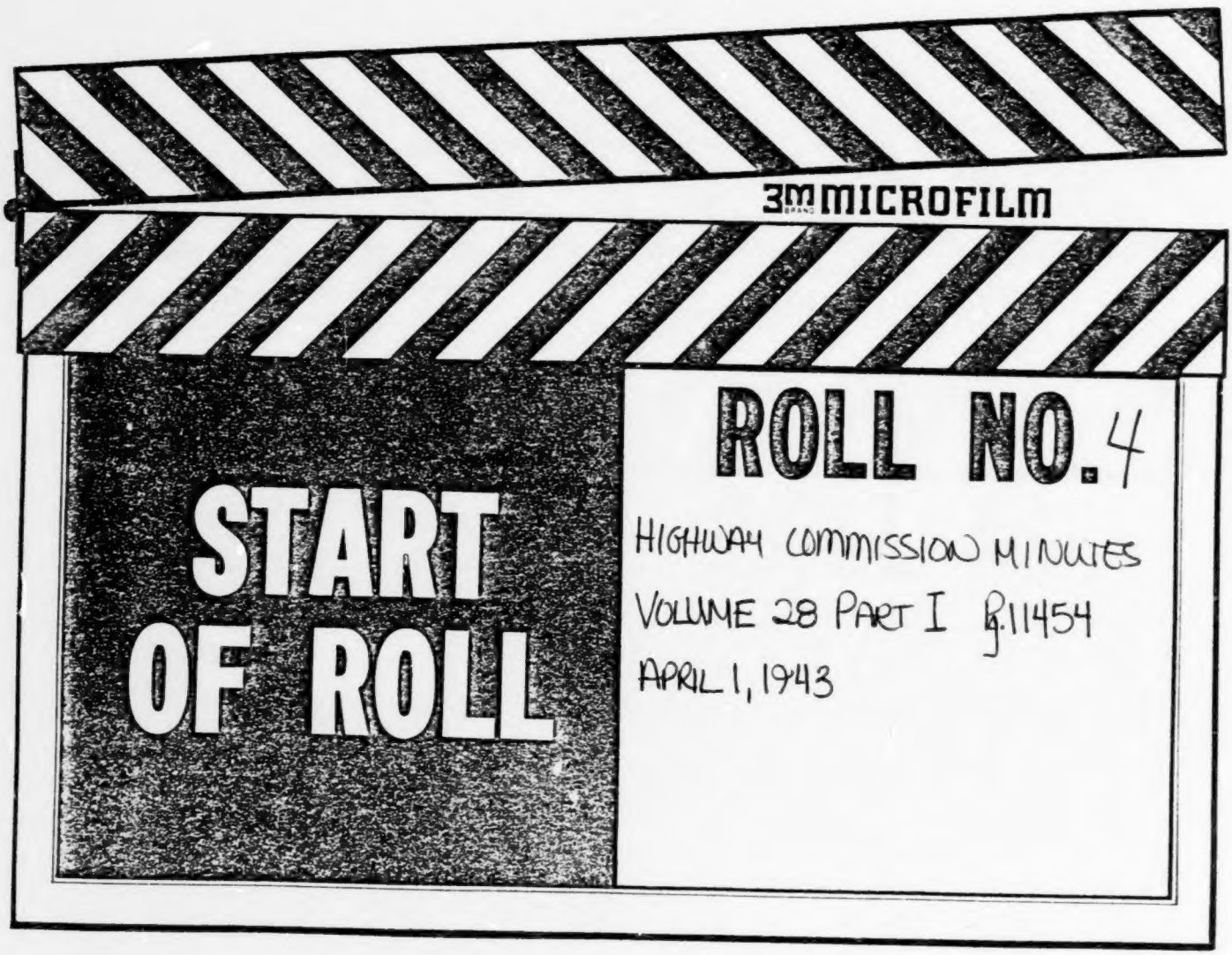

3M MICROFILM
START
OF ROLL
ROLL NO. 4
HIGHWAY COMMISSION MINUTES
VOLUME 28 PART I Pg. 11454
APRIL 1, 1943

VOLUME 28

PART I

PART 1

OF

VOLUME XXVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1943

THROUGH

AUGUST 27, 1943

- - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
Arthur W. Schaupp, Commissioner
Huron W. Clough, Commissioner (Term ended April 7, 1943)
Merle R. Chessman, Commissioner (Term began April 8, 1943)

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1943	Subject
11454	Apr. 6	Merle R. Chessman, newly-appointed Highway Commissioner present. Appointment effective April 8, 1943.
		Lincoln County. Claim of Homer G. Johnson for extra compensation, contract No. 2390, Siletz-Toledo Sec. (See P. 11475)
		Lincoln County. Waldport. Removal of Frank H. Hilton building from state property discussed. (See P. 11474)
		Tillamook County. Short Sand Beach State Park. Request of A. F. Koppisch to purchase timber discussed. (See P.11475)
		Real property. Resolution authorizing acquisition.
11458		Clatsop County. Cannon Beach Junction-Cannon Beach Section. Acquisition of right of way needed for revision considered.
		Benton County. Pacific Hwy. West, Camp Adair. State's claim for damages to highway approved by government.
		Emergency transportation permits. Secretary reports on violations. Violators to be warned.
11459		Log Hauling. Weight violations discussed. Conference to be held with logging industries next Commission meeting.
		Equipment. Purchase of four hoists equipped with brakes and roller bearings approved.
		Clipping service. Continuation of Allen's Press Clipping Service approved.
		Highway officials conference. Joint conference with California and Washington discussed.
		American Association of State Highway Officials. Engineer authorized to attend called meetings of Directors.
11460		Marion and Clackamas Counties. Aurora Flight Strip. Award to Vernie Jarl confirmed.
		Polk County. Pedee-Airlie Section. Residents of Pedee, Kings Valley and Hoskins request construction of new road.
		McTimmonds Valley Road. Conference to be held with Army and PRA re construction of road.
		Multnomah County. Portland, East 26th Street. Francis Northrup's request for state to join in vacation approved. Northrup's request to purchase small parcel of land approved.
11461		Coos County. Charleston. Mrs. Bertha M. Prelwitz's offer for small building on state property accepted.
		Curry County. Port Orford. C. W. Smith's offer to purchase old Knapp Hotel Building discussed. No action. Oregon Historical Society to be notified before bldg. sold. Building to be advertised for sale in usual way.
		Lane County. Eugene. Eighth Avenue-East Broadway. Exchange of property with C. F. Campbell approved.
11462		Steel Rails. Eugene. C. F. Campbell's offer to purchase rails acquired from Southern Pacific accepted.
		Lane County. Eugene. Engineer authorized to advertise for bids for Eighth Avenue-East Broadway Project.

Page	Date 1943	Subject
11462	Apr. 6	Lane County. Eugene. Eighth Avenue-East Broadway. Modification of agreement with M. & R. Properties Co. re construction of R. R. crossings approved.
		Lane County. Eugene-Springfield Section. State conveys old right of way to Southern Pacific Company. Deeds signed.
		Wolf Creek Highway. Portland-Banks Section. Commission to inspect property before authorizing purchase of right of way.
		Klamath County. S. 6th Street, Klamath Falls. Purchase of right of way and removal of buildings authorized.
		Malheur County. Stock-pile site. District Attorney, M. A. Biggs, requests state to deed back site to county. Denied but attorney authorized to pay additional sum for this tract.
		Clackamas County. Hamricks Corner. Request for stop sign at intersection Woodburn-Sandy Secon. & Cascade Second. Hwy. denied. Speed limit Woodburn-Sandy.Second. Hwy. approved.
11464		Speed zones. Woodburn-Sandy Secondary Highway. Resolution re fifteen mile per hour speed limit adopted.
11465		Traffic scales. Chas. O. Roe, J. P., Forest Grove, requests installation in west end of Washington Co. Investigation ordered to ascertain if scales can be purchased and cost thereof.
		Load limit. I.O.N. & Jordan Valley Secondary Highways. Resolution adopted lifting reduced load limit.
11466		Permit. Klamath Falls. Request of W. McDaniels to transport houses over state highways. Decision deferred pending investigation.
		Scrap material. Eugene. Southern Pacific Company's offer to purchase steel rails and other track materials approved.
		Washington County. Detour bridge, Scholls Secon. Highway. Construction during repair of Baker Cr. Bridge approved. Engineer authorized to advertise for bids.
11467		Permit. Request of Mack Hand, Vale, to transport overwidth loads of loose hay over Central Oregon Hwy approved.
		Permit. Request of Hogland Transportation Co. to truck-haul airplane hangar doors over state highways approved.
11468	Apr. 7	Bids received on following projects: Alsea Mountain Rock Production; Drinkwater Pass-Juntura Rock Production; Crescent Rock Production; Vanport Junction Section, Portland, grading and paving; Moro-Wasco County Line Rock Production.
11469		Revolving fund. Resolution re increasing fund, pursuant to authority granted by 1943 Legislature, adopted.
11470		Bond. R. H. Baldock. Insurance companies chosen for increased bond in connection with revolving fund.
		Douglas County. Elkton-Sutherlin Secondary Hwy. County's request for designation of one mile extension at Sutherlin approved. Resolution adopted.
11471		"Through" highways. Adoption of resolution designating certain state highways as through highways considered. Action deferred.

Page	Date 1943	Subject
11472	Apr. 7	Marion County. Woodburn. J. T. Wadsworth requests permission to remove tree from highway right of way. Action deferred.
		Insurance. Shore Acres, (Simpson Property) Coos Co. Fire & war-risk insurance purchase authorized on 3 yr. basis. Army to be billed for one-third of cost of premium annually
		Curry County. Naval aircraft landingfield at Floras Lake Park. Aeronautics Admin. advises that state cannot qualify as sponsor and requests that property be deeded to County.
11473		Curry County. Delegation from County Court requests deed to Floras Lake Park, so that county can sponsor aircraft landing field. Attorney to confer with county court, re sponsorship.
11474		Curry County. Oregon Coast Highway. Elmer Bankus's offer to sell timber strips. Declined.
		Lincoln County. Waldport. Agreement with Frank H. Hilton re building on state property approved.
		Polk County. McTimmonds Valley Road. R.W. Walker, Independence, requests improvement. Engineer advises surveys being made.
		Inspection of project with Cantonment Officials and PRA Engineers to be conducted.
11475		Lincoln County. Homer G. Johnson appears re claim for extra compensation, on contract No. 2390, Siletz-Toledo Section. Decision deferred. (See P. 11547)
		Tillamook County. Short Sand Beach Park. A. F. Koppisch's request for purchase of 20 acres timber approved. Offer to deed 320 acres to state when timber is removed accepted.
11476		Permit. Arrow Transportation Co.'s representative, H. R. Williams, requests permit to transport overlength petroleum equipment over state highways. Test run to be made if application made in writing.
11477		Overweight permit. H. R. Williams (Arrow Transportation Co.) suggests weight tolerance on petroleum products. Denied
		Multnomah County. Rooster Rock, Columbia River Highway. H. A. Dryer requests lease of land for grazing purposes. Action deferred.
		Awards. Chairman announces awards of contracts.
11478		Douglas County. Oregon Coast Hwy. Oregon Roadside Council re preservation of timber tracts at Lake Tahkenitch.
		Parks Supt. advises re plans for exchange of land with U. S. Forest Service.
11479		Lane County. Cottage Grove. Controversy re barricading certain city streets at intersections with highway discussed. Removal of barricades and installation of "no left turn" signs authorized if court order can be obtained.
		Permit. Van Duzer Corrider. Salmon River Hwy. Army's request for use of state-owned property for bivouac granted.
11480		Marion County. Aurora Flight Strip. Right of way settlement. W. P. Wurster's request for guarantee against damage to property and livestock denied.

Page	Date 1943	Subject
11480	Apr. 7	Lake County. Klamath Falls-Lakeview Forest Highway. To confer with W. H. Lynch, PRA re government's plans for completion of project. (Sam Orino's contract)
		Lane County. Eugene. Judkins Point Overcrossing. Cancellation of paving contract by WPB discussed.
		Letters to be sent Congressmen urging completion of project.
		Surveys. List of surveys ordered by Engineer since last meeting approved.
11481		Extensions of time, as follows, approved:
		Averill & Corbin, Luckiamute River Bridge Section;
11482		Averill & Corbin, Monmouth-Suver Section.
		Contract completed and accepted, as follows:
		Luckiamute River Bridge Section, Averill & Corbin. Resolution adopted.
		Agreements, et cetera, signed as follows:
		City of Tillamook, covering installation of traffic beacon at intersection of Oregon Coast and Wilson River Hwys.;
11483		City streets not on state highways. Agreements with following cities: Clatskanie, North Powder, Fossil, Waldport, Halfway, Arlington, Hines, Freewater, Hubbard, Enterprise, and Mt. Angel;
		Arthur Walker, covering grazing of sheep in Cape Sebastian State Park, Curry County;
		E. W. Elliot, contract agreement covering rental of Buffalo-Springfield roller;
		Natt-McDougal Company, contract agreement covering rental of Caterpillar tractor;
		Army, providing for encroachment of troop shelter on right of way of Oregon Coast Highway, near Waldport;
		Bargain and sale deed conveying to City of Portland property in S. Portland for Southwest Miles Court;
		Bargain and sale deed conveying to Huntington Rubber Mills two parcels of land in South Portland;
		Quitclaim deed conveying to S. P. Co. properties described in agreement dated 12-13-41, re reconstruction of Pacific Highway south of Eugene;
		Bargain and sale deed conveying to S.P. Co. properties in Eugene described in agreement dated 12-13-41;
		Lease of stock-pile site from Weyerhaeuser Timber Co., in Sec. 3, T. 40 S., R. 6 E., W.M., Klamath County.
		Meeting dates. Next regular meeting date set for May 11 and 12, 1943.
11484	Apr.27	Deschutes County. Bend. Conference with County Court, Robt. W. Sawyer, Bend Bulletin, and Don Peoples, Bend Chamber of Commerce, re postwar program.
		Chairman Banfield explains purpose of visit.

Page	Date	Subject
	1943	
11484	Apr.27	Deschutes County postwar program. County Court requests following improvements: The Dalles-California Highway, particularly Terrebonne-Madras and Lava Butte-Crescent Sections. General improvements. Central Oregon Highway. General improvements. North Santiam Highway. General improvements. South Santiam Highway. General improvements. Tumalo-Deschutes Secondary Highway, north from Tumalo 2½ miles. Oiling. Tumalo-Cline Falls Secondary Hwy., 3½ miles. Oiling. Terrebonne-Lower Bridge County Road. County Court reminds Commission of obligation under agreement dated May 19, 1942. Concluding remarks by Chairman Banfield.
11485		Equipment rental. Report on collection of rentals for past nine months approved. Equipment. Purchase of four sets of truck scales for immediate installation approved. Tillamook County. Short Sand Beach State Park. Sale of timber to Donelson & Koppisch at $3.00/MFBM recommended by WPB. Settlement confirmed. Through highways. General resolution designating all through highways on state highway system adopted.
11494		Awards. Commission confirms following contract awards: Denver Avenue Junction Section, awarded to Henry L. Horn; Vanport Junction Section, awarded to Porter W. Yett. Permit. Request of Natt McDougall Company, Portland, to transport overheight loads of cinders, near Bend, approved.
11495		C. B. McCullough, authorized to attend meetings of Suspension Bridge Committee of AASHO, May 7 to 12, in Seattle, and also to accompany committee to San Francisco and Pasadena. G. S. Paxson, authorized to attend meeting of Suspension Bridge Committee of AASHO, May 7 to 12, in Seattle. Traffic fines. Arrangement with State Treasurer re payment of salary and expenses of man to check fines to be continued. Quarterly statement re collection of fines to be submitted to Commission. Coos County. Cape Arago State Park. Army's request for entry permit to construct rifle range approved. Lincoln County. Waldport Ranger Station. Forest Supervisor requests exchange of properties. Investigation to be made.
11496		Harney County. Burns. Conference with County Court, local citizens and Nic Monte, Regional Grazier, re postwar program. Chairman Banfield explains purpose of visit. Postwar projects requested by County Court: Diamond Secondary Highway. General improvements. Princeton-Rome Secondary Highway, Princeton-Follyfarm Section. General improvements. Burns-Crane Highway. General improvements. (First or second choice of County)

Page	Date 1943	Subject
11496	Apr.27	Harney County. Postwar program requested by County Court(cont.): Frenchglen Secondary Highway, Hanley Lane Section. General improvements. John Day-Burns Highway, completion north of Burns. (County's first or second choice.)
11497		Harney County. Princeton-Rome Secondary Highway. Nic Monte suggests improvement as U. S. Grazing Service Project. Burns Airport Road. County advised to file application with Army authorities for access road money for this improvement. Postwar Program. County requested to present written list of projects in order of their importance.
11498	Apr.28	Malheur County. Vale. Conference with County Court re postwar program, and proposed improvement of ION Highway. Chairman Banfield explains purpose of visit. Postwar Projects. County Court requests following improvements: Feeder roads, vicinity of Nyssa. General improvements. Sucker Creek Canyon Road. General improvement of section from Nyssa south to junction with ION Highway. I.O.N. Highway. Proposed improvement approved by County Court.
11499		Malheur County. Ontario. Conference with local citizens representing Ontario Commercial Club, re postwar program. Chairman Banfield explains purpose of visit. Postwar projects requested by Ontario Commercial Club: Old Oregon Trail Highway. Ontario-Huntington Section. Revision and general improvements. John Day Highway. Reconstruction. Construction of connecting road between Nyssa and ION Hwy. Ontario-Nyssa Section. General improvements.
11500		Old Oregon Trail Highway. Rerouting on Idaho side of Snake River discussed. Malheur County. Jordan Valley. Conference with local citizens re postwar program. I.O.N. Highway. Proposed routing thrcugh Jordan Valley discussed.
11501	Apr.29	Baker County. Baker. Conference with County Court, Chamber of Commerce, and local citizens, re postwar program. Chairman Banfield explains purpose of visit.
11502		Postwar projects. County Court requests following improvements: Baker-Halfway Highway, Ruckles Creek-Young's Bridge Sec. Completion of oiling. Baker-Unity Highway. RR grade separation at Dewey Ave., Baker. Baker-John Day Hwy., via Sumpter. Construction of short-cut highway. Secondary highways. 98 miles of general improvements. Old Oregon Trail Highway. General improvements.

Page	Date 1943	Subject
11502	Apr.29	Baker County. Postwar program requested by County Court (cont.): Railroad grade separation structures, near Perry, Huntington and North Powder. Reconstruction.
	Apr.30	Extensions of time granted, as follows: Clifford A. Dunn and Frank Penepacker, Algoma-Terminal City Section;
11503		J. F. Johnston, Blodgett Overcrossing Section; J. F. Johnston, Monmouth-Suver Section; Lindstrom Brothers, Sunderland Avenue Section.
11504		Contracts completed and accepted, as follows: Algoma-Terminal City Section, Clifford A. Dunn and Frank Penepacker; Blodgett Overcrossing Section, J. F. Johnston; Monmouth-Suver Section, J. F. Johnston; Sunderland Avenue Section, Lindstrom Brothers; S. W. Grover St. (Portland) Access Road Section, Cascade Construction Company.
11505		Benton, Polk Counties and City of Independence. Independence-Granger County Road. Agreement re improvement and maintenance approved. Reimbursement from government to be sought.
		Polk County. Helmick State Park. Damage to park by Army reported. Army to be asked to purchase park or pay damages.
		Baker-John Day cut-off highway. Construction discussed. No action taken.
11506		Malheur County. I.O.N. Highway. Construction approved. To be advertised for bids as soon as government approval is secured. Increase in state funds approved, if necessary for construction of project.
		Curry County. Aircraft landing field, Floras Lake Park. Attorney to prepare letter to County Court, re lease of park to county, for approval by Commission.
		Union County. La Grande. Conference with County Court and citizens of La Grande, Union and Elgin, re postwar program. Chairman Banfield explains purpose of visit.
11507		Engineer explains provisions of postwar highway construction bill now before Congress. Postwar projects requested by County Court: Secondary Highway. General improvements. Cove-Union Secondary Highway. General improvements. Hunters Lane Road. Construction to Tollgate. North Powder-Union Section of Old Oregon Trail. General improvements. Union-Medical Springs Secondary Highway. General improvements. Wallowa Lake Highway. Minam Hill Section. Completion requested. Wallowa Lake Highway. La Grande-Union Section. Modernization requested.

Page	Date 1943	Subject
11507	Apr.30	Union County postwar program (Cont.):
		Weston-Elgin Highway. Reconstruction and removal of snow during winter requested.
11508		Starkey Secondary Highway, extension to Ukiah requested.
		Old Oregon Trail. Modernization requested.
		Speed Zones: Zoning state highways deferred until normal times.
		Insurance. Fire insurance coverage for highway department buildings. Report to be presented at next meeting.
11509		Umatilla County. Pendleton. Conference with County Court, local citizens, re postwar program.
		Chairman Banfield explains purpose of visit.
		Postwar projects requested by Pendleton Chamber of Commerce:
		Old Oregon Trail Highway. Removal of bottleneck requested.
		Oregon-Washington Highway. Milton-Washington State Line Section. Completion of proposed revision requested.
		Pendleton local projects requested as follows:
		Widening of West Court Street (route of Old Oregon Trial);
		Construction of railroad grade separation structure at Dorian Avenue;
		Construction of highway connection between Old Oregon Trail and Pendleton-John Day Highway at 20th Street.
11510		Wasco County. The Dalles. Conference with County Court, Chamber of Commerce and local citizens re postwar program.
		Postwar projects requested by Chamber of Commerce:
		Development of City of The Dalles as port on Columbia River. Construction of approaches to water front.
		Bridge across Columbia River at The Dalles requested.
		Columbia River Highway. Reconstruction from Portland to The Dalles.
		The Dalles. Correction of traffic problem on 2nd Street.
11511		Engineer explains purpose of visit, and provisions of postwar highway construction bill.
		City of The Dalles. City advised that development as a port would not come under postwar program, as planned.
11512	May 11	Real property. Resolution adopted authorizing acquisition.
11515		Lincoln County. Oregon Coast Highway. Purchase of following properties deferred pending investigation:
		Wm. Buhrer property, South Beach-Beaver Creek Section;
		Josephine McClaskey property, Waldport-Big Creek Section.
		Lane County. Judkins Point-Goshen Section. Purchase of Chas. A. Huntington property deferred pending investigation.
11516		Condemnations. Recommended offers approved. Resolution adopted authorizing condemnation of following properties:
		M. H. Wagner, right of way, Oregon-Washington Highway;
11517		Marie F. Harris, right of way, Oregon-Washington Highway.
11518		Condemnation. Amended complaint, re condemnation proceedings against Western Load & Investment Company and S. A. Swayne, to acquire land in Malheur County, approved. Resolution adopted. (See also P. 11140)

Page	Date 1943	Subject
11519	May 11	Clatsop County. Cannon Beach Junction-Cannon Beach Section. Acquisition of wayside strips discussed. (See also P.1152.)
		Survey. Cannon Beach Junction-Cannon Beach Section. Survey for permanent location of Oregon Coast Highway approved.
11520		Lane County. Cottage Grove. Compromise settlement with Alvin C. Spriggs for right of way approved.
		Sherman County. Cottonwood Grade Section. $5000 expenditure to widen narrow points approved, if WPB will approve expenditure. (See also P. 11545)
		Pay roll report. Copies to be sent to Commission each month.
		Log hauling. Penalty for overloading. Suggested press release presented. Action deferred pending information from State of Washington re method of hanlling. (See also P. 11548)
		Office of Emergency Management declares construction, repair and maintenance of highways essential to war effort.
11521		Public Utilities Commissioner. Highway Department claim for surveys made of steam-heating system approved for payment by Board of Control.
		Harney County. Secondary Highways. Engineer reports on complaint of County Judge Higgs and makes certain recommendations. (See also Ps. 11539 and 11540)
11522		Douglas County. Umpqua River Bridge, Reedsport. Engineer authorized to advertise for bids for repairing pier protection and drawrests.
		Douglas County. Sutherlin. Request for widening of Pacific between State and Calapooya Streets denied.
		Douglas County. Reedsport. Request for landscaping of wye at intersection of Umpqua and Oregon Highways discussed. Project to be considered for post war construction.
		Polk County. Kings Valley Secondary Hwy. south of McTimmonds Road Jct. near Pedee. Resurfacing and oiling approved.
11523		Dallas-Kings Valley Secondary Hwy. south of Dallas. Resurfacing and oiling approved.
		Lane County. McKenzie Hwy. County's request for state aid in improving county road connection at bridge near Vida, denied.
		Deschutes County. Terrebonne-Lower Bridge County Road. Agreement with County Court dated May 19, 1942, discussed. County to be informed state not obligated to do work until after war.
11524		Tri-State Highway Assn. meeting. Joint conference with highway officials of California and Washington at Klamath Falls, approved.
		Washington County. Inspection of Wolf Creek Highway. Proposed highway location as adopted by former Commission confirmed. Inspection made of properties needed for right of way. Attorney instructed to secure appraisals of properties.
		Clatsop County. Oregon Coast Highway. Cannon Beach Section.
11525		Judge Boyington approves location. Commission agrees to maintain old road as service road, if county will not take it over. County offers to donate right of way 200 feet wide, only. Commission to make inspection.

Page	Date 1943	Subject
11525	May 11	Clatsop County. Warrenton Road. Judge Boyington says county will ask state to take over old highway route at some future time.
		Clatsop County. Cannon Beach Section. Approval of new location of highway as disclosed by survey confirmed. Request for roadway leading from new highway to beach, between Ecola and Cannon Beach, to be investigated.
		Coos County. Ferry service, Enegren Crossing. To be advertised for bids at next meeting.
11526		Traffic scales. Grand Ronde. Complaint of log haulers that truck scales are improperly located. Action deferred.
		Multnomah County. Denver Avenue and Argyle St., North Portland. Sale of tract of land approved. To be advertised for bids.
		Multnomah County. Columbia Gorge Highway. Purchase of Dan Harper property at Lindsey Creek, for right of way, approved.
11527		Washington County. Down timber on Wilson River Highway near Loyal M. Graham Bridge. C. J. Mortensen and others authorized to cut cordwood for own use on experimental basis.
		Fern gathering permits. Requests for privilege of cutting fern on state property to be denied.
		Curry County. Harris Beach State Park. Engineer authorized to offer Mrs. Barclay $200 for the building that she is maintaining in this park.
11528		Lincoln County. Rock quarry, Seal Rocks. Quarry to be deeded to County.
		Jackson County. Stock-pile site, Camp White. Offer of Army authorities to pay $45 for site declined.
		Marion County. Champoeg State Park. Portland delegation urges retention of Ed Morgan, present caretaker.
11529		Caretaker for Champoeg Park. Park Superintendent to select.
		Historian or Curator for Champoeg Park. Commission to pass on selection.
		Grant County. Wayside timber strips. Pendleton-John Day Highway. Purchase from Pilot Rock Timber Company approved.
11530		Park matters. Report of State Parks Superintendent, as follows:
		Wallowa County. Wallowa Lake Lodge. Offer of 50 acres as gift to be investigated.
		Jefferson County. The Cove State Park. Sale of cinders to Morrison-Knudsen Company approved. (See also P. 11543)
11531		Traffic signs. Corvallis & Camp Adair. Interstate Commerce Commission's request for "dim car-lights" signs denied.
11532		Detroit Free Press. Tear sheet entitled "Highway Bureau Pawn of Politics," discussed and ordered filed.
		Surveys. List of surveys ordered by Engineer since last meeting approved.
		Completed surveys as follows approved and resolution adopted; Linn County. Lebanon-Foster Section, reconnaissance. Polk County. McTimmonds Valley Section, location.

Page	Date 1943	Subject
11532	May 11	Surveys (Cont.) Decision deferred on following completed location surveys: Douglas County. Lorane-Anlauf Section; Wheeler County. Forest Boundary-Jones Ranch Section; Malheur County. Baker County Line-Ontario Section. Engineer instructed to bring maps and report more fully with respect to above surveys at next meeting.
11533		Extensions of time were approved as follows: Berke Brothers, North Unit, Antelope Creek-Medford Section;
11534		D. C. & A. L. Williams, Baker Rock Production Project; Parker-Schram Company, North Portland Shipyard Access Road;
11535		Tru-Mix Concrete Co., Seven Devils Chrome Mine Access Road. Contracts completed and accepted as follows: North Unit, Antelope Creek-Medford Section, Berke Bros.; North Portland Shipyard Access Road, Parker-Schram Co.; Judkins Point Overcrossing, Eugene, Barham Brothers; Seven Devils Chrome Mine Access Road, Tru-Mix Concrete Co.
11536		Log hauling. Jerry Garris' permit reinstated if he guarantees no future violations. (See P. 11538) Marion County. G. P. Wadsworth, Woodburn, requests removal of trees from right of way in front of store. Decision deferred. (See P. 11540 and 11541) Logging and lumber industries re log hauling. Action deferred pending conference. (See P. 11541) Curry County. Lease of state park at Port Orford for use as Navy aircraft landing field. Decision deferred pending conference with Court and Elmer Bankus. (See P. 11545)
11537	May 12	Bids received on following projects, sale of obsolete equipment, sale of tract of land, and sale of Knapp Hotel bldg: Alsea Mountain Rock Production; Trail Rock Production; Madras Rock Production; Crescent Rock Production; Yaquina Bay Bridge, clean and repaint; Construction of base and erection of foremast of Battleship Oregon in Portland;
11538		Baker Creek Bridge Section, bridge construction; Sale of 7-acre tract of land near Medford; Sale of Knapp Hotel Building, at Port Orford; Sale of obsolete equipment and scrap materials. Log hauling. Jerry Garris and attorney appear re reinstatement of Garris's permit. Reinstatement approved.
11539		Harney County. Secondary Highways. Judge Higgs confers re improvement. $10,000 expenditure approved.
11540		Diamond Valley Secondary Hwy. Work to be done by county at state expense; Crane-Princeton-Follyfarm Secondary Highway. Work to be done by state next fall.

Page	Date 1943	Subject
11540	May 12	Marion County. Woodburn. G. P. Wadsworth confers re request to remove trees and pave area in front of store. Engineer and Attorney to report.
11541		Log hauling. Conference held with representatives of logging and lumber industries, re overloading. Scales at Grand Ronde. Complaint re location of scales to be investigated.
11542		Complaint re time lost in weighing trucks discussed. Ostrander Lbr. Co. requests weighing of trucks on state scales be waived if already weighed on company scales. Matter to be considered.
11543		Jefferson County. The Cove State Park. Sale of cinders from park to Morrison-Knudsen Company confirmed. (See also P. 11530) Public Roads Administration. Conference with Dr. L. I. Hewes and W. H. Lynch. Following matters considered: Oil for city streets, not on state highway routes. Previous application for oil rejected by government. Dr. Hewes advises filing new application, giving more detail. I.O.N. Highway. State requests early government approval. Dr. Hewes suggests Congressional delegation be urged to secure approval, also suggests that survey be made. Survey. I.O.N. Highway. Completion of survey authorized.
11544		Lake County. Klamath Falls-Lakeview Forest Hwy., Quartz Mountain Section. Completion of Orino contract urged by Commission. PRA agrees to do at least enough work to make road passable. Clackamas County. Clackamas County Housing Authority requests permit to construct service road to highway. Approved. Traffic signal to be installed at Housing Authority's expense.
11545		Curry County. Floras Lake Park. Delegation confers re use as naval aircraft landing field. Lease to county approved. Agreement to be prepared. Sherman County. Cottonwood Grade Section. J. S. Burres informed that his request for improvements was approved the previous day. (See P. 11520)
11546		Awards. Chairman announces awards of contracts, sale of land, sale of Knapp Hotel building, and sale of obsolete equipment and scrap materials.
11547		Lincoln County. Siletz-Toledo Section. Claim of Homer G. Johnson for extra compensation on contract denied.
11548		Emergency transportation permits. Overweight violators to be warned that permits may be cancelled. Excessive overloads to be taken up with Commission by telephone. Log hauling. Peter Murphy and Leo Howard to be warned that permits will be cancelled on next overweight violation. Log hauling. Overweight violators to be given one warning letter that permits may be cancelled if overloads continue.

Page	Date 1943	Subject
11548	May 12	Klamath County. South 6th St., Klamath Falls. Purchase of entire lots from city instead of fractional lots approved.
		Travel and Information Dept. Advisory Committee. Commissioner Chessman's resignation as member accepted. Appointment of Arch B. Sanders as successor approved.
		T. H. Banfield formally elected Chairman of new Commission.
11549		Clatsop County. Miles Crossing-Lewis and Clark Bridge Section. Construction of sidewalk requested. Investigation to be made.
		Meeting date. Next regular meeting date set for June 15 and 16.
		Agreements, et cetera, signed as follows:
		Southern Pacific Company, re pedestrian overhead crossing at Milwaukie;
		Benton County, Polk County and City of Independence, re maintenance of county road between Independence and Grenger;
		Agreement with following cities covering work to be performed: Monroe, Myrtle Creek, Drain, Pendleton, Umatilla;
		U. S. Dept. of Interior, Grazing Service, re preservation of juniper wayside strips along McKenzie and Ochoco Highways;
		Public Roads Administration letter authorizing R. H. Baldock, C. B. McCullough, S. H. Probert and J. W. Nash to sign disbursement vouchers chargeable to federal funds.
11550	June 15	Minutes approved as follows: April 6 and 7, April 27 to 30, inclusive, and May 11 and 12, 1943, approved unanimously.
		Chairman Banfield approves minutes of March 16 and 17, 1943.
		Real property. Resolution adopted authorizing acquisition.
11554		Condemnations. Recommended offers. Resolution adopted:
		Zilpha M. Taylor, right of way, Oregon Coast Highway;
		Arthur E. Davis, right of way, Oregon Coast Highway;
		Edna Montgomery, right of way, Oregon Coast Highway;
		Frank Purser Estate, right of way, I.O.N. Highway.
11556		Condemnation. Resolution adopted May 11, 1943, authorizing condemnation of property of Western Loan & Investment Co. and S. A. Swayne, confirmed. (See P. 11518).
		Delegations. Following matters discussed concerning which delegations are to appear:
		Log hauling. Reinstatement of permit of Leo Howard. (See P. 11573)
11557		Polk County. Independence Bridge. Request for construction. (See P. 11574)
		Lane County. High Street, Eugene. Request for state aid in improvement. (See P. 11576)
		Marion County. Woodburn. Request of J. P. Wadsworth for removal of trees. (See P. 11558)
		Tillamook County. Request of City of Tillamook for repairs to state highways damaged by heavy traffic.(See P. 11582)

Page	Date 1943	Subject
11557	June 15	Insurance. Report on insurance carried on highway department buildings and structures.
11558		War damage insurance renewed for one year. Private insurance coverage on all highway buildings to be purchased on three-year basis. Oregon State Insurance Agents Assoc. authorized to handle. Clatsop County. Sidewalk construction on Miles Crossing-Lewis & Clark Bridge Section considered. Attorney authorized to secure options for right of way. Umatilla County. Milton. City's request for state aid in drainage improvement denied.
11559		Log hauling. Little Nestucca Secondary Highway. Posting of signs prohibiting log hauling between MP 9.4 and 5.2 confirmed. Log hauling. Failure of operators to use binder chains discussed. Secretary to warn violators. Emergency transportation permits. Report on violations. Operators to be given same treatment as log haulers. Flagrant violations to be reported to Commission by telephone. Warning letters to be discontinued. Emergency transportation permits. Overweight violation of Los Angeles Seattle Motor Express discussed. Linn County. Richardson Gap County Road. Request of Roaring River Logging Co. for extension of agreement covering maintenance by state approved.
11560		Scrap material. Eugene. S. P. Co.'s offer to purchase second-hand signal material accepted. Log hauling. John Day Highway, near Austin Junction. Oregon Lbr. Co.'s request to discontinue flagman considered. Action deferred. Report ordered. Deschutes County. Camp Abbot, Bend. Army's request to use bridges for training troops in demolitions approved. Speed zones. Bend-Camp Abbot Section, The Dalles-California Hwy. Request of Army for 35-mile-per-hour speed limit approved.
11561		Travel & Information Dept. Post cards. Budget to be increased to cover additional post cards for U.S.O. distribution. Claim. Damage to truck scalehouse, Grand Ronde. Settlement of claim against Peter Murphy approved. Claim. Damage to traffic signal, Oregon City. Balance of claim against J. F. Reading cancelled. Award of contract confirmed as follows: Erection of foremast of Battleship Oregon, Lindstrom Bros. Scrap material. Sales of obsolete equipment and scrap materials, for which bids were received on May 12, confirmed.
11562		Civilian defense. Use of highway dept. equipment and personnel in case of public emergency or catastrophe approved. Resolution adopted.

Page	Date 1943	Subject
11563	June 15	Equipment, radio. Purchase and installation at Fort Klamath of distant receiver and high-frequency transmitter approved.
		Equipment. Purchase from Coos Bay Dredging Co. of ½-yard Owens Clamshell Bucket confirmed.
11564		Franklin-Smithfield sign controversy. Request of E.F.Howard for state maintenance of "Franklin" sign referred to Mr. Chessman.
		Log hauling. Offer of Hammond Lbr. Co. to assist in repair of highways damaged by log-hauling accepted. Policy established re cooperation of logging companies in repair of highways.
		Linn County. Albany. City's request for repair of Geary Street, damaged by log-hauling, denied.
		Lincoln County. Waldport. C. of C. requests re-opening of driveway to beach. Action deferred pending inspection.
		Benton County. Marys Peak Forest Road. Arrangement with Forest Service for use of road to haul gravel from state quarry approved.
11565		Linn County. Crabtree-Scio Section. Petition for oiling of half-mile section denied.
		Deschutes County. Redmond. Purchase from Babler Bros. of oiled rock for repair of highways in vicinity confirmed.
		Washington County. Davies Overcrossing. Claim of C.J.Eldon for additional compensation for contract referred to Attorney.
		Multnomah County. Barbur Blvd.-Boones Ferry Road Section, of West Portland-Hubbard Highway. Jacobsen-Jensen's contract No. 2393 terminated.
		Multnomah County. Portland. Dewey Gault condemnation suit. Increase in offer of settlement approved.
		Lincoln County. Waldport Ranger Station. Exchange of property with U. S. Forest Service approved.
		Clatsop County. Arch Cape Land Company claim for damages due to slide denied.
		Multnomah County. City of Portland. Sale to Wiley & Smith, Inc., of certain state-owned property, approved.
11567		Baker County. Quarry site. Sale to J. R. Wanker of portion of J. R. King Estate property approved.
		Josephine County. Sexton Mountain. Lease of Civil Aeronautics Administration renewed.
		Morrow County. Petitioning of West Extension Irrigation Dist. to exclude state-owned property from district approved.
		Umatilla County. Petitioning of Stanfield Irrigation Dist. to exclude certain state property from district approved.
		Jefferson County. The Cove State Park. Peach crop to be advertised for bids to be received at next meeting.
11568		State Park Matters. Parks Superintendent reports.
		Lane County. McKenzie Highway. Gift of Mr. and Mrs. Ben Dorris, 80-acre tract to be used as state park, accepted.

Page	Date 1943	Subject
11568	June 15	Wallowa County. Proposed park at Wallowa Lake. Offer of gift of 50 acres of land to be investigated.
		Clackamas County. Stop signs at junction of Woodburn-Sandy and Cascade Secondary Highways. Reversal approved. Resolution to be adopted at next meeting. (See P. 11624)
11569		Clackamas County. Stop signs at junction of Woodburn-Sandy Hwy. and county road to Wilhoit, near Molalla, to be changed. Resolution to be adopted at next meeting. (See P. 11677)
		Douglas County. Sutherlin. Stop signs at grade crossing of S. P. Co. railroad tracks approved. Resolution adopted.
11570		Speed zone. Hendricks Bridge, McKenzie Highway. Speed of 25 miles per hour approved. Resolution adopted.
11571	June 16	Bids received on following projects, sale of buildings and land and furnishing of ferry service: Alsea Mountain Rock Production; Umpqua River Bridge, Reedsport; Madras Rock Production;
11572		Dallas-Fern Corner & Pedee-Kren Sec., surfacing and oiling; Dallas-Burns Corner Section, surfacing; Weston Rock Production; Ferry service at Enegren Crossing; Sale of tract of land in North Portland; Sale of residence buildings in Eugene.
		Multnomah County. Interstate Bridge. Army guards being removed. Employment of nine state guards approved, if State of Washington will pay half the expense.
11573		Bridge guards. Matter of maintaining guards on bridge structures to be decided on Commission's inspection trip in July.
		Log hauling. Request of Leo Howard for reinstatement of permit denied. Cancellation of permit for ten-day period approved.
11574		Polk and Marion Counties. Delegation urges construction of following as postwar projects: Willamette River bridge at Independence and Salem-Independence River Road.
		Josephine County. Happy Camp-Takilma Forest Development Road Request of County Court for designation as Forest Highway denied.
		R. H. Baldock. Authorized to attend meeting of directors of American Assoc. of State Highway Officials, in Chicago, June 25.
11575		Multnomah County. Steel Bridge, Portland. Request of Portland Traction Company that ramps be designed to permit operation of trolley coaches requiring 19' vertical clearance across bridge denied.
		Klamath County. Request of D. E. Alexander to construct two cattle guards across Klamath Lake Second. Hwy. approved.
		Morrow County. Cottonwood Grade Section. Supplemental report on proposed improvement approved.

Page	Date 1943	Subject
11575	June 16	C. W. Parker authorized to go to Kelso, Olympia, and Tacoma, Wash. to secure information re golf-course expert for use in condemnation action against Peninsula Public Golf Course Co., Portland.
11576		Permits. Secretary authorized to sign permits in behalf of Commission. Engineer to pass on engineering features.
		Multnomah County. Denver Ave., Portland. Granting of permit to Kaiser Co., Inc., to cut concrete curb, confirmed.
		Lane County. High St. Project, Eugene. Delegation confers re improvements. Surveys authorized, if cost reasonable.
11577		Surveys. High Street Project, Eugene. Engineer instructed to conduct necessary surveys, if cost reasonable.
		Lane County. Judkins Point, Eugene. Price agreement with McNutt Bros., for construction of spillway, approved, if federal funds can be secured.
11578		Jackson County. Drainage tunnels, Siskiyou Mountain Section. Construction authorized.
		Lane County. Willamette Highway south of Coast Fork Bridge. Petition for construction of "causeway" for flood control denied.
		Curry County. Knapp Hotel, Port Orford. Sale to Walter L. Strain, high bidder, deferred until word received from women's organization re disposal of building.
		Marion County. Ramseyer property, south of Salem. Sale of 13.37 acres to Leo White approved.
11579		Linn County. Albany. Sale to J. L. Stuart Ins. Agency of Lots 5 and 6, Blk. 5, Monteith's Eastern Addition, approved.
		Multnomah County. Union & Denver Aves., Portland. Arrangement with Gen. Petroleum Corp. re operation of service station blocked by highway construction, approved.
		Josephine County. Williams Highway-Fruitdale Road Section. Abandonment resolution adopted amending resolution adopted Oct. 10, 1940.
11581		Personnel. Sick-leave and casual-leave. Modification of ruling to conform with Board of Control's ruling considered. Decision deferred until conference with Board.
		Marion County. Woodburn. C. P. Wadsworth permitted to remove trees in front of drug store. Agreement to be prepared.
11582		Tillamook County. Tillamook. Delegation confers re maintenance of roads damaged by heavy hauling. Commission to decide after inspection.
		Traffic scales. Delegation requests installation north of Tillamook.
		Log hauling. Tillamook delegation suggests adoption of scale measure rather than weight measure for logging loads.
11583		Log hauling. F. S. Brundage, Western Log and Lbr. Administrator, protests cancellation of permits as penalty for overloading.

Page	Date 1943	Subject
11583	June 16	Awards. Chairman announces awards of contract, sale of building at Eugene, and sale of tract of land in North Portland.
11585		Claim. Thomas E. Brooks, Eugene, claims damage to property from reconstruction of Pacific Highway. Settlement approved.
		Hood River County. Mt. Hood Highway. Purchase of maintenance site, Parkdale, approved.
		Claim. Settlement of claim against McNutt Bros., for damage to state car, approved on fifty-fifty basis.
11586		Curry County. Floras Lake Park. Lease to County as naval aircraft landing field discussed. Request of federal authorities for changes in provision of lease denied.
		Maintenance materials. Engineer authorized to advertise for bids for maintenance rock for repair of Clear Creek-Little Nestucca Junction Section, Oregon Coast Highway and Three Rivers Highway, east of Hebo.
11587		Park matters. Parks Superintendent resumes report on state park matters. (See also P. 11568)
		Marion County. Champoeg Park. Parks Superintendent reports that new caretaker has been installed. Approved.
		Grant and Wheeler Counties. John Day Fossil Park. Park Superintendent reports on matter of acquisition. No action.
		Park matters. Financial report approved for period ending May 31, 1943.
		Surveys. List of surveys, ordered since last meeting, approved. Engineer instructed to submit more details and to forward list to Commission in advance of each meeting.
11589		Extensions of time granted as follows: Berke Bros., Miner Creek-Spencer Creek Section; Porter W. Yett, Swan Island Access Road Project; Porter W. Yett, Sunderland Avenue Access Road.
11590		Contracts completed and accepted as follows: Barbur Blvd.-Boones Ferry Road Section, Jacobsen-Jensen Co.; Clackamas Overcrossing Section, Roy L. Houck; Miner Creek-Spencer Creek Section, Berke Bros.; Necanicum Junction-Sunset Camp Section, A. S. Wallace; Baker-Homestead Section, D. C. and A. L. Williams; Swan Island Access Road Project, Porter W. Yett; Helmick Undercrossing, Averill & Corbin; Sunderland Avenue Section, Porter W. Yett;
11591		Port Orford Section, A. H. Saxton & Son; Southwest Boardman Flight Strip, E. C. Hall Company and J. C. Compton.
		Agreements, et cetera, signed as follows: U. S. Government, re modified project agreement for Cascade Lakes Forest Highway project. Jacobsen-Jensen Company, terminating contract No. 2393, for Barbur Blvd.-Boones Ferry road Section; U. S. Forest Service, covering use of Marys Peak Forest Road by state contractors working on Alsea Highway;

Page	Date 1943	Subject
11591	June 16	Agreements (Cont.) Henry Blankinship, providing for reconstruction of cattle pass under Santiam Highway after war; S. P. Co., covering construction of extension to spur railroad track, near Springfield, Lane County; West Extension Irrigation Dist., Morrow County. Petition to exclude state-owned land from district; Stanfield Irrigation District, Umatilla County. Petition to exclude state-owned land from irrigation district. Bargain and sale deeds, conveying property to following: Leo White, 13.37 acres on Pacific Hwy., south of Salem;
11592		Coos County, three parcels of land in North Bend; Henry Duyck, 33.6 acres adjacent to Wolf Creek Hwy.; Lincoln County, property at Seal Rocks; Henry Duyck, 10.75 acres adjacent to Wolf Creek Highway. Meeting dates. Next regular meeting to be held on July 6 and 7; Inspection trip to be made through southwestern Oregon July 12 to 17, inclusive.
11593	July 6	Minutes of meeting held on June 15 and 16, 1943, approved. Real Property. Resolution adopted authorizing acquisition.
11596		Multnomah County. West Approach Steel Bridge Front Ave. Project, Portland. Matter of acquisition of right of way to be discussed with city officials. Real Property. Sale of property not needed for highway purposes discussed. Assistant Attorney to report.
11597		Multnomah County. Portland. Request of S. E. Chamber of Commerce for improvement of 82nd Ave. discussed. (See P. 11612) Foster Road. Request for extension considered. (See P. 11612) Historical Markers. Request of Old Oregon Trail Centennial Commission for erection of additional markers along "Old Oregon Trail" discussed. (See P. 11613). Yamhill County. Request of G. R. Fulgham to purchase small parcel of land on Salem-Dayton Secondary Highway discussed. Report ordered. Malheur County. Stockpile site. Request of M. A. Biggs for exchange of sites discussed. Snow Removal. McKenzie and Mt. Hood Highways. Expenditures for opening approved.
11598		Princeton-Rome Secondary Highway. Nic W. Monte, U. S. Dept. Interior, suggests use of federal grazing funds for construction. Decision deferred. Log Hauling. Oregon Lumber Company requests relief from furnishing flagmen on John Day Highway. Denied. Policy of State of Washington re weight allowances discussed. Present policy of Commission to be retained. Engineer authorized to pass on single log movements.

Page	Date 1943	Subject
11599	July 6	Log Hauling Refusal of logging operators to stop to be weighed on portable scales discussed. Matter of furnishing police officer to aid weighmasters to be discussed with Superintendent of Police. Log hauling violations of Leo Howard discussed. Howard to be warned.
		Log Hauling. Douthit & Shorey. Secretary instructed to warn them re overloading.
11600		Practice of sending warning letters to first offenders to be continued. Second offense to be brought before Commission.
		Emergency transportation permits. Report re overweight violations discussed and filed.
		Log hauling. Letter of Maury Maverick, WPB, protests penalty to be imposed on log haulers by Commission.
		Polk County. Salmon River Highway. Grand Ronde. Installation of reflectorized railroad crossing signs approved.
		U. S. War Department. Granted authority to use state lands in connection with army maneuvers in Central Oregon.
11601		Maintenance Materials. Oregon Coast and Wolf Creek Highways. Engineer authorized to advertise for bids.
		Multnomah County. Pacific Highway East near Jantzen Beach. Engineer's oral authority to spend $1800.00 to construct drainage facilities confirmed.
		Coos County. North bank County Road. State agrees to maintain 2.5-mile section, if government will provide funds.
		Deschutes County. Request of Mr. Widmark, for construction of irrigation ditch 1/2 mile north of McKenzie Highway, denied.
11602		Washington County. Wolf Creek Highway. Harold B. Pasley requests right of access to highway through Fred Zurcher property. Additional report ordered.
		Equipment rental. Ochoco Lumber Company's request for rental of highway power shovel approved.
		Multnomah County. Interstate Bridge. War Department notifies state of removal of army guards from bridge.
		Lincoln County. Waldport. Frank Hilton requests clause in agreement allowing building to remain in present location until six months after end of war. Approved.
11603		Harney County. Maintenance site. Purchase of land near Crane and construction of temporary shelter for equipment approved.
		Tillamook County. Hebo maintenance site. Purchase of adjoining land approved.
		Josephine County. Wolf Creek-Grave Creek Sec., Pacific Highway. Purchase of additional lands from State Land Board for relocation approved.
		Multnomah County. Portland. Offer of H. W. Freeze to purchase property in Kenton accepted.

Page	Date 1943	Subject
11604	July 6	Marion County. W. H. Grabenhorst's offer to purchase 81.5 acres of Christian Ramseyer property south of Salem, accepted.
		Lane County. Eugene. C.F.Campbell requests additional settlement for buildings acquired with right of way. Action deferred.
		Morrow County. Petition to Westland Irrigation Dist. requesting exclusion of state lands from district approved and signed.
		Marion County. Center Street, Salem. Portion designated as state highway route. Resolution adopted.
11606		Survey. I.O.N. Highway between Rome and Idaho State Line. Increased budget approved.
		Insurance. State Highway Dept. buildings. Mr. Wadsworth reports on cost of insuring. Purchase confirmed. Engineer to report on insuring building contents, automobiles, etc.
11607		Douglas County. C.J.Eldon's Contract 2557, Wright Ranch-Milo Section. Engineer to ascertain Eldon's plans to complete.
		Salaries & Wages. 9-hour work day for oil crews and pavement-patching crews approved.
		Tillamook County. North Tillamook County Chamber of Commerce's request to meet with Commission on Coast Highway inspection trip approved.
		Legislation. Congressional delegation to be contacted re enactment of H.R. 2798, as requested by Associated General Contractors.
		Umatilla County. Easement granting Union Pacific Railroad permanent use of small tract of land approved and signed.
11608		Clackamas County. West Portland-Hubbard Highway. Request of Elgin B. Lichtenwalter to fence off portion of right of way near Aurora for grazing purposes approved.
		Surveys. List of surveys ordered since last meeting approved.
11609		Engineer authorized to order surveys costing not more than $2000, to be confirmed by Commission at following meeting.
11610		Coos County. North Bend Airport Access Road. Attorney authorized to assist Federal Government in condemning right of way if necessary.
		Extension of time requested by O. C. Yocom re South Mountain Mine Access Road. Project approved.
		Contracts completed and accepted, as follows: South Mountain Chrome Mine Access Road, O. C. Yocom. Rock Creek-Joseph Section, M. C. Lininger & Son.
11611	July 7	Bids received on the following highway construction projects, furnishing ferry service, sale of building and sale of peaches: North Bend Airport Access Road Project; Belknap Sorings-Fourmile Butte Rock Production Project; Eighth Avenue-Broadway Section of Hilyard Street, Eugene; Yeon Avenue-Nicolai Street Access Road;

Page	Date 1943	Subject
11612	July 7	Ferry Service at Enegren Crossing of Coos River; Sale of residence building in Freewater; Sale of peach crop at The Cove Palisades State Park.
		Union County. Boswell Ranch-Follett Ranch Section. Price agreement with contractor, O.C.Yocom, for furnishing maintenance materials approved.
		War Production Board. Engineer authorized to serve as member of W.P.B. construction machinery committee.
		Multnomah County. Southeast Portland Chamber of Commerce requests following improvements in postwar program: Extension of 82nd St. improvement to Oregon City. Extension of Foster Road to connect with Mt. Hood Highway. Commission to inspect before deciding.
11613		Historical markers. Walter Meacham, Old Oregon Trail Centennial Commission, requests erection of additional markers and placing of stakes along Old Oregon Trail route.
11614		Multnomah County. Portland. Proposed agreement with Northern Pacific Railway Co. and City of Portland re overhead pedestrian crossing in North Portland discussed. Action deferred.
		Wasco County. Request of J.E.Peck for repair of irrigation flume along The Dalles-California Highway, denied.
		Park matters. Report of Parks Superintendent. Sale of peach crop in The Cove-Palisades State Park. Referred to Park Superintendent, Engineer and Attorney to arrange sale.
11615		John Day Fossil area. Report on inspection with Dr. John C. Merriam. Commission to inspect premises.
		Status of Champoeg State Park. Report ordered for establishing policy.
		Sheep grazing in Humbug Mountain Park. Agreement with Robert Fromm extended.
		Harney County recreational area. Application withdrawn.
		Proposed Wallowa Lake Park. Park Superintendent to discuss with owners.
11616		Lane County. Mr. & Mrs. Ben Dorris' gift of park site given special recognition. Resolution adopted naming park.
11617		Malheur County. M.A.Biggs requests state to deed two-acre stockpile site back to county. (See P. 11618)
		Federal Aid Highway System. Engineer recommends placing of as many state highways as possible on federal system. Tabulation of recommended highways presented.
11618		Travel & Information Dept. "County Officer's Magazine." Furnishing of plates authorized subject to approval of Advisory Committee.
		Wayside strips. Portland Chamber of Commerce requests acquisition of additional strips throughout state.
		Malheur County. M.A. Biggs' request for state to deed 2-acre stockpile back to county approved.
		Multnomah County. Jantzen Beach. Harvey Wells requests something done to safeguard pedestrians. Commission orders signs erected directing pedestrians to use underpass.

Page	Date 1943	Subject
11618	July 7	Klamath County. Algoma Dike damage suit against California Oregon Power Company and Southern Pacific Railroad Company discussed. No action.
11619		Flight Strips. W.H.Lynch,Public Roads Administration, presents tentative form of agreement re postwar maintenance.
		Clatsop County. Astoria Airport Section, Oregon Coast Highway. Engineer authorized to advertise for bids.
		Polk County. McTimmonds Valley Project. Engineer authorized to advertise for bids.
		Meeting Dates. Next regular meeting scheduled for July 27 and 28, 1943.
		Trip date. July 12 to 17, inclusive set for Oregon Coast and Pacific Highways trip.
		Yamhill County. Sale to C.R. Fulgham of land abutting on Salem-Dayton Secondary Highway approved if land not needed for highway purposes.
11620		Coos County. Shore Acres State Park, Cape Arago Secondary Highway. Agreement with U. S. re leasing of property approved. Resolution adopted.
11622		Umatilla County. Pendleton Airfield. Lease of 7.2 acres to U. S. A. approved, Resolution adopted.
11623		Jackson County. Traffic signs at intersection of Medford-Provolt Secondary Highway with Copper County Road. Elimination of stop signs approved. Resolution adopted.
11624		Clackamas County. Junction Woodburn-Sandy Secondary Highway and Cascade Secondary Highway near Molalla. Resolution adopted changing traffic signs.
11625		Awards. Chairman Banfield announces award of contracts, ferry service, sale of residence building and sale of peach crop.
11626		Agreements et cetera, signed as follows:
		Union Pacific Railroad Company covering alterations to Union Avenue Viaduct, Portland.
		General Petroleum Corp. of Calif. covering maintenance of traffic access to its station at Union and Denver Aves.
		C. J. Mortenson, Forest Grove, covering salvaging of fallen timber on Wilson River Highway.
		Victor Affolter, covering lease of stockpile site, on Oregon Coast Highway, five miles north of Otis.
		Curry County, covering construction, operation and maintenance of an airport on the State Park at Floras Lake.
11627		Swaggart & Cothren granted permission for use of old state-owned quarry on Salmon River Hwy. east of Rose Lodge.
		U.S.Gov't. covering lease of "Shore Acres" property adjacent to Cape Arago Hwy. Supplemental agreement also signed.
		City of Ontario covering improvements to city streets not on state highway system.
		U. S. Gov't. Covering construction by the Bonneville Authority of a pole line along and across a state highway in Multnomah County.

Page	Date 1943	Subject
11627	July 7	Westland Irrigation District. Petition for exclusion of 23 parcels of land from the district in Umatilla County.
		Bargain & Sale deed conveying to Harry Mercer land situate at end of Denver-Union Ave. Sec. of Pac. Hwy. in Portland.
		Bargain & Sale deed conveying unto Mr. & Mrs. J.L.Stuart land situate in Hacklemen's Second Addition to Albany.
		U. S. Government. Lease to Federal Government of 7.2 acres near Pendleton Airport.
		O. W. R. & N. Company, granting permanent right to use fragment of state-owned land .23 acre.
		Resolution establishing 25-mile per hour speed limit on McKenzie River Bridge Crossing.
11628	July 12	Clatsop County. Astoria. Conference held with county court and chamber of commerce:
		Postwar highway program: Chairman explains purpose of visit. County requested to file list of preferred postwar projects.
		Legislation. Bill providing federal funds for postwar highway construction explained to delegation.
11629		Astoria Airport Section. Status of project explained.
		County Court requests following postwar projects:
		Cannon Beach Section, Oregon Coast Highway. Construction.
		Astoria-Portland Section, Columbia River Hwy. Betterment.
		Connecting link between Astoria and Wolf Creek Highway.
		Secondary Highways, Clatsop County. Enlargement of system.
		Fort Stevens Road. Improvement and designation as state highway.
		Ferry service across Columbia River at Astoria.
11630		Astoria Chamber of Commerce requests following projects:
		Completion of projects that have been started.
		Elimination of bottleneck at the Astoria ferry.
		Tillamook County. Wheeler. Conference held with county court, North Tillamook County Chamber of Commerce, and Manzanita and Wheeler Chambers of Commerce:
		Postwar program. Following projects requested by delegations:
		Connecting road between Wheeler and the Wolf Creek Highway;
11631		Necanicum Highway. Elimination of curves;
		Connecting link between Wilson River and Wolf Creek Hwys.;
		Chairman states purpose of Commission's visit.
		Tillamook County. Commission in company with County Court inspects proposed highway routes, enroute to Tillamook.
		County Court requests following improvements:
		Oregon Coast Highway from Tillamook south six miles. Reconstruction;
		Trask River Bridge, west of Tillamook. Reconstruction;
		Wilson River Highway, reconstruction between Tillamook and crossing of Wilson River.
		Tillamook County. Tillamook. County Court, Tillamook Chamber of Commerce and Oregon Coast Highway Assn. confer.

Page	Date 1943	Subject
11632	July 12	Chairman exolains purpose of Commission's visit.
		Delegation requests following:
		Wilson River Highway. Naming of wayside timber strip H. H. Rosenberg State Park, requested.
		Coastal highways. Center-line striping urged.
		Maintenance work. Use of war prisoners sug.ested.
		Log hauling. Cancellation of permits for overloading discussed.
11633	July 13	Lincoln County. State parks and highway inspected.
		Toledo. Conference with County Court and local citizens.
		Delegation requests following improvements:
		Alsea Highway. Completion of oiling.
		Siletz Secondary Highway. Construction of Siletz-Kernville Section, particularly over Euchre Mountain.
		Coastal Highways. Repainting of center line stripe.
		Corvallis-Newport Highway. Modernization over Pioneer Mountain and between Toledo and Newport.
		City of Toledo. Painting of pedestrian lanes. Oiling of footpaths.
11634		Siletz-Nashville County Road. Designation as secondary highway.
		Oregon Coast Highway, north of Newport. Modernization.
		Toledo-Newport Project. New road following railroad grade.
		McMinnville-Tillamook Highway. Straightening between Willamina and Grand Ronde, in Tillamook County.
		Postwar projects. County Court recommends following projects in order of importance:
		Oregon Coast Highway. Improvement.
		Corvallis-Newport Highway. Modernization.
		Alsea Highway. Improvement.
		Inspection trip. Coast highways and state parks inspected enroute from Toledo to Marshfield.
11635		Coos County. Marshfield. Conference with County Court, Oregon Coast Highway Association and interested citizens.
		Postwar program. John Kelly outlines purposes of Postwar Readjustment and Development Committee.
		County Court requests following improvements:
		Marshfield-North Bend Section. Complete improvement.
		Marshfield-Coquille Section. Continue improvement.
		Secondary highways. Request for designation of additional secondaries.
		County roads. State aid in repair of roads damaged by log-hauling requested.
		City of Marshfield. City urges installation of traffic lights between Marshfield and North Bend.
		Lumber hauling. Weight tolerance for green lumber requested.
11636		Postwar projects suggested for consideration, as follows:
		Oregon Coast Highway. Improvement between Marshfield and North Bend, and between Marshfield and Coquille.

Page	Date 1943	Subject
11636	July 13	Coos County. Marshfield. (Conference continued.) Coos River Secondary Highway. Improvement and extension to connection with Umpqua Highway, near Scottsburg. Coos Bay Wagon Road. Improvement. Old Seven Devils Road. Improvement between Marshfield and Bandon. Powers Second. Hwy. Extension to Rogue River at Agness. Bonds. Oregon Coast Highway Assoc. suggests issuing Highway Bonds to finance postwar improvement of highways throughout the state.
	July 14	Coos and Curry Counties. State parks and highways inspected from Marshfield to Gold Beach.
		Curry County. Gold Beach. Conference with County Court, Chamber of Commerce and local citizens.
11637		Postwar construction. Following improvements requested: General highway improvements, including widening and straightening of crooked sections in Curry County. Oregon Coast Highway improvements as follows: Port Orford-Euchre Creek Section, and Gold Beach Section. Gold Beach to Pacific Highway. Connecting road up Rogue River. Log hauling. Delegation commends Commission on policy re cancellation of permits for overweight hauling. Cape Blanco Secondary Highway. Commissioner Cone urges completion of improvement.
11638		Josephine County. Grants Pass. Conference with County Court, Chamber of Commerce and local citizens. Postwar projects. Following requested: Pacific Highway, north of Grants Pass. Elimination of bottlenecks. (Given as preference project.) Redwood Highway. Hayes-Hill Section. Reconstruction. Secondary Highways, as follows: Applegate to Robinson Bridge; Grants Pass to Dixie Ranch; Merlin Loop. Takilma-Happy Camp Forest Development Road. Designation as forest highway and improvement.
11639		Improvement of roads on north and south side of Rogue River north of Grants Pass and construction of connecting road. Applegate Bridge. Replacement requested.
	July 15	Jackson and Josephine Counties. Highway projects inspected.
11640		Clatsop County. Cannon Beach Section, Oregon Coast Highway. Advertising of bids for surfacing materials authorized. Lincoln County. Acquisition of land between old Spruce Production Railroad and Oregon Coast Highway approved. Newport-Waldport Section. Acquisition of land on ocean side discussed. No action. Waldport-Yachats Section. Obtaining of options on small tracts on ocean side of highway approved. Polk County. Repair of county road damaged by gravel hauling from state's gravel pit at Buena Vista approved.

Page	Date 1943	Subject
11641	July 15	Benton and Polk Counties. Repair of county roads damaged by activities of state contractors approved.
		Claim. Government to be asked to reimburse state for repair of county roads damaged by contractors on federal jobs.
		Lincoln County. Waldport. Request of Chamber of Commerce for opening of road from highway to beach denied.
		Salary and wages. 48-hour work-week approved for entire state highway department personnel.
		Green Lumber Hauling. Tolerance allowance such as allowed log haulers to be investigated.
		Interstate Bridge. Report guards hired. To be deputized as police officers, and to be under control of Oregon and Washington State Police.
11642		Bridges. Withdrawal of bridge guards considered. Superintendent of State Police to be consulted.
		Jackson County. Medford. Comolaints re one-way traffic arrangement through city discussed. No change to be made (See P. 11643.)
		Legislation. Letter from Assoc. Gen'l. Contractors, re post-war highway program bill, HR 2798, discussed and filed.
		Gasoline rationing. Letter from Automobile Club of New York urges investigation re supply and distribution of gasoline.
		Gasoline-ration bank account. Opening of ration bank account with U. S. National Bank of Portland approved.
		Jackson County. Siskiyou Mountain Section of Pacific Highway inspected.
11643		Jackson County. Medford. Conference with County Court and City Council of Medford.
		Mayor Meker requests resurvey of one-way traffic arrangement through town. (See P. 11642)
		Jackson County. Postwar projects requested as follows:
		Pacific Highway. Modernization. First choice.
		Little Butte Secondary Hwy. Extension to connection with Klamath Lake-Westside Secondary Highway, in Klamath County.
		Crater Lake Highway. Construction of concrete pavement, particularly between Shady Cove and Antelope Creek.
		Tiller-Trail Secondary Highway. Further improvement.
11644		Permit. U. S. Army's request to transport wrecked plane from Medford to Pendleton denied because of size of load.
		Douglas County. Roseburg. Conference with County Court, Chamber of Commerce and local citizens.
		Douglas County. Postwar projects requested as follows:
		Pacific Highway. Reconstruction from Roseburg to Douglas-Jackson County line. Preference project.
11645		Elkton-Sutherlin Secondary Highway. Widen and straighten.
		Territorial Highway. Widen and straighten from Anlauf north and oil from Anlauf to Lane County line.
		Tiller-Trail Secondary Highway. Improvement from Milo to Jackson-Douglas County line.

Page	Date 1943	Subject
11645	July 15	Douglas County. Postwar projects (Continued) North Umpqua County Road. Grade, surface and oil Roseburg-Dixonville Section; grade and oil 12-mile section between Marks Ranch and Rock Creek Section; and designate as state secondary highway. Douglas County. North Umpqua County Road. Inspected at County Court's invitation.
11646	July 16	Douglas and Lane Counties. Highway projects inspected enroute from Roseburg to Eugene. Lane County. Eugene. Conference with County Court and Eugene Chamber of Commerce. Postwar projects requested as follows: Pacific Highway. Modernization of entire highway. Willamette Highway. Reconstruction east of Goshen. Eugene, North High Street Project. Cooperation among state, county and city in postwar plan of construction. "Route F" Highway. Construction requested by County Commissioner Holland.
11647		Siuslaw Highway. Modernization. Lane County. Ben Dorris State Park dedication. Deed presented by Mr. and Mrs. Dorris. Copy of resolution, accepting park, presented to Dorrises. Linn County. Albany. Conference with County Court. Postwar projects requested as follows: Lebanon-Corvallis County Road, via Tangent; Scrabble Hill County Road, between Lebanon and Salem; Lebanon-Brownsville County Road;
11648		Santiam Highway, alternate route between Lebanon and Albany, paralleling railroad; Santiam Highway, Sweet Home-Cascadia Section, first choice Lyons-Mill City Secondary Highway improvement; Albany-Salem Section of Pacific Highway. Modernization. Benton County. Corvallis. Conference with County Court and local citizens. Postwar projects tentatively requested as follows: Pacific Highway West, north and south of Corvallis. Widening and elimination of right angle turns south of Rickreall Alsea Highway. Completion and modernization.
11649		Pacific Highway West, Corvallis. Rerouting along river front to relieve congestion. Secondary highway projects, requested as follows: Kings Valley Secondary Highway; Alsea-Deadwood Secondary Highway; Territorial Secondary Highway; Blodgett-Nashville Secondary Highway; Kings Valley Secondary Highway towards Salem. Polk County. Independence Bridge. Construction opposed by Benton County Commissioner Malone as being unnecessary. Benton and Linn Counties. Judge McBee suggests improvement of Corvallis-Lebanon Section, via Tangent, by-passing Albany.

Page	Date 1943	Subject
11650	July 17	Benton and Polk Counties. Inspection of highways between Corvallis and Salem.
		Polk County. Site of proposed bridge over Willamette River at Independence inspected.
		Marion and Polk Counties. Salem. Conference with County Courts and Salem Chamber of Commerce. Chairman Banfield explains purpose of Commission's visit.
		Following projects requested by counties jointly:
		Salem-Independence River Road;
		Independence Bridge over Willamette River.
11651		Polk County. Projects proposed by Polk County Court for postwar construction as follows:
		Short-cut route between Rickreall and Buell;
		Improvement of US99W between Rickreall and McCoy;
		Buena Vista County Road, repair and maintenance;
		Independence-Granger County Road. Realignment.
		Marion County. Projects proposed by Marion County Court for postwar construction as follows:
		Niagara-Detroit Section of North Santiam Highway. Designate and construct as a state highway;
		Salem-Silverton Secondary Highway. Extend improvement already started.
		Pacific Highway East, south of Salem. Extend reconstruction work at least as far as Albany;
		South River Road from Salem to Independence and bridge over Willamette River at Independence;
11652		Wilsonville cut-off (West Portland-Hubbard Highway). Complete between Marion County Line and Portland.
		Proposed road from Rickreall to Salt Creek, in Polk County.
		North River Road, north of Salem. Extend present improvement.
		Marion & Polk Counties. Salem-Independence-Kings Valley Highway Association urges following improvements in cooperation with two counties:
		South River Road, from Salem to Independence.
		Independence Bridge over Willamette River.
		Delegation requests a second conference with Commission after completion of state-wide canvass of postwar projects.
11653	July 27	Real property. Resolution adopted authorizing acquisition.
11658		Item No. 10925, Levi L. McDonald, stockpile site, referred to Commissioner Schaupp and Engineer for investigation.
		Public Roads Administration approves offers for property in which government is interested.
		Condemnations. List of recommended offers. Resolution adopted;
11659		Oregon Coast Highway, right of way: Henry Naegeli, et al., Capt. Chas. H. Johnson, Daisy I. Whiton, Mary Sijota.
		The Dalles-Calif. Hwy., right of way: Mrs. D. E. Sunderland.

Page	Date 1943	Subject
11662	July 27	Claim. C. J. Eldon, contractor for Davies Overcrossing, requests reimbursement for cost of maintaining flagmen and watchmen. Settlement approved.
		Umatilla County. Delegation requests repair of road from Old Oregon Trail to Umatilla to island in Columbia River. Approved if county secures federal funds.
11663		Emergency transportation permits. Overweight violators to be warned to limit loads or permits will be cancelled.
		Lumber hauling. Request of R. J. Moore, Bandon, for same weight tolerance on green lumber as allowed log haulers denied.
		Log haulers. Permits of flagrant violators of weight allowances to be cancelled for ten days (See P. 11674)
		Request of E. K. Wood Lumber Co. for permit to haul overweight loads of logs over Umpqua Highway denied.
11664		Refusal of A. W. Paulson, Mollala, to be weighed reported. Operators refusing to be weighed to be warned that permits will be cancelled unless they comply with rules.
		Log hauling. Deputizing of weighmasters as peace officers considered. (See P. 11675)
		Flagmen. Log haulers on Cascadia-Sweet Home Section to be warned to furnish flagmen or have permits revoked.
		Binder chains. Further inquiry to be made as to why log haulers are not using binder chains as required by permits.
		Bridge guards. Supt. of State Police recommends removal of guards on certain bridges.
11665		Arch Cape Tunnel. Supt. of State Police recommends removal of guards.
		Insurance. Bridges. Insurance against sabotage considered. (See P. 11677)
		Traffic-line painting. Schedule for 1943 approved.
		Polk County. Repair of county roads damaged by gravel-hauling of state's contractors approved.
		Polk and Benton Counties. Camp Adair. Portions of secondary highways to be leased to government, if army will permit encroachment of McTimmonds Valley Road and approve award of contract.
11666		Umatilla County. Stanfield Irrigation District to be petitioned to exclude state-owned lands from district.
		Multnomah County. Union Avenue Viaduct, Portland. Modification of agreement with Union Pacific Railroad Co. approved.
		Claim. H. G. Stewart's claim for damages to property adjacent to John Day Highway. Payment of claim and form of "Release of Damages" approved.
		Forest Highway Program. Program letter for fiscal year ending June 30,1944, approved and signed.
11667		Federal aid secondary highway system. Application to government for extension of federal aid system to be deferred.

Page	Date 1943	Subject
11667	July 27	Lane County. "Franklin-Smithfield" controversy. R.V.Howard advised by Commissioner Chessman to take up matter of signs with county court.
		Jackson County. Medford. Request for abandonment of one-way traffic through city referred to Engineer for report.
11668		Wayside strips. Resolution of Portland Chamber of Commerce urges acquisition of wayside timber. Parks Superintendent to invite recreational committee on tour of inspection.
		Lane County. Willamette Highway. Construction of revetment along Willamette River near Oakridge approved. Attorney authorized to secure options for right of way.
		Josephine County. Happy Camp-Takilma Forest Development Road. Request for designation as forest highway denied.
		Lincoln County. Waldport. Method of exchange of properties with Forest Service discussed. Referred to Attorney for decision.
11669		Lincoln County. Waldport Troop Shelter. Matter of granting permanent easement to government referred to Engineer for report.
		Washington County. Wolf Creek Highway. Request of Harold V. Pasley for access road to highway through Zurcher property. Action deferred.
		Curry County. Knapp Hotel, Port Orford. Bid deposit of Walter L. Strain for purchase of building to be returned.
		Equipment. Purchase of two tractor loaders approved.
		Log hauling. PUC suggests contacting Justices of Peace re
11670		imposing heavier fines for violations. District Attorneys to be contacted, instead.
		Clatsop County. Astoria. Sale of buildings acquired with right of way approved. Preservation of buildings to be made condition of sale.
		Surveys. List of surveys ordered since last meeting.Approved.
11671		Survey. Steiwer Hill-Albany Section of Pacific Highway East. Selection of permanent route deferred until next meeting.
		Extensions of time as follows: Jacobsen-Jensen Co., Section "B", South Unit, Antelope Creek-Medford Section; No. 2570. Gilpin Construction Co., pier fenders, Lewis & Clark River Bridge. No. 2621.
11672		Contracts completed and accepted, as follows: Section "B", South Unit, Antelope Creek-Medford Section, Jacobsen-Jensen Company; Pier fenders, Lewis and Clark River Bridge, The Gilpin Construction Company.
		Meeting date. August 23, 1943, confirmed as next regular meeting date. August 24 to 28 set for inspection trip in Central Oregon.
11673	July 28	Bids received on following projects: Astoria Airport Section, grading and bit. macadam;

Page	Date 1943	Subject
11673	July 28	Bids (Continued) North Bend Airport Access Road, grading and paving; Monmouth-Pedee Section, grading, surfacing and oiling; Monmouth-Pedee Bridge Project;
11674		Hebo Rock Production Project. Log hauling. Cancellation of P.U.C. permits of 12 overweight violators discussed. (See P. 11675) Press release re overloads considered. Blanket recommendation authorizing PUC to issue permits to special carriers revoked. Separate recommendation for each carrier required hereafter. Permits. Attorney reports on Commission's authority to issue permits, as provided by 1943 Legislature.
11675		Log hauling. Ten day cancellation of PUC permits of twelve operators having flagrant overloads approved. Weighmasters. Deputization as police officers approved. Resolution adopted.
11676		Deputization to be discussed with Superintendent of State Police and with F. H. Brundage, WPB. Log hauling. Commissioner Schaupp approves action taken re letters to be directed to District Attorneys. Press release re cancellation of permits authorized.
11677		Insurance. Bridges. Purchase of extended insurance against sabotage approved for certain bridges, subject to investigation. Bridge guards. Guards to be removed from certain bridges if insurance can be secured. Multnomah County. Portland. Sale of property to H. W. Freeze discussed. Change in terms of settlement approved. Clackamas County. Change in stop signs at intersection of Woodburn-Sandy Secondary Highway and Wilhoit County Road
11678		approved. Resolution adopted.
11679		Clatsop County. Sidewalk construction. Lewis and Clark Bridge-Miles Crossing Section. Bids to be received at next meeting. Clatsop County. Astoria Airport Section, Oregon Coast Highway. Bid of C. H. Wheeler qualified upon use of Hildebrand Quarry. Conference with Wheeler, et al.
11680		Hildebrand Quarry. Engineer instructed to confer with Astoria City Council re use of quarry for Astoria Airport Project. Permit. Granting of permit to R. B. Hadley, Klamath Falls, for moving house over Midland Secondary Hwy., approved.
11681		Award of contracts. Chairman announces awards.
11682		Gas rationing. Establishment of ration bank account for purchase of gasoline approved. "Nunc pro tunc" resolution adopted.
11684		Wayside strips. Arrangements for tour of inspection by Portland C. of C. Recreational Committee approved by Mr.Schaupp.

Page	Date 1943	Subject
11684	July 28	State Park matters discussed.
		Tillamook County. Cape Lookout State Park. Permit granted U. S. Coast Guard to construct telephone pole line.
		Douglas County. Umpqua State Park. Request of Paul Rubeck to purchase timber denied.
		Curry County. Port Orford Cedar Park. Request of W. O. Laurence, Sixes, to purchase 34 acres denied.
		Douglas County. Sparrow property, between Elbow Lake and Gardiner. Options to be secured for purchase of property.
		Wayside strips. Tahkenitch Lake to Douglas-Lane County line. Forest Service reported negotiating with Crown-Willamette Company for exchange of properties.
11685		Douglas County. Camas Mtn. Park and Elkton Tunnel Park. Acquisition of O & C lands by exchange with county approved.
		Lane County. Joaquin Miller State Park. Sale of down timber approved.
		Wayside strips. Timber along Camas Creek on Pendleton-John Day Highway to be inspected on Central Oregon trip, with view to purchasing.
		Coos County. Shore Acres, Cape Arago State Park. Sale of hay to L. H. Cornell approved.
11686		Parks financial statement. Report for period ending June 30, 1943 approved.
		Parks Report. Detailed general report presented to Commission by Parks Superintendent.
		Historical Markers. Lewis A. McArthur confers re appointment of committee to pass on establishment of markers. Mr. McArthur declines appointment as chairman of committee but offers assistance in selection of members.
11687		Multnomah County. S.W. Sixth Ave., Portland. Lewis McArthur comolains of dangerous parking condition. Matter to be investigated. City officials to be contacted.
		Traffic scales. Grand Ronde. James Elliott, Astoria, complains re improper location of scales. Commission approves moving scales.
		Agreements, et cetera, signed as follows:
		Frank L. Ferguson, contract of sale covering property on revised location of Crater Lake Highway;
		City of Junction City, covering improvement of city streets not on state highway system;
		Brunell Bros., contract for furnishing ferry service at Enegren Crossing of Coos River, Coos County;
		Edlefsen-Weygandt Co., contract for construction of Yeon Ave.-Nicolai Street Access Road Project;
		G. T. Wadsworth, covering removal of two walnut trees at Woodburn;
		Eugene, City of. Covering maintenance of Hilyard St. between 8th Avenue and Broadway;
		Robert Fromm, covering pasturing of sheep in Humbug Mountain State Park;

Page	Date 1943	Subject
11687	July 28	Agreements, et cetera, signed: (Cont.)
		W. H. Grabenhorst & Co., bargain and sale deed conveying 81.5 acres of land south of Salem, on Pacific Highway.;
11688		Wiley & Smith, bargain and sale deed conveying 7,000 sq.ft. of land in Kerns Addition, Portland;
		Freda R. Giese, acceptance of permit covering construction of retaining wall along south line of property in Lane County.
		Stanfield Irrigation District. Petition to exclude state-owned land from district;
		Union Pacific Co. Modification of agreement re remodelling Union Avenue Viaduct, Portland;
		Forest Service and Public Roads Administration. Joint letter programming Oregon Forest Highway Funds.
	Aug. 23	Bids received on following projects:
11689		Suver Road-Wells Road Section, oiling.
		Miles Crossing-Lewis & Clark River Sec., oiled rock footpath
		Cannon Beach Junction Section, surf. and rock production.
		Oakridge Revetment Section.
		Molloy Ranch-Hooker Creek Sec., grad., surf., & oiling; concrete bridge; rock production.
		Sale of resident building in Milton.
11690		Delegations. Matters about which delegations are to appear discussed.
		Jackson County. Medford. Pacific Hwy. Request of city for return to 2-way traffic on Riverside Ave. discussed. No action.
		Weighmaster. Request for appointment of weighmasters as special agents denied by State Police Supt. who suggests appointment by Governor. Attorney to report. Chairman Benfield to discuss with Governor.
		Insurance. Equipment and contents of buildings. Average
11691		fire loss reported less than cost of insurance. No additional insurance to be purchased.
		State highway bridges. Purchase of extended insurance authorized.
		Arch Cape Tunnel. Fire insurance authorized.
		Equipment. Authority granted to purchase three "hystevators".
		Awards. Engineer reports awards of contracts.
11692		Awards confirmed by Commission.
		Trackless-trolley. Press report re proposed operation of trackless trolleys on state highways discussed and filed.
		Fire protection. Request of Gresham Fire and First Aid Service for state contribution denied as a matter of policy.
		Benton County. Corvallis Airbase. U.S. Hwy. 99W. Application of U.S. War Dept. to install drainage pipe approved.
		Columbia River Highway between Portland and The Dalles.
11693		Oregon Trail Association confers re methods of financing improvement.
11694		Union County. Chas. H. Reynolds files list of post-war projects requested by county.

Page	Date 1943	Subject
11695	Aug. 23	Old Oregon Trail Association. Chas. H. Reynolds files list of postwar projects requested by Association.
11696		Multnomah County. Portland. L. T. Merwin confers re securing services of Robt. Moses in formulation of post-war plans. Request for funds denied. Engineer authorized to cooperate with group in preparation of plans.
11697		Prequalification. Logan and Taylor, Inc. Request for pre-qualification conditionally approved.
		Tri-State Hwy. Assn. Joint meeting of Washington, Calif. and Oregon highway officials to be held in Klamath Falls, Sept. 24, 1943.
11698		Awards. Chairman Banfield announces awards of contracts.
11699		Tillamook County. Hebo Rock Production Project. A.H.Saxton & Sons agree to accept award of contract subject to certain conditions. Contract awarded on such basis.
11700		Emergency permits. Daight and Stewart Truck Company granted permit to transport oil drilling equipment involving overweight and overlength, over Oregon Coast Highway.
		Minutes approved as follows: Minutes of meetings held on July 6 & 7, July 12 to 17, incl., and July 27 & 28, 1943.
		Real property. Oral report on right of way budget and expenditures for real property purchases this year. Approved. Resolution authorizing acquisition adopted.
11704		Condemnations. Recommended offers. Resolution adopted: Grover C. Knight Estate, gravel pit and road, I.O.N. Hwy.; Chas. H. Hills Estate, revetment, Willamette Highway; John S. Dunn, revetment, Willamette Highway; Claude R. Jones, revetment, Willamette Highway; Bert Schultz, R/W, Klamath Falls-Lakeview Highway; Homer M. Cross, quarry, Oregon Coast Highway; Security Savings & Trust Co., mineral rights, Pendleton-John Day Highway.
11707		Clatsop County. Ecola State Park. Resolution adopted
11708		approving request of federal govt. to lease park for duration and six months thereafter.
11709		Umatilla County. Duck Lake. Boardman-Stanfield Hwy. Request of J. F. Kilkenny, Pendleton, for hunting rights denied.
		Yamhill County. Salem-Dayton Secondary Highway. Offer of C. R. Fulgham to purchase adjacent property accepted.
		Claim. Siletz Secondary Highway, Siletz-Toledo Section. Request of contractor Homer G. Johnson for additional time to present claim for extra compensation approved.
		Pacific Highway East. Survey, Illahee School-Albany Section. Resolution adopted approving location.
11711		Survey. Engineer authorized to make location survey and Attorney to secure options for R/W.
		Deschutes County. Bend Chamber of Commerce to be invited to present postwar projects at next regular meeting.

Page	Date 1943	Subject
11711	Aug. 23	Wayside strips. Delegation from Portland Chamber of Commerce expresses aporeciation of tour of inspection and urges securing of further options.
11712		Log hauling. Overweight violators to be given final warning. E. K. Wood Lumber Company. Reinstatement of permit by Chairman Banfield confirmed by other Commissioners.
		Amer'can Assn. of State Hwy. Officials. Commissioners, Engineer and Attorney to attend convention held Dec. 1, 2, and 3,1943.
		Morrow County. Lexington. Judge Johnson's request for change in traffic signs for benefit of wheat trucks denied.
		Douglas County. Coos Bay Wagon Road. Request for improvement denied. Not under state's jurisdiction.
		Wayside strips. Resolution of Portland C. of C. urging preservation of wayside strips endorsed by City of Monmouth, Milwaukie Business Men's Club and La Grande C. of C. No action.
11713		Historical Markers. Request of Aurora Post 110, American Legion to erect monument on state property denied, because of prior right of Oregon Music Teachers Assn. to site.
		Surveys. Surveys ordered by Engineer since last meeting approved.
11714		Extensions of time, as follows: Leonard & Slate, Boswell Ranch-Follett Ranch Section; Triangle Construction Company, Brogan-Jamieson Section;
11715		Tru-Mix Concrete Co., S. Unit, Antelope Creek-Medford Sec. Clifford A. Dunn, Alkali Lake Flight Strip; H. C. Walling, dba Salem Supply Co., Crabree Creek-Jordan Section
11716		Contracts completed and accepted as follows: Brogan-Jamieson Section,Triangle Construction Co., No.2534; S.Unit,Antelope Creek-Medford Sec., Tru-Mix Concrete Co., No. 2571; Alkali Lake Flight Strip, Clifford A. Dunn, No. 2602; Crabtree Creek-Jordan Section, H.C.Walling, No. 2605; Moro-Wasco County Line Section, E.C.Hall Co., No. 2625;
11717		Yaquina Bay Bridge, George C. Clark, No. 2629;
		Meeting dates. Setting of definite date deferred until later.
		Agreements, etc., signed as follows: City of Madras, covering improvement of city streets not on state highways. City of Salem, covering improvement of city streets not on state highways. City of Portland, covering maintenance of intersections of Nicolai Street with NW Yeon Ave. and NW 23rd Ave. U. S. Government, covering lease of portion of Ecola State Park. Resolution. Easement deed conveying unto U. S. of America right to use state property near Waldport. Quitclaim deed conveying unto Cogswell F. Campbell and wife property in Eugene. (R/W File 9309)

Page	Date 1943	Subject
11717	Aug. 23	Agreements, etc., signed as follows: (Cont.) Bargain and sale deed conveying unto A. V. Linn and son two parcels of land in Wasco County. (R/W File Q -103 and Q-261). Permit granting to U. S. War Dept. authority to install pipe line along Pacific Hwy. West at Corvallis Airport.
11718	Aug.24	Hood River County. Hood River. Conference with County Court and citizens re postwar projects. Chairman explains purpose of visit. County Court requests following projects: Columbia River Hwy., between The Dalles and Multnomah Co. line. Reconstruction, particularly through Hood River. Hood River Secondary Hwy., Dee-Parkdale Sec., complete and improve. Odell Secondary Hwy., Odell-Tucker Bridge Sec., complete and improve. Mt. Hood Hwy., Fike's Underpass Sec., improve.
11719		Lost Lake County Road south of Dee, improve. Columbia River Hwy. Financing of construction discussed. Hood River County. Chamber of Commerce requests following: Columbia River Highway modernization. Columbia River bridges and ferries, free operation. Lost Lake Co. Road, designation as secondary highway. Airport on Columbia River north of Hood River.
11720		Columbia River Hwy. Chairman suggests banding together of counties in requesting improvement of Columbia River Hwy. Grant County. John Day. Conference with County Court and
11721		citizens re postwar projects. Chairman explains purpose of visit. Following projects requested: John Day Hwy.: Dixie Summit-Prairie City Sec., oiling; completion of oiling west of Unity; oiling of Unity-Ironsides Section and Jamieson-Brogan Section; reconstruction west of John Day to Ochoco Hwy. Junction. John Day-Burns Highway. Completion of oiling. Pendleton-John Day Highway. Completion through Fox Valley. Ochoco Highway. Completion between Mitchell and Prineville. Warm Springs Secondary Hwy. Completion of Prineville-Madras Section. Warm Springs Primary Hwy. Completion between Warm Springs Agency and Bear Springs.
11722		Construction of cut-off between John Day and Beech Creek. Construction of Commercial route to Portland via water grade down John Day River. Long Creek-Kimberly Secondary Highway. Improve. Construction of short-cut from Fossil to The Dalles-Calif. Highway at Maupin. County road from Pendleton-John Day Highway to Ritter Hot Springs. Improve.

Page	Date 1943	Subject
11722	Aug. 24	Grant County. Requests for postwar projects (Cont.): Improve road down middle fork of John Day River from Galena and extension to John Day Hwy. at Austin. Construction of short route to Portland, via Mitchell and Antelope.
11723		Former Commissioner Oliver speaks in behalf of postwar projects. Improvement of old stage road between Prairie City and Baker also requested.
11724	Aug. 25	Grant and Morrow Counties. Pendleton-John Day and Heppner Hwys. Parks and highways inspected.
		Morrow County. Heppner. Conference with County Court and other citizens. Following postwar projects requested: Ruggs-Hardman Sec., Heppner-Spray Second. Hwy. Improve. Heppner-Condon Sec., Wasco-Heppner Second. Hwy. Construct.
11725		Lexington-Echo Second. Hwy. Immediate improvement. Willow Creek Co. Rd. Improve with forest hwy. funds. Rhea Creek Co. Rd. Improve Jordan-Ruggs Section. Hale Ridge Co. Rd. Improve Hardman-Davidson Ranch Sec. Johnson Creek Logging Co.'s road near Lena. Improve. Sinking fund. County is providing sinking fund for road work after the war. List of postwar highway projects and map presented. Highway bonds. County opposes issuance to finance projects
		Morrow County. Willow Creek bridges, Heppner. Improvement
11726		to control floods urged. Engineer to report. Forest highway funds. W.H.Lynch, PRA, explains no funds available at present.
		Morrow County. Heppner-Spray Secondary Highway not eligible for forest highway funds for maintenance. Engineer to investigate matter of reconstruction.
		Gilliam County. Condon. Conference with County Court re postwar projects. Following program requested:
11727		Wasco-Heppner Secondary Highway. Complete. John Day Highway, Condon-Arlington Section. Improve. New road from Condon to Kent to Maupin proposed. County roads. Oiling requested. Columbia River Highway. Matter of construction and financing discussed.
		Wheeler County. Fossil. Conference with County Court and citizens re postwar projects. Following program requested:
11728		Ochoco Hwy., Mitchell-Crook Co. Line Sec. Improve. John Day Highway, Wolf Hollow-Service Creek and Service Creek-Grant Co. Line Sections. Improve. Shaniko-Fossil Secondary Highway, Fossil-Wasco County Line Section, improve. Service Creek-Mitchell Secondary Highway. Improve. Heppner-Spray Secondary Highway. Oil Wheeler Co. portion.

Page	Date 1943	Subject
11728	Aug. 25	Wheeler County. Requests for postwar projects (Cont.): Kinzua Co. Road. Oiling requested. Shaniko-Fossil Secondary Highway. Clarno Grange urges improvement as short-cut highway to Portland, via Wapinitia Highway. Highway Bonds. County not in favor of issuing bonds to finance postwar projects unless will expedite construction.
11729		Gilliam County. Cottonwood Grade Section, Wasco-Heppner Secondary Highway. Inspection made by Commission.
	Aug. 26	Sherman County. Moro. Confernce with County Court and interested citizens re postwar highway program. Chairman explains purpose of visit. Postwar projects requested as follows: Sherman Highway. Improve in southern part of county.
11730		Fulton Canyon Secondary Highway. Improve and extend. Sherman Highway. Improve overhead crossing south of Moro. County Road extending east from Moro to Wasco-Heppner Secondary Highway. Improve. (Engineer explains plan to imorove Wasco-Heopner Hwy. by constructing road to Town of Wasco.) Columbia River Highway. Modernization requested. Highway bonds. Issuance of bonds to finance Columbia River Highway discussed. Sherars Bridge Secondary Highway. Improve.
11731		The Dalles-Calif. Hwy. Renaming of highway requested. Bridge across Columbia River at Biggs suggested. Wayside strips. Preservation of natural scenery and planting of trees urged. Parks Superintendent reports briefly. Navigation. Matter of whether or not The Dalles will be the head of navigation on the Columbia River discussed. Highway bonds. Matter of financing Columbia River Project with sale of bonds discussed. Disapproved by group.
11732		Jefferson County. Madras. Conference with County Court and Chamber of Commerce re postwar projects. Chairman explains purpose of conference. County requests following projects: Warm Springs Primary Highway. Complete Warm Sorings Agency-Bear Springs Section. The Dalles-California Highway. Complete south of Madras to Crooked River crossing. Warm Sorings Secondary Highway, Madras-Prineville Sec., complete. Construct short-cut route east from Madras to Ochoco Hwy., near Mitchell. The Cove State Park. Improve road facilities. Warm Sorings Primary Highway. Request for immediate completion denied. Bend Chamber of Commerce. Letter re highway matters presented.

Page	Date 1943	Subject
11733	Aug. 26	Jefferson County. The Cove State Park inspected.
		Crook County. Prineville. Conference with County Court and citizens re postwar projects. Chairman explains purpose of visit. Following program requested:
		Ochoco Highway, complete Prineville-Mitchell Section. (W. H. Lynch advises no forest highway funds available for project.)
11734		"Combs Flat Road, development and extension.
		Warm Springs Secondary Highway, complete Prineville-Madras Section.
	Aug. 27	Inspection trip. State parks and highways inspected enroute Prineville to Lakeview.
		Lake County. Lakeview. Conference with County Court and
11735		local citizens re postwar projects. Chairman explains purpose of visit. County requests following program:
		Fremont Highway. Reconstruct through Crooked Creek Canyon.
		Construct short-cut highway from Silverlake (town) to The Dalles-California Highway.
		Klamath Falls-Lakeview Highway. Complete oiling of 10-mile section near Quartz Mountain.
		Lakeview Airport Road. Improve.
		Warner Valley Secondary Highway. Improve.
		County Road. Extends south from Klamath Falls-Lakeview Highway, along west side of Goose Lake to California line. Improve.
		County Road. Extends south from Klamath Falls-Lakeview Highway to connect with Goose Lake Road and California state line.
11736		Lakeview. State borrow pit near County Fairgrounds. Improvement of drainage requested.
		Warner Valley Secondary Highway. Improve to facilitate log hauling.
		Permit. Request of "Buck" Snyder to operate oversized equipment in transportation of stock between California and Oregon. Approved. Formal application to be made.
		Snow removal. Request of "Buck" Snyder for snow removal on county road south of Paisley; county to pay expense. Action deferred.
		Lake County. Lakeview. Requests for postwar projects(Cont.):
		Warner Secondary Highway. Improve Adel to Hart Mt.
		County Roads. Request for improvements.
		California state highway which connects with Fremont Highway south of Lakeview. County Court to furnish data so improvement can be discussed with Calif. officials.
		Award of contract. Engineer's award of contract for construction of Malloy Ranch-Hooker Creek Section of I.O.N. Highway to Morrison-Knudsen Co. confirmed.
11737		Inspection trip. State Parks and highways inspected enroute from Lakeview to Klamath Falls.

Page	Date 1943	Subject
11737	Aug.27	Klamath County. Klamath Falls. Conference with County Court, Chamber of Commerce, City Council and City Planning Commission re postwar projects. County Court and Klamath County C. of C. request following program:
		The Dalles-Calif. Hwy: Klamath Agency-Sand Cr. Sec., complete survey and construct; Algoma Hill-Barclay Sprgs. Sec., grade, surf. & pav.; Barclay Springs-Modoc Point
11738		Sec., widen and resurface; Terminal City-Hatfield, Calif. Sec., relocate and construct; complete survey for realignment from junction of US97 and Ore.66 to Terminal City, grade and surface; portion of US97 north of Sand Creek, widen and resurface.
		Willamette Hwy.: Goshen-Oakridge Sec., align, grade & surface; Oakridge-Salt Creek Falls Sec., surface & oil; Odell Lake to junction of US97, surface and oil.
		Lakeview Highway: Complete to modern standards.
		Relocate and reconstruct Terminal City-Hatfield, Calif. Section (via US97, OrE.66, OrE.39) in Primary System but not Federal Aid System.
		West Side Highway. Grade & surface Klamath Falls-Ft. Klamath Section and connecting with Secondary Market Road from Medford via Rt. 236 & Lake of the Woods;
		Midland Market Road. Reconstruct, grade and surface from present oiled surface SW to US97;
		Mack's Store-Midland. Grade and surface from Mack's Store to US97 via OrE.39;
11739		Malin-Poe Valley. Grade and surface unfinished portions; Olene through Poe Valley, connection with Malin-Poe Valley-Bonanza Road.
		Klamath County. Klamath Falls. Postwar projects requested by City Planning Commission and City Council.
		Establish and locate highway routes through Klamath Falls and its suburbs;
		S. Sixth St., Main St. to Klamath Falls-Lakeview Hwy. Jct. Reconstruct, including widening of new S.P.R.R. overpass, removal of power and telephone poles; install street lights and separation strip from Washburn Way to U.S.R.S. Canal;
		Secondary State Highway #421, realign and standardize within city limits;
		Acquire and use for state parks portions of property cut off by highway right of way acquisition.
		Klamath County. Klamath Falls. Postwar city projects requested by City Planning Commission within City limits:
11740		Widen and improve Eleventh St. (Commercial St.-Upham Sec.) and Upham St. (Eleventh St.-Calif. Ave. Sec.);
		Create through truck route from Alameda to Link River;
		Widen and improve Third St. (Klamath Ave.-Calif. Ave. Sec.);

Page	Date 1943	Subject
11740	Aug. 27	Klamath County. Projects requested by City Planning Commission (continued): Widen and improve Main St. (Alameda-Michigan Ave. Sec.). Chairman explains purpose of visit and mentioned that sale of bonds and collection of tolls have been suggested to finance highway improvements.
11741		Agreements. Modification agreement with Bennett Trust Co. covering acquisition of Simpson Property, "Shore Acres", Coos County, signed.

Portland, Oregon, April 6, 1943

The State Highway Commission met in regular session at 1:30 p. m. in room 615 (Imperial Room), Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Clough was unable to attend this meeting; however, was present on the following day. Mr. Merle R. Chessman, Astoria, newly-appointed Highway Commissioner whose appointment becomes effective April 8, 1943, to replace Commissioner Clough, was also present and participated in the discussions.

The Commission discussed matters concerning which delegations are to be present on the following day, as follows:

Claim of contractor Homer G. Johnson for extra compensation arising out of his contract No. 2390 for grading, surfacing and oiling the Siletz-Toledo Section of the Siletz Secondary Highway, in Lincoln County:-The matter was discussed thoroughly, but a decision relative thereto was deferred pending a conference with Mr. Johnson.

Removal of the Frank H. Hilton building from state highway property just north of the Alsea Bay Bridge at Waldport:-This matter likewise was discussed thoroughly, but a decision relative thereto was deferred by the Commission pending consultation with Mr. Hilton on the following day.

Request of A. F. Koppisch to purchase a small tract of timber in Short Sand Beach State Park:-It was recalled that this matter had the attention of the Commission at the previous meeting and Mr. Koppisch's request was denied, because the property was deeded to the state as a gift for park purposes by Mr. and Mrs. Samuel Reed of Manzanita, and the Commission felt that it would not be acting in fairness to Mr. and Mrs. Reed if the timber were sold. It now appears that Mr. Koppisch is cutting the timber on the property surrounding this tract, and particularly needs the state's property in order to facilitate his operations. It also appears that a letter has been received from Mrs. Reed approving the sale of the timber on the state's property, if the Commission considers that advisable. Chairman Banfield mentioned that this is a question of policy, and that the Commission may have to let down some of the barriers under which it has been functioning, in view of wartime conditions and the efforts of the Federal Government to secure timber products. The matter was discussed at some length, but a decision was deferred pending the appearance of Mr. Koppisch before the Commission on the following day.

The Assistant Attorney requested authority to purchase certain real property that is needed for certain highway improvements throughout the state. He submitted a list of such properties, together with offers that he recommended be paid for them. After careful consideration the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

APR 6 1943

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Wiento-Nemaloose Park Section, Columbia River Highway				
5284-Marsh, W. A.	Stock Pile Site	1.91	5 yr. lease, at $20 per year	Collins
Tongue Point Section, Columbia River Highway				
9186B-Astoria, City of	R/W	10,000 sq.ft.	GRATIS	Benson
South Beach-Beaver Creek Section, Oregon Coast Highway				
6794-Buhrer, William	R/W	1.91	$50 per acre	Witt
		8,990 sq.ft.	$50 LUMP SUM	
6791-Ruppert, Clara H.	"	9,443 " "	$25 LUMP SUM	"
Squaw Creek Section, Oregon Coast Highway				
892A-Stonefield, Geo. P. and Jack C. Schreiber	Stock Pile Site	0.459	2 yr. lease, $25 per year	Collins
Fisher's Point-Manzanita Junction Section, Oregon Coast Highway				
9022-Vaughan, Mary J.	R/W	126 sq. ft.	$5 LUMP SUM	Benson
9028-Picken, Mary M.	"	5,077 " "	$65 LUMP SUM	"
Forest Grove-Glenwood Junction Section, Gales Creek-Detour Road Highway				
7952-Larsen, Lars	Stock Pile Site	0.25	3 yr. lease, $7.50 per year	Collins

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Front Street Project, City of Portland, Pacific Highway				
10312-Zetz, Virgina M.	R/W	486 sq.ft.	$ 450.00	McCallister
10772-Ingle, Katherine Brown	"	7,396 " "	4,650.00	"
10781-Ertz, Charles W.	"	4,750 " "	12,000.00	"
10775-Cordano, Guiseppe	"	4,250 " "	5,750.00	"
10857-Reiner, Ida B.	"	41/76 of 11,200 sq.ft.	1,208.42	"
10123-Rosenstein, Georgia May	"	3,900 " "	1,800.00	"
Willamette River-Marion County Line Section, West Portland-Hubbard Highway				
4715-Walter, Charles H.	R/W	3.63	$100 per acre, plus $587, plus fencing	Witt
4715A-Walter, Lila M.	Flight Strip Easement		Damages - $250	"
Butteville Road-Hubbard Section, West Portland-Hubbard Highway				
3222B-Jeskey, William	Flight Strip Easement		$369.80 LUMP SUM	Witt
Santiam River-Albany Section, Pacific Highway				
10770-Goin, Hattie A.	R/W	0.06	$35 LUMP SUM	Collins
Lowell-Black Canyon Section, Willamette Highway				
10799-Gray, Stanley; and Ray A. Stearns	Stock Pile Site	1.42	$211.26 plus per acre	Lytle
Evan's Creek-Sams Valley Access Road Section, Sams Valley Highway				
10723-Coulter, Byron G. (Correction)	R/W	13.94	Land GRATIS, plus $1025, plus fencing	Witt
Crescent Section, The Dalles-California Highway				
10777-Gilbride, P. D.	R/W	500 sq.ft.	2¢ sq.ft.	McChesney
7482-Central Oregon Improvement Co.	"	84,480 sq.ft.	2¢ sq.ft.	"
10702-Central Oregon Improvement Co.	"	0.82	$1.00 LUMP SUM	"
7495-Pacific Telephone & Telegraph Co.	"	500 sq.ft.	2¢ sq. ft.	"
10743-Standard Oil Co. of California	"	1,532 " "	2¢ sq. ft.	"
Klamath County Section, Green Springs Highway				
6051-Kerns, G. G.	Stock Pile Site	1.0	5 yr. lease at $15 per year	McChesney
Millican-Brothers Section, Central Oregon Highway				
10788-Deschutes County	Quarry	13.61	GRATIS	Chandler

APP 6 1943

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Prairie City Section, John Day Highway				
10794-Laurance, R. L. Estate	Stock Pile Site	6,250 sq.ft.	2/5¢ sq. ft.	Cosad
Nye-Pilot Rock Section, Pendleton-John Day Highway				
10782-McDevitt, Charles	Maintenance Site	2.0	$200 per acre, plus $7.50	Cosad
Milton-Washington State Line Section, Oregon-Washington Highway				
10561-Denny, A. C.	R/W	1.89	$200 per acre, plus $737.50	Cosad
10562-Freewater, City of	"	1.21	$50 per acre, plus re-establishing settling basins	"
10593-Woodhall, Jack A.	"	(0.50 (0.56 (1.06	$250 per acre $150 per acre, plus $284	"
10553-Staley, T. A.	"	58,866 sq.ft.	1¢ sq. ft., plus $784 plus moving buildings (Estd. $250)	"
10566-Slyke, Wiley L.	"	(0.50 (0.15 (0.65	$150 per acre $50 per acre, plus $186	"
10578-Olinger, J. E. and Sons		0.48	$500 per acre, plus moving bldgs. (Est. $225); plus well (Est. $500)	Landon
10590-Gray, Eva D.	"	(0.44 (0.49 (0.93	$200 per acre $50 per acre, plus $48, plus fencing to be moved	"
10556-Phelps, Myrtia C.	"	0.75	$200 per acre, plus $367.50	Cosad
10584-Jourdan, Sedonie D.	"	1.13	$150 per acre, plus $159.50, plus moving bldgs. (Est. $2000)	Landon
10568-Grogan, M. H.	"	0.48	$200 per acre, plus $204	"
10570-Redfearn, Scott	"	0.33	$200 per acre, plus $434	"
10554-Miller, Samaria, Estate	"	35,080 sq. ft. 0.39	1¢ sq.ft. $200 per acre, plus $657.50	Cosad
10571-Roloff, John	"	0.98	$300 per acre, plus $456	Landon
10576-Smith, Wilfred R. Estate and Ruth Smith Graham	"	0.34	$300 per acre, plus $953	"

APR 6 1943

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Milton-Washington State Line Section, Oregon-Washington Highway				
10577-Knifong, Gladys M. and Roy Hayden	R/W	0.26	$200 per acre, plus $162.50	Landon
10567-Hill, Nola I.	"	0.23	$200 per acre, plus fencing	"
10586-Bono, Joseph and Baptist	"	1.50	$200 per acre, plus $2710.75	"
10569-Anspach, H. A.	"	(1.33 (3.0 (9.33	$150 per acre, more or less, LUMP SUM $200 plus $81.25	"
10572-Demaris, Asa A. and Robert Sargent	"	0.22	$200 per acre	"
10575-Osburn, Ben Estate, and Marie Shackelford May Clark	"	0.21	$200 per acre	"
10574-Shackelford, Henry	"	0.22	$200 per acre	"
10582-Rumelhart, Ida M.	"	0.56	$200 per acre, plus $20	"
10552-King, W. H.	"	0.70	$400 per acre, plus $550	"
10565-Umatilla County	"	1.10	GRATIS	"
Ontario Rock Production Section, Old Oregon Trail				
10856-Lackey, Chester T.	Stock Pile Site	1.61	$100 per acre	Cosad

---

The matter of acquiring right of way that is needed for the proposed revision of the Oregon Coast Highway between Cannon Beach Junction and Cannon Beach was discussed, as was also the acquisition of timbered wayside strips adjacent to such right of way. A decision with respect to the purchase of such properties was deferred by the Commission pending inspection of the same by Mr. Chessman, and his report to the Commission at its next regular meeting. It was arranged that Mr. Chessman would inspect the property on April 13, in company with the Engineer and the Attorney.

The Commission discussed briefly and ordered filed a letter from W. H. Lynch, District Engineer, Public Roads Administration, advising that, acting upon the recommendation of his office, the Commissioner of Public Roads has approved an expenditure of $29,500 of federal funds to reimburse the state for expense incurred in connection with the repair of the Pacific Highway West which was damaged in connection with the construction of Camp Adair Cantonment. Mr. Lynch advised that this amount is being added to project DA-WR (5) as a contingency item.

The Secretary presented a report on violations that have been committed by carriers who are operating under emergency transportation permits. He explained that, under instructions from the former Commission, notification has gone to each violator to the effect that the Commission may see fit

to cancel his permit in the event he continues to overload his equipment. The Commission approved the action taken by the former Commission, and instructed the Secretary to circularize all holders of such permits, advising them that the present Commission has adopted the former Commission's ruling in the matter and will expect them to abide by the requirements; otherwise it may be necessary to cancel the permits. The matter is to be given publicity through newspapers.

In this connection the Engineer brought up for discussion weight violations committed by log haulers. He advised that the overloading of logging equipment is on the increase, and suggested a conference with the leaders of the logging and lumbering industries to discuss the situation, it being very apparent that something must be done to stop such overloading which is seriously damaging highway surfaces. After discussion the Commission approved the Engineer's suggestion, and instructed him to arrange for such a conference at the next meeting of the Commission. He was also instructed to furnish each Commissioner with full information with respect to the overloads for study in the meantime.

The Engineer requested authority to purchase four hoists equipped with brakes and roller bearings, for use in connection with paving-plant operations. He estimated that they would cost about $900 and advised that they are a labor-saving piece of equipment and are quite essential now, because of the labor shortage that the highway department is experiencing due to wartime conditions. The Commission approved the purchase of such equipment, if authority can be obtained from the War Production Board.

The question whether or not to continue the Allen's Press Clipping Service was discussed by the Commission. The Commission by unanimous vote approved the continuation of such service, notwithstanding that the rate has been increased one-half cent per clipping.

The Attorney reported receipt of an inquiry from Mr. Tom Holman, Seattle, Washington, as to the advisability of holding a joint conference between the highway officials of California, Washington and Oregon at some central location. He read aloud a letter suggesting such a meeting for a discussion of matters of mutual concern. The Engineer gave as his thought that such a conference would be beneficial to all parties. He advised that engineering contacts have been made in the past and much good has been accomplished from them. The Commission indicated a favorable attitude toward the holding of such conference, but deferred a definite decision pending further investigation. A report on the matter is to be rendered at the next meeting.

In this connection the Engineer requested authority from the Commission to attend called meetings of the Directors of the American Association of State Highway Officials, of which he is a member. He gave as his thought that this is particularly important at the present time, in view of many highway problems that are in the offing, and especially matters concerning postwar work. Chairman Banfield gave as his thought that the Engineer should keep in touch with developments through this Association. Commissioner Schaupp concurred, as did also Mr. Chessman. The Engineer was thereupon authorized to

attend such meetings at state expense, subject to further approval by Governor Snell.

The Engineer reported that in conformity with authority previously granted him by the Commission he awarded to Vernie Jarl, Gresham, on March 31, 1943, the contract for clearing the approach and side clearance zones of the Aurora Flight Strip, in Marion and Clackamas Counties, bids for which were taken by the Commission on March 17, 1943, Mr. Jarl being the low bidder, and the conditions of the award having been satisfied. The Commission confirmed the award as reported.

The Secretary presented a petition signed by numerous residents of the Pedee, Kings Valley and Hoskins community, in Polk County, in which the Commission is urged to construct a new road from a point near Pedee to the town of Airlie, following a location recently surveyed by highway department engineers approximately paralleling the Valley and Siletz Railroad. The Engineer advised that this is one of the roads that the Commission has had under discussion for some time as a possible outlet for the people who reside west of the Camp Adair Army cantonment, and whose previous outlet is now included within the cantonment boundaries. The Army authorities, he said, will not permit traffic over the old road and the Public Roads Administration will not approve an expenditure of federal funds to finance such road, although it will approve federal funds to pay 100 per cent of the cost of improving the McTimmonds Valley Road, along the westerly and northerly boundaries of the cantonment, when an agreement has been reached with respect to the encroachment upon the cantonment property. It was his thought, however, that a satisfactory location can be decided after further consultation with the Commanding Officer of Camp Adair and members of the Public Roads Administration. The Commission approved the report, and instructed the Secretary to inform the petitioners of the facts as explained by the Engineer.

Reconsideration was given by the Commission to the matter of joining with a Mr. Francis I. Northrup in securing the vacation of that portion of East 26th Street, Portland, which lies between Clackamas Avenue and the railroad right of way of the Pacific Northwest Public Service Company. The Assistant Attorney, to whom this matter was referred by the Commission at the previous meeting, advised that East 26th Street, north of Clackamas Avenue, has already been vacated and that a part of this street already is included in the right of way for the state highway. In the event the street is vacated, he said, the state will come into possession of the easterly half thereof, including a small triangular-shaped area outside of the standard-width highway right of way, which Mr. Northrup wishes to acquire in order to fill out his holdings. It was his thought that the Commission could join in the vacation and sell this small tract to Mr. Northrup without hurting the highway in any way, provided the deed of conveyance contains a clause depriving Mr. Northrup of right of access to the highway at this point, except such right of access as is now provided by Clackamas Avenue. The Engineer advised that such small triangular portion is of no value for state highway purposes. He also recommended that the street be vacated and that this small area be deeded to Mr. Northrup, with restrictions as to right of access to the highway, provided Mr. Northrup is willing to pay the state a reasonable sum for the area. After discussion the Commission approved the recommendation.

APR 6 1943

The Assistant Attorney reported on investigations relative to the ownership of an old house which occupies state property near South Slough Bridge on the Cape Arago Secondary Highway, in Coos County. He advised that from all of the evidence that he can secure, the house really belongs to Coos County, but was moved onto the state's property by mistake when the right of way for the improvement of the highway was acquired; also, that Coos County Court gave a Mr. Morrison permission to live in the house as long as he wanted to. Mr. Morrison, he said, vacated the premises some time ago, and his whereabouts are unknown. He further advised that he suggested to the county court that the Highway Commission might let the county have the building for further disposition, but the county court was unanimous in stating that the county didn't want it. He recommended, in view of the circumstances, that the offer of Mrs. Bertha M. Prelwitz, of Charleston, to pay $25 for the building be accepted. The Engineer stated that the building is of no value for state highway purposes, and declared his concurrence in the recommendation, provided Mrs. Prelwitz will remove the building from the state's property and will clean up the premises to the Commission's satisfaction. The Commission approved the recommendation by unanimous vote.

The Attorney reported receipt of an offer from C. W. Smith to pay the state $100 for the old Knapp Hotel Building at Port Orford. He requested instructions from the Commission relative to the sale of this building. In the discussion that followed, it was pointed out that the building is in fairly good condition, and that the state might receive a more substantial offer if the building were advertised for sale in the regular manner. It was also recalled that the Oregon Historical Society is interested in the preservation of the building because of its historical background. The Engineer advised that the building is of no value from the highway standpoint. It was the Commission's decision that the Oregon Historical Society should be contacted relative thereto, and that the building be sold in the event there are no serious objections from the society. It was also decided that, if the building is sold, the sale should be advertised in accordance with the usual practice. The Attorney was instructed to contact the Oregon Historical Society and to handle other details in conformity with the general practice.

The Assistant Attorney brought up for discussion a settlement with Mr. C. F. Campbell for an exchange of properties at Eugene. He advised that Mr. Campbell owns the property which lies just south of Eighth Avenue and west of the old railroad right of way which the state is acquiring from the Southern Pacific Company in connection with the realignment of the Pacific Highway between Eugene and Springfield, and that Mr. Campbell wants to enlarge his holdings to the extent of acquiring that portion of the old railroad right of way that fronts on his property. As a consideration, he said, Mr. Campbell has stated a willingness to deed to the state right of way that is needed for the proposed connecting roadway between Eighth Avenue and East Broadway, which roadway will have to be constructed in order to facilitate travel from Eighth Avenue to East Broadway (new route of the highway) in view of the fact that Eighth Avenue has been closed to public use at the railroad crossing; in other words, Mr. Campbell will deed to the state, without charge, the right of way needed for such connecting roadway with the buildings located thereon, if the Commission will deed to him the old railroad right of way in front of his

property and a small area that is included in the East Broadway intersection with this right of way. He gave as his thought that Mr. Campbell's request is reasonable and recommended approval of the same. The Engineer concurred in the recommendation, and explained in detail the need for the Eighth Avenue-East Broadway connecting roadway.

In this connection the Attorney advised that Mr. Campbell wishes to purchase some 500 feet of the old steel rails that the state acquired from the Southern Pacific Company as the result of the realignment of its trackage facilities by reason of the highway improvement, for which he is willing to pay the ceiling price of $600 for such commodity. Mr. Campbell, he said, wishes to use the rails in order to maintain railroad-sidetrack service to his property. The Engineer advised that the Southern Pacific Company has tendered an offer for the entire trackage at the ceiling price set by the government; however, recommended that the rails be sold to Mr. Campbell as a part of the transaction involving the exchange of real property, provided Mr. Campbell will pay the ceiling price for the rails. After considerable discussion the Commission approved the exchange of properties with Mr. Campbell, and accepted his offer to purchase the rails. The Engineer was thereupon authorized to advertise for bids for construction of the Eighth Avenue-East Broadway connecting roadway as soon as proper clearances have been secured from the War Production Board.

The Assistant Attorney also brought up for consideration a proposed modification of the Commission's agreement with the M & R Properties Company, Eugene, concerning the construction of two private-roadway crossings of the Southern Pacific Railroad. It appears that one of the considerations involved in the acquisition of right of way from this company was the construction of two such crossings, which work was to be paid for by the state, but the company has now stated a willingness to waive one crossing if the Highway Commission will construct the connecting roadway between Eighth Avenue and East Broadway which will serve its purposes. The Commission approved such modification by unanimous vote, in view of the fact that it previously authorized the Engineer to proceed with the construction of the connecting road.

The Attorney presented to the Commission for approval and execution deeds whereby the Commission conveys unto the Southern Pacific Company certain property that was purchased as right of way for the new location of the Southern Pacific Company's tracks between Eugene and Springfield. He explained that this transaction is in conformity with the agreement entered into between the former Highway Commission and the Southern Pacific Company, relative to the improvement of the Pacific Highway between such points, and that he has in his possession deeds whereby the Southern Pacific Company conveys unto the state the area contained in the old railroad right of way along which the new highway is being built. The Commission approved the transaction, and thereupon signed the deeds.

Consideration was given by the Commission to the question whether or not to authorize the Right of Way Department to complete unfinished right-of-way settlements along the Wolf Creek Highway between Portland and Banks and along South Sixth Street, Klamath Falls, where a widening project is

contemplated. The Attorney advised that negotiations were discontinued on both of these projects some time ago by orders of the Commission because of wartime conditions, and that the Commission at that time asked that the matter be brought up for reconsideration this spring. He explained the status of both projects in detail and requested instructions. The members of the Commission expressed a desire to inspect both projects personally before making a decision. Accordingly action on the matter was deferred until the next meeting of the Commission. The matter was reconsidered later in the session, at which time the Attorney was authorized to proceed with the negotiations for right of way along South Sixth Street, in Klamath Falls, and it was arranged that the Commission would inspect the Wolf Creek Highway Project personally just prior to the next regular meeting of the Commission. The Commission's instructions to the Attorney relative to South Sixth Street right of way included not only the purchase of properties involved, but payment of expense of moving buildings back off the newly-acquired right of way when the owners of the buildings desire them moved.

A letter was presented from Mr. M. A. Biggs, district attorney, Malheur County, in which the Commission was asked to reconsider the matter of deeding back to Malheur County two acres of land which the county deeded to the state for stock-pile site purposes, same being situate in Section 7, Township 18 South, Range 47 East, W. M. Mr. Biggs alleged that this tract was deeded to the state in 1934 by inadvertence or oversight, and the county now finds itself in an embarrassing position because it had already contracted for the sale of the property in 1931 to one Wm. H. Davis and his partner Ray Anderson, along with the balance of the 40-acre subdivision. It now appears that Mr. Davis has completed his payments to the county under the contract arrangement, and is demanding a deed from the county to the entire 40 acres. The Attorney advised that the tract was acquired from the county in good faith for the sum of $10.00. He gave as his thought, however, that $10.00 is not the actual value of the property. The Engineer advised that the site in question is now being used by the Highway Department, in fact a lot of road-building material has been stock-piled thereon. He suggested that the Commission retain title to the property, and that the county be paid an additional amount to represent the actual value of the property. The Commission approved such solution of the problem by unanimous vote, and referred the matter to the Attorney to handle the details.

The Commission discussed a petition from numerous users of the Canby-Marquam Secondary Highway (Cascade Secondary Highway) requesting appropriate action by the Highway Commission to require loaded logging trucks to stop before entering this highway, at a place known as Hamricks Corner. It was alleged that such trucks now enter this highway from the Woodburn-Sandy Secondary Highway at such rate of speed that loads of logs are frequently lost, endangering other highway traffic. The Engineer advised that investigation reveals a justification for this request. It was his thought, however, that the situation could be corrected by requiring traffic entering the Cascade Highway at this point to slow down to fifteen miles per hour, rather than to come to a complete stop. He recommended such disposition of the matter. After discussion the Commission approved the recommendation by unanimous vote, and adopted the following resolution with regard thereto:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Woodburn-Sandy Secondary

Highway No. 161

Location of Termini	Established Speed
From Mile Point 7.61 to Mile Point 7.91	15 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highway specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

APR 6 1943

A letter was presented from Charles O. Roe, Justice of the Peace, Forest Grove District, in which the Commission was asked to install a set of traffic scales at a convenient point in the western end of Washington County for the purpose of weighing loads of logs which are truck hauled from the Wilson River District through Forest Grove into Portland. Mr. Roe pointed out that there is a large volume of heavy log-hauling traffic in this district and that many of the loads weigh in excess of the statutory limits; also, that the condition is aggravated largely because there are no scales available for the use of weighmasters in that vicinity. It was his thought that the installation of scales would react favorably in the state's interest, and that the benefits received therefrom would fully justify the expense involved. The Engineer confirmed the statements of Mr. Roe, and recommended installation of the scales if they can be obtained, which he doubted in view of federal wartime regulations. After discussion the Commission instructed the Engineer to investigate the possibilities of purchasing two or three sets of scales and report back to the Commission at the next meeting whether or not they are obtainable and what they would cost installed.

The Engineer reported that the reduced load limit which has been in effect for some time past on the I.O.N. and Jordan Valley Secondary Highways, in Malheur County, no longer is needed in view of the improved condition of the road. He suggested that the Commission adopt an order lifting such reduced load limit, and authorize the taking down of the signs. The Commission approved the suggestion, and thereupon adopted the following resolution in regard thereto:

> WHEREAS, on the 17th day of March, 1943, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the maximum load limit on the
>
> > I.O.N. and JORDAN VALLEY SECONDARY HIGHWAYS from the Oregon-Nevada state line near McDermitt, Nevada, to the town of Jordan Valley, in Malheur County,
>
> and
>
> WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said above-named highways;
>
> NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission, reducing the maximum permissible load limit on the
>
> > I.O.N. and JORDAN VALLEY SECONDARY HIGHWAYS from the Oregon-Nevada state line near McDermitt, Nevada, to the town of Jordan Valley, in Malheur County,

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said section of said highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerk of Malheur County, in which county said highways are located, and the Superintendent of the Department of State Police for his information.

The Commission discussed the application of Mr. W. McDaniel, housemover, Klamath Falls, for permission to transport over state highways, from the old Long Bell Lumber Mill site on Klamath River to Klamath Falls, thirty houses ranging in dimensions from 16' x 24' to 24' x 30'. According to the plan outlined in the application, it is Mr. McDaniel's intention to cut in two all houses in excess of 18 feet in width, and to move all of the buildings on wheeled equipment. Mr. McDaniel agrees to furnish flagmen as an additional traffic-safety measure. He anticipates that the moving of any one building will not require more than ten-minutes' time on the state highway. The Commission discussed the matter briefly, but deferred a decision pending investigation by Commissioner Schaupp and the Engineer, whose report is to be rendered at the next meeting of the Commission.

The Commission discussed an offer from the Southern Pacific Company to purchase the steel rails and other track material which is to be released from the company's former main-line tracks at Eugene. The company offers to buy this material F.O.B. cars at Eugene, and to pay ceiling prices for the same, as follows: $28.00 per gross ton for all secondhand rail, one half of the new price for all other secondhand track material; $18.00 per gross ton for scrap; $0.50 per tie for all usable secondhand creosoted ties, including switch ties; $0.35 per tie for all usable secondhand untreated ties. The Engineer advised that the ceiling prices quoted have been checked and are correct. He recommended that the company's offer be accepted rather than go through the formality of receiving bids for the purchase of the material. The Commission approved the recommendation by unanimous vote and so ordered.

The Engineer requested instructions relative to the construction of a detour bridge to carry traffic during the repair of the old Baker Creek Bridge on the Scholls Secondary Highway, in Washington County, about 0.2 mile north of Scholls. He advised that the repair work is being carried on as a maintenance item, for which the sum of approximately $6,500 has been budgeted; further, that all of the material needed for the work has been purchased and is on hand, with the exception of nails. This road, he said, carries a considerable volume of local traffic, and, due to the fact that the existing bridge will have to be closed during the time that the repair work is under way, such traffic will have to be detoured approximately eleven miles by way of the Farmington Bridge if present plans are followed. The people of the district, he said, have protested the closing of the road, because of the large amount of farm traffic which crosses the bridge, which will be amplified during the coming harvest season. To correct such situation, he said, would

necessitate the construction of a detour bridge which would cost about $2500 in addition to the amount budgeted for the repair work. He gave as his thought that the additional expenditure is justified and requested authority to have all of the work, including both repairs to the old structure and the building of the detour bridge, done by contract. The Commission approved the request and authorized the Engineer to advertise the project for bids as soon as plans and specification can be prepared.

The Commission discussed the application of Mr. Mack Hand, Vale, Oregon, to transport loads of loose hay, involving an overall width of 12 feet, over the Central Oregon Highway from Ontario to a point about five miles west of Vale. Mr. Hand requested such privilege for a period of three months, and advised that it is absolutely necessary that he be granted this privilege, in order to feed his sheep. The Commission approved the request.

The Commission also discussed the request of the Hogland Transportation Company, Everett, Washington, to truck-haul forty airplane hangar doors, 15 feet wide, over state highways, from the Oregon-Washington state line near St. Helens to the Tongue Point Naval Base near Astoria. The company advised that it originally planned to enter the State of Oregon via the Astoria ferry, but it developed that the ferry slip on the Washington side of the river is too narrow to accommodate movements of this width, so its only recourse is to enter the state at another location, which will involve the use of state highways in Oregon for a greater distance. The Engineer recommended approval of this request, subject to the following conditions: that the movements are properly flagged to protect other traffic; that the company will furnish public liability and property damage insurance in the amounts of $50,000/$100,000 and $10,000, respectively, indemnifying the State of Oregon and the State Highway Commission in the event an accident should occur; that the company will use the following-described route for such movements: enter the State of Oregon via the Longview-Rainier Bridge; thence via the Lower Columbia River Highway to Portland; thence via the Wolf Creek and Tualatin Valley Highways to Forest Grove; thence via the Nehalem Secondary Highway to a junction with the Wolf Creek Highway near Banks; and thence via the Wolf Creek Highway and the Oregon Coast Highway to Astoria and Tongue Point Naval Base; and will obtain separate permits for the use of city streets from the proper authorities of each city or town through which the movements pass; and will comply with any other requirements that may be deemed necessary in the interest of public safety. After discussion the Commission approved the granting of the permit, subject to the conditions recommended by the Engineer, it appearing to the Commission that an emergency exists which cannot be avoided, and it being the desire of the Commission to aid and assist as much as it possibly can in the national defense effort.

The Commission adjourned at 5:15 p. m. to reconvene on the following morning in the auditorium of the Public Service Building.

Portland, Oregon, April 7, 1943

The State Highway Commission reconvened in regular session at 9:00 a. m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
Huron W. Clough, Commissioner
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Mr. Merle R. Chessman, whose appointment as State Highway Commissioner becomes effective on April 8, 1943, was present and entered into the discussions.

Bids, as follows, for highway construction projects were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the award of contracts would be made at 2:00 p. m. in the same room:

ALSEA HIGHWAY
ALSEA MOUNTAIN ROCK PRODUCTION

No bids received on this project

CENTRAL OREGON HIGHWAY
DRINKWATER PASS-JUNIPER ROCK PRODUCTION

Oscar E. Joelson	$25,400.00

THE DALLES-CALIFORNIA HIGHWAY
CRESCENT ROCK PRODUCTION

No bids received on this project

SWIFT SECONDARY HIGHWAY
VANPORT JUNCTION SECTION - GRADING AND PAVING

Porter W. Yett	$13,815.00
Edlefsen-Weygandt Co.	20,615.00
Nord & Stuart	21,650.00

SHERMAN HIGHWAY
MORO-WASCO COUNTY LINE ROCK PRODUCTION

E. C. Hall Co.	$48,635.00
Babler Bros.	52,850.00
D. C. & A. L. Williams	57,995.00

APR 7 1943

The Commission had under discussion the matter of increasing the highway department's revolving fund in the amount of $150,000, pursuant to authority granted by the 1943 Legislature. (Chapter 199, Oregon Laws, 1943) It was decided to take advantage of the new law, and accordingly the following resolution relative thereto was adopted by the Commission by unanimous vote, upon motion of Commissioner Clough, which was duly seconded by Commissioner Schaupp:

WHEREAS, by Section 100-126, O. C. L. A., provision is made for the creation of an emergency or revolving fund in the sum of $200,000; and

WHEREAS, pursuant to the provisions of said law said fund has been set up in the full amount of $200,000, and the necessary and statutory bond has been furnished as required by said act; and

WHEREAS, by the enactment of Chapter 199, Oregon Laws, 1943, the said revolving fund act was amended by increasing the same from $200,000 to $350,000; and

WHEREAS, it is the judgment of the Commission on recommendation of the State Highway Engineer that the full amount of $350,000 should be made available as a revolving or emergency fund, so that payrolls, travel expenses, compensation or payments for real property purchased or otherwise acquired and emergency claims may be taken care of promptly and so as to make it possible for the Department to take advantage of trade discounts; and

WHEREAS, based upon matters herein set out, it is the opinion of the Commission that the best interests of the State will be promoted by making available to the State Highway Engineer, under the provisions and requirements of said act and for the purposes therein stated, a revolving or emergency fund in the additional sum of $150,000, thereby making a total revolving or emergency fund of $350,000;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, as follows:

1. That the Secretary of State be and he hereby is respectfully requested to draw a warrant on any funds belonging to the state highway fund in the sum of $150,000, which said warrant is to be drawn in favor of the State Highway Engineer, R. H. Baldock, and the funds represented thereby are to be deposited by said Engineer and kept in a fund known as the revolving or emergency fund, there to be used by the State Highway Commission and the State Highway Engineer for the purposes approved and authorized by said law.

2. That said State Highway Engineer shall immediately, upon receipt of said warrant, deposit the same with the State Treasurer of the State of Oregon and said fund shall be disbursed by the State Highway Engineer in strict accordance with the provisions and

requirements of Section 100-126, O. C. L. A., as amended by Chapter 199, Oregon Laws, 1943.

3. That in addition to the $200,000 bond already provided by the said Engineer there shall be provided an additional bond in the sum of $150,000 in favor of the State of Oregon, conditioned upon the faithful and honest handling and disposition of all funds coming within the jurisdiction or under the control of the State Highway Engineer. The premium for said bond shall be paid out of state highway funds.

4. This resolution shall be attested by the Secretary of the Highway Commission and thereafter entered in the minutes and records of the Commission, and a duly certified copy thereof delivered by the Secretary of this Commission to the Honorable Robert S. Farrell, Jr., Secretary of State.

BE IT FURTHER RESOLVED that the State Highway Engineer be and he hereby is directed to disburse the said revolving or emergency fund totaling $350,000 pursuant to and within the express or implied provisions of said Section 100-126, O. C. L. A., as amended by Chapter 199, Oregon Laws, 1943.

The selection of a company or companies who shall participate in writing the bond that is to be furnished by the State Highway Engineer in connection with the administering of the fund was then discussed. The Commission decided to distribute a $50,000 portion of such bond equally among the ten companies that participated in writing the former $200,000 bond furnished by the Engineer, and to distribute the remaining $100,000 portion equally among five additional companies who are to be determined by lot. Commissioner Schaupp suggested that the names of ten of the eligible companies be placed in a hat and that the $100,000 be distributed equally among the first five names drawn therefrom. The suggestion was approved by Chairman Banfield and Commissioner Clough and the drawing made in conformity therewith. The first five names drawn were: The Home Indemnity Company, The Aetna Casualty and Surety Company, Maryland Casualty Company, United Pacific Insurance Company, and Royal Indemnity Company. The Commission ordered that each of these companies be given a $20,000 share of the bond.

A resolution was presented from the County Court of Douglas County requesting the designation as a state secondary highway of the short county road, one mile in length, which extends westerly from the town of Sutherlin to a connection with the Elkton-Sutherlin Secondary Highway. The Engineer advised that this road has been maintained by the State Highway Department for several years and has been recognized as a part of the state secondary highway system, although it has never been legally designated as such. He recommended approval of the request. The Commission approved the recommendation upon motion of Commissioner Clough which was duly seconded by Commissioner

Schaupp. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, under the provisions of Chapter 248, Laws of 1931; Chapter 196, Laws of 1935; and Chapter 529, Laws of 1939; the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Douglas County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described market road, county road, highway, route, or location of a highway in Douglas County be and the said market road, county road, highway, location, or route, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

A Section of the Elkton-Sutherlin Secondary State Highway No. 231:

Beginning at the intersection of Central Avenue and Calapooya Street in the City of Sutherlin, Douglas County; thence in a southwesterly direction to an intersection with the Elkton-Sutherlin Secondary Highway No. 231, being a distance of approximately 1.0 mile.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931; Chapter 196, Laws of 1935; and Chapter 529, Laws of 1939; and amendments thereof.

The Commission discussed briefly the adoption of a resolution declaring and designating certain state highways "through" highways, so as to legalize signs that have been placed requiring traffic to stop before entering the

same. Action on this matter was deferred by the Commission until its next meeting. The Engineer was instructed to furnish each member of the Commission in the meantime a copy of the resolution, together with a map showing the highways to be so designated.

The Engineer presented a request from Mr. J. T. Wadsworth, Woodburn, for permission to remove a tree that is standing on the highway right of way in front of his drugstore in Woodburn. He advised that it has been the established policy of the Commission for a long time to preserve trees on highway rights of way; however, in this particular instance the tree interferes with the operation of the bus station which has recently been established at this point. After discussion the Commission decided to defer action on the matter until the next meeting and in the meantime to inspect the premises, if possible The Commission approved the Engineer's suggestion that Mr. Wadsworth be informed that the Commission has had the matter under consideration, and that he be invited to be present at the Commission's next meeting, if he so desires, for further discussion.

The Attorney brought up for discussion the matter of purchasing fire and war-risk insurance covering the buildings recently acquired from L. J. Simpson at Shore Acres on the Cape Arago Secondary Highway, in Coos County. He recalled that the Commission recently agreed to lease this property to the United States Army, without charge, except that the Army was to pay the cost of insuring the property. He advised that investigation reveals that a $25,000 fire insurance policy may be obtained at a cost of $150 for one year or $300 for three years. He inquired whether or not it is the desire of the Commission to insure the property for the three-year period, and if so, how much of the expense should be charged to the Army, in view of the fact that the Commission's agreement with the Army for the lease of the property is on a one-year basis. He also inquired whether or not he should obtain war-risk insurance on the property, which would cost 10 cents per hundred dollars per year. After discussion the Commission instructed the Attorney to purchase both types of insurance on a three-year basis, and to bill the Army for one third of the cost thereof annually. He was authorized to divide the insurance among two agencies, one of whom is located in Salem and the other in Marshfield.

The Attorney rendered a status report on the proposed utilization of a portion of the park property that the Commission recently acquired from the Blacklock Sandstone Company, in Curry County, as a naval aircraft landing field. He advised receipt of a letter from the Civil Aeronautics Administration stating that the State Highway Commission is not qualified, under federal requirements, to act as sponsor or cosponsor for this project, and renewing its request that the property be deeded to Curry County, so that the county can sponsor it. He explained the history of this case for the benefit of Commissioner Schaupp and Mr. Chessman. The question now before the Commission, he said, is whether or not the Commission is willing to relinquish its title to the property by deeding it to the county. Chairman Banfield pointed out that the Highway Commission's concern is the establishment of a precedent with respect to projects of this kind, in view of the possibilities that this particular project may be only the first of numerous similar projects throughout

the state. The question arose whether or not the state is qualified, under the governmental regulations, to sponsor the project. The Attorney gave as his thought that the state could qualify as cosponsor along with the county, and if the project materialized on such basis the county would then be in position to do certain things which the state could not do, and the state would be able to do certain things that the county could not do. The question of benefits to the state was mentioned and in this connection the State Parks Superintendent advised that there is now no satisfactory road connection between the Oregon Coast Highway and the park property whereas, if the landing field were established in the park, the government would build a connecting road which would save the state approximately $15,000, the estimated cost to construct such road. Mr. L. G. Devaney, Director, State Board of Aeronautics, was present and entered into the discussion. He gave as his understanding that the state cannot be accepted as cosponsor of the project under the federal AP-4 Resolution, pertaining to projects of this kind.

After further discussion Commissioner Schaupp expressed himself as being in favor of the state retaining title to the property. He said, however, that the Highway Commission, in his estimation, should cooperate with the county to the fullest extent in other respects. Commissioner Clough said that he was reluctant to relinquish the state's title to the property, but favored cooperation with the county. Mr. Chessman similarly expressed himself, whereupon Chairman Banfield declared that the Commission would stand on the action taken at the previous meeting. The Attorney was thereupon instructed to follow the matter through in accordance with instructions given him by the Commission at that time.

This matter was discussed further later in the session when Mr. Elmer Bankus, Brookings, appeared before the Commission as representative of the Curry County Court. He declared that this project means a big development in Curry County, and that the county wants to sponsor it alone and is willing to pay the state for a deed to the property that they need. He alleged that the Civil Aeronautics Administration will not approve a cosponsorship of the project by the county and the state. Chairman Banfield advised that it is the desire of the State Highway Commission to cooperate with the county in every way that it can and is willing to act as cosponsor with the county if that can be arranged, which, according to the Commission's Attorney, is possible. The Commission, he said, has decided to proceed on such basis until it is convinced that the state cannot act as cospo sor; however, in the meantime the Commission has authorized the federal authorities to enter the property for the purpose of conducting surveys, et cetera, that may be required. He further advised that in the minds of the Commission the state should retain control of all landing fields that are constructed on state property, and the state should also have control over the roads leading to such properties and the maintenance thereof. It is not a personal matter, he added, but is one in which the entire state is concerned, and until such time as the differences in lines of thought have been ironed out the Highway Commission has decided not to sell the land, but will make every effort to cooperate in other respects. The first thing to be done, he added, is to have a meeting of minds between the state and the county, which it is expected may be accomplished within the next week or so.

The Attorney was thereupon instructed to contact the Curry County Court and others interested within the next few days in an endeavor to reach a satisfactory agreement.

Mr. Bankus inquired whether or not the Commission has reached a conclusion with respect to acquiring additional wayside strips along the Oregon Coast Highway in Sections 14, 23 and 36, Township 39 South, Range 14 West, W. M., Curry County. The Engineer advised that the property has been inspected by the State Parks Superintendent and by Division Engineer K. D. Lytle, each of whom recommends against purchase of the property at this time, because it has little value from the park standpoint, and the proposed revision in the highway alignment at this location in connection with which some of the property might be needed for right of way will not be undertaken for many years. He stated that he concurs in these recommendations. Motion was thereupon made by Commissioner Schaupp that Mr. Bankus's offer be declined. The motion was duly seconded by Commissioner Clough and was declared by Chairman Banfield to have carried by the unanimous vote of the Commission.

Mr. Frank Hilton, attorney, Portland, appeared before the Commission relative to the removal from state highway property of a building that he owns at the north end of the Alsea Bay Bridge at Waldport. Mr. Hilton advised that he has been notified on several occasions to remove the building, but has not done so because he has been unable to secure the services of a housemover. He gave as his thought that the building in its present location is not interfering with the use of the highway in any way, and is not particularly objectionable. He requested authority to let the building remain in such location for the duration of the war and for a period of six months thereafter when, he said, he would have it removed or would let the state have it without charge. After discussion the Commission approved the request under the condition stated by Mr. Hilton, and thereupon ordered that the matter be covered by written agreement.

Mr. R. M. Walker, Independence, came before the Commission in regard to the road difficulties created by the establishment of Camp Adair Army cantonment. He advised that the roads heretofore available to people residing in the Pedee and Airlie communities, and which are now included in the boundaries of Camp Adair, have been closed by Army authorities to general public use, and as a result thereof the people of these communities have no direct outlet to the east. He urged the Commission to give these people some kind of relief, and suggested the improvement of what is known as the McTimmonds Valley Road, which follows the western boundary of the Army cantonment and connects with another county road which leads to Monmouth. The Engineer advised that the Commission is cognizant of the road conditions in this vicinity and is endeavoring to remedy the situation; in fact, surveys are practically complete along the route suggested by Mr. Walker. It appears, however, that the alignment selected encroaches a little too far into the cantonment area to suit the Army officials, and the Public Roads Administration has also offered objections to such location. He also said that the matter is being given further study and that he is arranging for an inspection of the project on the ground for the following week with the Commanding Officer of the cantonment and with engineers of the Public Roads Administration, at which time it is hoped that the differences will be eliminated. This concluded the discussion.

Mr. Homer G. Johnson, contractor, came before the Commission in behalf of his claim for extra compensation, arising out of contract No. 2390, for the construction of the Siletz-Toledo Section of the Siletz Secondary Highway, in Lincoln County. He alleged that he was "lured" by the Engineer into the use of a certain gravel pit from which to obtain materials for this job, but the pit did not produce the quantity of rock required, and as a result thereof it was necessary for him to obtain material from another source, which entailed additional expense and consequent loss to him. The pit that he eventually used, he said, required an extra haul of some six miles over a poor county road. He asked the Commission to reimburse him for such expense at the rate of 10 cents per yard mile.. The Engineer refuted Mr. Johnson's allegations, stating that the specifications, as written, simply named certain available sources of material, but left it up to the contractor himself to select the source which he wished to use. He also said that from a careful study of the facts of the case, he is unable to justify any extra payment to Mr. Johnson, and accordingly recommended that the claim be denied. (For details of contractor's claim and Engineer's recommendation see letters in general files.) After considerable discussion Commissioner Clough recalled that the Commission previously denied this claim. He pointed out that the contracting business is hazardous, and involves a certain amount of risk which, in his estimation, Mr. Johnson should be required to assume in connection with this job, as in connection with any other job. The conference was concluded by Chairman Banfield, who stated that the Commission would discuss the facts further with the Engineer and would make its decision later.

This matter was reconsidered later in the session, at which time the Commission decided to take no action until its next regular meeting. The Attorney was instructed to advise the Commission, in the meantime, as to its legal responsibility with respect to highway specifications, and as to what the Commission's future action should be with regard thereto.

Mr. A. F. Koppisch, logging contractor, Astoria, was present in regard to the purchase of timber situate on a 20-acre tract of state-owned land included in Short Sand Beach State Park. Mr. Koppisch advised that he owns the timber on three sides of this tract, which he is now cutting. The timber on the fourth side, he said, has already been cut, so when his operations are completed, the state's 20-acre tract will be isolated and exposed to heavy windstorms that are prevalent in this district. He gave as his thought that timber so exposed could not survive severe storms, and urged the Commission to sell this timber to him, which would not only add a few dollars to the state highway fund, but would also greatly facilitate his logging operations and would expedite delivery of logs to market, which is important because they are needed badly in connection with the war effort. He estimated that the tract contains about 150,000 board feet of timber, which he said he is willing to purchase at the rate of $3.00 per thousand. He also said that, due to benefits that he would receive in connection with his operations, he would be willing to deed to the state, without cost, some 320 acres of his land, as soon as he has removed the timber therefrom, and he would also let the state have his logging road, which could be used as a park roadway.

Chairman Banfield advised that the Commission is faced with two problems: first, whether or not to dispose of property that has been presented to

the state as a gift; and, secondly, there is the question of the amount of timber that is standing on the property. The Parks Superintendent, who was present, advised that a cruise has never been made of this timber, so he is not in position to state just how much the tract contains. He also advised that he is in receipt of a letter from Mrs. Samuel Reed stating that she has no objections to the state selling the timber if the Commission is so inclined Mr. Koppisch stated that he is ready to start logging operations at once, and would like an early decision, if possible, and so far as accounting for the timber is concerned he would be glad to place a special brand on each log that is taken from the property, so that the quantity could be readily checked. He offered to pay for the timber on the basis of any scale that the Commission wants. Chairman Banfield concluded the discussion by informing Mr. Koppisch that the Commissioner would discuss the matter among themselves, and would give him an answer later in the day.

The matter was reconsidered by the Commission after Mr. Koppisch's departure. Commissioner Schaupp gave as his thought that Mr. Koppisch has made a good offer, and that it should be given serious consideration. Commissioner Clough concurred. He said that it might be well, if the Commission decides to sell the timber, to look into Mrs. Reed's financial condition, with a view of giving her the benefit of the sale, if it is found that she is not very well provided for. Mr. Chessman stated that in his estimation the timber would not stand up under the winter storms that are prevalent in this district, after the surrounding timber has been removed, and if it should fall it very likely would be of no value. It was his thought that the timber should be sold if that is agreeable with Mrs. Reed. Chairman Banfield stated that it appears to be the concensus of opinion of the Commissioners that the timber should be sold, in which opinion he concurs. It was thereupon decided unanimously to sell the timber. The question how much to ask for it was then discussed. Several suggestions were made, none of which were definitely approved at this time. The Engineer was instructed to contact Mr. Koppisch and ascertain his feelings in the matter.

Mr. Koppisch reappeared before the Commission shortly before adjournment, at which time he made the following offer: to pay the Commission at the rate of $2.00 per thousand for 30,900 FBM hemlock; $4.00 per thousand for 158,400 FBM spruce; and $4.00 per thousand for 18,000 FBM fir, making a total of $767.40. (See details of cruise as made in this offer in general office files.) Mr. Koppisch also renewed his offer to deed to the state 320 acres of land that he owns, as soon as he has removed the timber. After discussion the Commission accepted the offer by unanimous vote, subject to the condition that Mr. Koppisch will place his deed in escrow for delivery to the Commission at the time stated. Mr. Koppisch thereupon tendered the Commission his check for $767.40 to pay for the timber.

Mr. H. R. Williams, Traffic Manager of the Arrow Transportation Company and member of the Petroleum Advisory Committee of the Office of Defense Transportation, appeared before the Commission and requested permission to operate over state highways, in connection with delivery of petroleum products, equipment having an overall length of 60 feet. He advised that, under present wartime regulations, the petroleum transportation problem in Oregon is very

critical and there is every indication that this situation will not improve; in fact, the demand that the military authorities have placed on the industry has far exceeded the drop-off in transportation due to rationing, and all of the equipment that is used in such operations is now working on a 24-hour-day, 7-day-week basis. He also said that the situation will become even more critical when the Naval Base at Tillamook and the aircraft landing fields at North Bend and Madras are put in operation; hence the necessity to take advantage of every opportunity of securing maximum utilization of all available petroleum transportation equipment. The plan, he said, is to use equipment consisting of a three-axle truck and a two-axle trailer. The Engineer pointed out that special emergency permits are now being issued by the Commission, authorizing such equipment to be moved over state highways provided no more than one half of the traveled roadway is taken up thereby. He suggested that Mr. Williams file his application in writing, setting forth therein the highways over which he wants this special privilege, and, if any of such highways are not now included in the list of those over which combinations of equipment 60 feet long can be transported with safety, then he would have a test run made to ascertain whether or not it would be possible for equipment of such length to operate over them without creating a hazard to other traffic. The Commission approved the suggestion by unanimous vote. Mr. Williams stated his willingness to cooperate in every way, and agreed to file such written request.

Mr. Williams then asked the Commission to give the distributors of petroleum products a weight tolerance in the transportation of such commodities. Such request is made, he said, because the weight of a load varies according to temperature, and it may leave the distributing point at the proper weight but gain in weight enroute, and as a result an overload may be found when the equipment is weighed at the state's scales. He pointed out that the State of Washington allows a 2 per cent tolerance for such movements, and in case an overload is observed, the equipment is not allowed to proceed until the load has been reduced to come within the prescribed weight limit. He suggested either the adoption of such a tolerance in Oregon or a system of governing the size of loads by gallonage rather than by weight. The Commission denied the request for determination of the gross load by volume, and indicated that it would not approve the adoption of a weight tolerance in connection with such movements.

The Commission recessed at 12:00 noon and reconvened at 2:00 p. m. in the same room with the same persons present and participating.

The Attorney presented a request from Mr. H. A. Dryer to rent certain state-owned lands adjacent to the relocated Columbia River Highway, immediately east of Rooster Rock, in Multnomah County, for grazing purposes. Action on the matter was deferred by the Commission pending receipt of more detailed information with respect to the property and the amount to be charged for such privilege.

At 2:00 p. m. Chairman Banfield announced the following awards of contracts, bids for which were taken at the morning session, such awards having previously been approved by the Commission by unanimous vote:

"Alsea Mountain Rock Production Project on the Alsea Highway, in Benton County. No bids were received for this project.

"Drinkwater Pass-Juntura Rock Production Project on the Central Oregon Highway, in Harney and Malheur Counties. The only bid for this project was submitted by Oscar E. Joelson, Eugene, in the amount of $25,400.00. The Commission awards this contract to Oscar E. Joelson at his bid of $25,400.00.

"Crescent Rock Production Project on The Dalles-California Highway, in Klamath County. There were no bids received for this project.

"Vanport Junction Section of the Swift Secondary Highway, in Multnomah County. 0.25 mile grading and paving. Porter W. Yett, Portland, submitted the low bid for this project, in the amount of $18,815.00. Edlefsen-Weygandt Co., Portland, submitted the second-low bid, in the amount of $20,615.00. Hord & Stuart, Portland, submitted the only other bid for this project, in the amount of $21,650.00. The Commission refers this bid to the Engineer with power to award the contract to the low bidder when certain conditions have been fulfilled.

"Moro-Wasco County Line Rock Production Project on the Sherman Highway, in Sherman County. E. C. Hall Co., Eugene, submitted the low bid for this project, in the amount of $43,635.00. Babler Bros., Portland, submitted the second-low bid, in the amount of $52,850.00. D. C. & A. L. Williams, Portland, submitted the only other bid, in the amount of $57,955.00. The Commission awards this contract to E. C. Hall Co. at its low bid of $48,635.00.

General Charles A. Martin, former Governor of Oregon, in company with Mrs. E. A. Rockey and Mrs. D. C. Burke, representing the Oregon Roadside Council, came before the Commission regarding the preservation of certain timber tracts situate adjacent to the Oregon Coast Highway at Lake Tahkenitch, in Douglas County. General Martin headed the group. He explained briefly what the Association has in mind with respect to this property, and asked the Commission to give it consideration. He also said that the original intention was to make a strong plea for the preservation of this timber, but since coming to the meeting place and discussing the matter with the State Parks Superintendent, they have somewhat changed their attitude, and have decided to defer their plea until some future time. Chairman Banfield thanked the delegation for its appearance and its interest in such matters, and advised that the Commission will be pleased to consider their project at the proper time.

Following the departure of this group, the State Parks Superintendent advised that he is now working on a proposition for the exchange of land with the United States Forest Service, which owns the abutting property. If such plan materializes, he said, it will not only result in the preservation of this timber, but will also save the state considerable expense. He was

instructed by the Commission to continue his efforts in this regard, and if they are not successful then the Commission will give consideration to the purchase of the property.

The Engineer brought up for discussion the Cottage Grove controversy, having to do with the barricading of certain city streets at their intersection with the new state highway at this place. He recited the history of the case briefly for the benefit of the new Commissioners, pointing out that, in conformity with approved plans, traffic is not being allowed to enter certain streets; viz., Washington Street, Eighth Street, Jefferson Street and Seventh Street, and that barricades have been erected at these points to prevent access to the highway. The original plans for the project, he said, which provided for the closing of these streets, were approved by the city officials; however, since construction of the highway was completed, certain local residents offered objections to such closure, and when the Highway Commission refused to accede to their demands, took the matter to court with favorable results. The case was appealed to the Supreme Court, he added, whose decision was against the state. He pointed out that if the barricades are removed, and traffic is allowed to enter the highway at these points, a very dangerous condition will be created, and serious accidents very likely will occur, for which the Highway Commission may be held liable. In order to relieve the Commission from such liability, he said, the Attorney has suggested that the lower court be requested to say that the streets cannot be closed. He advised that he approves the suggestion, and thereupon requested authority to remove the barricades and to install "no left turn" signs at these locations, if andwhen the court's order has been received. After discussion, the Commission approved the securing of such court order. The Commission also authorized the Engineer to remove the barricades and to install the signs when the court order has been obtained; however, he was instructed not to remove the raised center stripe which was constructed in the pavement at these locations, inasmuch as it will assist in the control of traffic and the prevention of left turns on this important highway.

Consideration was given by the Commission to a request from the United States Army, presented by Lt. Col. B. R. DeGraff, Camp Adair, for permission to bivouac Army personnel in state-owned property located along the Salmon River Highway, particularly in Van Duzer Corridor. The Engineer advised that, according to information available to him, not more than 4,000 men will be bivouaced on the premises at any one time, and that these men will occupy the premises for three-day periods during the month of June, 1943. He advised that he has no objections to the use of the property for this purpose provided the area occupied, so far as is practicable, shall be confined to the outer fringe of the Corridor, and provided the Army will maintain sufficient patrols to extinguish or control fires which may be started on the property from any cause, and provided further that no trees or shrubs shall be cut or damaged. The State Parks Superintendent, under whose supervision the area is maintained, approved such occupancy subject to the conditions outlined by the Engineer. After discussion the Commission, by unanimous vote, authorized the granting of the permit to the Army for such use of the state's property, subject to the conditions suggested by the Engineer.

The Attorney brought up for discussion a right-of-way matter involving the acquisition of land for the Aurora flight strip. It appears that a Mr. W. P. Wurster owns some of the land that the state needs, and that it will be necessary to acquire the same by condemnation, the proceedings in connection with which are being handled by government attorneys. It also appears that the owner is now willing to deed the land without cost, but he wants the federal government and the state to guarantee him against future damage to his property, having particularly in mind that, when the flight strip is in operation, airplanes taking off and landing thereon will frighten his livestock, and may result in losses to him. He inquired whether or not the Commission wants to give such guarantee. The Commission, by unanimous vote, refused to assume any such responsibility.

Commissioner Schaupp brought up for discussion the matter of completing the construction work on the Klamath Falls-Lakeview Highway. He advised that the uncompleted portion over Quartz Mountain, which is under contract as a forest highway project, is in very bad condition, and traffic has a hard time going through; in fact in numerous instances cars have had to be pulled through with tractors. He gave as his understanding that the Public Roads Administration has authorized the termination of its contract with Sam Orino, in view of wartime conditions which have handicapped the contractor in securing labor and equipment, so if the road is left in its present condition, it quite likely will have to be closed to traffic, at least part of the time. In the discussion of this matter the Engineer suggested that it would be advisable to direct a letter to Mr. W. H. Lynch, District Engineer, Public Roads Administration, inquiring just what plans the government has for the completion of this project. The Commission approved the suggestion and so ordered.

The Engineer reported orders received from the War Production Board for the cancellation of that portion of the Judkins Point Overcrossing contract at Eugene, which provides for pavement. He said that this contract is well along, and that considerable money has already been invested therein; in fact the grading of the approaches to the structure have been completed, but the structure itself cannot be used unless the oiling work is done. He also said that the detour which will have to be used in the event that the War Production Board cannot be induced to change its attitude is very bad, with crooked alignment, and involves the crossing of the Southern Pacific mainline tracks at grade. It was his thought that the Commission should file a protest with the members of the Oregon delegation in Congress, and that the people of Eugene should do likewise; also, that because of the seriousness of the situation, everything possible should be done in order to secure the completion of the project in accordance with the plans. The Commission concurred in the viewpoint of the Engineer, and thereupon instructed him to prepare letters to the Congressmen for the members of the Commission to sign. He was also instructed to ask the Eugene City Council to send similar letters. Mr. T. M. Davis, Senior Highway Engineer of the Public Roads Administration, who was present, advised that District Engineer W. H. Lynch has already taken the matter up with the Washington headquarters and that they are hopeful of favorable results.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission, and asked the Commission to confirm them

and the amounts allocated for each. After due consideration the Commission, by unanimous vote, authorized and instructed the Engineer to make such surveys on various sections of the highways of this state, which said sections of highways, together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures, are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Location	11-1410	Gilliam	John Day River-Quinton Sec., Columbia River Highway	5th - $6,022.50 Total to date $8,550.00
Gravel Bar	15-1444	Jackson	Trail-Prospect Section, Crater Lake Highway	1st - $ 100.00
R/W	22-1444	Linn	Foster-Cascadia Section, Santiam Highway	2nd - $2,400.00 Total to date $6,000.00
Location	18-1441	Klamath	Barclay Springs-Terminal City Section, The Dalles-California Highway	5th - $ 900.00 Total to date $9,450.00
Plans	18-1443	Klamath	Klamath Falls-Merrill Jct. Section, The Dalles-Calif. Highway	4th - $1,000.00 Total to date $8,000.00
Plans	13-1421	Harney	Buchanan-Juntura Section, Central Oregon Highway	1st - $350.00

The Commission had under consideration the following requests for extensions of time within which to complete highway construction projects:

Averill & Corbin, contract No. 2585, for construction of a bridge over the Luckiamute River on the Pacific Highway West, in Polk County, requested an extension of time from November 30, 1942, to March 10, 1943, within which to complete this job. They gave no reason for failure to complete the project within the specified time limit. The Engineer advised that this is one of the projects for which the War Production Board would not authorize the use of structural grade lumber, so it was necessary to change the specifications to allow the use of No. 1 common grade. Such change, he said, delayed the delivery of materials, and was largely the reason that the contractors failed to complete the project within the specified time limit. All of the work in connection with this job, he said, was completed by January 7, 1943, except the handrail painting which could not be done until suitable weather obtained. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Averill & Corbin, contract No. 2589, for construction of the Helmick Undercrossing on the Monmouth-Suver Section of the Pacific Highway West, in Polk County, requested an extension of time from September 30, 1942, to May 31, 1943, within which to complete this job. They gave no reason for failure to complete the project within the specified time limit. The Engineer advised that the contractors experienced considerable delay in securing treated fir lumber that was used on the job. The contractors conducted their work diligently as soon as material was received and completed all of the work with the exception of a small amount of concrete surface finishing, by January 9, 1943. The surface finishing work, he added, cannot be done until the grading contractor on the adjacent section has completed his work. He recommended, in view of the circumstances, that the extension of time requested be granted without panalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contract No. 2585 has been completed according to the requirements of the contract or modifications thereof and that said contract is now ready for acceptance. The following resolution accepting the above project was offered, and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contract for the construction of a state highway project has been completed according to the terms and provisions of the contract, and that said job is now ready for acceptance:

Contract No. 2585, with Averill & Corbin, for construction of the Luckiamute River Bridge on the Monmouth-Lewisburg Section of the Pacific Highway West, in Polk County. Completed March 10, 1943.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contract for the construction of said state highway project be declared completed according to the terms of the contract, and said job is hereby accepted and final payment in connection therewith is hereby authorized.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the City of Tillamook covering installation and maintenance of a traffic beacon at the intersection of the Oregon Coast and Wilson River Highways, in Tillamook.

Agreements with the following cities and towns covering improvements on city streets that are not on the state highway

system: Clatskanie, North Powder, Fossil, Waldport, Halfway, Arlington, Hines, Freewater, Hubbard, Enterprise, and Mt. Angel.

Agreement with Arthur Walker covering the grazing of sheep in Cape Sebastian State Park.

Contract agreement with E. W. Elliott covering rental of a state-owned Buffalo-Springfield 6-ton tandem roller, Dept. No.40-677.

Contract agreement with Natt McDougall Company covering rental of a state-onwed Caterpillar tractor D-8, Dept. No. 40-810.

Agreement with the United States War Department providing for the encroachment of a war department troop shelter on the right of way of the Oregon Coast Highway near Waldport.

Bargain and sale deed conveying unto the City of Portland property in South Portland needed for the purpose of laying out and establishing Southwest Miles Court. Right-of-way file 9392-A.

Bargain and sale deed conveying unto the Huntington Rubber Mills two parcels of land in South Portland. Consideration $2,750. Right-of-way file 9392.

Quitclaim deed conveying unto the Southern Pacific Company certain properties described in agreement dated December 13, 1941, between the company and the state, having to do with the reconstruction of the Pacific Highway south of Eugene.

Bargain and sale deed conveying unto the Southern Pacific Company certain properties in Eugene described in agreement dated December 13, 1941.

Lease of stock-pile site from Weyerhaeuser Timber Co., in Sec. 3, T. 40 S., R. 6 E., W. M., Klamath County. Right-of-way file 4503.

The question when to hold its next regular meeting had the attention of the Commission and it was decided to hold such meeting on the afternoon of Tuesday, May 11, and on Wednesday, May 12, 1943. The Secretary was instructed to make the usual arrangements to hold the Tuesday afternoon meeting in the Imperial Hotel and the Wednesday meeting in the auditorium of the Public Service Building.

There being no further business to come before the Commission at this time, the meeting was adjourned at 3:30 p. m.

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

APR 7 1943

Bend, Oregon, April 27, 1943

The State Highway Commission met in special session at 1:00 p. m. in the Pine Tree Inn, for discussion with local citizens of matters pertaining to the adoption of a postwar program consisting of state highway, county road and city street projects. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Merle R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Local citizens present were:-Members of the Deschutes County Court, C. L. Allen, County Judge, and E. E. Varco and O. W. Grubb, County Commissioners; Robert W. Sawyer, Bend Bulletin; and Don Peoples, Secretary, Bend Chamber of Commerce.

Chairman Banfield explained the purpose of the Commission's visit and at his request the Engineer explained the proposed Congressional legislation which has for its purpose the providing of federal funds to finance postwar projects. Judge Allen requested there be included in the program general improvements to The Dalles-California Highway, particularly between Terrebonne and Madras and between Lava Butte and Crescent, and improvements to the Central Oregon Highway and to the North Santiam and South Santiam Highways. He also asked for the immediate oiling of the Tumalo-Deschutes Secondary Highway, from Tumalo northerly about 2½ miles, to a connection with the Redmond-Bend Secondary Highway, and the oiling of a 3½-mile section of the Tumalo-Cline Falls Secondary Highway north from Tumalo. He mentioned the agreement between the State Highway Commission and Deschutes County, dated May 19, 1942, covering the construction of the Terrebonne-Lower Bridge County Road, and recalled that the state's obligation in connection therewith has not been entirely satisfied, there being a balance of state funds still obligated in connection therewith, in view of the surfacing work having been performed by the county. He asked the Commission to spend this sum for the oiling of some county road project this year. The Engineer confirmed Judge Allen's statement with respect to the state's obligation. He also advised that the former Highway Commission authorized the oiling of the two secondary highway projects mentioned by Judge Allen, but were precluded from the performance of such work because of wartime conditions. He recommended approval of these projects as soon as conditions are such that they can be undertaken. There followed a general discussion of highway matters, during which the local citizens expressed a desire for additional oiling work.

Chairman Banfield concluded the meeting by stating that the Commission is pleased to secure the information that has been given, and will consider the projects mentioned in the formulation of its construction program, although no commitments or promises can be made at this time, due to wartime restrictions and the uncertainty of funds.

APR 27 1943

The meeting was adjourned at 1:30 p. m., following which the Commission motored to Burns and disposed of the following routine matters enroute, all Commissioners, the Engineer, the Attorney and the Secretary being present.

The Engineer reported the amounts collected from contractors for the rental of state-owned equipment during the past nine months. He advised that the total amount collected was $58,015, exclusive of rentals due for the month of April, totaling $1,596. He also stated that there are no delinquent accounts. The Commission approved the report.

The Engineer also reported on the cost to purchase and install standard 30-ton truck scales. The purchase price of such a set of scales, he said, is $520, and the cost to install them ranges from about $1,500 to $3,000, depending on the amount of grading and paving that is required in the construction of roadway approaches and whether or not extra right of way has to be purchased. He recommended purchase of four sets of scales for immediate installation in localities where logging operations are under way. After considerable discussion the Commission, by unanimous vote, approved the purchase of four sets of scales, on motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman.

A letter was presented from Mr. F. H. Brundage, Western Log and Lumber Administrator of the War Production Board, regarding the stumpage value of timber that the Commission recently sold to Messrs. Donelson and Koppisch, in Short Sand Beach State Park. Mr. Brundage advised that the state would be fortunate to receive $3.00 per M-FBM for this timber. The Engineer recalled that the Commission obtained $4.00 per thousand for spruce and fir, and $2.00 per thousand for hemlock, which indicates that the Commission made a good deal, in view of the fact that the stand consisted mostly of spruce and fir. The Commission confirmed the settlement, and ordered the letter filed.

Reconsideration was given by the Commission to the matter of designating main-traveled or "through" highways, and to the adoption of a resolution embracing all of such highways heretofore designated as such, and others that have not been so designated but are considered to be important from that standpoint. The Engineer recommended approval of such designations from a traffic-safety standpoint, and to clarify the records. The Attorney advised that the adoption of a general resolution embracing all highways on the state highway system would be helpful in connection with litigation that arises from time to time. After discussion the Commission approved the recommendation and, by unanimous vote, on motion of Commissioner Chessman duly seconded by Commissioner Schaupp, adopted the following resolution with regard thereto:

> WHEREAS, by the provisions of Section 115-351, O.C.L.A., the State Highway Commission with respect to state highways is authorized to designate main traveled or through highways or sections thereof by placing at the entrance thereto, from intersecting highways, signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highways, and
>
> WHEREAS, the Commission has heretofore by resolutions duly adopted and entered in the minutes and records of the Commission

designated as main traveled or through highways certain state highways and sections thereof enumerated in said resolution, and

WHEREAS, it is deemed at this time to be in the public's interest to include in one resolution all of the state highways which are to be designated as main or through highways or sections thereof and that all of said former resolutions be rescinded, and

WHEREAS, the highways herein enumerated are all state highways and therefore are parts of the Oregon state highway system, and

WHEREAS, all of the highways herein enumerated and each of them now carry large volumes of traffic, both local and through traffic, and many of the said highways are now carrying both military and civilian transport, and

WHEREAS, it is the judgment of the Highway Commission that all of the highways herein enumerated should be designated as main traveled and through highways and appropriate markers and stop signs should be erected and maintained at all places where intersecting roads or streets enter or cross the same.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the highways and sections of highways enumerated and defined in this paragraph hereby are designated and defined under the provisions of Section 115-351, O.C.L.A., as main traveled and through highways, to-wit:

PRIMARY
THROUGH STOP HIGHWAYS

HIGHWAY	HWY.NO.		FROM	TO
Pacific	1 & 1E		Washington State Line	California State Line
		Exceptions:	No stop shall be required for Pacific Highway West traffic at its junction with the Pacific Highway at Junction City.	
			South bound traffic on the Pacific Highway shall stop before entering the intersection of Main Street in Cottage Grove.	
Pacific West	1W		North Portland	Junction City

HIGHWAY	HWY. NO.		FROM	TO
Columbia River	2		Astoria	Washington State Line
		Exceptions:	No stop shall be required for Boardman-Stanfield Highway traffic at its junction with the Columbia River Highway.	
			East bound traffic on the Columbia River Highway shall stop before entering its intersection with Commercial Street in Astoria.	
Oswego	3		Portland	Oregon City
The Dalles-California	4		Its intersection with the Columbia River Highway	California State Line
		Exceptions:	No stop shall be required for Wapinitia Highway traffic at its junction with The Dalles-California Highway	
John Day	5		Arlington	Vale
		Exceptions:	No stop shall be required for Ochoco Highway traffic at its junction with the John Day Highway.	
Old Oregon Trail	6		Umatilla	Idaho State Line
		Exception:	East bound traffic on the Old Oregon Trail shall stop before entering its intersection with the Boardman-Stanfield Highway.	
Central Oregon	7		Vale	Cairo Junction
Oregon-Washington	8		Pendleton	Washington State Line
Oregon Coast	9		Astoria	California State Line
		Exceptions:	No stop shall be required for Wolf Creek Highway traffic at its junction with the Oregon Coast Highway.	
			North bound traffic on the Oregon Coast Highway shall stop before entering its intersection with the Wolf Creek Highway.	
Wallowa Lake	10		La Grande	Joseph

APR 27 1943

HIGHWAY	HWY. NO.		FROM	TO
McKenzie	15		Springfield Junction	Redmond
		Exceptions:	No stop shall be required for Santiam Highway traffic at its junction with the McKenzie Highway west of Sisters.	
			No stop shall be required for McKenzie-Bend Highway traffic at its junction with the McKenzie Highway east of Sisters.	
Santiam	16		Albany	Sisters
		Exception:	No stop shall be required for North Santiam Highway traffic at its junction with the Santiam Highway	
McKenzie-Bend	17		Its junction with the McKenzie Highway near Sisters.	Its junction with The Dalles-California Highway.
Willamette	18		Goshen	Its junction with The Dalles-California Highway.
Klamath Falls-Lakeview	20		Klamath Falls	Lakeview
		Exception:	No stop shall be required for Klamath Falls-Malin Highway traffic at its junction with the Klamath Falls-Lakeview Highway.	
Green Springs	21		Ashland	Its junction with The Dalles-California Highway
Crater Lake	22		Medford	Its junction with The Dalles-California Highway
		Exception:	Except that section within the boundaries of the Crater Lake National Park.	
Redwood	25		Grants Pass	California State Line
Mt. Hood	26		Portland	Hood River
		Exception:	No stop shall be required for Wapinitia Highway traffic at its junction with the Mt. Hood Highway.	

APR 27 1943

HIGHWAY	HWY. NO.		FROM	TO
Pendleton-John Day	28		Pendleton	Nye Junction
Tualatin Valley	29		Wolf Creek Highway via Beaverton and Forest Grove	Pacific Highway West
Salem-Dallas	30		Dallas	Salem
		Exceptions:	No stop shall be required for Pacific Highway West traffic at its junction with Salem-Dallas Highway.	
			Salem-Dallas Highway traffic shall stop before entering its intersection with the Pacific Highway West.	
Albany-Corvallis	31		Albany	Corvallis
		Exception:	East bound Albany-Corvallis Highway traffic shall be required to stop before entering Second Street in Corvallis.	
Three Rivers	32		Hebo	Valley Junction
Corvallis-Newport	33		Newport	Corvallis
		Exception:	No stop shall be required for Alsea Highway traffic at its junction with the Corvallis-Newport Highway.	
Siuslaw	34		Florence	Its intersection with the Pacific Highway
Coos Bay-Roseburg	35		Coquille	Its intersection with the Pacific Highway
Pendleton-Cold Springs	36		Cold Springs	Pendleton
Wilson River	37		Tillamook	Balm Grove
Oregon Caves	38		Caves Junction	Oregon Caves
Salmon River	39		Otis	Its intersection with the Pacific Highway West.

APR 27 1943

HIGHWAY	HWY. NO.		FROM	TO
Beaverton-Hillsdale	40		Its junction with the Pacific Highway West	Its junction with the Tualatin Valley Highway
		Exceptions:	No stop shall be required for east bound traffic on S. W. Capitol Highway at its junction with the Beaverton-Hillsdale Highway in Hillsdale	
			East bound Beaverton-Hillsdale Highway traffic shall be required to stop before entering S.W. Capitol Highway at Hillsdale.	
Ochoco	41		Redmond	Its junction with the John Day Highway.
Sherman	42		Its junction with the Columbia River Highway	Its junction with The Dalles-California Highway
Monmouth-Independence	43		Monmouth	Independence
Wapinitia	44		Its junction with the Mt. Hood Highway	Its junction with The Dalles-California Highway
Umpqua	45		Reedsport	Drain
Necanicum	46		Its junction with the Wolf Creek Highway near Necanicum	Its junction with the Oregon Coast Highway near Wheeler
Wolf Creek	47		Its junction with the Oregon Coast Highway	Manning
			Its junction with the Tualatin Valley Highway	Its junction with the Pacific Highway West
John Day-Burns	48		Through the townsite of Seneca	M.P.24.10--24.60
Klamath Falls-Malin	50		Its junction with the Klamath Falls-Lakeview Highway	California State Line
		Exception:	No stop shall be required for Hatfield Highway traffic at its junction with the Klamath Falls-Malin Highway.	

APR 27 1943

HIGHWAY	HWY. NO.	FROM	TO
Heppner	52	Its junction with the Columbia River Highway near Willows	Nye Junction
Boardman-Stanfield	54	Boardman	Its junction with Old Oregon Trail Highway.

SECONDARY
THROUGH STOP HIGHWAYS

HIGHWAY	HWY. NO.	FROM	TO
Nehalem	102	Astoria	Forest Grove
	Exception:	South bound traffic on the Nehalem Highway shall stop before entering its intersection with the Wolf Creek Highway.	
Swift	120	Its junction with the Pacific Highway	Its junction with Columbia Boulevard
Northeast Portland	123	Its junction with the Pacific Highway	Its junction with the Columbia River Highway
	Exceptions:	No stop shall be required for east bound traffic on Columbia Boulevard at its junction with Northeast Portland Secondary Highway.	
		East bound traffic on Northeast Portland Secondary Highway shall stop before entering its intersection with Columbia Boulevard.	
Hillsboro-Silverton	140	Woodburn	Silverton
Beaverton-Aurora	141	Beaverton	Tigard
	Exceptions:	All traffic shall stop before entering the intersection of the Scholls Highway with the Beaverton-Aurora Highway at Progress.	
		South bound traffic on the Beaverton-Aurora Highway shall stop before entering its intersection with First Street in Tualatin.	
		South of Tigard the Beaveron-Aurora Highway shall be a through-stop highway at its intersection with the following county roads:	
		Boones Ferry Road at Mile Point 8.57; Stafford Road at Mile Point 9.75; and Oswego Road at Mile Point 15.10	

APR 27 1943

HIGHWAY	HWY. NO	FROM	TO
Farmington	142	Its junction with the Hillsboro-Silverton Highway	Beaverton
Scholls	143	Shall be a through-stop highway at the following side road intersections: Side road Mile Point 0.29 Hazeldale Road at Mile Point 2.35 All traffic shall stop before entering the intersection of the Beaverton-Aurora Highway with the Scholls Highway at Progress	
Salem-Dayton	150	Dayton	West Salem
Cascade	160	Its junction with Northeast Portland Secondary Highway	Silverton
Woodburn-Sandy	161	At its intersection with the Canby-Marquam Highway at Mile Point 7.72	
		Exceptions: Woodburn-Sandy Highway traffic shall stop before entering its intersection with the Barlow-Monitor Road, Mile Point 5.26. Woodburn-Sandy Highway traffic shall stop before entering its intersection with the Cascade Highway at Mile Point 11.45. Woodburn-Sandy Highway traffic shall stop before entering its intersection with Molalla Avenue in Molalla.	
Silver Creek Falls	163	Salem	Its junction with the North Santiam Highway
Canby-Marquam	170	Canby	Its junction with the Woodburn-Sandy Highway
Independence	193	Its junction with the Salem-Dallas Highway	Independence
Junction City-Eugene	223	Junction City	Eugene

APR 27 1943

HIGHWAY	HWY. NO.	FROM	TO
Cape Arago	240	North Bend	Cape Arago
Medford-Provolt	272	East bound traffic on the Medford-Provolt Highway shall stop before entering its intersection with the Copper County Road in Ruch.	
Hood River	281	Its junction with the Columbia River Highway at Hood River	Its junction with the Mt. Hood Highway
Sunnyside-Umapine	332	Sunnyside	Washington State Line
Stanfield-Pendleton	337	Its junction with the Old Oregon Trail	Pendleton
Redmond-Bend	375	Redmond	Its junction with the McKenzie-Bend Highway
Hatfield	426	Its junction with the Klamath Falls-Malin Highway	California State Line
Klamath Agency-Modoc Point	427	Klamath Agency	Modoc Point
Nyssa-Adrian	450	Nyssa	Adrian

2. That there is attached hereto and by this reference made a part hereof a map, marked "Exhibit A," on which is shown colored in red all of the highways or sections of highways enumerated in the foregoing paragraph.*

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintain along the above enumerated highways or sections of highways at all points where streets or roads intersect or enter said highways or sections of highways, except at such points as are specifically noted in the foregoing list, signs or markers notifying drivers of vehicles to stop before entering or crossing said highways.

4. That the said Engineer is instructed further to place such signs or markers as nearly as practicable at the place or places where said cross or intersecting roads or streets meet a prolongation of the nearest property line of such through highways, and such signs or markers so placed or installed shall indicate or designate

*Map filed in "Through Highways" file - No. 4.

to all drivers of motor vehicles entering said highways from any of the said cross or intersecting roads or streets the place where the stop shall be made.

5. The said signs or markers shall conform in shape, design, size and other physical characteristics to the specifications and standards heretofore approved for such signs and markers and now hereby adopted.

6. That the resolutions heretofore adopted by this Commission and recorded in its records and minutes covering any and/or all of the highways hereinabove listed are hereby rescinded and held for naught as of this date.

7. That this resolution shall be entered in the minutes and records of the Commission as of the 27th day of April, 1943, and a duly certified copy thereof delivered to the Public Roads Administration and to the County Court of each County in which any of the highways or sections of highways are located.

The Engineer reported the award of the following contracts, in conformity with authority previously granted him by the Commission, the conditions of the awards having been satisfied:

Construction of the Denver Avenue Junction Section of the Pacific Highway East, in Multnomah County. Bids taken by the Commission on March 17, 1943; contract awarded on April 14, 1943, to Henry L. Horn, the low bidder.

Grading and paving the Vanport Junction Section of the Swift Secondary Highway, in Multnomah County. Bids taken April 7, 1943; contract awarded on April 14, 1943, to Porter W. Yett, the low bidder.

The Commission confirmed the awards by unanimous vote.

The Commission discussed a letter from the Natt McDougall Company, Contractors, Portland, requesting permission to truck-haul loads of cinders, involving overall heights of 12', over state highways in the vicinity of Bend, for use in connection with construction operations that they are conducting in Camp Abbott. The Secretary advised that there are no impaired clearances on any of the routes over which the loads are to be hauled. The Engineer recommended approval of the request, in view of the fact that cinders are very light, and the gross loads will not be in excess of the statutory weight limits. The Commission, by unanimous vote, approved the granting of such permit.

The Engineer requested authority for Assistant State Highway Engineer C. B. McCullough, and Bridge Engineer G. S. Paxson to attend at state

expense a meeting of the Suspension Bridge Committee of the American Association of State Highway Officials, in Seattle, Washington, from May 7 to 12, inclusive, 1943. He estimated the total expense involved would not exceed $80 for both engineers. He also requested authority for Mr. McCullough to accompany this committee to San Francisco and Pasadena, California, for further study of long-span suspension bridges, and inspection of such bridges in the state of California. He estimated that Mr. McCullough's expenses would not exceed $175. The Commission approved both requests by unanimous vote, provided the out-of-state travel expense is approved by Governor Snell.

A letter was presented from the Honorable Leslie M. Scott, State Treasurer, with respect to the continuation of his agreement with the former Highway Commission concerning the payment of the salary and expenses of a man to check the payment of traffic fines. Mr. Scott pointed out that under such arrangement, the office of the State Treasurer and the State Highway Department each pays one half of this man's salary and expenses. It was his thought that the arrangement should be continued, in view of the very satisfactory results that have been obtained and the fact that the State Highway Department benefits by the increased collection of the fines. The Engineer pointed out that fine collections had increased materially during the past few years, on account of the intensified program that has been instituted by the State Treasurer. He recommended continuation of the present working arrangement. The Commission approved the recommendation by unanimous vote; however, instructed the Engineer to submit to the Commission quarterly a statement showing the amounts collected by the State Treasurer under the arrangement.

The Commission had under discussion a request from Colonel W. F. Firth, Sector Engineer, Headquarters Northwestern Sector, Western Defense Command, Ft. Lewis, Washington, for a temporary permit of entry to Cape Arago State Park, Coos County, in order to construct a rifle range. The Engineer recommended approval of this request pending execution of a formal agreement covering occupancy of the park, under condition that army vehicles that enter the park will stay on the service roads that are constructed for park usage, that trucks conveying soldiers to the rifle range will park at the entrance gate, and that every precaution is taken to prevent fires through the use of tracer bullets. The Commission, by unanimous vote, approved the granting of such temporary permit under the conditions outlined by the Engineer.

The Commission also discussed a letter from F. W. Furst, Forest Supervisor of the Siuslaw National Forest, suggesting an exchange of properties at the Waldport Ranger Station, so as to facilitate Forest Service activities at such location. The Engineer explained that the Waldport Ranger Station is situate on the east side of the old Spruce Production railroad right of way at this point, which right of way is now owned by the state and is under the control of the State Highway Commission, and that in order to facilitate its activities, the Forest Service wishes to obtain possession of a short section of this right of way, about 400' in length; also, that the Forest Service officials have indicated a willingness to deed to the state a small area between this old right of way and the right of way of the Oregon Coast Highway, if the Commission will convey the old railroad right of way to

the Forest Service. During the discussion of the matter, the question arose as to the value of the two parcels of land that are involved in this proposed transaction. In view of this question, the Commission deferred its decision pending further report from the Attorney with respect thereto.

The meeting was declared adjourned at 5:00 p. m., upon arrival in the town of Burns where at 7:45 p. m. the Commission conferred with local citizens in the dining room of the Arrowhead Hotel, all members of the Commission, the Engineer, the Attorney and the Secretary being present.

The local group consisted of County Judge Nelson B. Higgs, of Harney County; Archie McGowan; Morgan Timms; Nic Monte, Regional Grazier, United States Grazing Service; E. Pluribus Tiller, Grocer; E. B. Bennett; Vern Gray, Manager of the Power Company; Thomas Wentz; William M. Carroll; Julian Byrd, Publisher, Burns Times-Herald; William F. Oltman, Mayor; and Rudy Reinertson. Judge Higgs presided.

Chairman Banfield explained the purpose of the Commission's visit, and, following remarks by Commissioners Schaupp and Chessman, called upon the Engineer to explain the demand of the Federal Government for the improvement of the I.O.N. Highway, and details with respect to the bill that is now before Congress, which has for its purpose the providing of federal funds with which to finance postwar highway projects. A detailed explanation of both subjects was made by the Engineer, who also advised that the Commission is now considering a program to take up the funds which the Commission hopes will be allocated to Oregon under this proposed legislation. Chairman Banfield then asked the local group to express their desires with respect thereto.

Judge Higgs made an urgent plea for improvements to state secondary highways, particularly the highway leading to the town of Diamond and that which extends from Princeton to a connection with the I.O.N. Highway, via Follyfarm. He stressed the need for the improvement of the Diamond Secondary Highway because of its importance from the standpoint of truck-hauling livestock from the Catlow Valley and the Steens Mountain districts. This road at present, he said, is in bad condition north of Diamond. He suggested the stock-piling of maintenance material along the Princeton-Follyfarm Section of the Princeton-Rome Secondary Highway, for the filling in of mud holes as they occur, and advised that there is a cinder pit near the town of Princeton, which is available for such purpose. Judge Higgs also asked for the improvement of the Burns-Crane Highway which, he said, is in horrible condition. He suggested that the Burns-Crane and Princeton-Follyfarm Sections should be carried on simultaneously, starting at both ends. The Hanley Lane Section of the Frenchglen Secondary Highway, he said, is in fair condition, but needs some improvement. Judge Higgs also asked for the completion of the John Day-Burns Highway north of Burns. In reply to an inquiry from Chairman Banfield as to which project is of most importance to Harney County, Judge Higgs said that the completion of the John Day-Burns Highway and the improvement of the highway from Burns to Crane, thence to Princeton and Follyfarm, are both of primary importance to the county, and that it is a matter of choice which one should be given preference over the other.

Judge Higgs then asked other members of the group to express themselves. Mr. Tiller urged the improvements mentioned by Judge Higgs, as did also Mr. E. B. Bennett, Vern Gray and Mr. West. Mr. Timms also spoke in favor of such projects. He pointed out that all livestock movements center in Burns, and the county is suffering from serious transportation problems to get the livestock to market, principally because of bad road conditions. He alleged that such conditions are partly responsible for the shortage of meat in Portland. He also spoke for the improvement of the roads in the interests of the agriculture, lumber and mining industries.

Mr. Monte stated that the United States Grazing Service has a six-year postwar plan which it is trying to coordinate with other governmental agencies. He advised that there has been appropriated the amount of $10,000,000 for this purpose, and that the Grazing Service wants to include in the program the improvement of county roads, as well as the carrying on of its grazing projects. The plan, he said, consists of work on the ranges during the summer season and work on roadways during the winter months. He inquired whether or not the Highway Commission would be interested in securing a grazing project for the improvement of the Princeton-Rome Secondary Highway. The Engineer was instructed by the Commission to look into the matter.

One of the group inquired what will have to be done in order to obtain financial assistance from the Federal Government in the repair of the road leading to the Burns Airport. He was advised by the Engineer to file an application with the Army authorities who have under their control certain access road moneys which could be used for this purpose.

After further discussion Chairman Banfield concluded the meeting by stating that there has been demonstrated the need for proper planning in order to do the most good efficiently and without waste; that in changing from the wartime to a peacetime economy it is essential that returning soldiers and others who are out of employment be taken care of. He asked the group to present a list of the projects in the Harney County district, in the order of their preference. These projects, he said, will be given due consideration by the Commission, along with those submitted by other counties, in the formulation of the Commission's construction program.

The meeting was adjourned at 9:00 p. m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

APR 27 1943

Vale, Oregon, April 28, 1943

The State Highway Commission conferred with the members of the Malheur County Court in the office of County Judge Charles S. Leavitt, Court House, Vale, at 10:30 a. m. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Merle R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Representing the county court were County Judge Charles S. Leavitt and County Commissioners C. A. Marshall and Irwin Troxell.

Following introductions, the Engineer explained the object of the Commission's trip, particularly with reference to the proposed improvement of the I.O.N. Highway. Chairman Banfield spoke briefly on matters pertaining to the proposed postwar construction of highway projects. He advised that the Commission is contemplating the arrangement of a postwar program of such projects, and would like to know what projects the county has in mind that might be included therein, notwithstanding that the Commission is not in position now to make any commitment of funds thereto. He called upon the Engineer to explain the bill that is now before Congress, which has for its purpose the appropriation of federal funds to finance postwar construction. The Engineer explained the proposed plan. He pointed out that if the bill is enacted into law, the Commission still would not be able to act until it has received rules and regulations from the Public Roads Administration governing the expenditure of the funds. He also said that he would have someone contact the county court at the proper time to discuss the selection of the projects.

Mr. Marshall stated that he resides in the vicinity of Nyssa, and his particular interest is the improvement of feeder roads which would facilitate the transportation of sugar beets to the sugar factory at Nyssa. Judge Leavitt concurred in the remarks of Commissioner Marshall. He added that the county court had no particular project in mind to submit to the Commission today, but will give the matter serious consideration. He did, however, mention the improvement of the road which extends from Nyssa south to a junction with the I.O.N. Highway, through Sucker Creek Canyon, and expressed the county court's approval of the Commission's plan to improve the I.O.N. Highway. The Engineer explained why the former Commission found it necessary to reject the Sucker Creek route, stating that to build such route was estimated to cost $1,000,000 more than the route that was finally selected, and the Commission did not feel that the extra expense was justified. Commissioner Marshall also expressed pleasure for the proposed improvement of the I.O.N. Highway.

Chairman Banfield concluded the meeting at 11:00 a. m. with appropriate remarks, following which the Commission motored to Ontario, where the Commission and party were guests of the Ontario Kiwanis Club for luncheon.

APR 29 1943

At 1:15 p. m. the Commission met with a group of local citizens representing the Ontario Commercial Club, in the Moore Hotel, all Commissioners, the State Highway Engineer, the Attorney and the Secretary being present. The local group was headed by Mr. W. R. Hollingsworth, President of the Commercial Club, and included the following: H. C. Boyer, Chairman of the Highway Committee; H. L. Peterson, furniture dealer; Elmo Smith, Mayor, and publisher of the Eastern Oregon Observer; Charles Black, Van Petten Lumber Company; N. O. Richards, Manager of the local Doctor's Clinic; J. F. Cooper, Manager of the Idaho Power Company; Frank Ryan, City Recorder; Earl Ball, Manager of the Armco Metal Products Company; Dyer Bennett, Ontario Grain Company; Clint Trow, City Engineer; Harold Hogue; and George Merritt and Harry Salisbury, owners of the Moore Hotel.

After opening remarks by Mr. Hollingsworth who presided, Chairman Banfield explained the purpose of the Commission's visit, stating that the Commission's primary object was to inspect the I.O.N. Highway, the completion of which the Commission has under contemplation, and to secure suggestions from local groups with respect to projects that are eligible for consideration in the formulation of a postwar program of highway improvements. He advised that while the Commission wishes to obtain ideas with respect to such matters, it is not possible at the present time to make commitments relative thereto, because of the uncertainty of funds to finance such projects. At the request of Chairman Banfield, the Engineer explained the prospects of receiving federal funds to help finance postwar work, advising that there is before Congress at the present time, a bill which, if it is enacted into law, will make available to the State of Oregon for highway work approximately $15,000,000 annually for a period of three years, provided the State of Oregon will furnish about $4,000,000 match money, which means a total working fund of $19,000,000 annually. He also explained briefly how the money will have to be spent under the provisions of the proposed law. In concluding his remarks he advised that the Commission wants to know what local projects are most desired.

Mr. Boyer advised that the project that they consider of primary importance is the construction of the proposed revision of the Old Oregon Trail Highway between Ontario and Huntington. He also asked for completion of the reconstruction of the John Day Highway, and the construction of a highway connection between Nyssa and the I.O.N. Highway. Mr. Peterson also asked for the construction of the Ontario-Huntington revision, and in addition thereto suggested the improvement of the present highway between Ontario and Nyssa. The Engineer advised that the Ontario-Nyssa improvement involves construction of a new bridge over the Snake River, which is a project for the distant future. He pointed out that the realignment of the Old Oregon Trail between Ontario and Huntington is a costly undertaking, and will involve an expenditure in excess of $1,900,000. The change, he said, is about 26 miles in length, and shortens the distance between these towns about seven miles. It was his thought that this is an important project, because it will save the Old Oregon Trail for the State of Oregon.

There followed a general discussion of the rerouting of the Old Oregon Trail on the Idaho side of the Snake River, as has been proposed and urged

by the people of Idaho. It appeared to be the concensus of opinion that the number-one project in Malheur County is the construction of the proposed Ontario-Huntington revision. At the conclusion of this discussion the proposed I.O.N. Highway construction was considered. At the request of Commissioner Chessman the Engineer explained the set-up of the special federal funds with which the Commission proposes to finance the work. He advised that the Army authorities want this improvement to facilitate the transportation of products that are essential in connection with the country's war effort. The government, he said, has available for this purpose the sum of $800,000, which will have to be matched with about $200,000 of state money, and if the Highway Commission does not take advantage of this fund, then it has been given to understand that the I.O.N. Highway Project must be constructed as one of the first projects after the war, and in that case the state will lose the $800,000 appropriation that the government has available now.

Mr. Boyer stated that the people of Ontario and Malheur County appreciate the position in which the Highway Commission has been placed, and are offering no objection to the improvement, notwithstanding that the road will not be of much benefit to Malheur County unless a connecting road is constructed on the west side of the Snake River between this highway and Nyssa.

The meeting was adjourned at 1:50 p. m., following which the Commission motored to Jordan Valley and conferred with a group of local citizens at 8:45 p. m., in the dining room of the Marquina Hotel, all Commissioners, the State Highway Engineer, the Attorney and the Secretary being present.

The local group included Dr. Walter William Jones, William R. Helm, Domingo Yturri and several others. Dr. Jones presided.

Following introductions, Chairman Banfield explained the purpose of the Commission's visit, and then called upon the Engineer to explain the details. The Engineer pointed out that while the Highway Commission has indicated a favorable attitude toward the completion of the I.O.N. Highway, it cannot promise construction, because final approval of the project has not yet been received from the Federal authorities, although indications are that such approval will be given.

Dr. Jones expressed the pleasure of the people of Jordan Valley for the information, and inquired whether or not the highway is to be routed through the town of Jordan Valley. The Engineer replied that two routes have been considered, one of which passes through the town of Jordan Valley, and the other by-passes the town and extends along Hooker Creek. The Highway Commission, he said, has expressed a preference for the Jordan Valley route, and is recommending such route to the Federal authorities, although the Army officials, who are particularly interested in the I.O.N. highway construction, may insist on the construction of the Hooker Creek route. After further discussion of a general nature, the meeting was adjourned at 8:30 p. m., with appropriate remarks from Dr. Jones.

APR 29 1943

The following morning the Commission inspected the I.O.N. Highway and the Rome Flight Strip, and then motored to Baker.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Baker, Oregon, April 29, 1943

The State Highway Commission conferred with representatives of the Baker Chamber of Commerce at 8:00 p. m. at the Baker Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Merle R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Mr. James T. Donald, President of the Chamber of Commerce, presided. The local group included the following: County Judge Chas. E. Baird; County Commissioner R. M. Phipps; Linn Vermillion, Chairman of the Highway Committee; Representative R. C. Frisbie; Armand Perkins, member of the State Board of Agriculture; W. C. Calder; Carl Waltz; Joe Rodgers; Lucien Arant; H. Milton; Carl Sylvan; Jesse Duby; and C. T. Godwin.

Following introductions, Chairman Banfield explained the purpose of the Commission's visit. He advised that the Highway Commission is of the belief that Congress will enact legislation authorizing the appropriation of federal funds to finance postwar highway construction, in view of which the Commission wishes to be prepared and have its program outlined in advance, so far as is possible, so that no delays will be encountered when notification is received to proceed. The Commission would like to be informed, he said, of the highway projects in Baker County which are considered by the local interests to be of primary importance. Such projects, he added, will be given due consideration by the Commission in the formulation of the program that the Commission has in mind, but no promises or commitments can be made at this time. He called upon the Engineer to explain the details with respect to proposed improvement of the I.O.N. Highway and with respect to the bill that is now before Congress which has for its purpose the providing of federal funds with which to finance postwar highway construction.

Such information was then given by the Engineer, who also asked the group to furnish the Commission with a list of highway projects which are of primary importance from the local standpoint.

APR 29 1943

Judge Baird asked for the completion of the oiling of the Baker-Halfway Highway, between Ruckles Creek and Young's Bridge, as a project which should be given prior status over others. He also asked for the construction of a railroad grade separation structure on the Baker-Unity Highway at Dewey Avenue in the city of Baker, and for the construction of a short-cut highway from Baker to John Day, via Sumpter. He advised that these projects have been mentioned in the order of their importance from the county's standpoint. Judge Baird also asked for the improvement of some 98 miles of state secondary highways which he said are in need of repair and oiling, for the improvement of the Old Oregon Trail, and for the reconstruction of the railroad grade separation structures near Perry, Huntington and North Powder.

Mr. Vermillion endorsed Judge Baird's remarks and voiced his approval of the order in which the projects were presented, although he added that they would approve a revision of the order if necessary. He stressed the importance of construction of the short-cut highway from Baker to John Day, via Sumpter. The interests of the City of Baker, he said, include those of the surrounding cities and towns, which is their reason for appproving the projects as outlined. Representative Frisbie also endorsed the first three projects mentioned by Judge Baird. He particularly urged the construction of the short-cut highway from Baker to John Day.

After discussion of a general nature the meeting was adjourned at 9:00 p. m. with appropriate closing remarks by Mr. Donald.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Enroute Baker to La Grande, Oregon, April 30, 1943

The Commission motored from Baker to La Grande, leaving Baker at 8:00 a. m., all members of the Commission, the State Highway Engineer, and the Secretary being present. The following routine matters were discussed enroute:

The Commission considered the following requests for extensions of time within which to complete highway construction projects:

Clifford A. Dunn and Frank Penepacker, contract No. 2503, for grading, surfacing and construction of bituminous macadam on the Algoma-Terminal City Section of The Dalles-California Highway, in Klamath County, requested an extension of time from June 30 to October 29, 1942, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the following: delays necessitated by strict compliance with wartime rules and regulations, adverse weather conditions,

right of way difficulties which necessitated deferment of the award of the contract and prosecution of construction during a time when working conditions were bad. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

J. F. Johnston, contract No. 2574, for reconstruction of the Elodgett Overcrossing on the Corvallis-Newport Highway in Benton County, requested an extension of time from September 30, 1942, to April 6, 1943, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing materials as needed. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct; that the C. D. Johnson Lumber Corporation, of Toledo, which was to furnish the lumber, could not deliver it until December 1, 1942, two months after the award of the contract, because of high priority government orders for material. After receipt of the lumber, he said, the contractor proceeded with his work with reasonable speed. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

J. F. Johnston, contract No. 2587, for construction of two pile trestle bridges on the Monmouth-Suver Section of the Pacific Highway West, in Polk County, requested an extension of time from September 30, 1942, to April 10, 1943, within which to complete this job. He alleged that his failure to complete this project within the specified time limit was due to difficulties in securing materials. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct, the facts being that the work was held up for a long period due to the contractor's inability to secure lumber. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Lindstrom Brothers, contract No. 2594, for construction of bridges on the Sunderland Avenue Project, Portland, requested an extension of time from October 15, 1942 to March 26, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing delivery of materials. The Engineer advised that the reason given by the contractors for failure to complete the project within the specified time limit is correct; that as soon as materials were received the contractors completed the job within a reasonable length of time. He recommended that the extension of time requested

be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contracts Nos. 2503, 2574, 2587, 2594 and 2620, for the construction of state highway projects, have been completed, according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and said jobs are now ready for acceptance:

Contract No. 2503, with Clifford A. Dunn and Frank Penepacker, for grading, surfacing and construction of bituminous macadam on the Algoma-Terminal City Section of The Dalles-California Highway, in Klamath County. Completed October 29, 1942.

Contract No. 2574, with J. F. Johnston, for reconstruction of the Blodgett Overcrossing on the Corvallis-Newport Highway, in Benton County. Completed April 6, 1943.

Contract No. 2587, with J. F. Johnston, for construction of two pile-trestle bridges on the Monmouth-Suver Section of the Pacific Highway West, in Polk County. Completed April 10, 1943.

Contract No. 2594, with Lindstrom Brothers, for construction of two pile-trestle bridges on the Sunderland Avenue Project, in Portland, Multnomah County. Completed March 26, 1943.

Contract No. 2620, with Cascade Construction Co., for grading and paving the S. W. Grover St. (Portland) Access Road Section, in Multnomah County. Completed April 6, 1943.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

Consideration was given by the Commission to the proposed agreement with Benton County, Polk County, and the City of Independence, with respect

to the improvement and maintenance of the Independence-Granger County Road. The provisions of this agreement were explained fully by the Engineer, who advised that the arrangement was consumated by the former Highway Commission and that the agreements would have been executed several months ago by the former members of the Commission, but for the fact that the papers were misplaced in the Independence city offices. The Commission expressed reluctance to enter into the agreement because of the precedent that would be established thereby. However, after considerable discussion, the arrangement was approved by the Commission by unanimous vote, upon motion of Mr. Chessman, which was duly seconded by Mr. Schaupp. The Commission indicated that it would not approve future agreements of this nature. The Engineer was instructed to endeavor to secure reimbursement from the Federal Government for expenditures made by the state in connection with the work involved.

A letter was presented from the State Parks Superintendent with reference to damage that has been done in Helmick State Park by Army trucks and personnel from Camp Adair. According to the report, Army trucks have been driven through this park indiscriminately, severely damaging grassed-over areas and natural terrain. Fox holes have been dug in various locations, and trees have been felled and otherwise marred. Furthermore, park benches and tables are missing. The Parks Superintendent estimated that it would cost $500 to replace the park in its original condition. He recalled that the Commission at one time offered to sell this park to the Army authorities for the sum of $550, the sale having been previously approved by the people that donated the park to the state. However, the sale has not been consumated to date. He suggested that the Army either be required to complete the acquisition of the park by the payment of the $550 heretofore established, or to pay the state $500 as damages. The Engineer gave as his thought that the Army officials should be given another opportunity to purchase the park, and if they will not complete the purchase then that action should be taken to collect damages. After discussion, the Commission approved the recommendation unanimously. The Engineer was thereupon instructed to write Colonel McCoy, who is in charge of Camp Adair, bringing the facts to his attention and requesting his cooperation, to the end that further damage to this park shall not occur. It was also the thought of the Commission that the Attorney should write the Army authorities renewing the state's offer to sell this property, and advising that the state will do what is necessary in order to collect damages, if the sale is not consumated. It was so ordered.

The Commission discussed informally matters pertaining to the construction of the cut-off highway between Baker and John Day, as has been requested by the Baker Chamber of Commerce, but no action was taken thereon.

The Commission discussed the I.O.N. Highway Project, which was inspected on the previous day. It was the opinion of the Commission that the building of this road and the expenditure of the state's funds in connection therewith is basically sound, inasmuch as it will reduce the cost to maintain the present road considerably. In view thereof the Commission, by unanimous vote, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman, approved the construction of this project on the basis of the Federal Government contributing $800,000 toward the cost thereof.

The Engineer was thereupon authorized and instructed to do whatever may be necessary in order to secure governmental approval of the project and to advertise the project for bids as soon as plans and specifications can be prepared and governmental authority obtained. In this connection the Engineer advised that due to wartime conditions and uncertainties the work may require more than $200,000 of state money, depending on the bids that are recieved. The Commission, by unanimous vote, approved a reasonable overpayment of state funds, if necessary.

The Commission discussed the matter of allowing the use of the state park at Floras Lake in Curry County as an aircraft landing field. Commissioner Chessman suggested that the Commission should discuss the matter of leasing the property to the county on reasonable terms without mentioning how long a term of lease the Commission is willing to give. Chairman Banfield gave as his thought that the county should be informed that the Highway Commission wants to cooperate in every way possible and is willing to lease the property to the county on a reasonable basis. Commissioner Schaupp concurred. It was thereupon decided that the Attorney should prepare a letter to the county court advising the court of the Commission's willingness to lease the property for the purpose intended, and of the Commission's desire to cooperate fully insofar as is possible, having in mind the best interests of the state as a whole. This letter is to be read to the members of the Commission before it is mailed to the county court.

The Commission arrived in La Grande at 9:00 a. m., and immediately conferred with groups representing the citizens of La Grande, Union and Elgin in the city council chambers. Mr. Charles H. Reynolds, President of the Oregon Trail Association, presidad at this meeting, which was attended by all members of the Highway Commission, the Engineer and the Secretary. The following persons were present from La Grande and vicinity: Union County Court, consisting of County Judge C. K. McCormick and County Commissioners Chris Johnson and William Condit; S. B. Morgan, County Engineer; La Grande City Commissioners T. H. Gaither and B. A. Van Wormer; A. K. Parker, La Grande First National Bank; Fred E. Kiddle, President, Chamber of Commerce; Robert Ball, Secretary, Chamber of Commerce; J. H. Pease, Jeweler; J. B. Lumsden, United States National Bank; Colin R. Eberhard, Attorney; L. K. Kinzel, Mt. Emily Lumber Company; Fred Spauth, Plumber; Raymond Gray and E. R. Walder, Eastern Oregon Light and Power Company; Homer Lefelle, J. C. Penney Company; F. C. Perkins, Perkins Motor Car Company; Dr. William Pease, Optometrist; Foster Sims, Texas Oil Company; and Frank Shino, La Grande Evening Observer.

Representing the town of Elgin were: Jesse Crum and Hanford Reed. Representing the town of Union were: C. A. Caldwell, George Ferguson, G. I. Hess, and Merton Davis.

Following introductions, Chairman Banfield explained the purpose of the Commission's visit, explaining briefly that the Commission has in mind completion of the I.O.N. Highway and the formulation of a program of priority projects for construction during the postwar period. He asked the local group to furnish the Commission with a list of projects which they desire included in such program, and advised that they will be given due consideration, but the Commission is not in position at the present time to make any definite

commitments or promises with respect to any of them. He also mentioned the status of the highway funds, due to the decrease in gasoline tax revenues, difficulties encountered by the Commission because of the labor shortage, and because of priority and wartime restrictions. He called upon the Engineer to give further details with respect to the proposed postwar program.

The Engineer explained the provisions of the bill that is now pending in Congress, which will provide federal funds for postwar highway construction. He pointed out that under the bill as now written Oregon will receive approximately $15,000,000 annually for three years, which, with an annual appropriation of $4,000,000 of state match money, will provide a working program of $19,000,000. He also asked the delegations to submit to the Commission a list of projects, arranged in the order of their importance, for the Commission's consideration in the formulation of this program.

Mr. Reynolds advised that the groups have no definite program to present at this time, but will prepare one in the near future. He called upon members of the local groups for remarks.

County Judge McCormick stated briefly that the county particularly desires additional secondary highway improvements. County Commissioner Johnson endorsed the remarks of Judge McCormick. He said that the county hasn't received much secondary highway money during the past eight years, and that they feel they are entitled to fair consideration in this respect. He advised that the county has no program of highway projects arranged at the present time, but will submit one in the near future. Mr. Morgan stated that he came to listen and not to talk; however, mentioned improvements to the Cove-Union Secondary Highway and additional improvements for the Hunters Lane Road and the North Powder River Road, both of which are county obligations.

Mr. Calder spoke in behalf of the town of Union, stating that they have arranged no program, but will be pleased to cooperate with the Highway Commission in every way possible. Similar remarks were made by Mr. Hess, who, however, suggested the improvement of the Union-Medical Springs Secondary Highway.

Speaking in behalf of the town of Elgin, Mr. Reed and Mr. Crum suggested completion of the Minam Hill Section of the Wallowa Lake Highway, and asked that provision be made for keeping the Weston-Elgin Highway open through the winter months. They also stated that the town of Elgin has other projects in mind and will submit to the Commission a complete list at a later date. They offered full cooperation with the Commission.

Mr. Van Wormer, speaking as Chairman of the Building Committee of the La Grande City Council, advised that La Grande has no definite program outlined as yet, but will prepare one in the near future. His remarks were endorsed by Mr. Gaither, who also stated that any route leading out of La Grande is of interest to the city. Mr. Kiddle advised that the La Grande Chamber of Commerce has not yet prepared a program of projects, but will do so soon. He questioned whether the City of La Grande will receive much benefit from the federal postwar moneys, in view of the fact that the bill as now written limits

the expenditure of such funds to cities of 10,000 population or more, whereas the population of the City of La Grande, according to the last census, was only 8,000. Mr. Kinzel asked for the improvement of the Starkey Secondary Highway, and the extension thereof from its present terminus to a connection with the Pendleton-John Day Highway, near Ukiah. He alleged that the construction of such road would provide a short route to California for people of the La Grande district.

In concluding the presentation Mr. Reynolds advised that whereas the people of the La Grande district have not as yet decided on a postwar program, the matter will be given serious consideration, and an outline of projects will be presented to the Commission as soon as possible. He did, however, mention the following projects which he said would probably be included in the program: (1) modernizing of the Wallowa Lake Highway between La Grande and Wallowa, particularly the La Grande-Union Hill Section; (2) reconstruction of the Old Oregon Trail between North Powder and Union; (3) extension of the Starkey Secondary Highway to Ukiah; (4) modernization of the Old Oregon Trail; (5) construction of a road extending from Hunters Lane to Tollgate; (6) improvement of the highway between Union and Cove; (7) reconstruction of the Weston-Elgin Highway at the Weston end, and arrangements for snow removal during the winter season; (8) improvement of several other secondary state highways and county roads, which were not described.

Chairman Banfield concluded the conference by stating that although there are $57,000,000 which the Commission has visions of spending for road construction during the first three-year period following the war, there are a lot of roads to construct and the money will not go nearly as far as it would have some three years ago. He also said that it probably will not be possible for the Commission to approve all of the projects that are presented, although it will be pleased to consider them, and pointed out also that the federal moneys are not assured, inasmuch as the bill providing for the same has not as yet been passed by Congress.

The meeting was adjourned at 10:00 a. m. following which the Commission motored to Pendleton. The following matters were discussed enroute:

(1) Zoning of state highways for speeds:-The Engineer advised that the former Highway Commission authorized an expenditure for investigations relative to the zoning of highways, preparatory to the erection of signs limiting the speed of motor vehicles. He gave as his thought that now is not the time to start on a program of this kind, in view of the expense involved in the preparation and erection of the signs. The Commission concurred, and thereupon instructed the Engineer to let the matter rest until times return to normal, when further consideration will be given to the subject.

(2) Question of fire insurance coverage on highway department buildings:-The Engineer suggested that it might be advisable to carry commercial fire insurance coverage on buildings owned by the State Highway Commission, in addition to the coverage that is now furnished by the state under the Restoration Act. He pointed out

that one serious fire in one of the larger of the state's buildings, such as the buildings in Salem and at the University of Oregon and at Oregon State College, would just about deplete the fund provided under the provisions of the Restoration Act, in which event, if one of the highway department's buildings should burn at about the same time, no moneys would be available to restore it. It was the thought of the Commission that something should be done to fully protect highway department property, but no action was taken on the matter except that the Engineer was instructed to render a full report to the Commission at its next meeting.

The Commission arrived in Pendleton at 12:00 noon, and immediately following luncheon at the Pendleton Hotel, conferred with a group of local citizens who were headed by the Honorable Sprague Carter, Mayor. Present and representing the state highway department were all three members of the Commission, the Engineer and the Secretary. Local citizens present in addition to Mr. Carter were: R. H. Schwalbe, Hanley & Company, President of the Chamber of Commerce; John Kilkenny, Attorney; Sam Thompson, President of the Pendleton Roundup; Will Glass, Manager of the First National Bank; William R. Meiners, County Commissioner; Carl Ewing, U. S. Forest Service; Roy Raley, Attorney; James Johns, Abstractor; E. B. Aldrich, Pendleton East Oregonian, and former member of the State Highway Commission; and Rex Ellis.

Following introductions, Chairman Banfield explained the object of the visit, concluding with a brief statement relative to the I.O.N. Highway and a request for the submission of local projects for consideration by the Commission in the formulation of its postwar program. At the request of Chairman Banfield, the Engineer explained the provisions of the bill that is now before Congress that provides for an appropriation of federal funds to finance, with state cooperation, highway projects during the three-year period immediately following the war.

Brief talks were made by Mr. Carter and Mr. Aldrich. Mr. Raley, as Chairman of the Highway Committee of the Pendleton Chamber of Commerce, mentioned as their preference project the removal of the Old Oregon Trail bottleneck. He also asked for the completion of the proposed revision of the Oregon-Washington Highway between Milton and the Washington State Line. He suggested the following local projects in Pendleton: widening of West Court Street, route of the Old Oregon Trail; construction of a railroad grade separation structure at Dorian Avenue (West Webb Street); and construction of a highway connection between the Old Oregon Trail and the Pendleton-John Day Highway on 20th Street, including a railroad grade separation structure.

The Commission made no commitments relative to these projects; however, inspected them in company with Mr. Johns, immediately following adjournment at 1:45 p. m.

The Commission then motored to The Dalles, where a meeting was held with local citizens at 8:00 p. m., in the dining room of the Royal Cafe.

Present at such meeting were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Commissioner Chessman was excused from attending this meeting.

The local group consisted of some thirty members, including the following:- J. F. Gitchell, Chairman, City Planning Commission; J. C. Davies, President of the Chamber of Commerce; W. S. Nelson, Secretary of the Chamber of Commerce; Ray F. Kelly, President, Port of The Dalles; H. G. Miller, Secretary, Port of The Dalles; County Judge J. B. Kirk; County Commissioners A. H. McLeod and Mace Fulton; County Engineer Chris Fauerso; Acting Mayor Paul R. Weigelt; John Alden, of The Dalles Chronicle; Gus Carlson, Inland Navigation Company; and W. V. Daniels, L. E. Emerson, W. L. Kirk, V. E. Rolfe, R. R. Harper, H. L. Eddins, Frances Seufert, C. S. Hampton, F. M. Sexton, O. F. Sprickerman, L. L. Hicock, Roscoe E. Roberts, J. T. Barton, Lloyd Arnold, Geo. Edmiston and R. C. McGuire, all members of The Dalles Chamber of Commerce. Mr. Gitchell presided.

Following opening remarks, Mr. Gitchell called upon Mr. Nelson, Secretary of the Chamber of Commerce, to present an outline of postwar projects in which the various groups of the community are particularly interested. Mr. Nelson outlined a comprehensive plan for the development of the City of The Dalles as a port on the Columbia River. He presented a mimeographed report on this subject, which he read aloud with explanatory comments. Exhibits were also presented, consisting of maps and aerial photographs. In commenting on the plan, Mr. Nelson advised that the United States War Department will not approve their river-development project unless the people will provide the necessary facilities for the operation of the same, which will include not only facilities for the handling of river traffic, but also facilities to provide access to the river-front development, such as roads, bridges, etc. All of these facilities, he said, must be coordinated. He brought up the question of the building of a bridge across the Columbia River at The Dalles, and asked the Commission to settle this question. He pointed out that there is only one road leading from the business district of The Dalles to the water front, which is inaccessible from other city streets. Additional approaches to the water front, he said, should be provided. He envisioned a tremenduous increase in commerce within the next few years, and declared that the City of The Dalles must be in position to accommodate this traffic when it arrives. He called upon several local people for remarks.

Mr. R. F. Kelly, President of the Port Commission, stated his concurrence in the presentation as made by Mr. Nelson. He added that there is need in The Dalles for an extensive survey for properly locating the various facilities in this development. County Judge Kirk also endorsed Mr. Nelson's presentation. He added that the most pressing project, from the county's standpoint, is the reconstruction of the Columbia River Highway, from Portland to The Dalles, and through The Dalles. He offered full cooperation from the

county in anything that the Commission should undertake. Mr. Weigelt, as Acting Mayor, mentioned that one of their problems is the traffic problem on Second Street.

At the request of Mr. Nelson, the State Highway Engineer explained the purpose of the Commission's visit, and outlined briefly the provisions of the bill that is now pending before Congress, which provides for an appropriation of federal funds for postwar highway construction. Chairman Banfield complimented Mr. Nelson on his report, but advised that the project that he has outlined is not the kind of postwar work that the Commission has in mind. The Commission, he said, has under contemplation the preparation of a general postwar program, consisting of highway projects that will provide the greatest benefits to people of the local communities throughout the state, in order to take up the slack in employment when the war is over, and when the country returns from a wartime economy to peacetime activities. He gave as his thought that the project outlined at this meeting is not in the sphere of the Highway Commission to undertake; however, he said, the Commission will be pleased to give the plan due consideration in the formulation of the Commission's program of activities. He added that the Commission must consider all projects on a state-wide basis, and suggested the submission of a number of projects of a strictly highway nature. When the list of projects has been received from the various communities, he said, they will be arranged and presented to the Commission by the Engineer, with suggestions, and it will then be up to the Commission to decide where to spend its money. Commissioner Schaupp concurred in the remarks of Chairman Banfield.

In concluding the meeting, Mr. Nelson advised that the City of The Dalles has already provided river frontage for leasing to individuals who may desire it, and has also voted additional funds in the amount of $100,000 to assist in a reasonable amount of development.

The meeting was adjourned at 9:45 p. m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

APR 30 1943

Portland, Oregon, May 11, 1943

The State Highway Commission met in regular session at 8:15 a. m. in room 615 (Imperial Room) Imperial Hotel. Present were:

T. H. Banfield, Chairman
Merle R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Schaupp arrived at 10:30 a. m.

The Assistant Attorney requested authority to purchase certain parcels of real property that are needed for various highway improvements. He submitted a list of such properties and suggested offers in connection with each. After careful consideration of each item the Commission approved the request and the offers recommended. The following resolution with respect thereto was adopted by the Commission by unanimous vote of the Commissioners present upon motion of Commissioner Chessman:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Tongue Point Section, Columbia River Highway				
10761-Jarvin, Louise			Damages to property on account of slide - LUMP SUM $500	Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Tongue Point Section, Columbia River Highway (Cont.)				
10759-Beckner, Mary Laura	R/W	3,300 sq.ft.	$200 LUMP SUM for the land, plus $1800	Benson
10760-Kiiski, Otto	"	5,200 " "	$350 LUMP SUM, plus $4,650	"
Seaside-Hug Point Section, Oregon Coast Highway				
10331-Hollinshead, Edwin A.	R/W	6.28	$20 per acre	Witt
10332-Cox, Martha H.	"	0.28	$25 LUMP SUM	"
10335-Carlson, Olaf	"	2/3 acre) 5,450 sq.ft.)	$500 per acre 6.4¢ + sq.ft. ($350 LUMP SUM plus $170 plus moving bldg. Estd. $1500)	"
10347-Kendall, A. W.	"	1.93	$300 per acre	"
10348-Warren, Emma H.	"	9.45	$20 per acre	"
9926-Falker, Anna M. Hovgaard, et al	"	0.30) 3.41) 3.71)	$50 per acre $150 per acre + $473.50 + $7.50	Benson
9927-Smith, James S.	"	0.06	$10 LUMP SUM	"
9930-Waterhouse, David T.	"	5.0	$25 per acre	"
10333-Moore, Fred H.	"	9.07	$20 per acre	Witt
10334-Woodfield, F. W., A. W. Norblad, and Pearl B. Lagassee (Tolovana Park Company)	"	6.49	$20 per acre	"
10344-Culbertson, J. M.	"	3,304 sq.ft.	$100 LUMP SUM	"
10348-Warren, Emma H.	"	10.03	$20 per acre	"
10338-Schroeder, Nicolas	"	11,837 sq.ft.	(Approx. 1/4 acre) $50 LUMP SUM	"
9932-Lynn, Walter T.	"	8,680 " "	1¼¢ sq. ft.	Benson
Siletz Bay-Newport Section, Oregon Coast Highway				
4073-Gilfillan, Oscar	R/W	3,920 sq.ft.	4¢ sq. ft.	Collins
4042-Saarenpaa, Ivar M.	"	0.08	$300 per acre	"
10862-Archer, P. H.	"	365 sq.ft.	$75 LUMP SUM	"
4436-Hardy, Walter E., Lincoln County and Alf Anderson	"	5,400 " "	GRATIS	Landon
Rocky Creek-Newport Section, Oregon Coast Highway				
4443-Sanford, G. A.	R/W	2,400 sq. ft.	5¢ sq. ft., plus $190	Landon
McTimmonds Valley Section, Kings Valley Highway				
*10872-Teel, Marie, and Nellie Frances Lee	Rock Quarry	3.18	$100 per acre, plus $282	McChesney
*10832-Powell, Louis Walter and Eunice Mae Garrett	R/W	4.69	$30 per a. + $663	"
*10833-Elliott, Addie L.	"	2.50) 1.53) 4.03)	$80 per acre $20 per acre, plus $731.90	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Albina-Portland Section, Pacific Highway				
7876-O.W.R.R.& N. Co.	Storage Site		4 yr. lease at $10 per year	Devers
Front Street Project Section, City of Portland, Pacific Highway West				
10792-Hamann, Anna M.	R/W	4,250 sq.ft.	$4,400	McCallister
10858-Lisac, Joe E.	"	5,000 " "	5,000	"
10774-Cosby, H. R.	"	4,250 " "	4,400	"
10798-McBride, Donald B.	"	24,570 " "	5,000	"
West Portland-Tualatin Section, West Portland-Hubbard Highway				
4643-Lacey, Wm. R.	R/W	30,720 sq. ft.	$633 LUMP SUM	Benson
Eugene Section, Pacific Highway				
9897-Farmer, C. H.	R/W	485 " "	25¢ sq.ft. + $378.75	Parker
Judkins Point-Goshen Section, Pacific Highway				
7934-A-Mannel, Carrie C.	R/W	452 sq.ft.	15¢ sq.ft. + $82.20	Witt
Trail Rock Production Project Section, Crater Lake Highway				
10801-Oswald, Chas. O. and Victor L. Oswald	Gravel Pit and Stock Pile Site	8.56	$100 per acre	McChesney
Crescent Section, The Dalles-California Highway				
10607A-Bedard, Edw. J.	Gravel Pit	18.10	$10 per acre	McChesney
7489-Young, O. M.	R/W	448 sq.ft.	2¢ sq. ft.	"
7488-Hummell, Pearl	"	845 sq.ft.	2¢ " "	"
10474-Jacobsen, May	"	500 sq.ft.	In exchange for 1,200 sq. ft.	"
Hooker Creek-Malloy Ranch Section, I.O.N. Highway				
10375-Harris, Chas. V.	R/W	2.0) 18.24) 20.24)	$20 per acre $50 per acre, plus $2,076 plus fencing	Cosad
10376-Harris, Chas. V.	"	3.92	$20 per acre plus fencing	"
10379-Fenwick, J. S.	"	19.57	14.37 a. at $50 per a. 4.05 a. at $10 per a. 1.15 a. at $100 per a. plus $1608.50, plus fencing	"
Ironside-Brogan Section, John Day Highway				
8444-Duncan, Ralph H. (Correction)	Stock Pile Site	1.0	$5 LUMP SUM for the land, plus fencing	Gardiner

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Gales-Tunnel Section, Old Oregon Trail				
10876-Ferney, Letha	R/W	2.5) 10.14) 12.64)	$120 per acre $4.931 per acre	VanScoy
10875-Hosey, T. A. and Federal Land Bank	"	3.51	$40 LUMP SUM plus any fencing damaged or destroyed	"
Moro-Wasco County Line Section, Sherman Highway				
10800-Eastern Oregon Land Company	Quarry Site	15.0	$7 per acre	Chandler
Milton-Washington State Line Section, Oregon-Washington Highway				
10553-Markham, Octavia L.	R/W	0.62	$500 per a. plus $481, plus moving bldgs. (Estd. $2186)	Cosad
10517-Anspach, H. A.	Gravel Pit	17.0	$25 per acre	"
10559-Betts, Harry N.	R/W	51,987 sq.ft.	1¢ sq.ft. + $205	"
Cascade Locks-Viento Section, Columbia River Highway				
10776-Harper, Dan and Ruth	R/W	29.0 1.0	$10 per acre $1000 per acre, plus $4710	Parker

*The Commission authorized the purchase of these properties at the prices mentioned, on the condition that the Federal Government approves the highway improvement and the project goes forward.

In this connection the Assistant Attorney requested instructions relative to the following properties: purchase of 4.67 acres from Wm. Buhrer for park purposes adjacent to the Oregon Coast Highway between South Beach and Beaver Creek; purchase of 0.36 acre from Josephine McClaskey for right of way along the Waldport-Big Creek Section of the Oregon Coast Highway; and purchase of 13.58 acres from Charles A. Huntington for right of way for the Judkins Point-Goshen Section of the Pacific Highway. The Commission deferred a decision with respect to the purchase of such properties pending further information which is to be reported by the Assistant Attorney at the next meeting. In this connection the Commission instructed the Assistant Attorney to report also on how much property the Commission is now buying for purposes other than right of way.

The Assistant Attorney also requested authority to acquire by condemnation the following properties which are needed in connection with the construction of the proposed revision of the Oregon-Washington Highway between Milton and the Washington state line:

File No. 10537 M. H. Wagner Recommended offer $125.00
File No. 10538 Marie F. Harris " " $800.00

After consideration of both properties the Commission approved the request and the recommended offers. The following resolution with regard thereto was adopted by the Commission upon motion of Commissioner Chessman which was seconded by Chairman Banfield:

WHEREAS, the State Highway Commission is authorized to locate, relocate, construct, reconstruct, maintain, widen, straighten, and otherwise improve state highways, both primary and secondary, and also access roads or other roads in which the Federal Government is interested, and said Commission is also authorized to construct shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, and snow fences, and is authorized to acquire quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, and broadcasting stations, and is further authorized to develop, construct, improve, operate, and maintain parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, and other places of attraction and scenic value; and

WHEREAS, said Highway Commission is authorized to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any interest therein, necessary or deemed by the Highway Commission necessary for the accomplishment of any and all of the foregoing things; and

WHEREAS, in the judgment of the Highway Commission the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by M. H. Wagner, which property is located in the west half ($W\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 1, Township 5 North, Range 35 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1 and is further identified in the records of the Highway Commission as file R 10537, and which property is being acquired for right of way purposes in connection with the Oregon-Washington Highway;*

Real property owned by Marie Harris, which property is located in the west half ($W\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 1, Township 5 North, Range 35 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2 and is further identified in the records of the Highway Commission as file R 10538, and which property is being acquired for right of way purposes in connection with the Oregon-Washington Highway.*

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Attorney for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that J. M. Devers, Attorney for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

*(The detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 35, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Attorney reported the need to amend the complaint heretofore filed in the Circuit Court of the State of Oregon for Malheur County, in July, 1942, with respect to the condemnation of certain land which the Highway Commission needs from the Western Loan & Investment Company and S. A. Swayne, in connection with the improvement of the I.O.N. Highway near Jordan Valley. He explained that since the filing of this complaint it has been found necessary to acquire from these defendants additional real property and, in his opinion, it would be advisable to secure a judgment with respect to both tracts under the same proceedings. He recommended, in view of the circumstances, the adoption of an appropriate order by the Commission. After discussion the Commission approved the recommendation. The following resolution with regard thereto was adopted by the Commission by the unanimous vote of the members present:

WHEREAS, the State Highway Commission on the twenty-third day of July, 1942, found it necessary to acquire certain real property owned by The Western Loan & Investment Company and by S. A. Swayne, and in which property one Ed Wilson had an interest as lessee, and said Commission, by a resoltuion made, adopted and entered in its minutes, declared the necessity for the acquistion of said real property and authorized the acquisition of the said property by agreement if possible, and if not then by condemnation; and

WHEREAS, pursuant to the provisions of said resolution, a complaint was filed in the Circuit Court of the State of Oregon for the County of Malheur, the purpose of which was to acquire the real property described therein by condemnation; and

WHEREAS, since the filing of said complaint, it has now been found necessary by the Commission to acquire from the said defendants additional real property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the real property herein described is necessary for highway purposes and particularly for the purpose of procuring therefrom materials for road construction and road maintenance. The real property hereby declared to be necessary for such purposes is described as follows, to-wit:

A parcel of land lying in the Northeast Quarter ($NE\frac{1}{4}$) of Section 36, Township 27 South, Range 46 East, W. M., Malheur County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Western Loan & Investment Company, recorded in Book 45, Page 227 of Malheur County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the North line of said Section 36; said point being 580.9 feet East of the North quarter corner of said Section 36; said point also being 75 feet distant easterly from (when measured at right angles to) the relocated center line of the I. O. N. Highway; thence North 89° 51' East along said section line a distance of 500.0 feet; thence South 12°12' East 796.1 feet; thence South 31° 40' East 608.3 feet; thence South 67° 48' West 250 feet; thence South 22° 12' East 100 feet; thence South 67° 48' West 194.4 feet to a point which is 75 feet distant easterly from (when measured at right angles to) the relocated center line of said highway; thence parallel to and 75 feet from said relocated center line on a spiral curve left(the long chord of which bears North 19° 42' 30" West 442.1 feet) a distance of 442.5 feet; thence North 22° 12' West parallel to said center line 1230 feet to the point of beginning.

The parcel of land to which this description applies contains 13.75 acres.

2. That the Commission does hereby find and declare that the above described real property is necessary and acquisition of the same by the State is required for the purpose heretofore stated.

3. That the resolution heretofore adopted by the Commission is hereby amended by adding thereto the real property described herein.

4. That the Chief Counsel of the State Highway Commission hereby is authorized and instructed to file an amended complaint and in said amended complaint include the real property herein described.

The Commission discussed matters pertaining to the proposed revision of the Oregon Coast Highway between Cannon Beach Junction and Cannon Beach with particular reference to acquisition of property for wayside-strip purposes beyond the limits of the 200-foot-width right of way. The Engineer gave as his understanding that Clatsop County Court is willing to donate a 200-foot right of way across the county-owned lands, but is reluctant to deed to the state lands beyond the limits of the right of way because it doesn't want to take this land off the tax rolls. Commissioner Chessman advised that he anticipates that County Judge Guy Boyington will be present at this meeting for a discussion of the matter. After careful consideration Chairman Banfield and Commissioner Chessman approved the survey of this section, as made by the Engineer, as the permanent location for the Oregon Coast Highway between the points under discussion. (Judge Boyington appeared before the Commission at 2:00 p. m. See ahead for details.)

The Attorney brought up for discussion settlement of a controversy with regard to the purchase of right of way from Alvin C. Spriggs and wife, in Cottage Grove. He advised that it has been necessary to condemn the property for which the Commission approved an offer of $200. However, it now appears that the Spriggs are willing to settle out of court if the Commission will pay the sum of $250. He recommended approval of such settlement, in view of the fact that the amount involved is not large, and in order to avoid further litigation which is rather costly. The recommendation was approved by the Commission by unanimous vote of the members present.

The Engineer rendered a supplemental report on the request of Mr. J. S. Burres, Moro, Oregon, for the improvement of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway. He advised receipt of a letter from Mr. Burres stating that all he is asking for is the widening of a few narrow points which are a hazard to the traveling public and where a number of accidents have occurred. He estimated that it would cost about $5,000 to do what Mr. Burres requests, and advised that in normal times he would recommend the project. He questioned whether or not the Commission would care to spend the money, in view of existing conditions, and expressed a doubt that the War Production Board would approve the expenditure. After discussion the Commission instructed the Engineer to make further investigations and, if he finds that the work can be done for $5,000, to proceed with the improvement, if the War Production Board will approve the expenditure. (See additional paragraph on the following day when Mr. Burres was present.)

The Engineer presented for the Commission's information a pay-roll report for the month of March 1943, showing the average number of people that were employed by the highway department during such period and the amounts expended for the various classes of employment as compared with the amounts expended during the month of March 1942. Such report reveals that there were 1,680 employees on the highway department's pay roll in March 1943, as compared with 2,105 during March 1942, and that the amount expended during March 1943 was $269,040.77, as compared with $287,708.28 during the month of March 1942. The Commission approved the report and ordered that hereafter a copy of the reports containing similar information be sent each month to the members of the Commission.

The Engineer presented for the Commission's approval a suggested press release advising the public of the penalty that the Commission may impose on truckers who are apprehended for transporting loads weighing in excess of the legal weight limits and tolerances allowed by the Highway Commission. The article was read aloud by the Secretary, but action thereon was deferred by the Commission pending the securing of information from the State of Washington as to how such matters are handled in that state. The Engineer was instructed to secure such information. (See additional paragraph on following day.)

A letter was presented from L. C. Stoll, Area Director, Office of Emergency Management, advising that, effective on April 15, 1943, the construction, repair and maintenance of highways in Oregon by the Oregon State Highway Commission crews were declared to be activities essential to the war effort

and further advising that this order will remain in effect for the duration of the war. The Commission ordered the communication filed after brief discussion.

The Attorney reported briefly on the Commission's claim against the Public Utilities Commissioner in the amount of $183.97 for reimbursement for expense incurred by the Highway Department at the request of the Public Utilities Commissioner, in connection with surveys conducted relative to the installation of a steam-heating system for the state capitol group of buildings in Salem. He advised that he has received information to the effect that the Board of Control has approved the payment of this claim.

The Engineer reported the results of an inspection of secondary state highways in Harney County by Maintenance Engineer E. A. Collier, at the instance of County Judge Nelson B. Higgs. He advised that, with the exception of the secondary highway which extends from Crane to Rome, via Princeton and Follyfarm, and the Diamond Secondary Highway north of the town of Diamond, secondary highways in Harney County are in good condition. The road between Princeton and Follyfarm, he said, has never been surfaced, and during the past winter was practically impassible at a number of locations on account of mud. The same condition, he said, obtains on the Diamond Secondary Highway immediately south of Crane, and at the Round Barn Reservoir where County Commissioner Jenkins has diverted irrigation water so that it covers the highway, necessitating traffic to use a detour road through a farm west of the reservoir. This latter mentioned condition, he said, could be remedied by raising the highway grade line, which would require some 5,000 yards of embankment material, and the surfacing of the section, but he could not recommend such work because there are possibilities that the dam would be raised to a greater height, in which case the highway would again be submerged. There are several other sections on the Diamond Secondary Highway, he added, where travel conditions are bad during the winter and spring months, particularly across Swamp Creek, just north of the town of Diamond, where some surfacing material should be placed.

He gave as his thought that the Diamond Highway south of Princeton really does not qualify as a state secondary highway, and suggested, in view thereof, the abandonment of this section and that responsibility for future maintenance of this road be returned to the county; and, if the county court agrees to such abandonment, that the Commission designate as a state secondary highway the county road which extends from the town of Diamond westerly to a connection with the Frenchglen Secondary Highway. As a consideration for this action, he said the state could then well spend approximately $10,000 for betterment of the highway between Crane and Follyfarm, which work could be done as a maintenance operation that would not need approval of the War Production Board.

The Commission indicated its approval of the suggestion, and decided to discuss the matter with Judge Higgs on such basis when he appears before the Commission on the following day. (See additional paragraph ahead covering Judge Higgs' appearance.)

The Engineer requested authority to advertise for bids for repairing the pier protection and drawrests of the Umpqua River Bridge, at mile post 224.83 on the Oregon Coast Highway at Reedsport, which was damaged by drift and high water during last winter's storms. He estimated that this work would cost about $7,500, and advised that, while the work could be done by one of the highway department's bridge maintenance crews, it would be necessary in that event to neglect the painting of steel bridges in the Coos Bay area. After discussion the Engineer's request was approved by the Commission by unanimous vote of the Commissioners present.

A letter was presented from the City Council of Sutherlin, requesting the widening of the Pacific Highway in this town between State Street and Calapooya Street to facilitate the parking of automobiles through the business section. The Engineer advised that Division Engineer K. D. Lytle, who investigated this matter, reports that the city's greatest trouble is the traffic problem that occurs on Saturday nights when loggers and other workers come to town and all try to park in this block; also, that the city has been unable to prevent the double parking of cars, which causes the blocking of the highway. Mr. Lytle also advises, he said, that the city wants the highway department to cut the sidewalks back about six feet on each side of the highway, and when this is done the city will then adopt an ordinance requiring the parallel parking of cars. He recommended against the improvement for the following reasons: when the highway is permanently located it will not follow this street; difficulties under present conditions in securing men to perform the work; widening of the street would encourage rather than stop the double parking of automobiles; the street as now constructed is adequate to serve all needs if properly policed; and there are many vacant lots nearby on which the city could establish free-parking areas. He estimated the cost of the widening work at approximately $3,000. The Engineer declared his concurrence in Mr. Lytle's recommendation, as did also Chairman Banfield and Commissioner Chessman. The Secretary was instructed to convey such information to the city council.

The Commission discussed a letter from the City of Reedsport requesting the landscaping and beautification of the triangular tract included within the wye formed by the intersection of the Umpqua Highway and the Oregon Coast Highway, in the city of Reedsport, as a priority project in the Commission's postwar program. The letter was read aloud by the Engineer, who advised that the project is a desirable one, and recommended that it be included in the construction program when the war is over as one of the projects which are to be financed with federal aid funds which the Federal Government has provided for such purposes. The Commission approved the recommendation, upon motion of Commissioner Chessman, which was seconded by Chairman Banfield, and instructed the Secretary to inform the city that, while the Commission is not in position to approve the project at this time, it looks with favor on the project and will be pleased to give it due consideration at a later date.

The Engineer reported on the condition of the Kings Valley Secondary Highway south of McTimmonds Road junction near Pedee, and on the condition of

the Dallas-Kings Valley Secondary Highway south of Dallas. He advised that both sections are being severely damaged by log hauling and are badly in need of repair, the fact of the matter being that the oiled surface, which was originally constructed, has been pounded to pieces so that no longer can either section be classed as an oiled roadway. Both roads, he said, are important state secondary highways and should be reconditioned as soon as possible. He estimated the cost to resurface the Kings Valley Highway at $45,000 and the cost to resurface the Dallas-Kings Valley Highway at $10,000, exclusive of oiling. He estimated the cost of oiling both sections at $35,000, making a total estimated cost of $90,000 as against a total of $55,000 if the oiling work is omitted.

This matter was discussed at considerable length, during which the members of the Commission expressed themselves in favor of the oiling work if oil can be obtained, particularly in view of the fact that both sections were previously oiled, that they are important roads, and that they would be very dangerous to travel during the dry season, because of dust conditions, if oil were not applied. As a result of the discussion the Commission approved the project for resurfacing and oiling by unanimous vote of the Commissioners present.

A letter was presented from P. M. Morse, County Engineer of Lane County, in behalf of the Lane County Court, in which the Highway Commission is requested to join with the county court in the improvement of a county-road connection with the McKenzie Highway at a point about three-fourths mile west of Vida. Mr. Morse advised that the highway at this point is so close to the river bank that loads of piling in excess of 75 feet in length cannot enter the highway from the county road without danger of injuring the county bridge (Good Pasture Bridge) over the McKenzie River. He suggested the widening of the McKenzie Highway approximately 30 feet in order to secure greater clearance, and that the state participate in the cost of doing this work. The Engineer advised that investigation by Division Engineer Lytle reveals that the county bridge has been constructed nearly at right angles to the McKenzie Highway and only a short distance therefrom, and, if the hauling of extra length piling is to be permitted on the highway from the county road, the road would have to be widened at least 30 feet, which would require the excavating of some 2,500 cubic yards of material, consisting of solid rock. The Engineer estimated the cost of such construction at approximately $3,000 of which the state's share would amount to about $500. He advised that in his opinion the expense is not justified, in view of the fact that practically all of the benefits would accrue to the loggers who now have no trouble in negotiating the turn with ordinary length loads. After discussion the Commission decided not to join with the county in this undertaking. The Secretary was instructed to inform the county court of its decision and to state further that if the court wants to do the work on its own account the Commission will be pleased to grant authority for the operations on the state highway right of way.

The Engineer brought up for discussion an agreement between the Commission and Deschutes County with respect to the improvement of the Terrebonne-Lower Bridge County Road. He recalled that when the Commission met with the County Court on April 27 in Bend, Judge Allen mentioned that the state is obligated to spend approximately $10,000 of state money for the improvement of a

county road, mutually agreed upon, because the county court spent county money for the surfacing of the Terrebonne-Lower Bridge Project which work, according to the original plan, was to be done by the state; further, that Judge Allen indicated that the county court would like to have the work done this year. He advised that inspection of the supplemental agreement covering the Terrebonne-Lower Bridge improvement reveals that the Commission is not obligated to complete the arrangement until the war is over, and an investigation of the cost records reveals that the Commission is obligated to spend only $5,800 to satisfy the arrangement, rather than $10,000 as mentioned by Judge Allen. The Engineer was instructed to convey such information to the county court.

Commissioner A. W. Schaupp arrived at the meeting at this time and participated in the discussions that followed thereafter.

The Attorney reported receipt of a letter from Mr. Thomas Holman, Chairman of the Highway Advisory Commission of the State of Washington, inquiring whether or not the Oregon State Highway Commission has reached a decision relative to a proposed joint conference among highway officials of the States of California and Washington for a discussion of matters of mutual concern. The Commission voted unanimously in favor of such conference if the highway officials of the other states want it. The question where to hold the conference was mentioned and upon the suggestion of Commissioner Schaupp it was decided to suggest to the other states that the meeting be held in Klamath Falls. It was left with the Engineer and the Attorney to work out the details.

The Commission recessed from 10:45 a. m. to 2:00 p. m., during which time the Commission inspected several properties in Washington County, portions of which are needed as right of way for the Wolf Creek Highway. All members of the Commission were present on such inspection, as were also the State Highway Engineer, the Attorney and the Secretary.

As a result of the inspection, the Commission by unanimous vote confirmed the proposed highway location as adopted by the former Commission, upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman. The Attorney was instructed to secure appraisals of the properties remaining to be purchased, and which it appears may have to be acquired by condemnation.

Following the inspection trip the Commission returned to Room 615, Imperial Hotel, for disposal of additional routine matters.

County Judge Guy Boyington of Clatsop County was present and discussed with the Commission matters pertaining to the proposed revision of the Cannon Beach Section of the Oregon Coast Highway, particularly right of way matters and preservation of wayside strips adjacent thereto. Judge Boyington advised that the county court is offering no objections to the location that has been proposed for this revision, notwithstanding that it bypasses the town of Cannon Beach, if the Commission is satisfied that it is the proper location from the engineering as well as other standpoints. He inquired whether or not the Commission intends to maintain the present route through Cannon

Beach, particularly between the point where the new highway leaves the old highway just north of Elk Creek and the point where the new highway again connects with the old highway at Silver Point, south of Cannon Beach. The old road between these points, he said, must be maintained as a service road for the benefit of passenger busses and patrons of the beach district, in view of which the county wants the question of maintenance of the same decided before right of way matters are discussed. He stated that the county does not want a repetition of the case at Warrenton where the highway was rerouted and the old road was turned back to the county to maintain, notwithstanding that most of the traffic follows that route.

The Attorney advised that it is mandatory on the Highway Commission to maintain the old route, unless the county will agree to assume that responsibility. Chairman Banfield thereupon declared, "That is the answer. We will maintain the old road if the county will not take it over."

Judge Boyington remarked that the county is going to ask the Highway Commission to take over the old route through Warrenton at some future time. He then advised that, subject to concurrence of the other members of the county court, Clatsop County will donate a right of way 200 feet wide for the proposed revision of the Cannon Beach Section of the Oregon Coast Highway across county-owned lands, but will not deed to the state any land beyond the limits of such right of way, because the court doesn't want to take this property off the tax roll or do anything beyond the power of the taxpayers to pay. He suggested that it would be satisfactory if the Highway Commission would approve an arrangement such as the county has with the State Forester, whereby the county will receive 75 per cent of the returns from the sale of timber from lands which the county deeds to the state through the State Forestry Department. He was informed by Chairman Banfield that the Commission is not in position now to make a decision with respect thereto, but will be pleased to consider it from the state-wide standpoint, and will let him know when a decision has been reached. He also said that the Commission would inspect the property before making its decision.

The Commission then confirmed the action taken earlier in the session, approving the new location for this highway as disclosed by the Engineer's survey. Motion to that effect was offered by Commissioner Chessman and was duly seconded by Commissioner Schaupp. Chairman Banfield declared the motion carried by unanimous vote.

Judge Boyington advised the Commission that the people of Cannon Beach desire another roadway leading from the new highway to the beach at a convenient point between Ecola and Cannon Beach town. The Commission referred the matter to the Engineer for investigation.

The Engineer brought up for discussion the matter of renewing the contract for the furnishing of ferry service at the Enegren Crossing of Coos River on the Coos River Secondary Highway, in Coos County. He advised that the present contract with Andrew Stambuck expires October 1, 1943, and suggested that it would be advisable to take bids before the 1st of July for the renewal of this service, in order that the successful bidder, if it should be

someone other than Mr. Stambuck, might have time to acquire or build the necessary equipment before the effective date of the contract. He pointed out that the present contract provides for 20-hour service between 6:00 a. m. and 2:00 a. m. on the following day, and also provides that the contractor need not furnish ferry service for any vehicle or piece of equipment having a gross weight in excess of 10 tons. He recalled that the former Highway Commission at one time denied the request for increased loads, because of the expense involved, and for the further reason that the change would accommodate only one individual who was engaged in transporting lumber from a small sawmill to Marshfield, it being the thought of the Commission at that time that the expense was not justified. He requested instructions. After discussion the Commission voted unanimously to receive bids for this undertaking at its next regular meeting. The Engineer was instructed to prepare specifications for the furnishing of such ferry service on a 20-hour basis as before, and for alternate 10-ton and 15-ton gross loads.

The question whether or not to move the truck scales that are now installed on the Salmon River Highway near Grand Ronde was brought up for discussion by the Engineer. He advised that complaint has been made by some of the log haulers who are operating in this vicinity that the scales are improperly located and as a result they are required to go about one-half mile out of the way in order to be weighed. It would be possible, he said, to accommodate these haulers by relocating the scales some 3000 feet westerly from the present location, but it would cost about $2,540 to make the change. After discussion Commissioner Chessman suggested that the change be deferred until such time as there is more apparent justification for the expense. The Commission took no definite action on the matter at this time; however, when the matter was again brought up on the following day by the delegation representing the lumbering and logging industries Chairman Banfield advised that the Commission would give the matter consideration.

The Assistant Attorney reported receipt of several offers to purchase a small parcel of state-owned land situate beyond the limits of the standard width right of way at the intersection of Denver Avenue and Argyle Street in North Portland. He advised that, if the Commission decides to sell this property, it should receive 40¢ per square foot for the same, or a total of about $2,500 for the tract. The Engineer advised that the property is not needed for state highway purposes in view of the fact that a highway providing for six lanes of traffic has already been constructed in front of the property. He recommended sale of the property if a reasonable price can be obtained for it, and that the sale be advertised for competitive bids. After discussion, motion was made by Commissioner Schaupp that the property be sold and that the Commission receive bids for the purchase of the tract. The motion was duly seconded by Commissioner Chessman and was declared by Chairman Banfield to have carried by unanimous vote of the Commission.

The Assistant Attorney also brought up for discussion the matter of purchasing 10.55 acres of land at Lindsey Creek that is needed as right of way in connection with the construction of the new highway up the Columbia Gorge between Cascade Locks and Viento. He advised that the owner of the property, Mr. Dan Harper, has been maintaining an auto campground and service station

on the property but in view of wartime conditions has closed down his business and now wishes to dispose of the property. He further advised that an option has been secured to acquire it for $6,000, which he considers a very cheap price; also that, if the state does not buy the property now, the owner very likely will remodel it, and if so it will cost the state considerable more than the amount for which it can be purchased at this time. The Engineer stated that the highway at this point probably will not be constructed for several years; however, the property will be needed at that time, so in his estimation it should be purchased now, inasmuch as it appears to him that the state will be getting quite a bargain. After discussion the Commission, by unanimous vote, approved the purchase of the property at the $6,000 figure mentioned in the option. The Secretary was instructed to list this item in the real property resolution that was adopted by the Commission earlier in the session.

A letter was presented from C. J. Mortensen, Forest Grove, requesting the privilege of cutting into cordwood, for his own personal use, fallen timber that is lying on the right of way of the Wilson River Highway near Loyal M. Graham Bridge. In the discussion of this matter the Commission also discussed the adoption of a policy with respect to the cutting up of fallen trees on timbered wayside strips. The Engineer gave as his thought that it might be satisfactory to let private parties take this wood if it were for their own personal use and not to be sold commercially, provided the operations were conducted under the supervision of the District Maintenance Superintendents. The State Parks Superintendent, who was present, questioned the advisability of granting such requests, in view of the fire hazard that would be created and the possibilities that the operators would cause other damage, particularly in the wayside strips. He also mentioned receipt of a request for the gathering of fern from wayside strips for sale. Chairman Banfield expressed himself as being in favor of granting the request of Mr. Mortensen, and others who desire the same privilege, as an experiment, with the understanding that the operations would be stopped immediately if it developed that they were harmful to the state's property. Commissioner Schaupp concurred; however, added that he did not want to grant such privilege as a general policy, but simply favors it as a temporary proposition for a little cutting for home consumption. Commissioner Chessman likewise expressed himself, whereupon the Commission, by unanimous vote, approved the granting of permits for this privilege, subject to the following conditions: that the work be done under the supervision of a representative of the State Highway Engineer and to his satisfaction; that the operations be conducted during the season when there is no danger of starting fires, and that the operators remove the debris and clean up the premises when they are through. The Commission ordered that each request for this privilege be covered by separate written agreement.

The Commission also, by unanimous vote, decided not to allow the gathering of fern from property under its control.

The matter of allowing Mrs. Anna Barclay to maintain a building in Harris Beach State Park, Curry County, was brought up for discussion by the Engineer on request of the State Parks Superintendent. The Engineer recited the history of this case, advising that Mrs. Barclay has had seventeen months

within which to remove her building since the Highway Commission acquired the property but to date has made no pretense of compliance with the Commission's orders. He suggested, in order to dispose of any right that Mrs. Barclay might claim by reason of her occupancy of the state's property for seventeen months, that she be offered the sum of $200 for the building which, he said, could be used as a residence for the park caretaker, and, if Mrs. Barclay will not accept such sum, that the Commission take over the building as the state's property. The Commission approved the Engineer's suggestion and thereupon by unanimous vote authorized him to pay Mrs. Barclay $200 for this building.

A letter was presented from the County Court of Lincoln County, F.E. Gilkey, County Judge, in which the Commission is requested to deed to Lincoln County an old state-owned rock quarry situate adjacent to the Oregon Coast Highway in Brassfield Addition to Seal Rocks. Judge Gilkey advised that he has been given to understand that the quarry is no longer of value to the state, in view of the fact that all of the good rock has been removed therefrom; also, that the material that remains, while it is poor quality, is suitable for the maintaining of county roads and could be worked readily by the county which owns another quarry on adjacent property. The Engineer advised that the statements made by Judge Gilkey are correct, that there is insufficient rock remaining in the quarry to justify its use for state purposes. He recommended that the property be deeded to the county for its use. After discussion the Commission by unanimous vote approved the recommendation, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman.

The Attorney rendered a status report on the sale to the United States War Department of a stock-pile site situate within the boundaries of Camp White Army Cantonment, Jackson County. He advised that this is a matter of long standing, and that he has finally obtained from the Army authorities a letter in which they offer to pay $45 for this tract. He pointed out that the Commission paid $125 for the property, and in addition thereto expended a considerable sum for fencing. Furthermore, the Commission has a lot of surfacing material stockpiled thereon. He recommended against acceptance of the offer. The Commission approved the recommendation by unanimous vote, and instructed the Attorney to inform the Army authorities that the Commission will not sell the property for such figure.

Messrs. Robert S. Farrell and Harry L. Idleman, both of Portland, came before the Commission at this time relative to the employment of a caretaker in Champoeg State Park. Mr. Idleman was principal spokesman. He pointed out that, by action of the 1943 Oregon Legislature, jurisdiction of this park has been transferred from the Provisional Government Park Board to the State Highway Commission, the effective date of such transfer being June 9, 1943. He also said that he has been given to understand that the services of the present caretaker, Mr. Ed Morgan, are to be dispensed with when the Highway Commission takes the park over. He urgently requested the retention of Mr. Morgan in his present capacity, because, he said, Mr. Morgan is well versed in the historical facts surrounding the park and has made more improvements in the park during the past year than others made in the fifteen years before he was employed. He also said that Mrs. Morgan is an able assistant

to her husband in the care of the park museum and that she receives no direct compensation for her services. Mr. Farrell also urged retention of Mr. Morgan's services, and advised that in his estimation it would be a "crime" to replace him. Chairman Banfield pointed out that the Commission has not as yet assumed control of the park and will not do so until June 9, 1943. The Highway Commission, he said, will probably spend a considerable sum in the maintenance and development of this park, and in view thereof must be very careful in the selection of the party who is to supervise the work. He thanked Messrs. Farrell and Idleman for their appearance, and advised that the Commission will give the matter serious consideration.

Following the departure of Messrs. Farrell and Idleman the Commission discussed the matter further with the State Parks Superintendent, who advised that an historian is needed in the park as well as a caretaker. The Parks Superintendent also said that from personal observations he could not see that Mr. Morgan has made any improvements in the park, other than the building of a few flower beds, and that in talking to parties who are acquainted with his work, he is led to believe that Mr. Morgan is not qualified to handle the work that would be required of him. He reiterated that the Commission should employ an historian as well as a caretaker, the historian to be someone who knows Oregon history and is able to disseminate information with regard thereto, and the caretaker to be someone who is able to take charge of all of the outdoor work. He suggested that the caretaker should receive $100 per month for his services, and a house to live in. The Engineer stated that from what he has heard of Mr. Morgan he does not believe that he is qualified to hold the position of caretaker. It was his thought that the Commission should employ someone who has had a lot of experience along that line, and is able to carry out instructions explicitly. He also said that he concurs in the suggestions presented by the Parks Superintendent with respect to the historian, and suggested that it would be advisable to secure the recommendation of the Oregon Historical Society with respect to the selection of such employee.

Chairman Banfield gave as his opinion that, if the Highway Commission accepts the jurisdiction of this park, it should also accept full responsibility for it in every way. His idea was that the Commission should employ an historian who is well versed in the background of the park, and a caretaker to do the outside work, maintenance, development, et cetera. Mr. Ralph Watson, political reporter of The Journal, was present and upon invitation of Chairman Banfield stated that the Commission, in his estimation, should employ a curator or historian as well as a caretaker.

After further discussion motion was made by Commissioner Schaupp that the Commission leave the entire matter in the hands of the State Parks Superintendent. The motion was duly seconded by Commissioner Chessman and was declared carried by unanimous vote by Chairman Banfield, who stated, in order to clarify any misunderstanding, that the Commission is holding the State Parks Superintendent fully responsible in so far as a caretaker is concerned and for the historian or curator after the Commission has passed on the selection of such employee.

Consideration was given by the Commission to the proposed acquisition of wayside timber strips along the Pendleton-John Day Highway between

Dale Ranger Station and the confluence of Camas Creek and the John Day River. The State Parks Superintendent recalled that the former Highway Commission authorized an expenditure of $10,000 to purchase the property belonging to the Pilot Rock Lumber Company, in the event that it is not possible to have the area preserved as an addition to the Whitman National Forest by an exchange of other government-owned timber land. He advised receipt of a letter from the United States Forest Service stating that it is inadvisable to attempt to extend the boundaries of the national forest at this time, due to wartime conditions, such letter being read aloud by the Secretary, and inquired whether or not in view thereof he should complete the acquisition of the property by purchase, in accordance with the ideas of the former Commission. He added that, if the property is purchased outright by the state at this time, there are possibilities that the United States Forest Service will at some future date include it in the national forest area, in which event the state would be reimbursed for its cash outlay. After discussion, and it appearing to the Commission advisable to preserve the timber along this scenic section of highway, the Commission voted unanimously, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman, to purchase the area for $10,000, the amount authorized by the former Commission.

The State Parks Superintendent also reported to the Commission on the following matters:

Acquisition of Wallowa Lake Lodge property:-The Parks Superintendent recalled the offer of Mr. George L. Cleaver, La Grande, Receiver for the Wallowa Lake Lodge, to present to the state as a gift, for state park purposes, the lodge property which is located at the south end of Wallowa Lake. He questioned the advisability of accepting this offer, which includes some 50 acres of land, because of the fact that the United States Forest Service is now maintaining a recreational area on adjacent property, and it was his thought that possibly, in order to avoid confusion, the property should be under the control of the Federal Government. The Commission deferred a decision in the matter pending a physical examination of the property by the Parks Superintendent and his report thereon, which is to be rendered to the Commission at its next meeting.

Removal of cinders from The Cove State Park:-The Parks Superintendent reported receipt of a request from contractors Morrison-Knudsen Company for permission to obtain cinders from Round Butte which is located in The Cove Palisade State Park, in Jefferson County, for use in connection with construction work which the company has under way in Camp Abbot United States Army Cantonment near Bend. He advised that the company wishes to obtain this material from two different 40-acre tracts, one of which is owned outright by the state, the other being under lease from the Federal Government for park and recreational purposes; further, that the company wishes to obtain 200,000 cubic yards of material or more, for which it is willing to pay the state at the rate of 1½¢ per yard. He suggested that it would be advisable to accept the company's offer

because it would not be very harmful to the park, and would provide him with considerable working capital to pay for park improvements. It will be necessary, he said, to spend the money received for the material taken from the area leased from the government, for development purposes within the park area, as that is the only way in which the government would sanction the removal of the material.

The State Highway Engineer interposed objections to the sale of the material at the rate quoted, because he was fearful that it would establish a price for such material considerably in excess of what the state is now paying for similar material, and that it might have an adverse effect on future purchases by the state of material of this kind. He offered the suggestion that the material be sold to the contractor on a lump-sum basis, and suggested that perhaps $5,000 would be satisfactory, in view of the probabilities that the contractor will take more than 200,000 cubic yards. The matter was discussed at considerable length, but action thereon was deferred by the Commission pending further information. The Engineer was instructed to confer with Morrison-Knudsen Company with respect to the sale of the material on a lump-sum basis, and to report back to the Commission the results thereof.

The Engineer reported immediately following luncheon on the following day the results of his contact with the contractor. He stated that Morrison-Knudsen Company is willing to pay the state a lump sum of $4,000 for cinders that he takes from this area, and for the privilege of truck hauling the same across a small section of the park; further, that the company will limit its operations to a minimum area, and will comply with all requirements of the state with respect to the preservation of the sightliness of the park, including the leveling off of waste deposits and the cleaning up of the premises when the operations are completed. He recommended acceptance of the company's offer. The Commission approved the arrangement by unanimous vote.

A letter was presented from F. E. Landsburg, District Director, Bureau of Motor Carriers, Interstate Commerce Commission, reporting a complaint to the effect that private automobiles and taxicabs operating between Corvallis and Camp Adair are failing to dim their headlights when meeting oncoming busses transporting Army personnel to and from the camp. Mr. Landsburg asks the Highway Commission to erect appropriate signs with the wording "dim lights for oncoming traffic" at Corvallis and at the entrances to Camp Adair, which he thought would correct the situation and remove this hazard. The Engineer gave as his thought that this is not the concern of the State Highway Department, but is a matter of strict law enforcement. He pointed out that, if the Commission should erect such signs at this location, it would simply mean that similar signs would have to be maintained all over the state, which would necessitate an expenditure of a large sum of money. The Commission concurred in the viewpoint of the Engineer, and thereupon instructed the Secretary to advise Mr. Landsburg accordingly, and to suggest that he present his problem to the Superintendent of the Department of State Police.

The Commission discussed briefly and ordered filed a tear sheet from The Detroit Free Press of Sunday January 24, 1943, under the caption "Highway Bureau a Pawn of Politics."

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission, and asked the Commission to confirm them and the amounts allocated for each. After due consideration the Commission, by unanimous vote, authorized and instructed the Engineer to make such surveys on various sections of the highways of this state, which said sections of highways, together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures, are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	226-1467	Multnomah	N. W. Front, Doane-20th Ave. Sec. Access Road	2nd - $ 700.00 Total to date $1,700.00
Test Pits	10-1439	Douglas	Sutherlin-Roseburg Section, Pacific Highway	1st - $ 100.00
R/W	21-1463	Lincoln	Siletz Bay-Newport Section, Oregon Coast Highway	1st - $ 400.00
Slide	1-1432	Baker	Weatherly Slide Section, Old Oregon Trail	1st - $ 500.00
Location	14-1420	Hood River	Cascade Locks-Viento Sec., Columbia River Highway	2nd -$13,500.00 Total to date $25,000.00
Plans	18-1443	Klamath	Klamath Falls-Merrill Sec., Klamath Falls-Lakeview Hwy.	5th - $ 500.00 Total to date $3,500.00
Prospect	123-1432	Malheur	Malloy Ranch-Jordan Valley Section, I.O.N. Highway	1st - $2,000.00

The Engineer reported that a number of surveys heretofore authorized by the Commission have been completed. He presented a list of such surveys and reported briefly on each. The Commission approved the reconnaissance survey of the Santiam Highway between Lebanon and Foster in Linn County, and the location survey of the McTimmonds Valley Section of the Dallas-Kings Valley Secondary Highway, in Polk County, but deferred a decision with respect to the following location surveys: Lorane-Anlauf Section of the Territorial Highway, in Douglas County; Forest Boundary-Jones Ranch Section of the Ochoco Highway in Wheeler County; and the Baker County Line-Ontario Section of the Old Oregon Trail in Malheur County. The Engineer was instructed to report more fully at the next meeting with respect to such location surveys, and to have on hand at that time maps of each for the Commission's inspection. The

following resolution approving the Lebanon-Foster reconnaissance survey and the McTimmonds Valley location survey was adopted by the Commission by unanimous vote, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, the State Highway Commission heretofore has authorized and instructed the State Highway Engineer to make surveys on certain sections or portions of the highways of the State of Oregon; and

WHEREAS, pursuant to said authorization the State Highway Engineer has made and completed the said surveys and has filed the maps and plans of the said surveys in the files of the State Highway Commission, in Salem, Oregon; and

WHEREAS, the maps and plans of the said surveys have been examined by the State Highway Commission and have been found suitable in all respects for approval and adoption by the State Highway Commission:

NOW, THEREFORE, BE IT RESOLVED that the surveys hereinafter designated and described, together with their identifying map-file numbers, as shown in the map-filing records of the State Highway Commission in its Salem office, be and they are hereby adopted and approved as the surveys of the various portions or sections of highways involved:

File No.	Prefix	County	Type of Survey	Section	Highway
6B7-13	22-1452	Linn	Reconnaissance	Lebanon-Foster	Santiam
6B7-11	127-1423	Polk	Location	McTimmonds Valley	Dallas-Kings Valley

BE IT FURTHER RESOLVED that the State Highway Engineer be and he hereby is authorized to make such minor changes in the said locations as may improve the standards of alignment and grades not inconsistent with the general location of the section of highway involved.

The Commission had under discussion the following requests for extensions of time within which to complete highway construction projects:

Berke Brothers, contract No. 2566, for grading and paving the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County, requested an extension of time from August 31, 1942, to December 22, 1942, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing all classes of labor, due to wartime conditions, and to extremely wet weather. The

Engineer advised that the principal reason for the delay in completing the work on time was due to the inability of the subcontractor on the paving work to finish another state job as soon as was anticipated, which work was hindered by lack of competent men and rainy weather. Labor difficulties, he said, had considerable effect on the work because it was being carried on in competition with the construction work that was being done at Camp White. Due to the abnormal conditions brought about by the war, he recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman.

D. C. and A. L. Williams, contract No. 2573, for furnishing materials for the Baker Rock Production Project on the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways, in Baker County, requested an extension of time from July 31, 1942, to April 3, 1943, within which to complete this job. The reason given for failure to complete the project within the specified time limit was bad weather and other adverse conditions. The Engineer advised that this contract was awarded on April 30, 1942, but the contractor was not able to start work until July 15 because of another contract for paving the La Grande airport. Actual crushing operations, he said, were not completed until December 5, 1942, because of the smallness of the contractor's plant and the large percentage of gravel rejects. The work remaining to be done after December 5, he said, consisted of reshaping the piles of rejects, which work could not be done during the winter months because the piles were frozen and it was necessary to wait until spring for them to thaw. He recommended in view of the circumstances that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote, on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

Parker-Schram Company, contract No. 2580, for grading and paving the North Portland Shipyard Access Road, in Multnomah County, requested an extension of time from October 15, 1942, to April 6, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays in the securing of necessary right of way, failure of the contractor for the construction of the S. P. & S. Railroad overcrossing structure to complete this job within the anticipated time which prevented completion of the paving work, and wartime conditions and regulations which delayed delivery of emulsified asphalt needed for the sealing of the pavement. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. Motion was thereupon made by Commissioner Schaupp that the

Engineer's recommendation be approved. The motion was seconded by Commissioner Chessman, and was declared by Chairman Banfield to have carried by the unanimous vote of the Commission.

Tru-Mix Concrete Company, contract No. 2598, for grading and topping the Seven Devils Chrome Mine Access Road, in Coos County, requested an extension of time from October 15, 1942, to April 13, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to an increase in the quantity of work to be performed, and to bad weather conditions. The Engineer advised that the materials specified in the contract were found to be unsuitable for use after the rainy season started and in view thereof it was necessary to obtain rock from another source. The change-over, he said, resulted in greatly increasing the amount of material that was furnished, which is the main reason that the work was not completed on time. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

The Engineer reported that contracts Nos. 2566, 2580, 2583, and 2598, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2566, with Berke Bros., for grading and paving the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County. Completed December 22, 1942.

Contract No. 2580, with Parker-Schram Company, for grading and paving the North Portland Shipyard Access Road, in Multnomah County. Completed April 6, 1943.

Contract No. 2583, with Barham Bros., for construction of the Judkins Point Overcrossing near Eugene, in Lane County. Completed April 16, 1943.

Contract No. 2598, with Tru-Mix Concrete Company, for grading and topping the Seven Devils Chrome Mine Access Road, in Coos County. Completed April 13, 1943.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission discussed briefly the following matters concerning which delegations are scheduled to appear before the Commission on the following day:

Reinstatement of log-hauling permit of Jerry Garris, which was cancelled for overloading:-The Commission decided to let Mr. Garris resume his operations if he will guarantee not to commit future violations in this respect.

Request of G. P. Wadsworth, Woodburn, for removal of trees growing on the highway right of way, in front of his store:-The Commission deferred a decision in this matter, pending discussion of the matter with Mr. Wadsworth.

Conference with representatives of the logging and lumber industries:-Action on this matter was also deferred pending the conference.

Conference with Curry County Court and Elmer Bankus relative to the use of a state park at Port Orford as a Navy aircraft landing field:-Chairman Banfield's suggestion, that the county be granted a 25-year lease to this property, subject to the condition that the county will comply strictly with its proposed agreement with the Navy Department, and will enter into an agreement with the Commission containing the same conditions, and will pay in advance the annual rental charge that the Commission may impose, was approved by the Commission, and it was decided to talk to the delegation on that basis. It was also decided that the area consisting of 40-acre tier of tracts fronting on the ocean should be retained for state purposes.

The Commission adjourned at 5:15 p. m. to reconvene the following morning in the Public Service Building.

Portland, Oregon, May 12, 1943

The State Highway Commission reconvened in regular session at 9:00 a. m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Merle R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction projects, sale of obsolete equipment and scrap materials located at the four highway department equipment plants, sale of tract of land near Medford, and sale of old Knapp Hotel building at Port Orford, were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the award of contracts, sale of tract of land, and sale of Knapp Hotel building would be made at 3:30 p. m. in the same room, but that the bids for the purchase of obsolete equipment and scrap materials are being referred to the Engineer to tabulate, with authority to sell each item to the high bidder in each instance:

ALSEA HIGHWAY
ALSEA MOUNTAIN ROCK PRODUCTION

No bids received on this project

TILLER-TRAIL AND CRATER LAKE HIGHWAYS
TRAIL ROCK PRODUCTION

M. C. Lininger & Sons	$35,000.00
Tru-Mix Concrete Co.	36,500.00

WARM SPRINGS AND THE DALLES-CALIFORNIA HIGHWAYS
MADRAS ROCK PRODUCTION

No bids received on this project

THE DALLES-CALIFORNIA HIGHWAY
CRESCENT ROCK PRODUCTION

Clifford A. Dunn	$39,000.00

OREGON COAST HIGHWAY
YAQUINA BAY BRIDGE AT NEWPORT - CLEAN AND REPAINT

	Alternate No. 1	Alternate No. 2
George C. Clark	$27,500.00	$25,000.00
Tower Sales & Erecting Co.	- -	34,000.00

CITY OF PORTLAND
CONSTRUCTION OF CONCRETE BASE AND ERECTION OF FOREMAST
OF BATTLESHIP OREGON

Lindstrom Bros.	$1,630.00
Hord & Stuart	1,780.00
E. E. Settegren	1,868.00
G. E. Anderson	1,970.00
Tower Sales & Erecting Co.	2,230.00
Tri-State Construction Co.	2,574.39
C. M. Merrill	2,780.00
Birkemeier & Saremal	3,120.00
Geo. Abraham	3,566.00

SCHOLLS SECONDARY HIGHWAY
BAKER CREEK BRIDGE SECTION - BRIDGE CONSTRUCTION

Johnston Bros.	$ 8,619.00
O. N. Pierce	9,165.00
Tower Sales & Erecting Co.	9,216.00
Philpott & Zickler	9,252.00
Tom Lillebo	9,361.00
Lindstrom Bros.	9,392.00
G. E. Anderson	11,053.00
C. M. Merrill	13,136.00

SALE OF 7-ACRE TRACT NEAR MEDFORD

	Proposal No. 1
Jesse L. Richardson	$560.00

SALE OF KNAPP HOTEL BUILDING AT PORT ORFORD

Walter L. Strain	$287.00
Sullivan Wrecking Co.	27.97

OBSOLETE EQUIPMENT AND SCRAP MATERIALS

Bids received for obsolete equipment and scrap materials at the highway department shops at Salem, Klamath Falls, Coquille and La Grande. (For details see blueprint tabulation of bids filed in general files.)

Mr. Jerry Garris and his attorney, Mr. Eugene Marsh, McMinnville, came before the Commission in regard to the reinstatement of Mr. Garris's log-hauling permit which was recently cancelled by the Public Utilities Commissioner, upon recommendation of the State Highway Commission, because of the numerous overload violations that have occurred involving Mr. Garris's equipment. Mr. Guy Haynes, owner of the Carlton mill which Mr. Garris was supplying with logs, was also present. Mr. Marsh was spokesman. He advised that Mr. Garris has been operating thirteen trucks in this service, and that the Carlton mill is depending on the logs which Mr. Garris has been supplying, and unless Mr. Garris is allowed to resume his operations the mill will have to close down because they have only a week's supply of logs on hand. The Engineer advised that there are no state traffic scales in the vicinity of Carlton, so the weighmasters have to depend on portable loadometers to check the loads. A study of the violations, he said, indicates that the overloads have been deliberate. Mr. Garris stated that he has instructed his truck drivers repeatedly not to overload. The men that are able to do this kind of work, he said, are scarce, and it is hard to keep them, so he has to be careful how he handles them, otherwise they will quit and seek employment elsewhere.

Chairman Banfield inquired in what way Mr. Garris can satisfy the Commission that overloading will not continue. He pointed out that the highway

have been constructed for general public use and must be maintained for such purpose. He further stated that the Commission does not wish to be arbitrary in the limiting of loads to certain weights, but it must protect road surfaces. Mr. Garris replied that the Commission would have to take his word for it; also, that there is no profit for him in overloading his equipment, and that he would try his best to keep the loads within the prescribed limits.

Mr. Haynes stated that he has plans to construct a trucking road on the old logging railroad grade out of Carlton, and if this materializes it will not be necessary for the truckers to use the state highway. The Alaska Junk Company of Portland, he said, has purchased the old rails, and it depends on when the rails are removed as to when the roadway will be constructed. The company, he said, has until July 31, 1943, within which to remove the rails.

Mr. Marsh made an urgent plea for reinstatement of Mr. Garris's permit. He alleged that this is the first time that overloading has been brought severely to Mr. Garris's attention, and he believed that this feature should be considered by the Commission.

In reply to the inquiry of Chairman Banfield, Commissioner Schaupp advised that he had no remarks to make. However, Commissioner Chessman stated that he is willing to give Mr. Garris another chance, provided he will "go and sin no more." He also pointed out that some of Mr. Garris's trucks have been observed "laying-out" when the highway department's weighmasters are operating in their vicinity, which indicates to the Commission that the operators were aware that they were overloaded. He cautioned Mr. Garris with respect to such feature.

After further discussion Chairman Banfield concluded the conference by pointing out that the legal weight limit for equipment such as Mr. Garris is operating is 54,000 pounds, plus a 10 per cent tolerance which has been granted by the Legislature in view of the variance in the weight of timber. He advised that the Commission from now on will have no sympathy for him whatsoever in the event that he is apprehended for additional overloads, and inquired whether or not Mr. Garris will respect the law if the Commission authorizes reinstatement of his permit at this time. He also advised Mr. Haynes that the Highway Commission is also holding him more or less responsible for Mr. Garris's actions. Mr. Garris stated that he would do his best to keep within the prescribed weight limit henceforth. Motion was then made by Commissioner Chessman that Mr. Garris be permitted to resume his log-hauling operations under the conditions mentioned by Chairman Banfield. The motion was duly seconded by Commissioner Schaupp, and was declared by Chairman Banfield to have carried by the unanimous vote of the Commission. The Secretary was thereupon instructed to arrange for the reinstatement of the permit at once.

County Judge Nelson B. Higgs of Harney County was present in regard to the improvement of the secondary state highways in his county. The Engineer advised that the Commission on the previous day discussed the report of Maintenance Engineer E. A. Collier on this subject which report indicates that for an expenditure of about $10,000 the secondary highway which extends from Crane to Princeton and Follyfarm could be put in good condition. The suggestion

was also made, he said, that the Diamond Valley Secondary Highway south of Princeton be taken off the state secondary highway system and control of the same be placed under the county, with the understanding that the Highway Commission would place on the secondary highway system in lieu thereof a road which extends westerly from the town of Diamond to a connection with the Frenchglen Secondary Highway. Such arrangement, he said, would eliminate the bad condition that exists at the Round Barn Reservoir where irrigation water has been diverted by County Commissioner Jenkins onto his property in such a manner that water covers the secondary highway, necessitating a detour through a farm to the west of the reservoir.

Judge Higgs did not look with favor upon such substitution of secondary highways, and declared that the only really bad place on this road, other than the section at the reservoir, is northerly from the town of Diamond about one mile. The county, he said, is now maintaining the detour around the reservoir and will continue to do so as long as the condition exists, and will be pleased to do what is necessary to properly maintain the section north of Diamond, if the Commission will reimburse the county for the expense thereof. He added that, while the section north of Diamond is the worst section, there is another short section near Happy Valley that also needs additional rock which the county will supply if the Commission will pay for it.

After further discussion the following arrangement was recommended by the Engineer; viz., that the Highway Commission authorize an expenditure of $10,000 for improvement of the Diamond Valley Secondary Highway and the Crane-Princeton-Follyfarm Secondary Highway, the work on the Diamond Highway to be performed by the county at state expense, and the work on the Crane-Princeton-Follyfarm Road to be done by the state when conditions are right next fall. The recommendation was approved by the Commission by unanimous vote, on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman. Judge Higgs also voiced his approval of the arrangement and thanked the Commission for its commitment.

Mr. G. P. Wadsworth, Woodburn, came before the Commission at this time in regard to the removal of two walnut trees that are standing on the right of way of the Pacific Highway in front of his store building at Woodburn. He said that the bus station has recently been established at his store and the trees interfere with the operation of the busses, so he would like to have them removed. He also said that he wants to maintain a respectable looking place and one of the things that he expects to do is pave the area between the highway and the front of his store, but he can't do so properly while the trees remain in their present location. He stated further that his place of business is outside of the city limits of Woodburn, so the city couldn't require him to construct curbs, notwithstanding which he would be willing to put the curbs in if curbs were also installed on the opposite side of the street. The Engineer advised that it has been the policy of the Highway Commission for many years not to allow anyone to disturb trees that are growing on highway rights of way, and with respect to the trees under discussion the former Highway Commission took a very strong stand. He suggested that construction of standard highway approaches to Mr. Wadsworth's store buildings, confining traffic to certain lanes, would solve the problem.

After considerable discussion the Commission deferred a decision on the matter until its next meeting. The Engineer was instructed to contact Mr. Wadsworth in the meantime and try to work out a solution that would be satisfactory to all parties concerned. The Attorney was instructed to advise the Commission of its legal rights and responsibilities in the matter.

A group representing the logging and lumbering industries, headed by Mr. Orville Miller, President, West Coast Lumbermen's Association, conferred with the Commission in regard to the overloading of logging trucks. Others in the group were: George C. Flanagan, Portland, representing Ostrander Logging Company; R. A. Jeub, Coquille, representing Smith Wood-Products Company; H. J. Cox, Eugene, and Paul C. Stevens, Portland, representing Willamette Valley Lbrm's. Association; Faye Abrams, Eugene, representing Booth-Kelley Lumber Company; Elmer R. Worth, McMinnville, Lumberman; H. C. Patton, Portland, representing Hammond Lumber Company; L. H. Mills, Portland, representing Mist Logging Company; and Guy Haynes, Carlton, representing Carlton Lumber Mill. Mr. Miller stated that his group wants to register with the Highway Commission its sincere desire to cooperate with the Commission in its efforts to stop the overloading of logging equipment, which they appreciate is the cause of considerable of the damage that is occurring to state highways. He pointed out, however, the necessity to market the logs which are badly needed in connection with wartime activities, shortage of trucks, and shortage of men. Chairman Banfield explained that studies which have been made by the Highway Department indicate that the loggers are taking advantage of the tolerances that the Commission has granted in the matter of weights, and are conducting a sort of contest to see which one can get by with the biggest load. He also said that a lot of the truckers have been hiding out with their heavy loads, when they know that the weighmasters are operating in their vicinity. The overloading, he said, is causing considerable damage to the highway surfaces, and the Commission has found it necessary to take drastic action against the loggers, in order to preserve highway surfaces, which is very difficult to do under present wartime conditions, due to scarcity of material, equipment and labor. He pointed out that the highways have been constructed for general public use and not for any one class of traffic.

At his request, Mr. Loran Spaulding, Chief Weighmaster, who was present, cited instances where operators have been observed with overloads on numerous occasions. He particularly referred to certain operations on the Salmon River Highway and on the Three Rivers Highway. In this connection the State Highway Engineer pointed out that it is costing the state about $1,000 per mile annually to maintain these sections, resulting from excessive speed as well as overweight. The Highway Commission, he said, is not financially able to function on that basis; furthermore, the Highway Department is experiencing great difficulty in securing labor and materials, and is also short of equipment. Mr. Miller replied that his group will help all that it possibly can to stop overloading, advising that in his estimation such type of load should not be condoned. He called upon others of the group to express themselves.

Mr. L. H. Mills spoke in behalf of the Mist Logging Company, which is operating in the vicinity of Grand Ronde. He asked the Commission to move

the Grand Ronde scales which, he alleged, are now in a wrong location to accommodate truckers who are obliged to travel about one-half mile out of their way in order to get weighed. Chairman Banfield advised that the Commission will give the matter consideration.

Mr. Jeub, speaking in behalf of the Smith Wood-Products Company, Inc., offered objections to the holding up of trucks for weighing purposes. He alleged that the operators lose too much time in stopping at the scales. He also said that they are handicapped by a shortage of trucks and that they are trying to load the equipment that they now have so that it will not exceed the weight limits, although that is difficult, in view of the fact that no scales are available at the loading points. He alleged that the percentage of overloads is very small. In this connection, and in reply to a question from Mr. Miller, Mr. Spaulding advised that time lost at the scales is small compared with the time that is lost by reason of the "hiding out" of operators who know that they are overloaded.

Mr. George Flannagan advised that the Ostrander Logging Company has installed two sets of platform scales in the woods at a cost of between $10,000 and $15,000, and that all of the company's trucks are weighed at these scales by three men who are on the job continuously, and if an overload is observed the load is corrected accordingly. There is very little chance, he said, of any of the trucks being overloaded after passing these scales. It was his thought that the Commission should waive the requirement that the Ostrander trucks be weighed at the state's scales, if the driver presents a weight slip to the state's weighmaster showing that the load has been weighed on the company's scales and is within the allowable weight limit. An occasional weighing by the state's men, he said, would be satisfactory.

Chairman Banfield advised that reports concerning the operations of the Ostrander Company are favorable. He also said that this day's conference is simply to let the representatives of the logging and lumbering industries know how desperate the case is from the highway department's standpoint, and what the Commission intends to do if overloading continues. The Highway Commission is very sympathetic, he added, but the operators will have to exercise all care possible to avoid overloads. If the Commission finds it necessary to cancel permits, he said, that is just too bad, but the highways belong to all of the people, rather than to a designated few, and must be preserved for general public use. As to relieving the Ostrander Company's equipment from being weighed at the state's scales after being weighed at the company scales, he advised that the Commission will take the suggestion under advisement and will instruct the Engineer to work out a solution if possible. The Engineer suggested that such plan might prove satisfactory if the weight slips were worded properly. In practice, he said that the drivers would hand the weight slip to the state's weighmaster at the state's scales and if no overload were observed, the weighmaster would wave the driver on, and only an occasional load would be weighed on the state's scales, as a check.

Mr. Abrams spoke briefly for the Booth-Kelley Company, and Mr. Patton for the Hammond Lumber Company. Mr. Miller concluded the conference by stating that his group would help the Commission in every way possible in keeping the loads within the specified weight limits.

The Commission adjourned at 12:00 noon and reconvened at 1:30 p. m. in the same room with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Engineer reported results of his contact with Morrison-Knudsen Company relative to the taking of cinders from The Cove Palisades State Park, advising that the company is willing to pay the state a lump sum of $4,000 for this privilege. The Commission approved the arrangement. (See further details in the previous day's record.)

Dr. L. I. Hewes, Chief, Western Division, and W. H. Lynch, District Engineer, of the Public Roads Administration, came before the Commission at this time regarding the following matters:

Approval of the state's request for permission to purchase oil for improving certain city streets that are not on state highway routes:-The State Highway Engineer advised that the Commission has budgeted funds to finance the improvement of certain city streets that are not on state highway routes, and that in connection therewith the Commission has entered into agreements with numerous cities and towns providing for such improvements, which include oiling work and, if the Public Roads Administration will not approve the state's application for the oil, then these agreements will have to be cancelled. He pointed out that the streets that are to be improved are those which are being severely damaged by heavy wartime movements such as log hauling, et cetera. Dr. Hewes stated that he was under the impression that the oiling work was to be done on residential streets that are not concerned with wartime movements; however, that appears not to be the case. He suggested that new applications be filed with more details as to what use the oil is to be put, and the necessity for the improvements. Such applications, he said, should be filed separately for each job, inasmuch as the Public Roads Administration cannot approve a blanket authorization. He indicated that the Commission's request would be approved if it were submitted in such form.

Governmental approval for the proposed improvement of the I.O.N. Highway:-The State Highway Engineer advised that the Highway Commission has approved this project and wants to know as soon as possible whether or not the federal authorities will approve it, because the job must be gotten under way soon if it is to be completed this year. Mr. Lynch advised that full information in regard to this project is now in Washington, D. C., and he is expecting definite action soon. He gave as his thought, however, that it would be satisfactory for the state to proceed with necessary surveys. Dr. Hewes stated that he could not guarantee that the War Production Board will approve the project. The highway must be constructed some time, he said, because it is an interstate highway and the main argument for building it now is its importance in the transportation of gasoline and oil products from California to the airports at Mountain Home and Boise, Idaho. He suggested that, if the War Production Board does not make its decision within a reasonable length of time, action be started through Oregon's delegation to Congress. Mr. Lynch, he said, will advise when the time is propitious to start such action.

The State Highway Engineer then asked the Commission for authority to complete the survey for this project, which he estimated would cost about

$3,000. The Commission approved the request by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman, it being understood that the expenditure shall not exceed the sum of $3,000.00.

Completion of construction of the Quartz Mountain Section of the Klamath Falls Highway:- The State Highway Engineer advised the State Highway Commission that the construction of the Quartz Mountain Section of the Klamath Falls-Lakeview Highway, under a forest highway contract held by Sam Orino under direction of the Public Roads Administration, was about 50 per cent complete, the contractor had quit working, and the section was in very unsatisfactory condition for traffic. The contract was let for approximately $200,000 the State of Oregon furnishing half of that amount. The Engineer recommended that the Public Roads Administration be requested either to compel the contractor to finish the job or call upon the surety to do the work. He stated that, under the new controlled-materials plan, it was his opinion that a high enough priority rating could be secured to do the job. The Engineer further recommended that, if the Public Roads Administration did not see fit to do either of these things, it be requested to do such work as would place the road in passable condition for the duration, involving an expenditure estimated to be about $15,000. Mr. W. H. Lynch, District Engineer of the Public Roads Administration, stated that the contractor has neither material nor equipment available, and cannot secure labor. Mr. Schaupp, Commissioner from Klamath Falls, stated that he did not believe the contractor would experience any labor difficulties in that vicinity. Chairman Banfield asked Dr. Hewes, Chief of the Western Region, Public Roads Administration, and Mr. Lynch what they could do about the situation. Dr. Hewes was doubtful if the government could force the contractor to complete the job. After further discussion it was agreed that the Public Roads Administration would give consideration to completing the work, and would look into all factors involving priorities, labor, etc. Mr. Lynch stated that in case the contract could not be completed the Public Roads Administration would at least do such work as to make the road passable for the duration.

Mr. W. J. Avison, Executive Director, Clackamas County Housing Authority, was present and requested permission to construct a service road connection with the Pacific Highway East (McLoughlin Blvd.) about midway between the north and south limits of the housing project north of Milwaukie. He advised that the Housing Authority has purchased a fire truck which it expects to house on the east side of the highway, but it is also to be used to extinguish fires that may occur on the west side of the highway, so the highway crossing is necessary. In order to safeguard highway traffic, he said, the Housing Authority would install a traffic signal over the intersection, which would be electrically controlled from the fire-engine house. The Engineer recommended approval of Mr. Avison's request, subject to the conditions that the state be not called upon to contribute toward the cost thereof, and that the traffic signal be installed by state forces. Mr. Avison stated his approval of the state's installing the traffic signal, which is to be purchased by the Housing Authority. After discussion the Commission by unanimous vote approved Mr. Avison's request, subject to the conditions mentioned by the Engineer.

County Judge A. H. Boice and County Commissioner Claude M. Clayton, representing the Curry County Court, and Mr. Elmer Bankus, Brookings, came before the Commission in regard to the use of the state park property at Floras Lake, in Curry County, as an aircraft landing field. Judge Boice headed the group and explained the object of the visit. He called upon Mr. Bankus to give the details. Mr. Bankus recited the history of the case. Chairman Banfield advised that the State Highway Commission from the first has been ready and willing to cooperate with the county and the federal authorities in the securing of this airbase, and is still willing to cooperate to the fullest extent of its ability, provided the property does not go into private ownership. He further stated that the Commission felt at first that it would be possible for the county and the state to act as cosponsors for the project; however, it appeared to be an impossibility, so the Commission offered to lease the property to the county on the same basis that the county expects to re-lease it to the Federal Government, and the Commission is still willing to do that. Mr. Bankus inquired how long a lease the Commission is willing to give the county. He pointed out that a 25-year lease is the minimum that the government will approve.

Chairman Banfield advised that the Commission will lease the property for 25 years if that is necessary, but such lease must be on the basis of the property remaining public property, and that the county will agree to maintain and operate the premises in strict accordance with its agreement with the Federal Government. The Commission, he added, has spent state funds to acquire this property, and doesn't want it to get into private hands. Mr. Bankus then asked if that meant that they could not re-lease the property, to which Chairman Banfield replied in the affirmative. Mr. Bankus then asked if the county could lease concessions, to which Chairman Banfield replied that the Commission does not object to that feature, provided the county will agree to comply strictly with its agreement with the state, the terms of which are to be the same as the terms under which the county expects to re-lease the property to the government under its AP-4 Resolution.

Chairman Banfield further stated that the Commission wants to retain the ocean frontage for its own uses, so any agreement that is reached will provide that the airfield must stay back away from the ocean a sufficient distance to provide at least a tier of 40-acre tracts between the ocean and the airfield. The area to be reserved by the state, he said, will be determined definitely by the Engineer and a description thereof will be incorporated in the agreement. He added that the agreement would also provide that if the airport is not built, then the lease is to become null and void. Commissioners Schaupp and Chessman concurred in the statements made by Chairman Banfield, making the action unanimous. The Attorney was thereupon instructed to prepare an appropriate form of lease agreement covering the matter, the contents of which are to be communicated to the members of the Commission before the agreement is sent to the county for execution.

Mr. J. S. Burres, Moro, appeared before the Commission at this time, and presented an oral request for minor improvements to the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway. He was informed by the Engineer

that the Commission on the previous day authorized an expenditure of $5,000 to improve this section, if approval can be secured from the War Production Board for the expenditure, and if investigation reveals that the work can be done for such an amount. Mr. Burres inquired whether or not the Commission would allow him to do the work, in the event the War Production Board's approval cannot be obtained. He was informed by the Engineer that that would not be necessary, because the Commission has authority to spend up to $1,000 without approval of the War Production Board, and he would see to it that at least that much money would be spent on the project. (For further details see action taken by Commission on the previous day.)

At 3:30 p. m. Chairman Banfield made the following announcement with respect to the award of contracts, sale of land at Medford, sale of the Knapp Hotel building at Port Orford and sale of obsolete equipment and scrap materials, bids for which were received by the Commission at the morning session, such awards and sales having previously been approved by the Commission by unanimous vote:

"Alsea Mountain Rock Production Project on the Alsea Highway, in Benton County. No bids were received on this project.

"Trail Rock Production Project on The Tiller-Trail and Crater Lake Highways, in Jackson County. M. C. Lininger & Sons, Medford, submitted the low bid for this project in the amount of $35,000.00. The only other bid received was that of Tru-Mix Concrete Company, Medford, in the amount of $36,500.00. The Commission awarded this contract to the low bidder, M. C. Lininger & Sons, at their low bid of $35,000.00.

"Madras Rock Production Project on the Warm Springs and The Dalles-California Highways, in Jefferson County. No bids were received on this project.

"Crescent Rock Production Project on The Dalles-California Highway, in Klamath County. The only bid received was that of Clifford A. Dunn, Klamath Falls, at $39,000.00. The Commission rejected this bid.

"Clean and repaint the Yaquina Bay Bridge on the Oregon Coast Highway at Newport, in Lincoln County. Two bids were received for this project, the low one being that of George C. Clark, Portland, at $27,500 based on Alternate No. 1, and $25,000 based on Alternate No. 2. The other bid was that of Tower Sales and Erecting Company, Portland, at $34,000 based on Alternate No. 2. No bid was submitted based on Alternate No. 1. The Commission awarded this contract to the low bidder, George C. Clark, at his bid of $25,000 based on Alternate No. 2.

"Construction of a concrete base and erection of foremast of the Battleship Oregon, in the city of Portland, Multnomah County. Nine bids were received for this project, the low one being that of

Lindstrom Brothers, Portland, at $1,630.00, and the second-low being that of Hord & Stuart, Portland, at $1,780.00. The Commission referred all bids received to the Engineer with power to award the contract to Lindstrom Brothers, the low bidders, when certain conditions have been satisfied.

"Construction of the Baker Creek Bridge on the Scholls Secondary Highway, in Washington County. Eight bids were received for this project, the low one being that of Johnston Brothers, Newberg, at $8,619.00, and the second-low bid being that of O. N. Pierce, Portland, at $9,165.00. The Commission awarded this contract to the low bidders, Johnston Brothers, at their bid of $8,619.00.

Sale of tract of land near Medford:

"The only bid received for the purchase of this tract of land was that of Jesse L. Richardson, Medford, at $560.00. The Commission rejected this offer.

Sale of Knapp Hotel building at Port Orford:

"Two bids were received for this building, the high one being that of Walter L. Strain, Langlois, at $287.00, and the other being that of Sullivan Wrecking Company, Portland, at $27.97. The Commission has referred the bids to the Engineer and the Attorney, with power to sell the building to Walter L. Strain, the high bidder, at his bid of $287.00, in the event inquiry reveals that the building is not wanted by the Oregon Historical Society or any of the Women's Organizations, which are interested in its preservation from the historical standpoint, it being understood that the organization desiring the building must pay for its removal from the highway right of way.

Obsolete equipment and scrap materials:

"Sale of obsolete equipment and scrap materials at Salem, Klamath Falls, Coquille and La Grande. All bids received for the purchase of this material have been referred to the Engineer with power to sell the material to the high bidder in each instance, if the bids compare favorably with the appraised value of the items."

Reconsideration was given by the Commission to the claim of contractor Homer G. Johnson for extra compensation arising out of his contract with the Commission for the construction of the Siletz-Toledo Section of the Siletz Secondary Highway, in Lincoln County, contract No. 2390. Commissioner Schaupp stated that from his study of the facts he did not believe that Mr. Johnson is entitled to extra compensation. He thereupon moved that the claim be denied. The motion was duly seconded by Commissioner Chessman and was declared by Chairman Banfield to have carried by unanimous vote.

The Commission discussed overweight violations that have been committed by commercial haulers who are operating under the Highway Commission's emergency wartime permits. It was the order of the Commission that these violators be given the same treatment for overloading as is given log haulers. The Secretary was instructed to again notify operators who are consistent violators of the weight requirements that the Commission intends to cancel their permits if they do not stop overloading, and to convey similar information to other operators whose overloads are flagrant. The Engineer was instructed to telephone the individual members of the Commission for further instructions when an extra bad overload is reported.

In this connection, the Secretary inquired as to what action the Commission wishes to take against Peter Murphy and Leo Howard, who are consistent violators of the weight requirements in connection with the truck-hauling of logs. He was instructed by the Commission to warn these operators that their permits will be cancelled the next time that they are caught with overloads. He was also instructed to give the same notification to other violators of the log-hauling rules. In other words, all of such violators are to be given one letter of warning that their permits may be cancelled if overloads continue.

Commissioner Schaupp brought up for discussion the matter of purchase from the City of Klamath Falls of certain city-owned lots, portions of which are needed for the proposed improvement of the Klamath Falls-Lakeview Highway along South Sixth Street, in Klamath Falls. He said that the city has been asked for only enough of these lots to provide the standard width right of way, which leaves fractional lots which are of not much value from the city's standpoint, in view of which the city feels that the Commission should acquire the entire lot in such instances. After discussion the Commission decided by unanimous vote to acquire the entire lot in instances of this kind, and instructed the Attorney accordingly.

Commissioner Chessman tendered his oral resignation as a member of the Highway Commission's Advisory Committee on Travel and Information Matters, it being his thought that he no longer can serve on such committee, inasmuch as he is now a member of the State Highway Commission. The Commission accepted the resignation, whereupon Commissioner Chessman placed before the Commission the name of Mr. Arch B. Sanders, Executive Secretary of the Oregon Coast Highway Association, Marshfield, as his successor on the committee. He moved the appointment of Mr. Sanders in his place. The motion was duly seconded by Commissioner Schaupp, and was declared by Chairman Banfield to have carried by the unanimous vote of the Commission.

Commissioner Chessman also brought up the matter of election of a Chairman of the Highway Commission, pointing out that this is the first time that the present members of the Commission have met formally since taking office, and giving as his thought, in view thereof, that the election of a Chairman is in order. He moved that Chairman Banfield be continued as Chairman of the Commission. The motion was duly seconded by Commissioner Schaupp and was declared by Chairman Banfield to have carried.

Commissioner Chessman reported receipt of a petition from patrons of the Lewis and Clark Consolidated School District, Astoria, requesting the construction of a sidewalk along the Oregon Coast Highway between Miles Crossing and the Lewis and Clark Bridge, for the benefit of school children and other pedestrians. The matter was referred to the Engineer for investigation and report at the next meeting.

The Commission discussed the setting of a date for its next regular meeting to receive bids, and decided to hold such meeting in Portland on Wednesday, June 16, 1943. The Commission also decided to hold a meeting in the Imperial Hotel on Tuesday afternoon, June 15, to dispose of accumulated routine matters. The Secretary was instructed to make the usual arrangements for rooms in which to hold these meetings.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the Southern Pacific Company providing for construction of an attachment for an overhead pedestrian walk on the railroad which spans the Pacific Highway at Milwaukie.

Agreement with Benton County, Polk County, and the City of Independence covering maintenance of the county road between Independence and Granger.

Agreements with the following cities covering work to be performed on city streets which are not on the highway system: Monroe, Myrtle Creek, Drain, Pendleton, and Umatilla.

Field agreement with the United States Department of Interior, Grazing Service, covering preservation of juniper wayside strips along the McKenzie Highway between Sisters and Redmond, and along the Ochoco Highway between Redmond and Prineville.

Letter directed to Thomas H. MacDonald, Commissioner of Public Roads, Washington, D. C., authorizing R. H. Baldock, State Highway Engineer, C. B. McCullough, Assistant State Highway Engineer, S. H. Probert, Office Engineer, and J. W. Nash, Assistant Office Engineer, to sign reimbursement vouchers chargeable to federal funds made available to the State of Oregon for construction and improvement of highways.

There being no further business to come before the Commission at this time the meeting was adjourned at 3:45 p. m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

MAY 12 1943

Portland, Oregon, June 15, 1943

The State Highway Commission met in regular session at 1:30 p.m. in room 615 (Imperial Room), Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of the meetings held on April 6 and 7, April 27 to 30 inclusive, and May 11 and 12, 1943, upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman.

Chairman Banfield approved the minutes of the meeting of the Commission that was held on March 16 and 17, 1943. Commissioners Schaupp and Chessman were not asked to approve this set of minutes, inasmuch as their appointments as members of the State Highway Commission did not become effective until later.

The Assistant Attorney requested authority to purchase certain parcels of real property that are needed in connection with various highway improvements throughout the state. He submitted a list of such properties, together with offers that he recommended be made in connection with each parcel. After careful consideration of the individual items, the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and
>
> WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;
>
> NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the

acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Annual Rental on U.S. Government Parks

Clackamas County- Mt. Hood Highway	120.0 acres	$ 75.60	Boardman
Josephine County-Redwood Highway	70.0 "	6.88	"
Lane County-Siuslaw Highway	206.0 "	220.20	"
Douglas County-Umpqua Highway	200.0 "	187.25	"
Marion County-Silver Creek Falls Park	200.0 "	35.00	"
Jackson County- Crater Lake Highway	320.0 "	166.98	"
P-190-Triangle Lake Section-Siuslaw Hwy.	120.0 "	55.00	"
P-191-Loon Lake Park Section-Umpqua Hwy.	51.51 "	6.44	"
P-60-Camas Mt. Section-Coos Bay-Roseburg Hwy.	160.0 "	127.50	"
P-188-Klamath CountySection-Klamath Falls-Lakeview Highway	80.0 "	10.00	"

Seaside-Hug Point Section-Oregon Coast Highway

10337-Dixon, Walter W. and Mary D. Knoblock			
Right of Way	15,846 sq.ft.at $0.014+	$ 225.00	Witt
9931-Pacific Power &Light Co.			
Right of Way	6,300 sq. ft. at 1.27¢	80.00	Benson
10336-McMath, Estate Jean			
Right of Way	6,276 sq.ft. at $0.0149+	93.75	Witt

Lewis & Clark Bridge-Warrenton Junction Section-Oregon Coast Highway

10879-Shappee, Rudolph				
Right of Way	433 sq. ft.at 1¢	$ 4.33		
	Other items	15.67	20.00	Benson
10880-Clatsop County				
Right of Way	18,407 sq.ft.	0.00	0.00	"
10880-A Clatsop County				
Right of Way	15,870 sq.ft. at $0.0088+	140.00	140.00	"
10886-Halferty, Frank				
Right of Way	3,686 sq.ft.at 1¢	36.86		
	Other items	23.14	60.00	"
10885-Rinne, August				
Right of Way	1,784 sq. ft.at 1¢	17.84		
	Other items Moving Fence	82.16	100.00	"
10887-Mahoney, Zora S.				
Right of Way	0.51 acre at $50.00	25.50	25.50	"

Chrome Access Road Section-Chrome Access Road Highway

10867-U. S. Department of Interior				
Right of Way	12MDouglas fir at $4.00	48.00		
	6½ M White fir at $1.00	6.50	54.50	"

JUN 15 1943

Union-Denver Avenue-Intersection Section-Pacific Highway

5672-Wilmot, Leonard F.				
Right of Way	0.707 Acre at $6,500.00	$4,595.50		
Other items		4,904.50	$9,500.00	Devers

Front-Street Project - City of Portland - Pacific Highway

10853-Columbia Steel Co.				
Right of Way	678 sq.ft. at 22¢+	150.00	150.00	McCallister
	Moving fence			
10791-Weaver, Martha S				
Right of Way	6,375 sq.ft. at 30¢	1,912.50		
	Other Items	3,337.50	5,250.00	"
10122-Leich, Charles Hugo				
Right of Way	1,750 sq. ft. at 16¢	280.00		
	Other Items	1,820.00	2,100.00	"
10913-Sundbom, L. F.				
Right of Way	5,000 sq. ft. at 15¢	750.00		
	5,000 sq. ft. at 20¢	1,000.00		
	Other items	750.00	2,500.00	"
10926-Ertz, Charles W.	10,000 sq. ft. at 30¢	3,000.00		
	Other Items	10,500.00	13,500.00	"

Barnes Road Multnomah County Line Section-Wolf Creek Highway

10685-Gaskill, Harry L.				
Right of Way	0.40 acre at $1,000.00	400.00		
	Other itmes	815.00	1,215.00	Witt

McMinnville-Amity Section-Pacific highway West

10890-Southern Pacific Company				
Asphalt Storage tank site	0.49 acre at $510.20	250.00	250.00	"

Judkins Point-Goshen Section-Willamette Highway

10877- Huntington, Chas. A				
Right of Way	13.58 acres at $150.00	2,037.00	2,037.00	Parker

Eugene Section-Pacific Highway

9983-Leonard, Manning				
Right of Way	2,062 sq.ft. at 25¢	515.50		
	Other items	43.00	558.50	"

Commercial Street-Owens Street Section-Klamath Falls-Lakeview Highway

9808-A Klamath County				
Right of Way	959 sq.ft. at $0.00	0.00	0.00	Cozad

Parkdale Section- Mt. Hood Loop Highway

10908-McIsaac, Harold R.				
Maintenance Site	2.69 acres at $111.53	300.00	300.00	McChesney

JUN 15 1943

Jordan Creek- Jordan Valley Section-Jordan Valley Highway				
10895-Acarregui, Estate John				
Right of Way	0.14 acre	$0.00	0.00	
	Other items	7.50	7.50	Cozad
	Plus Fencing			
10896-Ross, W. E.				
Right of Way	0.13 Acre	0.00	0.00	
	Plus Fencing			"
10898-S. Bar Land & Livestock Co.				
Right of Way	0.08 acre	0.00	0.00	"
	Plus Fencing			
10899-Jones, W. W.				
Right of Way	0.02 acre	0.00	0.00	
	Plus Fencing			"
10900-Skinner, Thos. L.				
Right of Way	0.04 acres at $50.00	2.00		
	Other items	25.50	27.50	"
10894-Wroten, Marion F.				
Right of Way	0.06 acre	0.00	0.00	
	Other items	7.50	7.50	"
	Plus Fencing			
10893-Anawalt, Iris G.				
Right of Way	0.77 acre at $10.00	7.70		
	Other items	67.50	75.20	"
10892-Cowgill, Estate T. R.				
Right of Way				
Channel Change	0.20 acre at $40.00	8.00	8.00	"
	Plus Fencing			
Hooker Creek-Malloy Ranch Section-I-O-N Highway				
10383-State Land Board				
Right of Way	9.25 acres at $3.00	27.75	27.75	Benson
Idaho Line-Hooker Creek Section-I-O-N Highway				
10902-Haylett, Maude				
Quarry Site and				
Hauling Road	20.0 acres at $10.00	200.00		
	Other Items	7.50	207.50	Cozad
10905- Haylett, Maude				
Hauling Road				
Easement	- -	0.00	0.00	"
10901-Molloy, Richard				
Lease Quarry Site				
and Hauling Road	3 year lease 5.0 ac at $10.00	50.00	50.00	
	Plus cattle guard			"
10903-Haylett, Maude				
Quarry Site and				
Hauling Road	5.0 acres at $10.00	50.00		
	Other items	7.50	57.50	"

Weston-State Line Section-Oregon-Washington Highway

10911-Price, J. H.				
	Quarry Site	3.40 acres at $50.00 Plus Cattle Guard	$170.00	$170.00 Cozad

The Assistant Attorney also requested authority to institute condemnation proceedings to acquire other properties which are needed in connection with highway improvements and which he has been unable to acquire by negotiation. He submitted a list of such properties, together with offers which he recommended in condemnation as follows:

File No.	Name	Purpose Required	Recommended Offer
Lewis & Clark Bridge-Warrenton Junction Section of the Oregon Coast Highway			
10881	Zilpha M. Taylor	Right of Way	$50.00
10882	Authur E. Davis	"	$50.00
10884	Edna Montgomery	"	$50.00
Molloy Ranch-Hooker Creek Section of the I.O.N. Highway			
10374	Frank Purser Estate	Right of Way	$700.00

After discussion the Commission approved the request and adopted the following resolution in regard thereto by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman.

WHEREAS, the State Highway Commission is authorized to locate, relocate, construct, reconstruct, maintain, widen, straighten, and otherwise improve state highways, both primary and secondary, and also access roads or other roads in which the Federal Government is interested, and said Commission is also authorized to construct shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, and snow fences, and is authorized to acquire quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, and broadcasting stations, and is further authorized to develop, construct, improve, operate, and maintain parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, and other places of attraction and scenic value; and

WHEREAS, said Highway Commission is authorized to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any interest therein, necessary or deemed by the Highway Commission necessary for the accomplishment of any and all of the foregoing things; and

WHEREAS, in the judgment of the Highway Commission the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the several parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Mrs. Zilpha M. Taylor, which property is located in Lot 6, Block 92, Warrenton Park, Clatsop County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1 and is further identified in the records of the Highway Commission as file R 10881, and which property is being acquired for right of way purposes in connection with the Oregon Coast Highway;*

Real property owned by Arthur E.Davis, which property is located in Lot 5, Block 92, Warrenton Park, Clatsop County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2 and is further identified in the records of the Highway Commission as file R 10882, and which property is being acquired for right of way purposes in connection with the Oregon Coast Highway;*

Real property owned by Edna Montgomery, which property is located in Lot.1, Block 92, Warrenton Park, Clatsop County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 3 and is further identified in the records of the Highway Commission as file R 10884, and which property is being acquired for right of way purposes in connection with the Oregon Coast Highway;*

Real property owned by the Frank Purser Estate, which property is located in the northwest quarter ($NW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 26, Township 28 South, Range 46 East, W. M., Malheur County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 4 and is further identified in the records of the Highway Commission as file R 10374, and which property is being acquired for right of way purposes in connection with the I. O. N. Highway.*

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Attorney for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that J. M. Devers, Attorney for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

---

*The detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 36, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Commission confirmed by unanimous vote the resolution adopted at the previous meeting authorizing the Attorney to condemn certain real property that is needed from the Western Loan and Investment Company and S. A. Swayne, in connection with the proposed improvement of the I. O. N. Highway in Malheur County.

The Engineer discussed briefly with the Commission the following matters concerning which delegations are to appear before the Commission on the following day:

1. Reinstatement of log hauling permit of Leo Howard, which was cancelled because of violations of the overweight requirements.

2. Request for construction of a bridge over the Willamette River at Independence.

3. Request for state aid in construction of a proposed improvement of High Street in Eugene.

4. Request of J. P. Wadsworth for removal of two walnut trees growing on Pacific Highway in front of his drugstore in Woodburn.

5. Request of the City of Tillamook for repairs to state highways which are being damaged by heavy traffic in Tillamook County.

The Engineer reported on the insurance that is now carried on state highway department buildings and structures, as previously instructed by the Commission. He advised that the only insurance that is now carried other than that provided by the State Restoration Act, is War Damage Insurance as follows:

Policy	Coverages		Premium
1151-66-307	Interstate bridges	$1,000,000.00	$ 1,200.00
1151-66-308	Bridge structures	16,243,110.00	19,491.73
1151-66-309	Cars in storage	11,703.25	17.55
1151-66-310	Building schedule	671,684.15	604.52
1151-66-311	Storehouses	446,301.16	361.50
1151-66-312	Laboratory Building	129,469.71	77.68
		TOTAL	$21,752.98

Included under the bridge structures, he said, are the Coast Highway bridges and those located on state highways west of the Cascade Mountains that are valued at $50,000.00 or more. It was his thought that the insurance furnished under the State Restoration Act is not sufficient because, in the event of the burning of one of the large buildings in the state building group at the same time that one of the highway department buildings burns, the available funds would not be ample to restore both buildings. He recommended, in view thereof, the purchase of private insurance coverage on all the highway department buildings based on appraised values as follows:

Location	Original Cost Plus Improvements
Salem Shop Buildings	$ 292.057.20
Coquille Shop Buildings	33,460.02
Klamath Falls Shop Buildings	45,230.92
La Grande Shop Buildings	64,935.01
Division No. 1, Maint. Park & Office Bldg.	116,210.72
Division No. 2, " " " "	157,987.09
Division No. 3, " " " "	132,151.30
Division No. 4, " " " "	171,419.20
Division No. 5, " " " "	159,919.80
Truck Scale Houses, 49 at $500.00	24,500.00
TOTAL	$1,197,871.26

He also recommended renewal of the present war damage insurance coverage that is now in effect.

The Attorney advised that the Commission has authority to purchase private insurance coverage on these buildings if it so desires, regardless of the availability of the restoration act funds.

Mr. Leslie Wadsworth, President of the Oregon State Insurance Agents Association who was present, advised that the premium on the war damage insurance will be $21,753.28 annually. Also that the premium for fire insurance coverage on the highway department buildings for a period of three years will be $36,000.00. He further stated that if the Commission approves the purchase of this insurance, he would like to handle the business in behalf of the association that he represents, which, he said, includes eighty-five per cent of all of the agencies that are authorized to write insurance in the State of Oregon, each of whom would participate. After discussion motion was made by Commissioner Chessman that the war risk insurance now carried by the Commission be renewed for a one year period, and that the Commission purchase private insurance coverage on all highway department buildings on a three year basis; also, that the business be given to the Oregon State Insurance Agent Association. The motion was seconded by Commissioner Schaupp and was adopted by the Commission by unanimous vote. The matter was thereupon referred to the Engineer to handle the details.

The Engineer reported on investigations that have been made relative to the construction of a sidewalk along the Oregon Coast Highway between Miles Crossing and Lewis and Clark Bridge near Astoria, as has been requested by citizens of that vicinity in the interests and safety of school children and other pedestrians. He advised that the sidewalk would be about 0.8 mile in length and that construction would cost approximately $5,000.00. He pointed out, however, that the prevailing right of way width along this section is only 40 feet, so in the event the Commission approves the project it would be necessary to acquire additional right of way a portion of which he thought would be donated. Commissioner Chessman advised that there is urgent need for a sidewalk along this section, in view of the large number of children who are obliged to walk to and from school, which will be greater when the Federal Housing Project, which is now under construction, is finally completed. After discussion the Commission indicated a favorable attitude toward the project, but deferred a definite decision pending investigation as to the possibility of acquiring the extra right of way. The Attorney was instructed to contact the several property owners and to secure options if possible so as to give the Commission an idea what the right of way will cost. A report on the subject is to be made to the Commission as soon as the information has been obtained.

A letter was presented from E. L. Kramer, City Manager of Milton, requesting reconsideration by the Commission of its decision in the matter of cooperating with the city to improve drainage conditions along the Oregon-Washington Highway in Milton. The Engineer advised that the former Highway Commission authorized a contribution of $2,500.00 of state funds to assist in financing such project, but that Mr. Kramer feels that the state should

pay a greater share of the costs because of the benefits that the highway will receive. He gave as his thought that the contribution as previously authorized is sufficient, and recommended against Mr. Kramer's request. Motion was made by Commissioner Schaupp that Mr. Kramer's request be denied. The motion was seconded by Commissioner Chessman and was declared by Chairman Banfield approved by the unanimous vote of the Commission.

The Engineer reported that in compliance with telephonic authority given him by the Commission he has erected signs on the Little Nestucca Secondary Highway prohibiting the use of this road by logging trucks, either loaded or empty, between mile post 9.4 and mile post 5.2, because of the damage that such trucks have been causing this road. The Commission confirmed the action by unanimous vote.

The commission considered the advisability of penalizing log haulers that are operating with an insufficient number of binder chains around their loads. The Engineer advised that the permits issued by the Public Utilities Commissioner requires the operators to tie their loads with at least three binder chains, however, in numerous instances loads of logs are being transported over state highways with only one binder chain, and in some cases no binder chains whatsoever are used, which creates a hazardous condition for other traffic. The Commission instructed the Secretary to notify such operators that the Commission expects them to comply with the regulations and if violations continue they will be reported to the Commission for further instructions.

The Secretary reported on violations that have been committed by common carriers who are operating under the privilege of the Commission's emergency transportation permits. After considerable discussion the Commission ordered that such operators be given the same treatment that is given log haulers. The Engineer was instructed to telephone the individual members of the Commission for instructions when flagrant violations are reported. The Secretary was authorized to discontinue the practice of sending warning letters to the individual operators.

In this connection a report was presented from the Department of State Police concerning an overload involving equipment owned by Los Angeles Seattle Motor Express. It appears that the gross weight in this instance was 3,500 pounds over and above the tolerance allowed by the Commission. The Commission decided not to cancel the permit of this carrier for this offense, however, ordered that further violations by this company be brought to the Commission's attention.

The Commission discussed a letter from C. H. Watzek, Manager of the Roaring River Logging Company, in regard to extending the time limit of the company's agreement with the Highway Commission covering the maintenance of the Richardson Gap Road in Linn County. The Engineer explained that about a year ago the former Highway Commission entered into an agreement with this company and the Linn County Court for the improvement and maintenance of the Richardson Gap Road, whereby the company paid to the state the sum of $3,000.00 with the understanding that the State Highway Department would maintain the road in good condition for the operation of logging trucks for the 18 months

period ending December 31, 1943. The State Highway Commission, he said, entered into a contract with the Salem Supply Company for the improvement of the road, but because of war time conditions construction was delayed and the road was not maintained satisfactorily for log hauling traffic so it was necessary for the company to discontinue such operations in November after about one months hauling. Because of this condition, he said, and in view of the Company's $3,000.00 contribution, the Company now wants the original agreement amended to extend the maintenance work by the state from December 31, 1943 to July 1, 1944. He stated his approval of this request. The Commission approved such extension by unanimous vote.

The matter of sale of secondhand railroad signal material which was salvaged from the revision of the Southern Pacific car tracks in connection with the reconstruction of the Pacific Highway South of Eugene had the attention of the Commission. The Engineer advised that the Southern Pacific Company wishes to purchase this material and has offered to pay war time ceiling prices for the same, totaling $1,546.39. He recommended acceptance of the Company's offer with respect to all of the material, except one or more of the magnetic wigwag signals which the Commission may wish to retain for installation at other locations. After discussion the Commission approved the request by unanimous vote upon motion by Commissioner Schaupp which was duly seconded by Commissioner Chessman.

A request from the Oregon Lumber Company for relief from the maintenance of a flagman at the point where the company is hauling logs directly across the John Day Highway near Austin Junction had the attention of the Commission. Action on this matter was deferred by the Commission until its next meeting when a report is to be made as to how many other companies are operating under like or similar conditions.

The Commission discussed and approved a request from the United States War Department for the utilization of certain bridges on state highways in the vicinity of Bend for the purpose of training men in the demolitions specialty school which is being conducted at Camp Abbot. The action of the Commission in this regard was unanimous upon motion of Commissioner Chessman which was duly seconded by Commissioner Schaupp and was with the understanding that the bridges will not be damaged.

A resolution was presented from the County Court of Deschutes County requesting in behalf of the Commanding Officer of Camp Abbot, the establishment of a thirty-five mile per hour speed limit along The Dalles-California Highway between the city limits of Bend and Camp Abbot. The Engineer advised that under existing laws the Commission has the authority to zone highways for speeds based upon an engineering and traffic examination by the engineer and may reduce speeds below the speed limit allowed by statute if the examination shows that the geographic design or the traffic congestion warrants such speed reduction. He gave as his thought that it would be impossible to justify a thirty-five mile per hour speed limit for this section based upon those factors. He pointed out, however, that under proclamation by the President, which was approved by the former Governor Sprague, the wartime speed limit in Oregon is now thirty-five miles per hour.

He suggested that the Commission authorize the signing of the section under question for such war time speed limit, which in his estimation would satisfy the purpose. The commission approved the suggestion by unanimous vote and thereupon instructed the Engineer to erect and maintain signs in conformity therewith.

The Engineer brought up for discussion the question whether or not to purchase an additional supply of picture post cards for free distribution to soldiers and sailors through facilities of the United Service Organizations and similar agencies. He advised that under authority from the former Highway Commission 580,000 of such cards were printed at a cost of $2,656.00, but the demand for them has been so great that the supply is about exhausted. A re-run of the series of cards, he said, will cost $1,250.00, and if the Commission wants to continue the practice, it should place an order soon, as it takes quite some time to get them. He recommended favorable consideration by the Commission, and the increasing of the Travel and Information budget in the amount of $1,250.00 to cover the expense. After discussion, the Commission approved the recommendation by unanimous vote upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp.

The Attorney reported receipt of a letter from the Oregon Automobile Insurance Company, offering the sum of $200.00 as settlement in full of the Commission's claim of $277.61 against Mr. Peter Murphy, log hauler, for damaging the truck scale house at Grand Ronde. He recommended acceptance of the company's offer in order to dispose of the claim and to avoid a law suit. The Commission approved the recommendation by unanimous vote, on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

The Attorney brought up for discussion the state's claim against J. F. Reading for damaging a traffic signal on the Pacific Highway, in Oregon City. He recalled that the claim was for $72.00 and that the former Highway Commission authorized settlement with Mr. Reading on a 50-50 basis, payments to be made by Mr. Reading at the rate of $3.00 per month. Mr. Reading, he said, has faithfully paid every month the amount due, but he is now asking to be relieved from strict compliance with the provisions of the settlement, because he is under heavy expense for other purposes. The Attorney recommended, in view of the fact that only a small amount remains to be paid, that the balance of the claim be cancelled. After discussion, theCommission approved the recommendation by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

The Engineer reported that in conformity with authority previously granted him by the Commission, he awarded to Lindstrom Brothers, on June 4, 1943, the contract for the erection of the foremast of the Battleship Oregon, in Portland, bids for which were taken by the Commission on May 12, Lindstrom Brothers being the low bidders, and the conditions of the award having been satisfied. The Commission, by unanimous vote, confirmed the award of this contract as reported.

The Engineer also reported that in conformity with authority previously granted him by the Commission, he had sold the obsolete equipment

and scrap materials for which the Commission received bids at its meeting on May 12, 1943. The sale was made to the high bidder in each instance, after a careful check of the proposals. The Commission by unanimous vote approved the action taken by the Engineer in this matter.

The Commission had under discussion matters pertaining to the use of state highway department equipment and the employment of highway department personnel in connection with defense activities. The Attorney explained that Governor Earl Snell, through the Office of Civilian Defense, has requested cooperation of the State Highway Commission and the state highway department, in connection with any public emergency or catastrophe which may be caused by air raids, sabotage, or any other acts of the enemy, and that it was the thought of the Engineer, if the Commission approved such cooperation, that some means should be provided for the safeguarding of highway department employees, particularly to maintain their status with respect to the protection they enjoy through the State Accident Commission. It was his thought that the Commission should make an appropriate order in regard thereto. After discussion, the Commission approved the suggestion, and thereupon by unanimous vote adopted the following resolution pertaining to the subject, upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp.

WHEREAS, the Governor of the State of Oregon, acting by and through the Office of Civilian Defense, has requested the cooperation of the State Highway Commission and the State Highway Department in connection with any public emergency or catastrophe which may be caused by air raids, sabotage or other acts of the enemy; and

WHEREAS, the Oregon Legislature enacted into law Chapter 140, Oregon Laws, 1943, Section 2 of which act reads as follows:

"Section 2. It is hereby found and declared that it is necessary, because of the war in which the United States of America is engaged, to grant to the governor certain emergency powers to provide for the health, safety and welfare of the people of the state of Oregon; and to provide for the creation of state and local defense agencies.

"It is further declared to be the purpose of this act and the policy of the state thereby to assist the president of the United States of America, as commander-in-chief of the army and navy, in the successful prosecution of the war; to cooperate with the federal government and other states in matters relating to the war effort; to meet the extraordinary conditions and problems resulting in this state from the war by establishing such organizations and taking such steps as are necessary and appropriate to carry out the provisions of this act; and,

generally, to defend the state, protect the public peace, health, and safety, and to preserve the lives and property of the people of the state."

AND, WHEREAS, it is the purpose of the Highway Commission to cooperate with the Chief Executive of the State of Oregon and with the President of the United States of America in all matters having to do with the prosecution of the war, the defense of the nation and the preservation of health, safety and welfare of the people of the State of Oregon; and

WHEREAS, it is not unlikely that the service of the Highway Department force and employes may be needed in emergencies or catastrophes caused by air raids, sabotage, or other enemy acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Oregon State Highway Commission, as follows:

1. That highway equipment and highway employes shall be deemed available and subject to the call of the Governor of the State of Oregon or defense agencies under the control and supervision of the Governor, and that said equipment and employes may be called upon to serve not only within the limits of rights of way or other properties owned and controlled by the State Highway Commission, but outside and beyond such limits, if such equipment and such service is necessary for the protection of the general public.

2. That in the discharge of any such duty or in the performance of any such work by any state employe such employe shall be deemed to be in the performance of his duty as a member of the Highway Department and shall be entitled to all protection now available to such employe while in the discharge of his duties or in the performance of his work.

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof delivered to Honorable Earl Snell, Governor of the State of Oregon, and a certified copy to the Administrator of the Office of Civilian Defense.

The Engineer requested authority to purchase and install at Fort Klamath, one distant receiver and automatic ultra-high-frequency transmitter which is necessary to improve radio reception and to eliminate unsatisfactory conditions that are now causing considerable trouble at the Klamath Falls radio station. He estimated the cost involved at $1,500.00. The Commission approved the request by unanimous vote, upon motion of Commissioner Chessman, seconded by Commissioner Schaupp.

The Commission by unanimous vote confirmed the telephonic authority previously given the Engineer to purchase from the Coos Bay Dredging company a ½-yard Owens Clamshell bucket, at a cost of $350.00.

The Commission discussed briefly and referred to Commissioner Chessman a communication from Mr. B. F. Howard, Shedd, Oregon, transmitted through Mr. George K. Aiken, Executive Secretary to Governor Snell, with respect to the maintenance of a highway sign at Franklin, sometimes known as "Smithfield", on the Territorial Secondary Highway, in Lane County.

The Engineer brought up for discussion the advisability of joining with logging companies in the repair of state highways that are being severely damaged by log-hauling operations. He advised that he is in receipt of information to the effect that the Hammond Lumber Company, which is operating in the vicinity of Lebanon, is willing to furnish labor as may be required for such repair work, if the State Highway Commission will furnish the necessary materials and equipment. He gave as his thought that such an arrangement would work out to good advantage, due to the fact that the highway department is experiencing considerable difficulty in securing labor on account of wartime conditions. The matter was discussed at considerable length and as a result thereof the Commission, by unanimous vote, approved such an arrangement subject to the condition that the state will not be obligated to do more than carry on the usual maintenance work after the repairs are completed, and that the operators will not expect to receive weight concessions over and above the tolerances that they are allowed under the present rulings.

The Commission has under discussion a request from the City of Albany for the improvement of Geary Street at the eastern city limits of Albany, which street the city alleges is being severely damaged by logging trucks. The Engineer advised that the Commission's agreement with the city provides for an expenditure this year of $2,751.00, for the maintenance of several streets that are not on the state-highway system. Investigations reveal, he said, that it will cost about $875.00 to do the extra work that the city is now requesting. He recommended in view of the Commission's finances and the fact that it is hard to secure men to perform work of this kind, that the request be denied. The Commission approved the recommendation by unanimous vote.

The Commission discussed briefly a request from the Waldport Chamber of Commerce, William F. Keady, Secretary, for the opening of the driveway which leads from the Oregon Coast Highway to the beach at the end of the sea wall at Waldport. The Engineer advised that the Highway Commission for the past several years has reconstructed this driveway each spring; also, that the roadway is not very important, and there is a question in his mind whether or not there is justification for the improvement this year, particularly in view of the scarcity of labor and the necessity to perform only such work as is considered important. Action on this matter was deferred by the Commission pending personal inspection of the roadway when the Commission makes it trip down the Coast sometime in July.

The Commission considered and by unanimous vote approved an arrangement with the U. S. Forest Service for the use of the Marys Peak Forest Road, Benton County, in connection with the hauling of gravel from a state quarry for the improvement of the Alsea Highway. An agreement covering the matter was thereupon signed by the Commission.

The Commission considered and denied a petition from residents of Scio, Oregon, for the oiling of a one-half mile section of the Albany-Lyons Secondary Highway, immediately south of Franklin Butte Cemetery, between Scio and Crabtree. The reasons which prompted this action were the cost involved and difficulties in securing manpower and materials.

The Commission by unanimous vote confirmed telephonic authority previously given the Engineer to purchase from Babler Brothers, contractors, 2,000 cubic yards of oil rock at $2.50 per cubic yard, stock-pile measure, for use in connection with the repair of state highways in the vicinity of Redmond.

The Commission discussed a request from contractor C. J. Eldon for reconsideration of the amount allowed him as final payment in connection with his contract No. 2402, for the construction of the Davies Overcrossing on the Wolf Creek Highway, in Washington County. Mr. Eldon objects to the deductions that have been made for flagmen and watchmen services rendered by the United Railways Company and the Southern Pacific Company, totaling $2,436.75. After considerable discussion, during which the Engineer advised that he could not recommend the relieving of Mr. Eldon from the payment of this expense, motion was made by Commissioner Schaupp that the matter be referred to the Attorney for further study as to the legal features involved. The motion was duly seconded by Commissioner Chessman and was declared by Chairman Banfield to have passed by the unanimous vote of the Commission.

The Commission had under discussion the termination of its contract with the Jacobsen-Jensen Company for the construction of the Barbur Boulevard-Boones Ferry Road Section of the West Portland-Hubbard Highway, contract No. 2393. The Engineer advised that this contract which provided for grading and surfacing work, was awarded on November 28, 1940, and the completion date was specified as August 31, 1941. The contractor, he said, prosecuted the work with diligence in so far as the weather, war emergency conditions and priority orders would permit, until November, 1941, at which time adverse weather made working conditions so bad that it was necessary to discontinue operations. During the year 1942 and until April, 1943, he added, the contractor was working on contracts for the U. S. Army, which required his entire organization, it being necessary for him to give such work a priority, in view of the fact that it was considered more essential to the war program than the completion of the highway work. He further explained that in April, 1943, Mr. K. F. Jacobsen, President of the company, received notice to report for military service, which prevented the company from completing the contract as provided for in the specifications. Furthermore, the federal government has requested that the completion of this job be postponed for the duration of the war. There remains uncompleted on this job, he said, the finishing of 0.92 mile, including the surfacing and oiling of approach roads throughout the job. Such work he said, is estimated to cost about $23,423.15, whereas, if the job were completed under the unit prices of the contract, the work would have cost only $9,210.02. In order to final-out this job, he said, a check has been made of all quantities of work performed, and final estimate has been computed on the basis of the unit bid prices, such final estimate being $87,437.97, of which amount the contractor has been paid the sum of $66,996.34 on previous estimates, leaving an upaid balance due the contractor of $20,441.63. Such amount, he

explained, is inadequate to complete the contract, in view of which the contractor has agreed to pay the state the difference or $2,981.52, if he is relieved from further obligation with respect to the job. He recommended final settlement with the contractor on such basis. After discussion, motion was made by Commissioner Schaupp that the project be terminated and that final settlement be made with the contractor, in conformity with the Engineer's recommendation. The motion was seconded by Commissioner Chessman, and was declared by Chairman Banfield to have received the unanimous vote of the Commission. The Commission thereupon signed an agreement with Jacobsen-Jensen Company covering the matter.

The Attorney asked the Commission to confirm the oral telephonic authority granted him by Commissioners Schaupp and Chessman on May 17, 1943 to pay to Mr. Dewey Gault the sum of $1,800.00 for the moving of his boats and railroad track facilities as part payment of damages which will result by reason of the appropriation of a portion of Mr. Gault's property at the intersection of Denver and Union Avenues, Portland, in connection with highway improvement that the Commission has under way at this point. By way of explanation the Attorney advised that it was necessary to acquire Mr. Gault's property by condemnation in connection with which the Commission authorized an offer of $15,000.00 which amount included the sum of $800.00 for moving the railroad track and $825.00 for the moving of the boats; however, since then it has been ascertained that the cost of moving the boats will be $1,000.00 instead of $825.00, an increase of $175.00. After discussion, the Commission approved the payment of the sum of $1,800.00 to Mr. Gault for settlement in full of this particular item.

The Assistant Attorney reported the results of his examination of the Waldport Ranger Station property south of the town of Waldport which property the U. S. Forest Service wishes to deed to the state in exchange for adjacent state property in order to improve its facilities at that point. He advised that the tract contains 0.056 acre which is worth not less than $100.00 per acre or a total of $5.60, whereas, the tract that the Forest Service wants contains 0.442 acre which is valued at $10.00 per acre or a total of $4.42. It was his thought that this is a fair exchange of property and he recommended approval of the exchange without cash consideration. The Commission approved his recommendation by unanimous vote.

The Attorney brought up for consideration a claim presented by the Arch Cape Land Company relative to damages that the company alleges occurred to some of its property near Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County. He advised that this is a controversy of long standing and that the former Highway Commission refused to settle with the company on the basis of the company's offer. Commissioner Chessman advised that he is familiar with this case and his opinion is that the company's claim is absurd. After discussion, motion was made by Commissioner Schaupp that the claim be denied. The motion was seconded by Commissioner Chessman and was declared by Chairman Banfield to have carried by the unanimous vote of the Commission.

The Assistant Attorney presented an offer from Wiley and Smith, Inc., Portland, to purchase certain state-owned property situated in lots 5 and 6

of Kerns addition to the City of Portland. He advised that the property has a 100 foot frontage on the highway and extends back from the highway a distance of 70 feet, that the property is considerably below the level of the highway but the company wants to acquire it in order to fill out its present holdings and has stated a willingness to pay $1,200.00 for the same. He recommended acceptance of the offer. The Commission approved the recommendation by unanimous vote.

The Assistant Attorney also presented an offer from Mr. J. R. Wanker to pay the sum of 75¢ per acre for a portion of the property that the former highway commission acquired from the E. A. King estate in Baker County for use as a quarry site. He explained that the Commission purchased 617 acres which was considerably more than was actually needed but in making the deal it was found that the entire tract could be acquired for very little more than the area needed for the quarry. Further, that the cost was less than $1.00 per acre. Mr. Wanker offered to pay the state 75¢ per acre for the land that the Commission does not need. The Engineer recommended acceptance of this offer with the understanding that sufficient acreage be retained by the state for quarry purposes and provided Mr. Wanker offers no objection to the state retaining the right to use the hauling road which leads from the highway to the quarry. The Commission by unanimous vote approved the sale of this property on such basis upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

The Secretary presented a renewal notice from the Civil Aeronautics Administration extending its lease of certain state-owned property situated on Sexton Mountain in Josephine County, Oregon, and its use of a roadway leading to such property. The Commission approved such lease renewal by unanimous vote.

The Commission had under discussion the advisability of petitioning the directors of the West Extension Irrigation District to exclude certain state-owned property from such district in Morrow County and of petitioning the directors of the Stanfield Irrigation District, for the exclusion of certain state-owned lands from such district, in Umatilla County. The Attorney advised that the Stanfield-Boardman section of the old Oregon Trail passes through these irrigation districts and unless the right of way is excluded therefrom there will be an annual maintenance charge, and charges for paying off irrigation bonds and interest. He recommended that inasmuch as no irrigation water is needed upon the highway that the Commission petition the districts for the exclusion of this property in order to avoid this annual expense. The recommendation was approved by the Commission by unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman. The Commission thereupon signed a petition directed to the respective irrigation districts with respect thereto.

The Commission had under discussion the sale of the peach crop from an orchard in The Cove Palisades State Park, Jefferson County. The State Park Superintendent, S. H. Boardman, who is in charge of this park, was present and advised that there will be a big crop of peaches which should not be allowed to go to waste. It was his thought that they could be sold locally at a good

profit, however, stated that he preferred that the picking be done under his direct supervision so as to make certain that the trees are not damaged. The Engineer suggested the taking of bids for the purchase of the crop, orchard run in crates, f.o.b. the orchard. The Commission approved the recommendation by unanimous vote and authorized the advertising of the sale of the peaches for bids to be received at its next regular meeting.

The State Park Superintendent also reported on the following park matters.

Gift from Mr. & Mrs. Ben Dorris, Eugene:- The Park Superintendent advised that Mr. and Mrs. Dorris have offered to deed to the state as a gift for State Park purposes an 80 acre tract of land situated along the McKenzie River and the McKenzie River Highway about 30 miles east of Eugene. The tract, he said, is covered with second growth fir, maple and alder with the usual undergrowth coverage, has a fine river frontage and a boat landing for fishermen. He recommended acceptance of this gift. The Commission approved the recommendation by unanimous vote and ordered that an appropriate letter of thanks be sent to Mr. & Mrs. Dorris.

Proposed park at Wallowa Lake:- The Park Superintendent advised that he investigated this matter and ascertained that the owner wishes to deed to the state some 50 acres of land exclusive of the lodge buildings and grounds. He further advised that if the Commission accepts this offer it should also purchase additional abutting property which will cost about $7,000.00. The matter was discussed at some length during which Chairman Banfield stated that he is not interested in paying out $7,000.00 of state highway funds in order to secure this gift. Commissioner Schaupp concurred. A definite decision in the matter, however, was not reached at this time. The matter was reconsidered on the following day when the Commission instructed the Park Superintendent to conduct further negotiations in respect to the property.

The Engineer reported the results of a traffic count that was taken at the Junction of the Woodburn-Sandy and Cascade Secondary Highways for proposed control of traffic. He advised that as the highways are now signed east bound and west bound traffic along the Woodburn-Sandy Highway is required to stop at this Junction, but traffic along the Cascade Secondary Highway is allowed to enter the intersection without stopping. The results of this traffic count shows, he said, that seventy-one percent of the traffic flows in an easterly and westerly direction, which is an indication that the stop signs are being erroneously maintained. He recommended, in view thereof, the reversing of the signs which would provide for the stopping of traffic along the Cascade Secondary Highway rather than that along the other road. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman. The Attorney was instructed to prepare an appropriate resolution covering the matter for adoption at the next meeting of the Commission.

The Engineer also recommended the following changes in the stop signs at the intersection of the Woodburn-Sandy Secondary Highway and the County Road leading to Wilhoit, about one mile east of Molalla. He advised that the Woodburn-Sandy Highway has been designated a through highway requiring traffic to stop before entering same, but the traffic count reveals that the flow of traffic on the Wilhoit Road is much greater than that on the Secondary Highway east of the Junction, which indicates that the signs should be changed. He requested authority from the Commission to change the signs accordingly. The Commission approved the request by unanimous vote and thereupon instructed the Attorney to prepare an appropriate resolution for adoption at the next meeting.

The Engineer requested authority to maintain stop signs at the grade crossing of the Southern Pacific Railroad tracks at mile post 0.85 on the extension of Elkton-Sutherlin Secondary Highway that was recently designated by the Commission. He recommended approval of this request from the traffic safety standpoint. The Commission approved the request and by unanimous vote adopted the following resolution in regard thereto upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman.

WHEREAS, the Commission by an order made and entered as of July 23, 1942, designated certain highway-railroad grade crossings as hazardous crossings and directed the Engineer to erect and maintain at such crossings appropriate traffic signals or warning signs; and

WHEREAS, it is the judgment of the Commission that in addition to the grade crossings designated in said order the railroad-highway grade crossing of Southern Pacific Railroad over the easterly leg of the wye of the Elkton-Sutherlin Highway, which crossing site is otherwise designated as being located at mile post 0.85 in the town of Sutherlin, should be designated as a hazardous grade crossing and the Engineer instructed to erect at such crossing appropriate warning signs;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present, as follows:

1. That the grade crossing at mile post 0.85 where the Easterly leg of the wye of the Elkton-Sutherlin Highway, Secondary Highway No. 161, crosses the Southern Pacific Railroad in Sutherlin be and said crossing hereby is designated as a dangerous grade crossing.

2. That the Engineer be and he hereby is instructed to erect or cause to be erected and thereafter maintained the necessary or appropriate stop signs or signals to warn traffic using said highway at said crossing to come to a complete stop before crossing said railroad track.

The Engineer asked the Commission to designate a twenty-five mile per hour speed zone across the Hendricks Bridge at mile post 10.45 on the McKenzie Highway. He advised that this is a narrow bridge and that it is

being damaged considerably by heavy truck traffic which moves over it at excessive speed, and it was his thought that such damage could be avoided if traffic were required to slow down to twenty-five mile per hour in crossing this structure. The following resolution in regard thereto was adopted by the Commission by unanimous vote, upon motion by Commissioner Schaupp which was duly seconded by Commissioner Chessman.

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: McKenzie Highway

HIGHWAY NO. 15

Location of Termini	Established Speed
From Mile Point 10.17 to Mile Point 10.49	25 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places

in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

The Commission adjourned at 5:30 p.m. to reconvene on the following morning in the auditorium of the Public Service Building.

Portland, Oregon, June 16, 1943

The State Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for the construction of highway projects, sales of buildings in Eugene, sale of land in North Portland and for the furnishing of ferry service at the Enegren crossing of Coos River in Coos County were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the awards of contracts, and sale of the properties would be made at 3:00 p.m. in the same room:

ALSEA HIGHWAY
ALSEA MOUNTAIN ROCK PRODUCTION

P. B. Doherty	$37,800.00

OREGON COAST HIGHWAY
UMPQUA RIVER BRIDGE, REEDSPORT

Tom Lillebo	$14,535.00

WARM SPRINGS AND THE DALLES-CALIFORNIA HIGHWAYS
MADRAS ROCK PRODUCTION

D. C. & A. L. Williams	$41,100.00
E. C. Hall Co.	41,820.00
Fisher Bros.	42,466.50
A. H. Saxton & Son	42,976.00
P. B. Doherty	46,160.00
R. O. Dail & Warren Bros.	58,380.00

JUN 15 1943

DALLAS-KINGS VALLEY SECONDARY HIGHWAY
DALLAS-FERN CORNER AND PEDEE-WREN SECTION
SURFACING AND OILING

	Using Asphalt	Using Tar
R. O. Dail & Warren Bros.,	- -	$110,363.35
J. C. Compton	$115,302.00	- -
Parker-Schram Co.	133,806.50	- -

DALLAS-KINGS VALLEY SECONDARY HIGHWAY
DALLAS-BURNS CORNER SECTION
SURFACING

J. C. Compton	$14,230.00
O. C. Yocom	14,935.00

OREGON-WASHINGTON AND WESTON-ELGIN HIGHWAYS
WESTON ROCK PRODUCTION

D. C. & A. L. Williams	$16,000.00

COOS RIVER SECONDARY HIGHWAY
FERRY SERVICE AT ENEGREN CROSSING

	Alternate "A"	Alternate "B"
Andrew Stambuck	$1,997.50	$2,097.50

SALE OF TRACT OF LAND IN NORTH PORTLAND

	Alternate #1	Alternate #2
H. W. Freeze	(Cash)	(Terms) 600.00

SALE OF RESIDENCE BUILDINGS IN EUGENE

Building No. 8793 (Former owner Mrs. Ann Lattin)

Harley Crandell	$15.00

Buildings No. 9309-A; 9309-B; and 9309-C (Former Owner by C. F. Campbell)

Sullivan Wrecking Co.	
Building 9309-A	$29.65
Building 9309-B	26.77
Building 9309-C	26.53
	$82.95

The Engineer reported notification from the Army authorities to the effect that on July 1, 1943, the guards that the Army has been maintaining on the Interstate Bridge between Portland and Vancouver are to be taken off in which event the bridge will not be protected against sabotage unless guards are employed by the State Highway Department. He advised that this is a very important bridge structure in that it is the only direct connection between the states of Oregon and Washington for many miles and should it be damaged or destroyed, it would seriously effect the transportation problem between the two states, a large part of which consists of vital defense movements.

To provide the same amount of protection now furnished by the Army, he said, will necessitate the employment of nine guards who would work in eight hour shifts, three men on each shift, each of whom would have to be paid a salary of $150.00 per month. He pointed out that guards are also being maintained on all of the important Coast Highway Bridges because no detours are available, and on other bridges, some of which are not so important from the traffic standpoint because traffic could be detoured around them in the event that they might be destroyed. It might be possible, he said, to eliminate some of the guards on the latter mentioned bridges which would offset somewhat the expense for guarding the Interstate Bridge, although there is a question whether or not that would be advisable in view of protest that the Commission very likely would receive from the public. After considerable discussion of this matter the Commission voted unanimously to employ the nine guards that are needed to protect the Interstate Bridge provided the Washington Highway Department will pay 50% of the costs involved. The Engineer was instructed to take the matter up with the Director of Highways of the State of Washington and obtain his reaction. The Commission also decided to discuss on its trip down the Oregon Coast Highway in July, the question whether or not to remove any of the guards that are now being maintained on other bridge structures.

Mr. Leo Howard, log hauler, McMinnville, came before the Commission with reference to the reinstatement of his log-hauling permit which recently was cancelled because of numerous over-weight violations involving Mr. Howard's trucks. Chairman Banfield pointed out to Mr. Howard that state highways over which log hauling is being carried on are being severaly damaged largely because the operators are overloading their trucks and are driving at an excessive rate of speed, wherefore the Commission has found it necessary to take drastic action in an endeavor to preserve its highway surfaces and bridge structures. He also pointed out that Mr. Howard has been a consistent violator of the weight requirements, the records disclosing that he has been arrested some twenty three times within the last few months for such offences. The Commission has decided, he said, to recommend to the Public Utilities Commission the cancellation for a ten-day period of the permit of any operator who is reported with loads weighing in excess of the legal weight limits and tolerances allowed by the Highway Commission and under such ruling the Commission will not recommend a reinstatement of Mr. Howard's permit until such ten-day period has expired. Commissioner Schaupp and Commissioner Chessman concurred in the statements made by Chairman Banfield. Mr. Howard asked for a modification of this ruling so as to take out of service only the truck that is involved in the overweight. The Commission refused to take action to that effect because the Commission considers that overloading is a matter of mismanagement and that the desired results could not be obtained by penalizing a piece of equipment or an individual truck driver. Chairman Banfield also said that the Commission wants to help the operators as much as it possibly can if the operators will cooperate but the Commission is going to have to "crack down" on the consistent offenders as well as those who only frequently transport flagrant overloads. Following this discussion, motion was made by Commissioner Schaupp that Mr. Howard be penalized by the cancellation of his permit for a ten-day period. The motion was duly seconded by Commissioner Chessman and was declared by Chairman Banfield to have carried by the unanimous vote of the Commission.

A delegation from Independence representing the Independence Chamber of Commerce and the Salem-Independence-Kings Valley Highway Association was present and conferred with the Commission in regard to the building of a bridge across the Willamette River at Independence. Mr. E. L. Gray headed the group which included Messrs. J. H. Hart and R. M. Walker. Mr. Walker reviewed the history of the river road project between Salem and Independence. He said that the improvement of this road and the construction of the bridge are very important projects in view of the fact that they will provide a route of travel between Independence and Salem in the event of the destruction of the Willamette River Bridge in Salem, and because of the large volume of traffic that crosses the river at Independence which now has to depend on a ferry. He suggested approval of the work as a post-war project to be financed by Federal funds, augmented by County funds, and gave as his thought that Marion County and Polk County will contribute county funds to pay a portion of the expense. He asked the Commission to grant the county courts of these counties a hearing for discussion of the matter. Messrs. Gray and Hart concurred in the statement made by Mr. Walker. Chairman Banfield advised that the Commission appreciates the proposal as outlined but is not in a position today to make a definite commitment thereto. However, the Commission will be pleased to give it fair consideration in the formulation of its construction program for future funds. Commissioner Chessman pointed out that Federal post-war funds are not as yet a certainty, hence, the Commission can not obligate them now. Mr. Walker asked the Commission to tentatively agree to the project but his request was denied. After a further discussion Chairman Banfield concluded the conference stating that while the Commission is in sympathy with the project it is not in a position to make any commitments or promises at this time but must first decide definitely whether or not it is going to approve the project and then ascertain whether or not it is a priority project in the minds of the two county courts.

A letter was presented from the County Court of Josephine County in which the Commission was asked to join with the U. S. Forest Service and the Public Roads Administration in securing the redesignation as a Forest Highway of the Happy Camp-Takilma Forest Development road, a portion of which lies within the State of Oregon and the balance in the State of California. It was the thought of the Commission that the time is not propitious to make such change in view of the fact that there are no funds available with which to finance the work and for the further reason that the Commission considers that forest highway funds that become available should be expended for the reconstruction of roads now on the Forest Highway System before new roads are added to that system. The Secretary was instructed to so inform the County Court.

The Engineer requested authority to attend at state expense a meeting of the Directors of the American Association of State Highway Officials which is to be held in Chicago on Friday, June 25th, 1943, at which time matters now before Congress which are of vital concern to State Highway Departments are to be discussed. Chairman Banfield gave as his thought that it is essential that the Engineer attend this meeting. Commissioner Schaupp and Commissioner Chessman concurred making the action unanimous, subject only to the condition that out-of-state travel expense is approved by Governor Snell.

A letter was presented from the Portland Traction Company in which the Highway Commission was requested to make provision in the design of the ramps that are to connect Front Avenue with the Steel Bridge in Portland, for clearances as are necessary to permit the continuous operation of trolley coaches across the bridge after the Front Avenue Project is completed.

The Engineer advised that the company is asking that vertical clearances of 19 feet be provided. The understanding had with the Department of Public Works, Portland, he said, was that only gas-powered buses would be routed over this bridge which require a lesser vertical clearance than the electrically-powered trolley coaches. He pointed out that the traffic interchanges at both ends of the bridge require the construction of multiple-level ramps and advised, under the circumstances, that it is entirely impractical to provide the 19 foot vertical clearance requested by the company. Furthermore, even if such clearances could be provided the operation of the trolley coaches over the bridge would restrict the roadway widths on the main spans of the structure which would result in traffic congestion and in a large measure would destroy the usefullness of the project. He recommended that the request of the company be denied not only for the reason stated but because in his estimation the cost would be $50,000.00 or more for construction in order to accommodate the company. The Commission approved the recommendation by unanimous vote.

The Commission discussed a request from Mr. D. E. Alexander, Klamath Falls, for permission to construct two cattle guards across Klamath Lake Secondary Highway near the forest boundary, for the control of cattle. Mr. Alexander gave as the reason for his request the difficulty in securing the services of cowboys under the present war time conditions. Commissioner Schaupp advised that he is acquainted with this situation and that the highway at the points where Mr. Alexander wishes to install the cattle guards is unsurfaced, otherwise, it would be possible to paint stripes across the highway as was done on the Central Oregon Highway. After discussion the Commission voted unanimously to permit construction of these two cattle guards provided they are built according to a design to be prepared by the Engineer and are installed and maintained at no expense to the state. The matter was referred to the Engineer for handling.

The Engineer read a supplemental report on the proposed improvement of the Cottonwood grade section of the Wasco-Heppner Highway. He advised that recent inspection indicates that the work desired by Mr. Burres is the widening of three sharp narrow rock points about one mile west of the John Day River Bridge. He estimated that the work could be done for about $1,000.00 and advised that Mr. Burres has offered the use of some of his equipment if it is needed. The Commission approved the report.

The Attorney requested authority for Mr. C. W. Parker, right of way agent, to go to Kelso, Olympia and Tacoma, Washington at state expense in order to secure information with respect to the qualifications of a man who is an experienced golf course architect and whose services may be required in connection with the Commission's condemnation action to acquire land that is needed

from the Peninsula Public Golf Course Company in connection with the highway improvement at Denver and Union Avenues, Portland. He estimated that Mr. Parker's expenses would not exceed $40.00. The Commission approved the request by unanimous vote subject to confirmation by Governor Snell.

The Commission had under discussion the granting of authority to the Secretary to sign permits in behalf of the Commission, particularly permits involving minor engineering features that do not require special attention by the Commission. After discussion, motion was made by Commissioner Chessman that such authority be granted the Secretary subject to the condition that the Engineer shall pass on the engineering features before the permits are issued. The motion was seconded by Commissioner Schaupp and was declared by Chairman Banfield to have received a unanimous vote.

The Commission also by unanimous vote confirmed the telephonic authority previously given the Secretary to issue to the Kaiser Co., Inc., Portland, a permit to cut the concrete curb on the west side of Denver Avenue, Portland, in order to facilitate truck movements in connection with company's construction operations in this vicinity. (See permit in general files for details.)

A delegation from Eugene consisting of County Judge Clinton Hurd, William Tugman, and Howard Merriam came before the Commission at this time in regard to a proposed improvement of High Street in Eugene. Judge Hurd presented a letter with respect thereto which was read aloud by the Secretary. (See letter dated June 2, 1943) Judge Hurd advised that LaneCounty contemplates the construction of a new bridge over the Willamette River at the north end of High Street and that in planning for this structure, they believe that a study should be made of the improvement of High Street including the elimination of a grade crossing of the Southern Pacific Railroad and traffic congestion incident to the delivery of produce to the plant of the Eugene Fruit Growers Association. It was his thought that a survey and study should be made of the entire project based on the interests of the state and of the City of Eugene, so that a uniform plan for all concerned may be provided. He asked the Commission to assign one of its engineers to make surveys as may be required. The Engineer gave his thought that the Commission should cooperate in this undertaking in view of the fact that it involves the state highway route. He gave as his understanding that the state would not be required to contribute funds for construction inasmuch as the proposed improvement is beyond the limits of the Highway Commission's jurisdiction. Mr. Tugman inquired as to the possibility of securing Federal funds with which to finance construction. He was informed by Chairman Banfield that there is still an uncertainty as to the Federal funds but the Commission is making studies with respect to the funds that it hopes to get and is arranging a construction program for post-war performance so as to be in readiness at the proper time. He added that the Commission is not in a position at the present time to make any definite commitments. Mr. Tugman then advised that the state may be asked to contribute some money toward the cost of the improvement insofar as it is within the limits of the state highway, but that the county would pay for the bridge and the city would pay for the construction between the highway and the bridge.

He outlined an arrangement that the city planning commission has in mind to provide parking space for automobiles near the business district, which arrangement provides for the acquisition by the city of all of the property situated between 6th Avenue and 7th Avenue (State Highway Routes) for a number of blocks, and the removal of the buildings located thereon. Such plan also includes a revision in the present alignment to eliminate some sharp curves. He exhibited an airplane photograph of Eugene on which were shown the contemplated improvements, and also exhibited a chart showing the increase in the population that the City of Eugene has experienced since the Federal Census in 1940. According to this chart the population of the City of Eugene has increased 20.8 per cent since that time. Chairman Banfield gave as his thought that the making of the suggested surveys is essential, in view of the fact that the state highway is affected. He made it clear, however, that if the Commission authorizes the Engineer to make these surveys it is without obligation on the part of the Commission to spend state highway funds for construction. A decision in that respect, he said, must be deferred until the Commission has had the benefit of the Engineer's report. Mr. Tugman reiterated that they are not expecting the state to spend any of its money on the High Street Project or for the construction of the bridge, but in arranging their parking development it might be that the state would be asked to contribute somewhat. After further, discussion, the Engineer was authorized by unanimous vote to make the necessary surveys for the project, provided the cost involved is not unreasonable. He was instructed to phone the individual Commissioners with respect thereto.

The Engineer requested authority to enter into a price agreement with McNutt Bros., contractors, for the grading and paving of the Judkins Point section of the Pacific Highway at Eugene, contract No. 2582, for the construction of a spillway. He estimated the cost involved at $25,955.00 and advised that under ordinary circumstances the work would be accomplished under a separate contract but in this particular instance a considerable portion of the expense is for riprapping and hand-placed rock slopes, the rock for which must be taken from an excavation which is now being made by McNutt Bros. He further explained that the spillway is needed in order to avoid damage to adjacent private property which might result in the payment of costly damages, and also to eliminate the possibility of scour under the bridge structure. He pointed out that there is a possibility of securing Federal grade-crossing funds to finance the work or at least part of it. Mr. T. M. Davis, Senior Highway Engineer of the Public Works Administration, who was present, advised that this work might be considered as a part of the original contract with McNutt Bros., but he was unable to state whether or not there were Federal funds available at this time to pay the costs. He did state, however, that the Public Roads Administration would give the matter consideration if the Commission made a formal request for the Federal funds. In reply to an inquiry of Chairman Banfield, Bridge Engineer G. S. Paxson advised that when the Willamette River is in flood, the flood waters cover the whole area from Judkins Point to Springfield and in order to avoid damage that might result from the highway improvement, it would be necessary either to construct this spillway which would increase the flow of water beneath the structure, or to lengthen the bridge which would be much more costly. After further discussion, The Commission tentatively approved this project subject to the Federal governments participation in the costs. The Engineer was instructed to ascertain

whether or not Federal funds are available for the work and to telephone the individual commissioners with respect thereto. The Commission will then make its final decision.

The Engineer also requested authority to construct surface drainage facilities along the Siskiyou Mountain section of the Pacific Highway in Jackson County at an estimated cost of $45,000.00. He explained that the work consists of construction of tunnels and channels for drainage purposes which are absolutely necessary in order to preserve the high embankments; also, that, if the work is not done there is a possibility that the embankments will fail which would necessitate the closing of the highway to traffic. After discussion, the Commission approved the Engineer's request by unanimous vote.

A petition was presented from taxpayers of Lane County who reside along the Willamette Highway south of the Coast Fork Bridge requesting the construction of a causeway"at or about the crossing of the old highway with the new highway, adequate for carrying the run off in times of high water." The Assistant State Highway Engineer, C. B. McCullough, advised that he investigated this matter on the ground a short time ago in company with Bridge Engineer, G. S. Paxson, and ascertained that what these people want is some additional trestle to take care of the excess water. The point that they mention, he said, is a few hundred feet east of the new bridge where the grading is not as yet completed and where it would be possible to construct such a trestle for about $3,000.00. He questioned the justification for the expenditure in view of the fact that the main channel of the river at the site of the new bridge has been cleaned out so that it now has about 25% more cross section which will permit the passage of nearly twice as much watter as could pass through the old structure at the same high water elevation. He recommended against the improvement. After discussion, motion was made by Commissioner Schaupp that the petition be denied. The motion was duly seconded by Commissioner Chessman and was delcared by Chairman Banfield to have carried by the unanimous vote of the Commission.

The Attorney brought up for discussion the proposed sale of the Knapp Hotel Building at Port Orford for which bids were received by the Commission at its meeting on May 12. He recalled that the Commission at that time referred the bids to him with authority to sell the building to the high bidder, Walter L. Strain, for $287.00 in the event certain women's organizations who are interested in the preservation of the building from a historical standpoint are unable to arrange for the removal of the building from the state-owned property. He said that he has not as yet received final word from any of such organizations who are endeavoring to raise funds to pay the moving costs,in view of which he recommended that the sale of the building be postponed for a little while longer. The Commission approved the recommendation.

The Assistant Attorney reported an offer received from Mr. Leo White and his wife, Salem, to purchase for the sum of $1,500.00, 13.37 acres of land situated adjacent to the Pacific Highway a short distance south of Salem, being a portion of the old Ramseyer farm which the former Commission acquired in connection with right of way negotiations. He advised that this is a very fair

offer and recommended acceptance of the same. The Commission by unanimous vote approved the sale of the property at the price quoted and thereupon signed a deed conveying title to the Whites.

The Assistant Attorney also presented an offer from the J.L.Stuart Insurance Agency to purchase for the sum of $100.00 a portion of lots 5 and 6 of block 5, Monteith's Eastern Addition to Albany, which the Commission acquired in connection with a right of way settlement. He said that this is an isolated tract which is of no value whatsoever for state highway purposes and recommended acceptance of the offer. The Commission by unanimous vote approved the sale of the property at the price quoted.

The Assistant Attorney reported an arrangement with the General Petroleum Corporation with respect to the operation of its service station adjacent to the Pacific Highway near the Interstate Bridge. He advised that the Corporation is conducting a service station business on property that it has leased from the Kernan Live Stock Company at the intersection of Union and Denver Avenues, Portland, where the Highway Commission has contract work under way. In connection with the highway work, he said, it was necessary to build a detour for traffic across this property which blocked access to the station; however, a satisfactory solution of this problem has been worked out, whereby the Highway Department is to do certain things during the time that the highway construction work is under way, and the company waives any claim for damages if the arrangement is carried out. The Commission approved the report by unanimous vote.

The matter of abandoning a short section of the Pacific Highway (old route) between Williams Highway and Fruitdale Road south of Grants Pass, was brought up for consideration by the Engineer. He advised that on October 10, 1940, the former Highway Commission adopted a resolution abandoning such section of the old road in view of the fact that the highway had been rebuilt on revised alignment rendering the old route of no value for State Highway purposes. Further, that a certified copy of the abandonment resolution was sent to the Josephine County court with a request that the court take appropriate action to either retain the old road on the county's road system or to let the road revert to the abutting property owners. It now appears that the county court is willing to assume jurisdiction over this road if the Highway Commission will extend the limits of the abandoned right of way some 200 or 300 feet at the southerly end so that it will connect up with the right of way of the Pacific Highway. He explained that this short section was omitted from the original resolution because it was thought that the state should have jurisdiction over that particular portion. However, it is not particularly needed and in view thereof he now recommended approval of the county's request. The Commission considered it advisable to do what the county court has asked and thereupon by unanimous vote adopted the following resolution as a substitute for the resolution previously adopted, following motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

WHEREAS, on October tenth, 1940, the Highway Commission adopted a resolution, which said resolution is entered in the minutes

of the Highway Commission in Part 2 of Volume 25, at pages 9804 and 9805, and by which resolution the Commission abandoned for highway or other public purposes a section of the former right of way of the Pacific Highway in Josephine County; and

WHEREAS, it is the purpose of the Commission at this time to amend said resolution by amending the description employed in said resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and participating, that section 1 of the resolution adopted by the Highway Commission on the tenth day of October, 1940, and entered in the minutes and records of the Commission in Part 2 of Volume 25, at pages 9804 and 9805 be and the same hereby is amended as follows:

"1. That the fragment of land confined within the area of land hereinafter designated, which fragment or parcel of land was formerly within the limits of the right of way of the Williams Highway-Fruitdale Road Section of the Pacific Highway but is now without the limits of the right of way of said highway as said highway has been relocated and contructed, be and said fragment or parcel of land or portion of the old right of way is abandoned as a part of the right of way of said highway, and said fragment or parcel of land or old right of way is, so far as control and supervision by this Commission is concerned, eliminated and left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Josephine County for highway or other public purposes, as the Court may determine. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

"All that certain section of the old right of way of the Williams Highway-Fruitdale Road Section of the Pacific Highway, in Sections 19, 20, 21, 28 and 29, Township 36 South, Range 5 West, W. M., Josephine County, Oregon, lying on the southerly side of the right of way required for the reconstructed Pacific Highway; said section also lying between Mile Posts 279.6 and 282 of said highway; the beginning and ending points with reference to the Engineer's Station of the said old highway being Station 19+60 on the westerly end and Station 152+75 on the easterly end.

"The location of said abandoned right of way may be more definitely and particularly ascertained and determined by reference to a map or blueprint, marked "Exhibit A", attached hereto and by this reference made a part hereof, which said exhibit for identification purposes bears the signatures of K. D. Lytle, Division Engineer, H. G. Smith, Construction Engineer, and C. B. McCullough, Assistant State Highway Engineer, and is dated June 10, 1943, upon which map or exhibit there is reflected the above described parcel of land by showing the same shaded in red." *

That except as herein amended said original resolution shall be unchanged and shall remain in full force and effect.

The Engineer brought up for discussion a proposed modification of the Highway Commission's policy with respect to the granting of sick-leave benefits and casual-leave benefits to Highway Department employees, particularly those employees who are paid on an hourly basis. He advised that according to the present standard policy employees who are paid on the monthly salary basis have an accumulated sick-leave benefit under which they are carried on the payroll for a period of 90 days and in addition thereto such employees are allowed one day casual leave for each three months employment during the year with a maximum of three days during the entire year. Such benefits, he said, do not extend to employees who are paid on the hourly basis. He pointed out that a circular letter recently issued by the State Board of Control provides accumulative sick leave up to thirty days, which in his estimation is not enough, although, he said, if the Board of Control cannot be persuaded to increase the accumulative sick leave to ninety days, he believes that the Highway Department should change its present ruling to conform with the rulings of the Board of Control. This matter was discussed at considerable length and as a result thereof the Commission decided by unanimous vote not to make any change in the present policy until the Board of Control has made its final decision with respect to such matter.

The Commission adjourned at 12:00 noon and reconvened at 1:30 p.m. in the same room with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

Mr. G. P. Wadsworth, and his tenant, Mr. C. W. Smith of Woodburn, came before the Commission with regard to the removal of two walnut trees that are growing on the right of way of the Pacific Highway, in front of Mr. Wadsworth's drug store, in Woodburn. The Engineer recalled that Mr. Wadsworth appeared before the Commission at its last meeting with regard to this matter and that the Commission at that time instructed him to try to work out a solution of Mr. Wadsworth's problem. He presented a plan for the proposed improvement which includes paving from the edge of the present pavement to the edge of the right of way; construction of a sidewalk and curb; and the improvement of the drainage facilities, all of which is estimated to cost about $3,400.00. However, it would be necessary to remove the trees,

*Map Filed Right of Way Abandonment and Retention File - No. 115

inasmuch as they constitute a traffic hazard; particularly for busses that stop at Mr. Wadsworth's store. He questioned the advisability of making this entire improvement, in view of the fact that it is a radical departure from the Commission's present policy; but, advised that the drainage situation is bad, and should be improved. He gave as his thought that the correction of the drainage situation is an obligation of the state, because state forces installed the pipe and the inlets, which were furnished by Mr. Wadsworth. He suggested, as a compromise arrangement, that the Commission authorize the improvement of the drainage facilities, which he estimated would cost about $500.00, and let Mr. Wadsworth remove the two trees, if Mr. Wadsworth will agree not to offer any objections to future highway-development work at this place when the Commission sees its way clear to perform the same, and will waive all right of access to the highway except at certain points to be designated by the Commission. This matter was discussed at considerable length, during which all parties concerned expressed their approval of the Engineer's suggestion. Action by the Commission was by unanimous vote, upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp. The Attorney was thereupon instructed to prepare an appropriate form of agreement to cover the matter.

A delegation from Tillamook, representing the Tillamook Chamber of Commerce and the North Tillamook Chamber of Commerce, headed by Mr. John Aschim, came before the Commission in regard to maintenance of state highways in Tillamook County, which are being severely damaged by heavy log-hauling traffic, and trucks hauling material to the Navy Blimp Base. Others in the group were: Ed H. Lindsay, County Commissioner; Warren A. McMinimee, President of the Tillamook Chamber of Commerce and District Attorney for Tillamook County; R. B. Miller, Secretary; George D. Riechers, Logging Contractor and insurance man; and Thomas B. Watt, Fuel Dispenser. Mr. Aschim advised that the Oregon Coast Highway and the Wilson River Highway, as well as other highways in the Tillamook district, are being severely damaged by heavy truck traffic, and that they are fearful that road surfaces will be utterly destroyed unless protective measures are taken by the Highway Commission. He urged the Commission to inspect these highways in the near future and to arrange for repairs. He filed with the Commission a statement prepared by the Sound Construction and Engineering Company which is building the Tillamook Blimp Base, showing the yardage of materials that the company is hauling over the Oregon Coast Highway from the Tillamook crusher site and from the Garibaldi crusher site.

The other members of the delegation endorsed Mr. Aschim's remarks. Mr. Riechers suggested the installation of traffic scales on the Oregon Coast Highway north of the City of Tillamook, to weigh logs and other loads which enter Tillamook from that direction. The Commission should install scales at this point, he said, in order to be consistent, in view of the fact that the Commission now has scales both south and east of Tillamook. He also suggested that the Commission approve the loading of logging trucks by scale measure, rather than by weight. After general discussion, Chairman Banfield advised that the Commission expects to confer with the Tillamook County Court in the near future, and at that time will view these highways, and if anything can be done to maintain them in a more satisfactory condition, the Commission

will be inclined to do what is necessary, but no promises or commitments can be made now. In the meantime, he said, truck loads must be kept within the legal weight limits and tolerances allowed by the Commission; otherwise, the Commission will be forced to cancel the permits of those who violate the regulations.

Following the conference, the Secretary presented a letter just received from Mr. P. S. Brundage, Western Log and Lumber Administrator, in regard to the letter dated June 8, 1943, directed to "Special Carriers Engaged in the Truck-hauling of Logs Over the State Highways." The Secretary read the letter aloud in which Mr. Brundage endorses the reasons that prompted the said letter of June 8, and gives as his belief that the tolerance allowed by the Highway Commission over the maximum gross weights allowed by law in entirely fair and reasonable; however, offers objections to the penalty that is to be imposed upon loggers for violating the weight requirements; viz., cancellation of the permit of the violator, "regardless of the number of trucks that are involved." He declared that the continuous operation of logging trucks is so important to the nation's war-production program that the trucks should not be taken out of service under any circumstances, and asked the Commission to give the matter further consideration.

Mr. Robert T. Conklin, who was present as Mr. Brundage's representative, presented oral arguments in support of this letter. He was informed by Chairman Banfield that the Commission has been very tolerant with log haulers, but the highways are going to pieces, largely due to heavy log-hauling traffic, and unless the log haulers will evidence a spirit of cooperation, by keeping their loads within the proper weight limitations, the Commission will be forced to cancel their permits, in order to preserve the highway facilities. The Commission wants to help the loggers in every way possible, he added, but there is a limit to what the Commission can do; in so far as weights are concerned that limit has been reached.

At 3:00 p.m. Chairman Banfield announced the following awards of the contracts, etc. for which bids were received at the morning session, such awards having previously been approved by the Commission by unanimous vote;

"Alsea Mountain Rock Project on the Alsea Highway in Benton County. Furnish 10,600 cu. yards of crushed rock in stock piles. The only bid received for this project was that submitted by P. B. Doherty, Portland, at $37,800.00. The Commission has awarded the contract to Mr. Doherty at his bid price.

"Reconstruct the pier fenders on the Umpqua River Bridge on the Oregon Coast Highway at Reedsport, Douglas County. The only bid. received by the Commission was that submitted by Tom Lillebo, Reedsport, at $14,535.00. The Commission has awarded this contract to Mr. Lillebo at the bid price.

"Madras Rock Production Project on the Warm Springs and The Dalles-California Highway, in Jefferson and Wasco Counties. Furnish

approximately 14,400 cu. yards of crushed rock in stock piles. The low bid received for this project was that submitted by D. C. and A. L. Williams, Portland, at $41,100.00. The next low bid was that submitted by E. C. Hall Co., Eugene, at $41,820.00. There were four higher bidders. The Commission has awarded this contract to the low bidder, D. C. and A. L. Williams, at their bid price of $41,100.00.

"Dallas-Fern Corner and Pedee-Wren Section of the Dallas-Kings Valley Secondary Highway, in Polk and Benton Counties. 7.40 miles of surfacing and 71.91 miles oiling; also furnish 5,200 cu. yards crushed material in stock piles. The low bid submitted for this project was that of R. O. Dail & Warren Brothers, Portland at $110,363.35 based on the use of tar. They submitted no bid based on the use of asphalt. The next low bid was that submitted by J. C. Compton, McMinnville, at $115,302.00 based on the use of asphalt. He submitted no bid based on the use of tar. There was one higher bidder. The Commission has awarded this contract to the low bidder, R. O. Dail & Warren Bros., at their bid of $110,363.35 using tar.

"Dallas-Burns Corner Section of the Dallas-Kings Valley Secondary Highway, in Polk County. 5.26 miles of surfacing. The low bid for this project was that submitted by J. C. Compton, McMinnville, at $14,230.00. The next low and only other bid was that submitted by O. C. Yocum, McMinnville, at $14,935.00. The Commission has rejected both of these bids.

"Weston Rock Production Project on the Oregon-Washington and Weston-Elgin Highways in Umatilla County. Furnish 5,000 cu. yards of crushed rock or crushed gravel in stock piles. The only bid received for this project was that submitted by D. C. and A. L. Williams, Portland, at $16,000.00. The Commission has accepted this bid and has awarded the contract to D. C. and A. L. Williams at the amount of their bid.

"Furnish free Ferry Service at Enegren Crossing of Coos River on the Coos River Secondary Highway, in Coos County. The only bid received by the Commission for furnishing this service was that submitted by Andrew Stambuck at $1,997.50 based on alternate (a); and at $2,097.50, based on alternate (b). The Commission has rejected this bid and has ordered the project re-advertised."

Sale of Buildings at Eugene:

"Building No. 8793, formerly owned by Mrs. Ann Lattin. The only bid received by the Commission for this building was that submitted by Mr. Harley Crandall, Eugene, at $15.00. This bid is acceptable to the Commission, which has sold the building to Mr. Crandall at the bid price.

"Buildings Nos. 9309-A, 9309-B, and 9309-C, formerly owned by C. F. Campbell. The Sullivan Wrecking Company, Portland, submitted the only bid for the purchase of these buildings. This company offered to pay $29.65 for Building No. 9309-A, $26.77 for Building No. 9309-B, and $26.53 for Building No. 9309-C, or a total of $82.95. The Commission has accepted this bid and has sold the buildings to the Sullivan Wrecking Company at the bid price.

Sale of Tract of Land in North Portland:

"Tract of land at the corner of North Interstate Avenue and North Argyle Street, in North Portland. The only bid received by the Commission for the purchase of this property was that submitted by H. W. Freeze, Portland, at $600.00, based on alternate No. 2. The Commission considers this bid unsatisfactory, and has rejected the same."

The Assistant Attorney brought up for discussion the claim of Mr. Thomas E. Brooks, of Eugene, for damages to his property that resulted from the reconstruction of the Pacific Highway at this place. He advised that when the right of way was acquired across Mr. Brooks' property, Mr. Brooks agreed to a certain settlement based on the grade line of the highway being about level with his adjoining land. However, subsequent thereto, the highway grade line was raised several feet, so that now Mr. Brooks' property is considerably lower than the highway, and he has alleged damages amounting to $1,060.00. Mr. Brooks, he said, is willing to divide this expense equally with the state, if the state will fill in his property, which work is estimated to cost $360, reducing the amount of cash to be paid to him by the state to approximately $170. He advised that there is justification in Mr. Brooks' claim, and recommended settlement with him on the basis of the offer, which he considers fair and reasonable. After discussion, the Commission approved the recommendation by unanimous vote.

The question whether or not to purchase a maintenance-headquarters site on the Mt. Hood Highway at Parkdale, was brought up for discussion by the Engineer. He advised that the Commission is now renting a maintenance building at this place, but the building is not big enough to accommodate highway department facilities, so it will be necessary for the highway department to arrange for its own building on its own property. He stated his approval of the site selected, which was discussed in connection with the adoption of the real-property resolution on the previous day; however, questioned the amount of the purchase price. The Assistant Attorney advised that $300.00 is a reasonable amount to pay for this property, and recommended the purchase of the property at such figure. The Commission approved the recommendation by unanimous vote, and ordered that the item be included in the real-property resolution.

The Attorney brought up for discussion the highway department's claim against McNutt Brothers, contractors, in the amount of $145.64, for damaging a highway department car. He advised that the accident occurred in 1940, but efforts to date to collect the amount of the claim have been unavail-

ing, it appearing that the state has four witnesses who allege that McNutt Brothers were to blame for the accident, and McNutt Brothers have four witnesses who allege that the state is to blame. He advised receipt of a letter today from the London Guaranty and Accident Company, Ltd., offering to settle the claim on a fifty-fifty basis - in other words, the company is willing to pay the state $72.82 as settlement in full. He recommended acceptance of this offer, in order to avoid the expense of litigation. The Commission approved the recommendation by unanimous vote.

The Attorney also brought up for discussion matters pertaining to the proposed lease of Floras Lake State Park, in Curry County, as a naval aircraft landing field. He advised that the federal authorities have approved the proposed agreement covering the leasing of the property to Curry County, except with respect to the period of the lease and two or three other items that are not of great concern. As to the period of the lease, he said, the federal authorities want a paragraph inserted in the agreement to provide for an extension of the lease beyond the twenty-five-year period specified therein. The Commission, by unanimous vote, disapproved of such extension, because the times are so unsettled and conditions are so susceptible of radical change and development that the Commission considers it unwise to attempt to bind its successors, the state, or any other agency of the state, beyond the twenty-five-year period. The Commission felt that federal agencies can safely rely on the belief that "if , at the end of twenty-five years the interests of the government or its agency warrant a continuation of the lease, then there will be no difficulty in securing such extension."

The Attorney also advised that the federal authorities want to be the sole judges as to the transfer of the lease from the county to a state agency if at some future time the legislature creates such an agency to handle airport matters. The Commission decided by unanimous vote not to approve such a provision.

After further discussion of this matter, motion was made by Commissioner Chessman, that no change whatever be made in the present form of the agreement except those minor changes which can be made without affecting the text of the agreement. The motion was seconded by Commissioner Schaupp, and was declared by Chairman Banfield to have received the unanimous vote of the Commission. The Attorney was thereupon instructed to advise the Supervisor of the Civil Aeronautics Administration of the action taken.

The Engineer requested authority to advertise for bids for the furnishing of maintenance rock that is needed for sections of the Three Rivers Highway and the Oregon Coast Highway, near Hebo, in Tillamook County. He advised that portions of these highways are in bad condition due to log-hauling, and there is immediate need for 5,000 cu. yds. of maintenance rock to strengthen a three-mile section of the Oregon Coast Highway from Clear Creek to the Little Nestucca Junction, and to reinforce a 4.3 mile section of the Three Rivers Highway, east of Hebo. He asked the Commission to authorize the taking of bids for the furnishing of such material, including an additional 13,500 cubic yards of oil rock for future maintenance during the next three years.

He estimated the total expense involved at $55,000.00. After discussion and it appearing to the Commission that there is urgent need for this material, the Commission voted unanimously in favor of the taking of bids for the furnishing of the same, upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp.

The State Parks Superintendent, Mr. S. H. Boardman, who was present, resumed his report on state park matters. He advised that the State Highway Commission now has assumed full control of Champoeg State Park as authorized by the Legislature, and that as authorized by the Commission at the previous meeting, he has installed one of his experienced caretakers at the place to take charge of development work. The Commission approved the report.

The Parks Superintendent discussed briefly with the Commission the acquisition of the proposed John Day Fossil Park, in Grant and Wheeler Counties. No action was taken by the Commission on this matter.

The Parks Superintendent submitted a financial report on the activities of his department, covering the period ending May 31, 1943, as follows:

		1943 Budget	Expenditures to May 31, 1943	Balance
Acquisition				
Curry County: Newburgh State Park	$2,892.96			
Linn County: Cascadia-Geisendorfer	250.00			
Tillamook County: Nehalem Sandspit-Peterson	12.50			
Legal Costs of Acquisition	210.01			
	$3,365.47	$12,210.00	$ 3,365.47	$ 8,844.53
Betterment		none	315.98	315.98
Operation and Maintenance		46,757.28	13,267.44	33,489.84
		$58,967.28	$16,948.89	$42,018.39

The Commission approved the report by unanimous vote.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission, and asked the Commission to confirm them, and the amounts allocated to each. After due consideration, the Commission by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman, authorized and instructed the Engineer to make such surveys on various sections of the highways of the state, which said sections of highways, together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures are as follows:

Type of Survey	Prefix No.	County	Section & Highway	Authorization
Location	10-1431	Douglas	Glendale Junction-Canyonville Sec., Pacific Highway	4th - $ 3,000.00 Total to date $27,500.00
Location	11-1410	Gillian	John Day-Blalock Section, Columbia River Highway	4th - $1,000.00 Total to date $2,527.50
Location	18-1466	Klamath	Beaver Marsh-Lobert Section, The Dalles- Calif. Highway	1st - $25,200.00
Reconn.	28-1413	Sherman	Madras-Columbia River Section, The Dalles-Calif. Sherman Highway	5th - $2,000.00 Total to date $8,250.00
Plans	206-1433	Coos	North Bend Air Station Access Rd., County and City Highway	1st - $500.00
Testing	110-1433	Douglas	Wright Ranch-Tiller Sec., Tiller-Trail Highway	3rd - $1,200.00 Total to date $6,200.00
Testing	17-1419	Josephine	Sexton Mountain Section Pacific Highway	2nd - $2,750.00 Total to date $4,000.00
Testing	17-1420	Josephine	Wolf Creek-Grave Creek Sec., Pacific Highway	1st - $1,500.00
Location	18-1455	Klamath	Pelican City-Henley Sec., Klamath Falls-Malin Hwy.	3rd - $2,000.00 Total to date $15,000.00
Bench Mark	24-1445	Marion	Illahee-Steiwer Hill Sec., Pacific Highway East	1st - $150.00
Storage	36-1430	Yamhill	Whiteson Section Pacific Highway West	1st - $50.00
R/W	25-1412	Morrow	Boardman-Umatilla Co. Line Section, Boardman-Stanfield Hwy.	1st - $400.00
R/W	30-1446	Umatilla	Morrow Co. Line-Stanfield Sec. Boardman-Stanfield Highway	1st - $350.00

The Engineer was instructed by the Commission hereafter in reporting on such matters to submit more details, including the necessity for the surveys, a description of each highway project, and other information, in order that the

members of the Commission may have a clear picture in mind with respect to each survey. Such information is to be forwarded to the Commissioners prior to the meeting when they are to be discussed.

The Commission had under consideration the following requests for extensions of time within which to complete highway construction projects:

Berke Bros., Contract No. 2466, for grading the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County, requested an additional extension of time from July 31, 1942 to October 28, 1942, within which to complete this job. They alleged that the overrun in the time limit was due to necessary additional work in the completion of the project to the stage agreed upon by the Engineer. The Engineer advised that the contractor failed to complete the project within the specified time limit because of his connections with defense projects which were under way near Camp White. He advised, however, that the work on the highway project was performed in good season, and was completed in a satisfactory manner without inconvenience to the traveling public. He recommended, in view of the circumstances, that the extension of time request be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Porter W. Yett, Contract No. 2581, for grading and paving the Swan Island Access Road Project, in Multnomah County, requested an extension of time from October 15, 1942, to May 12, 1943, within which to complete this job. He alleged that the overrun in time limit was caused by the delay in the completion of a bridge project which was being built under a separate contract, numerous changes in the original plans, additional work to be performed under force account, and adverse weather conditions which interfered with construction operations. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Porter W. Yett, Contract No. 2593, for grading and paving the Sunderland Avenue Access Road, in Multnomah County, requested an extension of time from October 31, 1942, to May 18, 1943, within which to complete this job. He alleged that he failed to complete this project within the specified time limit because his operations were held up by another contractor in constructing a bridge project, numerous changes in the original plans, additional work that was required to be done by force account, and adverse weather conditions. The Engineer advised that the reasons given by the contractor for overrun of the specified time limit are correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contracts Nos. 2393, 2457, 2466, 2521, 2573, 2581, 2589, 2593, 2601, and 2613, for the construction of state highway projects, have been completed in accordance with the terms and provisions of the contracts and the modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2393, with Jacobsen-Jensen Company for grading and surfacing on the Barbur Blvd.-Boones Ferry Road Section of the West Portland-Hubbard Highway; in Multnomah County, completed November 26, 1941;

Contract No. 2457, with Roy L. Houck, for grading and paving the Clackamas Overcrossing Section of the Cascade Secondary Highway, in Clackamas County, completed November 14, 1942;

Contract No. 2466, with Berke Brothers, for grading the Miner-Creek Spencer Creek Section of the Oregon Coast Highway, in Lincoln County, completed October 28, 1942;

Contract No. 2521, with A. S. Wallace, for furnishing 18,100 cubic yards of crushed rock in stock piles for the Necanicum Junction-Sunset Camp Section of the Wolf Creek Highway, in Clatsop, Columbia, Tillamook, and Washington Counties, completed April 27, 1942;

Contract No. 2573, with D. C. and A. L. Williams, for furnishing 7,000 cubic yards of crushed materials in stock pile for the Baker-Homestead Section of the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways, in Baker County, completed April 3, 1943;

Contract No. 2581, with Porter W. Yett, for grading and paving the Swan Island Access Road Project in Multnomah County, completed May 12, 1943;

Contract No. 2589, with Averill & Corbin, for construction of the Helmick Undercrossing, on the Pacific Highway West, in Polk County, completed May 14, 1943;

Contract No. 2593, with Porter W. Yett, for grading and paving the Sunderland Avenue Section of the Vancouver Shipyard Ferry Access Road, in Multnomah County, completed May 18, 1943;

Contract No. 2601, with A. H. Saxton & Son, for furnishing crushed rock in stock piles for the Port Orford Section of the Oregon Coast Highway, in Coos and Curry Counties, completed January 11, 1943;

Contract No. 2613, with E. C. Hall Co. & J. C. Compton, for grading and paving the Southwest Boardman Flight Strip, in Morrow County, completed May 29, 1943.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the Federal Government with respect to Oregon Forest Highway Project 46-C1,D, Cascade Lakes Highway. (Third modification of Cooperative Agreement.)

Agreement with Jacobsen-Jensen Company, terminating state highway contract No. 2393, for the construction of the Barbur Blvd.-Boones Ferry Road Section of the West Portland-Hubbard Highway, in Multnomah County.

Agreement with the U. S. Forest Service covering use of the Marys Peak Forest Road by state contractors, in connection with transportation of rock from a state highway quarry to the Alsea State Highway.

Agreement with Henry Blankinship and wife, providing for reconstruction of a cattle pass under the Santiam Highway, within six months after the duration of the war.

Agreement with the Southern Pacific Company covering the construction of an extension to the company's spur railroad track near Springfield, in Lane County.

Petition to exclude a tract of state-owned land from the West Extension Irrigation District, in Morrow County.

Petition to exclude a tract of state-owned land from the Stanfield Irrigation District, Umatilla County.

Bargain and Sale Deed conveying unto Leo White and wife 13.37 acres of land situate adjacent to the Pacific Highway south of Salem, Marion County, file R 9482.

Bargain and Sale Deed conveying unto Coos County three parcels of land in North Bend. Right of way file # 8047.

Bargain and Sale Deed conveying unto Henry Duyck and wife 33.6 acres of land adjacent to Wolf Creek Highway, in Washington Co. Consideration $1,670. Right of Way file #6527.

Bargain and Sale Deed conveying unto Lincoln County, land in Block 48, Brassfield's Addition to Seal Rocks, Lincoln County. File #120.

Bargain and Sale Deed conveying unto Henry Duyck and wife 10.75 acres of land situate adjacent to the Wolf Creek Highway in Washington County. Consideration $3,828.00. Right of Way file #6527-A, and #6528.

The Commission had under discussion the setting of a date for its next regular meeting for the taking of bids, and decided to hold such meeting in Portland on Wednesday, July 7, 1943. The Secretary was instructed to make the usual arrangements to hold this meeting in the auditorium of the Public Service Building. The Commission also decided to hold an afternoon meeting on Tuesday, July 6, 1943, in the Imperial Hotel, to dispose of routine matters. The Secretary was instructed to arrange for a room for this meeting.

The Commission also discussed the setting of a date for its trip into southwestern Oregon, to discuss with county courts matters pertaining to the programming of postwar funds. It was decided to make such trip during the week Monday, July 12, to Saturday, July 17, 1943.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:00 p.m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

JUN 16 1943

Portland, Oregon, July 6, 1943

The State Highway Commission met in regular session at 1:30 p.m. in in room 615 (Imperial Room) of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission discussed the minutes of the meeting held on June 15 and 16, 1943, and approved the same by unanimous vote upon motion of Commissioner Chessman which was duly seconded by Commissioner Schaupp.

The Assistant Attorney requested authority to purchase certain parcels of real property that are needed in connection with various highway improvements. He submitted a list of such properties together with offers that he recommended in connection with each parcel. After careful consideration, the Commission approved the Assistant Attorney's request and thereupon by unanimous vote adopted the following resolution in regard thereto upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Tongue Point Section, Columbia River Highway

9144-A-Clatsop County				
Right of Way for slide area	15,713 sq. ft.	No Charge		Benson

Johnson Creek-Hubbard Creek Section, Oregon Coast Highway

8694-A-McKenzie, Donald R.				
Elliot and George Woodworth				
Crusher Plant Site and stockpile site	4.82 acres at $100.00		$ 482.00	McChesney

Camp Clatsop-West Lake Section, Oregon Coast Highway

9552-Baker, Edwin E.				
Right of Way	0.82 acre at $200.00 per acre	164.00		
	Moving or destruction of buildings	1,769.50	$ 1,933.50	Witt

Fishers Point-Manzanita Junction, Oregon Coast Highway

9023-Tillamook County				
Right of Way	378 sq. ft.		0.00	Benson

Front Street Project-City of Portland, Pacific Highway

10771-Nelson, Albert K.				
Right of Way	6,666 sq. ft. at $0.195	1,300.00		
	Building	1,700.00	$ 3,000.00	McCallister
10773-Sutton, Laura M.				
Right of Way	4,240 sq. ft. at 30¢	1,275.00		
	Building	3,725.00	$ 5,000.00	"
10144-Multnomah County				
Right of Way	9,612 sq. ft. at 15.66¢+		1,506.00	"
	35/76 in 11,200 sq. ft. at 20¢		1,031.58	"
	3,000 sq. ft. at 6.23¢		187.00	"
	4,682 sq. ft. at 4.6¢		218.00	"
	9,679 sq. ft. at 8½¢		825.00	"
	2,160 sq. ft. at 6¢		135.00	"
	49,709 sq. ft. at 2¢+		1,050.00	"
	130.9 sq. ft. at 8¢-		10.00	"
	15,687 sq. ft. at 11.7¢		1,837.50	"
	1,750 sq. ft. at 25.7¢ and building	450.00 800.00	1,250.00	"
10935-Burlington Earl Investment Company				
Right of Way	4,250 sq. ft. at 30¢	1,275.00		
	Building	3,100.00		
	Garage	125.00	4,500.00	"

JUL 6 1943

Little Luckiamute-Monmouth Section, Bridgeport-Monmouth Highway

10920-Parks, Frances M.				
Right of Way	1.98 acres at $100.00	198.00		
	Fencing	190.50	$ 388.50	McChesney
10922-Johnson, Walter E.				
Right of Way	2.51 acres at $100.00	251.00		
	1.48 acres at $30.00	44.40		
	Severance damages, trees and fencing	565.00	860.40	"
10924-Buck, John W. and A. J. McLarty				
Right of Way	2.73 acres at $100.00	273.00		
	4.43 acres at $30.00	132.90		
	Severance damage and fence	697.50	1,103.40	"
10925-Stump, John B.				
Right of Way	3.0 acres at $100.00	300.00		
	7.66 acres at $30.00	229.80		
	Severance damage, fencing and trees	2,470.20	3,000.00	"
10921-Lefever, Minnie				
Right of Way	1.87 acres at $100.00	187.00		
	0.85 acre at $30.00	25.50		
	Trees, damages, fencing, and moving buildings	787.50	1,000.00	"
10919-Newton, Sidney A. and Ethel Ayres				
Right of Way	4.86 acres at $100.00	486.00		
	3.72 acres at $30.00	111.60		
	Severance damages and fence	1,002.40	1,600.00	"
10923-McCaleb, Clarence E.				
Right of Way	0.81 acre at $30.00	24.30		
	fencing	37.50	61.80	"

Springfield Section, McKenzie Highway

10763-A-Booth Kelly Lumber Company				
Drain Pipe Easement	5,301 sq. ft.		0.00	Witt

Springfield Junction Section, McKenzie Highway

10909-Giese, Freda R.				
	Permit covering construction of sidewalk and retaining wall across front of owner's property.			
		No Charge		Witt
10910-Oldham, Anna B				
Slope Easement	1,875. sq. ft.	No Charge		"

Altamont Drive-U.S.R.S Canal Section, Klamath Falls-Lakeview Highway

9761-Metler Bros.				
Right of Way	475 sq. ft. at 10¢		47.50	"
	Fencing and gate to be rebuilt			

JUL 6 1943

Molloy Ranch-Hooker Creek Section, I.O.N. Highway

10375-Harris, Charles V.				
Right of Way				
(Correction)	13.34 acres at $50.00	667.00		
	5.92 acres at $20.00	118.40		
	19.26			
	Severance, and cash allowance in lieu of stockpass	2,076.00	$2,861.40	Cozad

Quarts Mountain-Drews Valley Section, Klamath Falls-Lakeview Highway

7387-A-Arthur, Eva W.				
Borrow Pit	0.70 acre at $20.00		$ 14.00	"

Wolf Creek-Grave Creek Section, Pacific Highway

10432-A-State Land Board				
Right of Way	146.08 acres at $1.63		$ 238.92	Witt

The Assistant Attorney brought up for discussion the matter of acquiring certain land that will be needed in the future as right of way in connection with construction of the West Approach of the Steel Bridge on the Front Avenue Project in Portland. He advised that the property probably will not be needed until after the war is over when the construction of the Front Avenue Approach to the Steel Bridge is undertaken. However, in his estimation, it would be well to acquire the property at the present time so that it will be available when the Commission is ready to proceed with construction work. He gave as his thought that the land would cost the state considerably more if purchase were deferred. The Engineer confirmed the statements made by the Assistant Attorney. However, suggested in view of the fact that the City of Portland is cooperating in this project, that it would be well to discuss the matter with the city officials before final decision is reached. The Commission approved the Engineer's suggestion and thereupon referred the matter to Chairman Banfield to discuss with the city authorities. Detailed information with respect to the transaction is to be furnished Chairman Banfield by the Engineer.

The Assistant Attorney reported on the excess properties that had been acquired by the State Highway Commission in connection with right of way settlements, as previously ordered by the Commission. He advised that the total value of such excess properties is $170,573.33. Also that the State Highway Commission has disposed of some parcels valued at $56,000.00 which leaves an investment of $114,573.33. It was the thought of the Commission that such properties should be sold if they are not needed for state highway purposes, and that now is the propitious time to dispose of them. Accordingly, the Assistant Attorney was instructed to furnish the Commission with a report relative thereto for consideration by the Commission at its next meeting. He was also instructed to furnish each member of the Commission with a copy of the report that he submitted at this meeting.

The State Highway Engineer discussed briefly with the Commission matters concerning which delegations are to appear before the Commission on the following day, as follows:

Southeast Portland Chamber of Commerce re improvement of 82nd Avenue to a connection with McLoughlin Blvd., and re the extension of Foster Road to a connection with the Mt. Hood Highway. It was the opinion of the Commission that these two projects must take their places along with others in the formulation of future highway programs.

Mr. Walter Meacham, Executive Secretary, Old Oregon Trail Centennial Commission. The Engineer gave as his understanding that Mr. Meacham wishes to discuss with the Commission the matter of erecting additional "Old Oregon Trail" markings. He suggested that it would be advisable for the Commission to appoint an advisory committee to pass on such matters, and that before selecting the members of such board, if the Commission approves the appointment of same, the matter should be discussed with Mr. L. A. Mc Arthur, President of the Oregon Historical Socity, inasmuch as Mr. Mc Arthur is considered an authority on Oregon historical subjects. After discussion, motion was made by Commissioner Chessman that the Commission appoint such an advisory board, if that is considered the proper thing to do after consultation with Mr. Mc Arthur, the number of members to be decided later. The motion was seconded by Commissioner Schaupp and was declared by Chairman Banfield to have carried by unanimous vote. The Commission thereupon delegated Chairman Banfield to confer with Mr. Mc Arthur.

Mr. C. R. Fulgham, Dayton, re purchase of small parcel of land abutting on the Salem-Dayton Secondary Highway. The Assistant Attorney advised that the tract contains 1.68 acres and is valued at less than $250.00. However, according to instructions received from the former highway commission, he is precluded from considering any offer of less than $250.00. Due to the fact that this is more than Mr. Fulgham wishes to pay for the property, he considered it advisable to let Mr. Fulgham make his offer direct to the Commission. The Commission decided to listen to Mr. Fulgham's presentation and then to refer the matter to the Engineer and the Attorney for a joint report as to the advisability of accepting the offer that he makes.

Mr. M. A. Biggs, District Attorney of Malheur County. The Engineer advised that Mr. Biggs is appearing on behalf of the County relative to an exchange of a two-acre stock pile site which the County previously deeded to the State and later on sold under contract to other parties. The County Court, he said, wants the Highway Commission to deed the property back to the County to enable it to satisfy its contract sale and has stated a willingness to deed to the state another two-acre tract situate near by. The Commission took no action on this matter deferring the same until the following day when Mr. Biggs is present.

The Engineer reported on the costs to remove snow from the McKenzie Highway at McKenzie Summit and from the Mt. Hood Highway between Cooper's Spur and Wapinitia Junction so as to open up both of these highways for public travel. He estimated that it would cost about $300.00 to open up both highways

immediately and recommended approval of such expenditure. The Commission approved the recommendation by unanimous vote.

A letter was presented from Mr. Nic W. Monte, Regional Grazier for the U. S. Department of Interior, relative to the use of Federal Grazing Funds in connection with the construction of the Princeton-Rome Secondary Highway. Mr. Monte advises that the Grazing Service has set up a six-year post-war plan that calls for an expenditure of ten million dollars for range improvements; further, that his department feels that county road and other highway improvements are of as much importance to a community as would be the range improvements and should receive consideration in a unified program of post-war planning. He inquired whether or not the State Highway Commission would be willing to make a commitment of state funds for use in connection with the improvement of the Princeton-Rome Highway. The Commission decided by unanimous vote not to make any commitment at this time but to hold the matter in abeyance for future consideration.

Reconsideration was given by the Commission to a request from the Oregon Lumber Company for relief from furnishing flagmen on the John Day Highway at the point where this highway is crossed by the company's logging trucks. The Secretary recalled that the Commission at a previous meeting ordered a report as to the number of operators who are truck hauling logs directly across state highways as is the Oregon Lumber Company. Investigation, he says, reveals only two such operations - one being that of the Updegrave Trucking Company who are operating twelve logging trucks directly across the Klamath Falls-Lakeview Highway at mile post 24.50, and that of Mr. L. E. Parsons, who is operating two logging trucks directly across the Klamath Falls-Lakeview Highway at the same place. Permits issued to both of these operators, he said, contain the standard clause requiring flagmen. He pointed out that these two companies are operating a total of fourteen trucks under flagmen whereas the Oregon Lumber Company is operating sixteen trucks. The Commission considered it inadvisable to relieve the company of its obligation to furnish flagmen and accordingly denied the company's request.

The Engineer reported on the policy and practice that is now in force in the State of Washington with respect to the control of log hauling trucks, in comparison with that of the Oregon State Highway Commission. He advised that such comparison shows that the Oregon practice with reference to general log hauling is more valuable to the industry than is the Washington practice except for single log movements, in that it gives the loggers approximately the same total load and an additional one thousand pounds on the axle. As to the single log movements, he said, the Washington practice permits the movement of single logs weighing up to as much as 96,000 pounds and allows a weight of 46,000 pounds on tandem axles and 23,000 pounds on a single axle. The movement of such weights over highways such as exist in Oregon and Washington, he added, is bound to cause failure of the highways because the highways were not planned to carry such loads. He recommended retention by the Commission of its present policy with respect to general log hauling and that he be authorized to pass on single movements allowing the same if investigation reveals that highway facilities will not be damaged thereby. (See Engineer's letter dated July 3, 1943 addressed to members of the State Highway Commission for details of report.) After discussion, the Commission approved the Engineer's recommendation by unanimous vote.

JUL 6 1943

The Engineer reported that Highway Department Weighmasters are encountering difficulties in connection with the weighing of logging trucks on portable scales. It appears that truck drivers refuse to stop and allow their loads to be weighed on the loadometers unless the weighmasters have previously set up their signs on each side of the weighing operations, the operators alleging that they do not have to stop to be weighed unless the weighing operations are posted. Weighmasters, he said, frequently observe loads of logs while traveling with loadometers but it takes a little while to post the signs and to arrange the loadometers and when these are fixed, the load of logs has gone by and the operation has to be repeated. The Chief Weighmaster, he said, has requested unquestioned authority to stop a logging truck at any time when it appears that the load is overweight. It appeared to the Commission that this is a function of the State Police. The Engineer was thereupon instructed to discuss it with Mr. Charles P. Pray, Superintendent of State Police, and ascertain whether or not it would be possible for him to furnish a man to accompany the weighmasters who are operating the portable scales.

There was brought to the attention of the Commission a report of Chief Weighmaster, Loran L. Spaulding, relative to log hauling operations of Mr. Leo Howard whose permit was recently cancelled by the Commission for overload. According to Mr. Spaulding, two of the weighmasters observed three of Mr. Howard's trucks parked along side the Oregon Coast Highway at Hebo about 4:15 p.m., on June 23rd, which was the day before the trucks were supposed to operate after Mr. Howard's permit was reinstated. All three of these trucks, he said, were loaded with logs and had traveled over state highways for a distance of about ten miles. It appears that not only were these trucks being operated contrary to orders from the Highway Commission but they were also without proper PUC permits. Instructions were requested from the Commission as to what action should be taken in this matter. After discussion, the Commission instructed the Secretary to inform Mr. Howard that the Commission is cognizant of his infraction of the rules and regulations but in this particular instance will overlook it, although hereafter he will be expected to comply strictly with the laws and other requirements that govern his operations, otherwise he need expect no leniency whatever from the Commission in case of further violations.

The Commission discussed a report on overweight violations committed by Douthit and Shorey, log haulers, who are operating in the vicinity of Albany, and whose equipment has been weighed by highway department weighmasters at the Albany scales. According to the report, Douthit and Shorey are operating five trucks in this service and since January 15, 1943 have been observed with overloads sixteen times. The most recent violation occured on July 1, 1943, when their truck, bearing PUC Plate No. 4-22843, was observed with a load (gross) weighing 3,300 pounds in excess of the tolerances allowed by the Commission or 10,300 pounds in excess of the gross weight allowed by statute. The Commission decided not to cancel the permit of this operator for this particular offense; however, instructed the Secretary to notify Douthit and Shorey that unless they stop overloading their trucks, the Commission will consider them consistent violators of the requirements and will take action in connection therewith in accordance with the Commission's established policy.

The Commission confirmed the action taken at the previous meeting with respect to the sending of warning letters to log haulers who are observed with overloads, viz., letter of warning is to be sent to each operator who is observed with an overload. On receipt of report of the second overload, the offense is to be called to the attention of the Commission by telephone if the overload is flagrant or if the operator is a consistent violator. The Commission will then issue instructions whether or not to cancel the permit of the operator. In this connection, the Commission was advised that such warning letters were sent to all violators of record on June 17; however, due to delays in mail deliveries, it was thought best not to report flagrant cases to the Commission until July 1st in order to give the operators sufficient time to receive the notices. The Commission approved such procedure by unanimous vote.

The Commission discussed and ordered filed the Secretary's report on overweight violations committed by carriers who are operating under emergency transportation permits. According to this report, only four violations have been observed during the month June 4 to July 2, 1943, which is considerably less than the previous number reported during the same length of time.

A letter was presented from Mr. Maury Maverick, Director, Government Division, War Production Board, regarding the penalty that the Commission proposes to impose on log haulers who are observed with overweight loads. (See Secretary's letter dated June 8, 1943.) Mr. Maverick advises that the Commission's decision to cancel PUC permits of the violators will present a serious handicap to the war effort by restricting the amount of lumber that can be produced. He inquired if there is something that the War Production Board can do to help solve the overload problem so that such drastic action as the cancellation of permits regardless of number of trucks involved, will not be necessary. The Secretary was instructed to advise Mr. Maverick that the Commission does not have in mind the cancelling of a permit unless the operator is a consistent violator of the weight requirements or unless the overload is a flagrant one. Also that there are only a few violators in this category, the balance being conscientious operators who favor the Commission's policy with respect to the cancellation of permits.

The Engineer requested authority to install reflectorized railroad crossing signs at the grade crossing of the Salmon River Highway with the Willamina Grand Ronde Railroad Company tracks at Grand Ronde, Polk County. He explained that signs would be erected in the first instance at the expense of the state but future maintenance and renewal of the signs would be at the expense of the railroad company. The Commission approved the request by unanimous vote and thereupon signed a petition directed to the Public Utilities Commissioner requesting authority to erect the signs.

The Commission by unanimous vote approved the Engineer's letter of June 22, 1943, directed to Major Ernest H. Keene, F. D., United States War Department, Camp Abbot, Oregon, granting the War Department authority to use lands that are under the jurisdiction of the State Highway Commission in connection with the army maneuvers that are to be held in Central Oregon this year. Such use of the state's property is subject to the conditions that civilian traffic over highways is not interupted and that the army authorities will

assume the responsibility of protecting highway users against danger from artillery and rifle fire. Also that the War Department will reimburse the state for the expense of repairing the state's property that is damaged in connection with such maneuvers.

The Engineer requested authority to advertise for bids for the furnishing of approximately 30,000 cu. yds. of crushed rock which is needed for maintenance of the Oregon Coast Highway and the Wolf Creek Highway south of Cannon Beach where these highways are being severely damaged by log-hauling operations. He estimated that such material would cost about $90,000. The Commission approved the request by unanimous vote upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp.

The Engineer asked the Commission to confirm the oral authority previously granted him to spend approximately $1,800.00 for construction of certain drainage facilities on the Pacific Highway East in the vicinity of Jantzen Beach, Multnomah County. He explained that ordinarily this work would have been done by state forces. However, due to the fact that the men were not available, he entered into a price arrangement with a contractor to do the work which cost the state about $300.00 more than if the work had been performed by a state crew. Commissioner Schaupp moved approval of the project. The motion was seconded by Commissioner Chessman and received the unanimous vote of the Commission.

A letter was presented from County Judge L. D. Felsheim, Coos County, in which the Commission was requested to assume the maintenance of County Market Road No. 5, known as the North Bank Road, particularly the portion thereof which extends from the Oregon Coast Highway (U.S.101) to the junction with the Seven Devils Chrome Access Road. Judge Felsheim advises that this road is being used largely by trucks hauling chrome and that the county has neither the manpower, equipment, nor the funds to adequately maintain the road under present traffic conditions. The Engineer advised that the section of the road referred to is 2.5 miles in length. He confirmed Judge Felsheim's statement to the effect that the road is being damaged by the trucks hauling chrome and recommended that the highway department assume the responsibility for maintaining this road if the Federal Government will pay the costs involved. Mr. T. M. Davis, Senior Highway Engineer, Public Roads Administration, who was present advised that an amount of $3,500.00 of Federal funds was at one time set up for such purpose and it was his thought that the government would assume this expense. After discussion, motion was made by Commissioner Chessman that the State Highway Department take over the maintenance of this road so long as the Federal Government will provide funds to pay the costs. The motion was seconded by Commissioner Schaupp and was declared by Chairman Banfield to have passed by the unanimous vote of the Commission. The Commission ordered the arrangement covered by written agreement between the county and the state.

The Commission had under discussion a request from Mr. Widmark for construction by the state of an irrigation ditch on private property situate about 1/2 mile north of the McKenzie Highway near the town of Sisters. The Engineer explained that the present irrigation ditch crosses the McKenzie

Highway in a concrete pipe at Spruce Street in the town of Sisters but there is a question whether or not it will again be used for irrigation purposes. In any event, Mr. Widmark is willing that this pipe culvert be closed, if the Highway Commission will construct the irrigation ditch on his property about 1/2 mile north of the highway which will cost about $100.00. If this culvert is closed, he added, Mr. Widmark will obtain his irrigation water through another ditch which crosses the highway at Cedar Street in Sisters. He recommended that the request be denied because in his estimation the highway department should not engage in construction work such as this off the highway right of way. Moreover, there may be objections from others to the closing of the ditch, and the Highway Department does not have men available to do the work. The Commission approved the recommendation by unanimous vote.

The Attorney presented a request from Mr. Harold B. Pasley for right of access to the Wolf Creek Highway through the Fred Zurcher property in Washington County. It appears that Mr. Pasley owns property that is situate back of the Zurcher property which fronts on the highway but he has no direct outlet therefrom except across the Zurcher land and he cannot use such an outlet unless the Highway Commission will grant him access to the highway at that point. This matter was discussed at considerable length but the Commission deferred a decision relative thereto pending receipt of additional information from the Attorney.

The Commission discussed a letter from the Ochoco Lumber Company requesting the rental of one of the Highway Department's power shovels for two or three days in connection with the quarrying of gravel for use in construction of driveways around its lumber sheds, at Prineville. The company advises that suitable gravel is obtainable on its millsite but it has no way of quarrying and they are anxious to improve the driveways so they can be used next winter. The Engineer advised that the company is willing to pay rental rate established by the OPA which is $165.00 per week or $41.00 per day. He recommended approval of the request. The Commission approved the recommendation by unanimous vote.

The Commission discussed a letter from Lt. J. G. Miller, A.G.D., Assistant Adjutant General, in regard to the use of Federal troops for guarding the Interstate Bridge. Lt. Miller advises that he has been directed by the Commanding General to inform the State Highway Commission that the United States War Department considers as its policy that it is the primary responsibility of local and state governments to protect installations such as bridges, etc., and that only in emergencies when the protection afforded by the responsible parties is considered inadequate will Federal troops be used. He further advises in view of this policy, that General DeWitt considered it inadvisable to make any change in his decision to withdraw the army guard from the Portland-Vancouver Interstate Bridge. The Commission ordered the communication filed.

The Attorney brought up for discussion the status of a proposed agreement with Mr. Frank H. Hilton with respect to the removal of his building from state highway property at Waldport. He advised that he submitted to Mr. Hilton a form of agreement covering this matter but Mr. Hilton refused to sign it because it contained provision for the removal of the building at the end of the

war, in any event, at the end of a two-year period. Mr. Hilton says he wants that clause changed to provide that the building may be left in its present location until the expiration of a period of six months after the war is over. The question arose what is meant by the duration. Commissioner Schaupp suggested phrasing substantially as follows which is the phrasing used in governmental papers:

> "Six months after the date of termination of the present emergency as declared by the President of the United States in proclamation No. 2487, on May 27, 1941."

The suggestion was approved by the unanimous vote of the Commission and the Attorney was instructed to revise the agreement accordingly.

The Engineer requested authority to purchase a small tract of land at the town of Crane, Harney County, as a maintenance headquarters site, and to spend approximately $1,000.00 of State Highway funds to construct thereon a temporary shelter to house Highway Department equipment. The Commission approved the request by unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

The Engineer also requested authority to purchase a small tract of land adjoining the maintenance headquarters site at Hebo, Tillamook County, on which to stock pile maintenance rock. Such request was approved by the Commission by unanimous vote subject to the condition that the tract may be obtained at reasonable cost.

The Assistant Attorney discussed with the Commission the advisability of purchasing additional lands from the State Land Board in connection with the relocation of the Pacific Highway between Wolf Creek and Grave Creek in Josephine County. He advised that the tract in question contains a total of 160 acres of which the Highway Department has already acquired 11.6 acres leaving a balance of 148.4 acres which can be purchased for the sum of $238.92. He recommended approval of this purchase giving as his thought that the area that is not needed for highway purposes can readily be sold later. After discussion of this matter, motion was made by Commissioner Chessman that the full 160 acre tract be purchased. The motion was seconded by Commissioner Schaupp and was declared by Chairman Banfield to have received the unanimous vote of the Commission.

The Assistant Attorney presented an offer from Mr. H. W. Freeze, Portland, to purchase fractional lots 1, 2, 3 and 4 of block 1, Kenton, Portland, for the sum of $2,000.00. He advised that this is the property for which the Commission received bids at its last meeting, the only bid being that of Mr. Freeze at $600.00 which the Commission rejected. Mr. Freeze's present offer, he says, is subject to a down payment of $500.00, the balance to be paid $25.00 per month during the first 12 months, and then $40.00 per month until the full purchase price has been paid. He recommended acceptance of this offer provided Mr. Freeze will pay the state 4½% interest on the deferred payments. Motion was made by Commissioner Schaupp that Mr. Freeze's offer be accepted provided he will pay 4½% on the deferred payments. Motion

was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Commission discussed an offer from W. H. Grabenhorst, Salem, to purchase a portion of the Christian Ramseyer property adjacent to the Pacific Highway south of Salem, which property was acquired by the Commission in connection with a right of way transaction. The Assistant Attorney advised that the tract contains 81.5 acres and that it has been appraised by a realtor in Salem at $2,852.50. The property, he said, has been listed with the Grabenhorst Company at $3,500.00 but there have been no inquiries concerning the purchase of same at such figure. Mr. Grabenhorst has offered to pay $3,000.00 for the property but would charge no commission for the sale which means that the state would save the sum of $225.00. He recommended acceptance of this offer in view of the fact that when considering the payment of the commission the amount that the Highway Commission will receive is only $275.00 less than the list price. The Engineer advised that the property is not needed for state highway purposes and that he is willing to abide by the Attorney's recommendation with respect to the sale price. After discussion, motion was made by Commissioner Chessman that Mr. Grabenhorst's offer be accepted. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Assistant Attorney brought up for discussion a complaint from Mr. C. F. Campbell, Eugene, with respect to certain buildings that the Highway Commission acquired from him in connection with acquisition of right of way for a proposed roadway between 8th Avenue and East Broadway in Eugene. He advised that the Commission sold these buildings to the Sullivan Wrecking Company on June 16, 1943 for $82.95 but Mr. Campbell now alleges that he did not intend that the Commission should have all the buildings. The Assistant Attorney suggested as a compromise proposition that the Commission pay to Mr. Campbell the amount received from the Sullivan Wrecking Company less the amount spent by the Commission for advertising, etc. It was his thought that Mr. Campbell would be satisfied with such a settlement. The Commission took the attitude that it acquired these buildings in good faith and could dispose of them as it saw fit. In view thereof, the Commission deferred its decision in the matter pending receipt of additional information from the Assistant Attorney.

The Commission approved and signed a petition directed to the Westland Irrigation District, Morrow County, requesting the exclusion from such irrigation district lands included in the right of way of the Old Oregon Trail which passes through the district. The action of the Commission was by unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

A resolution was presented from the Salem City Council requesting that Center Street in Salem from the East line of Commercial Street to the West line of Capitol Street be designated as a state highway route. The Engineer recommended approval of this request because this street forms a direct connection between the Pacific Highway and the Salem-Dallas Highway, and for the further reason that it has been signed as a state highway route for many years.

After discussion, the Commission approved the request and thereupon by unanimous vote adopted the following resolution in regard thereto on motion of Commissioner Chessman which was duly seconded by Commissioner Schaupp:

WHEREAS, by the provisions of Section 115-351, O. C. L. A., as amended by Chapter 48, Oregon Laws, 1941, the State Highway Commission with respect to state highways is authorized to designate main travelled or through highways or sections thereof by placing at the entrance thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highways; and

WHEREAS, under the provisions of Section 100-122, O. C. L. A., the Commission is authorized and directed, whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this State, to select and designate the street or streets of such incorporated city or town over which said state highway shall be routed, and said Commission is further authorized and directed to erect and maintain suitable road signs on and along said street or streets at such places and of such material and design as the Commission may select, and it is further provided by said law that the Commission may alter or change said routing when in its opinion the interests of the motoring public will be better served; and

WHEREAS, it is the judgment and opinion of the Commission that Center Street in the City of Salem from the east approach of the county bridge over the Willamette River connecting West Salem with Salem to the junction of said Center Street with Capitol Street should be designated as a street of the City of Salem over which to route state highway traffic, and it is further the judgement and opinion of the Commission that said street between said termini should be declared a main or through highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That Center Street in the City of Salem from the east end of the county bridge over the Willamette River between West Salem and Salem to the place where said street intersects or is intersected by Capitol Street be and said street between said termini hereby is designated as a street of the City of Salem over which there shall be routed state highway traffic.

2. That said street between said termini hereby is declared to be and hereby is designated as a main travelled or through highway.

3. The State Highway Engineer hereby is directed to erect and thereafter maintain along Center Street between said termini the necessary and appropriate directional signs conforming to the design and type of sign heretofore adopted and approved by the Highway Commission for like purpose.

4. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintained along said Center Street between said termini at all points where streets or roads intersect or enter said Center Street signs or markers notifying drivers of vehicles to stop before entering or crossing said street.

5. That the said Engineer is instructed further to place such signs or markers as nearly as practicable at the place or places where said cross or intersecting roads or streets meet a prolongation of the nearest property line of such through street, and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said street from any of the said cross or intersecting roads or streets the place where the stop shall be made.

6. That said signs or markers shall conform in shape, design, size and other physical characteristics to the specifications and standards heretofore approved for such signs and markers.

7. That this resolution shall be entered in the minutes and records of the Commission as of the sixth day of July, 1943, and a duly certified copy thereof delivered to the Public Roads Administration and to the City of Salem.

8. That from and after the adoption of this resolution the maintenance of Center Street between said termini shall become, by reason of the designation of said section of said street as a street over which to route state highway traffic, and hereby is accepted by the Highway Commission as, an obligation of the State, and said street be maintained at the expense of the State between said termini.

The Engineer requested authority to increase the budget for the I.O.N. Highway Survey between Rome and the Idaho State line. He pointed out that the Commission previously authorized an expenditure of $3,000.00 for such purpose. However, it now appears that an additional $2,000.00 will be needed. The Commission approved such increase by unanimous vote.

Mr. Leslie Wadsworth, President of the State Association of Insurance Agents, was present and reported on the cost to insure the State Highway Department buildings. He advised that he had been successful in obtaining a rate of $2.56 per hundred for such insurance which includes extended coverage. At that rate, he said, the total premium will be $28,000.00 rather than $36,000.00 which he previously quoted. The Commission approved the report and confirmed the decision reached at the previous meeting to purchase such insurance. The matter of purchasing additional insurance covering building contents, automobiles and construction equipment was also discussed. The Engineer was authorized and instructed to investigate such matter and report back to the Commission.

The Engineer brought up for discussion matters pertaining to the contract awarded to Mr. C. J. Eldon for construction of the Wright Ranch-Milo Section of the Tiller-Trail Secondary Highway in Douglas County, contract No. 2557. He advised that Mr. Eldon has been making very slow progress on this work, alleging difficulties in securing oil, and there is a question whether or not the job will be finished this year. He was instructed by the Commission to ascertain from Mr. Eldon what plan he has for completing this project. In this connection, the Commission informed the Engineer that it is holding him responsible to handle matters of this kind without first receiving special orders from the Commission.

The Engineer requested authority to work the oil crews on a nine-hour shift basis. He advised that Crew No. 2, H. C. Melton, foreman, is now working in the Tillamook area where cost of living is higher than in other places and accommodations are scarce, due to logging operations and Navy construction work which is going on in this vicinity. It was his thought that by working the men on a nine-hour basis, which would necessitate paying them for ten hours' work, the crews could be held together. He also asked the Commission to authorize the placing of pavement-patching crews on a nine-hour day schedule. Relative to such crews he advised that if the work contemplated for this year is to be completed, it will be necessary to work the men longer hours. He gave as his thought that the extra pay resulting from the increased working hours probably will keep the men from quitting and will help in the securing of additional men for the short-handed crews. The matter was discussed at considerable length, and as a result thereof the Commission by unanimous vote approved the establishment of a nine-hour shift for all oil crews, and for the nine pavement-patching crews. This arrangement is to be of a temporary nature for this year's emergency period only.

A letter was presented from the North Tillamook County Chamber of Commerce, requesting the privilege of meeting with the State Highway Commission on its Coast Highway trip next week, to present several road matters. The Commission approved the request, and referred the matter to the Engineer to arrange the schedule accordingly.

A letter was presented from the Associated General Contractors of America, Inc., in which the Commission was advised that the enactment by the Congress of H. R. 2798 is seriously in danger, and urging friends of the proposed legislation to contact their congressmen relative thereto. The Engineer advised that this is important legislation from the State Highway Department's standpoint, and suggested that the Oregon congressmen should be urged to make a strong stand in favor of the passage of the bill. He was instructed to discuss the matter with Senator C. L. McNary, who is now on vacation in Salem, and to contact the other Oregon congressmen by letter.

The Commission approved, upon recommendation of the Engineer and the Attorney, the granting of an easement to the Union Pacific Railroad Company for the permanent use of a small tract of land owned by the state in Umatilla County, described as follows:

JUL 6 1943

0.23 acre, situate in the NE¼, Sec.8, T2N., R32E., W. M. (Right of Way File No. 1975.)

The Commission thereupon signed the easement.

The Assistant Attorney reported a request from Mr. Elgin B. Lichtenwalter, a farmer, who resides along the West Portland-Hubbard Highway near Aurora, for permission to fence off a portion of the highway right of way for grazing purposes until the state needs the property. He advised that the section which Mr. Lichtenwalter wishes to fence is at the southerly end of the graded section of the Highway, south of Boones Ferry Road Crossing, where no construction has been undertaken except that some material was taken for borrow purposes. He gave as his thought that it would be satisfactory to let Mr. Lichtenwalter use this property until such time as the state needs it, and he recommended that the standard form of permit which has been approved for persons who wish to use state-owned land for Victory gardens be issued to Mr. Lichtenwalter. Such permit, he pointed out, is revocable at any time and is on the year to year basis. After considerable discussion, the Commission by unanimous vote approved his recommendation.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission, and asked the Commission to confirm them and the amounts allocated for each. After due consideration the Commission, by unanimous vote, authorized and instructed the Engineer to make such surveys on various sections of the highways of this state, which said sections of highways, together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures, are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	206-1433	Coos	North Bend Air Station Access Road	1st - $500.00
Relocation	18-1466	Klamath	Chemult and Chiloquin Sec., The Dalles-California Hwy.	1st - $25,200.00
Bench Marks	24-1445	Marion	Illahee-Steiwer Hill Sec., Pacific Highway East	1st - $150.00
Prospecting Materials	17-1420	Josephine	Wolf Creek-Grave Creek Sec., Pacific Highway	1st - $1,500.00
R/W Markers	25-1412	Morrow	Boardman-Umatilla Co. Line Sec., Boardman-Stanfield Hwy.	1st - $400.00
R/W Markers	30-1446	Umatilla	Morrow County Line-Stanfield Sec., Boardman-Stanfield Hwy.	1st - $350.00

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Oil Storage Tank Site	36-1430	Yamhill	Whiteson Section, Pacific Highway West	1st - $50.00
Prospecting for Quarries	12-1430	Grant	Seneca-Harney County Line Sec., John Day Highway	1st - $300.00
Prospecting for Quarries	13-1422	Harney	Grant County Line-Burns Sec., John Day-Burns Highway	1st - $500.00
Prospecting for Gravel & Talus Pits	113-1423	Harney	Princeton-Folly Farm Sec., Rome-Princeton Secondary Highway	1st - $500.00
Relocation	130-1447	Umatilla	Reith-Pendleton Sec., Stanfield-Pendleton Secondary Hwy.	1st - $100.00
Relocation	10-1431	Douglas	Glendale Junction-Canyonville Section, Pacific Highway	4th -$7,500.00 Total to date $32,000.00
Prospecting for Material	110-1433	Douglas	Wright Ranch-Tiller Section, Tiller-Trail Highway	3rd- $1,200.00 Total to date $6,200.00
Test Pits	17-1419	Josephine	Sexton Mt. Section, Pacific Highway	2nd- $2,750.00 Total to date $4,000.00
Reconnaissance	28-1413	Sherman & Wasco	Sherman and The Dalles-California Highways	5th- $2,000.00 Total to date $8,250.00
Location	18-1455	Klamath	The Dalles-California and Klamath Falls-Lakeview Highways	3rd- $2,000.00 Total to date $15,000.00

In this connection, the Commission discussed the advisability of authorizing the Engineer to order certain surveys without first securing the approval of the Commission. The Engineer recalled that he was authorized by the former Commission to order surveys that were not costly without first taking the matter up with the Commission, it being understood that he would secure confirmation by the Commission at the next meeting following. Such arrangement, he said, has worked very satisfactorily in that he has been able to expedite surveys that are of a minor nature and eliminates the necessity of bothering the members of the Commission with such details between meetings. The matter was discussed at some length with the result that the Commission voted unanimously to give the Engineer such authority to order surveys that are esti-

mated to cost not more than $2,000.00. He was instructed, however, to secure the Commission's approval at the first meeting following the issuance of the order. In reporting such surveys, the Commission ordered that any survey that previously had not been brought to the attention of the Commission shall be identified by the wording "not yet authorized."

The Engineer brought up for discussion the matter of right of way for the North Bend AirportAccess Road. It appears that such right of way is being acquired by the Federal Government which has inquired whether or not the Commission would loan the services of its Attorney, if necessary, in connection therewith, as it appears necessary to condemn certain right of way across property owned by a Japanese. The Commission by unanimous vote approved the loan of the Attorney's services for such purposes.

The Commission considered a request from contractor O. C. Yocom for an extension of time of sixteen days from November 30, 1942 to December 16, 1942, within which to complete his contract No.2597 for the construction of the South Mountain Mine Access Road in Malheur County. Mr. Yocom attributed his failure to complete the project within the specified time limit to adverse weather conditions and to difficulties in working his gravel pits. The Engineer advised that the award of this contract was held up for eighteen days after bids had been received so, in his estimation, Mr. Yocom is automatically entitled to an extension of time of such length. The state, he said, has not incurred any extra expense for engineering supervision in view of the fact that the engineering crew had another project in this vicinity under way at the same time. He recommended that the extension of time be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contracts No. 2597 and 2617, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

> WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:
>
> Contract No. 2597, with O. C. Yocom for 18 miles of roadbed topping on the South Mountain Chrome Mine Access Road in Malheur County. Completed December 16, 1942.
>
> Contract No. 2617, with M. C. Lininger & Son for furnishing crushed rock in stock piles for the Rock Creek-Joseph Section of the Wallowa Lake Highway in Wallowa County. Completed on June 23, 1943.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission adjourned at 5:00 p.m. to reconvene the following morning in the auditorium of the Public Service Building.

Portland, Oregon, July 7, 1943

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Public Service Building Auditorium. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work, for furnishing ferry service at Enegren Crossing of Coos River, sale of a building in Freewater, and sale of peaches in The Cove State Park were opened and read in conformity with previous published notices following which Chairman Banfield announced that awards would be made at 3:00 p. m. in the same room.

NORTH BEND AIRPORT ACCESS ROAD PROJECT IN NORTH BEND
GRADING AND PAVING

Newport Construction Company	$48,183.50

MCKENZIE HIGHWAY
BELKNAP SPRINGS-FOURMILE BUTTE ROCK PRODUCTION

J. S. Risley	$48,600.00

EIGHTH AVENUE-BROADWAY SECTION OF HILYARD STREET IN EUGENE
GRADING AND PAVING

Nels T. Jorgensen	$8,387.00
McNutt Bros.	$9,431.00

YEON AVENUE-NICOLAI STREET ACCESS ROAD PROJECT IN PORTLAND
GRADING AND PAVING

Edlefsen-Weygandt Co.	$3,477.20
Porter W. Yett	$4,504.75

JUL 7 1943

COOS RIVER SECONDARY HIGHWAY
FERRY SERVICE AT ENEGREN CROSSING

	Alternate "A"	Alternate "B"
Brunell Bros.	$1,750.00	-------
Andrew Stambuck	$1,825.50	$1,906.01
J. F. LaRouche	$2,056.00	$2,340.00

SALE OF RESIDENCE BUILDING IN FREEWATER

Building No. 10546 (Former Owner Mrs. Emma Barnes)

O. A. Giles	$300.00
H. S. Murray	$210.00

SALE OF PEACH CROP AT THE COVE PALISADES STATE PARK

NO BIDS RECEIVED

The Engineer requested authority to enter into a price agreement with O. C. Yocom, contractor on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway in Union County, for the furnishing of 3,000 cu. yds. of maintenance materials at a price of $2.50 per yard. The Commission approved the request by unanimous vote.

The Engineer presented a letter from Mr. Maury Maverick, Director, Government Division, War Production Board, inviting him to serve as a member of the construction machinery committee whose purpose is to advise and criticize the government division and the construction machinery division in their efforts in aiding local governments in the maintenance and repair of highways and obtaining surplus equipment. He advised that the first meeting of this group is to be held on July 22, 1943, but that he would not be able to attend this meeting even if the Commission authorized him to accept the invitation. The Commission by unanimous vote authorized the Engineer to accept this appointment.

A delegation representing the Southeast Portland Chamber of Commerce was present and urged the Commission to consider in its post-war program the following projects:

1. Extension of the improvement of 82nd Street, Portland, (Cascade Secondary Highway) from its present terminus to a connection with the Pacific Highway East near Oregon City.

2. Proposed extension of Foster Road, Portland, to a connection with the Mt. Hood Highway near a place called Kelso.

The delegation was headed by Mr. L. A. Mathison, Vice President and included Mr. Fred J. Barber, President, Mr. Charles H. Johns, Treasurer, and Mr. Axel Kildahl. They gave as their understanding that the improvement of 82nd Street was scheduled to be completed clear through to Oregon City but for some reason or other work was discontinued. Now they inquire as to the plans

of the Commission in regard thereto giving as their thought that they are entitled to this improvement as well as the proposed extension of Foster Road.

Chairman Banfield advised that this Commission is new and as yet has no definite plans for construction work; that the Commission is now canvassing the entire state to ascertain the ideas of the various communities as to which projects should be given priority status. The Commission, he said, will not formulate any definite construction program until such canvass has been completed and the Commission knows definitely what monies will be available to finance the work. Further, that it is the intention of the Commission to consider all of the projects that are presented and, after analyzing them thoroughly, to select those which it considers will do the most good for the greatest number of people bearing in mind monies available for construction.

Mr. Mathison read aloud from a report of the State Highway Engineer to the State Highway Commission, dated October 5, 1935, with respect to the proposed Foster Road Extension. (See report in general files for details.) He alleged that there are only two sections along this proposed route that would require new construction and advised that the Board of County Commissioners of Multnomah County are favorable to the project and have evidenced a willingness to grade the road from Portland to the Multnomah County line, if Clackamas County will grade the section from the county line to a connection with the Mt. Hood Highway. With regard to the 82nd Street Project, Mr. Mathison stated that north of the Multnomah -Clackamas County line the highway is in fine condition, but south of such point it is narrow and crooked and needs realignment badly. He said that the Southeast Portland Chamber of Commerce is not interested in any route controversy with respect thereto but simply wants a good highway connection with Oregon City. He urged the Commission to inspect both projects in company with representatives of the Southeast Portland Chamber of Commerce.

In conclusion, Chairman Banfield advised that the Commission will give careful consideration to both projects in the formulation of its construction program. However, it is not making any commitments or promises at this time. He further stated that the Commission will inspect both projects before passing final judgment but is not in a position at this time to state just when such inspection will be made.

Mr. Walter Meacham, Executive Secretary, Old Oregon Trail Centennial Commission was present and asked the Commission to authorize the erection of additional historical markers along the Old Oregon Trail. The Commission took the matter under advisement. Mr. Meacham also asked the Commission to assist the Oregon Trail Association in the placing of stakes along the original Oregon Trail Route so that the route actually used by the original settlers will be easily identified. He advised that the Oregon Trail Association is sponsoring such a project clear through to Missouri and will furnish the stakes but it has no means of transporting the stakes to the various points where they are to be installed. All that the Association is asking the Highway Commission to do, he said, is to deliver the stakes of which he thought there would be about 150 in the State of Oregon, east of The Dalles. After discussion, Chairman Banfield

stated that the Commission will cooperate to the best of its ability but cannot make a definite commitment until it has detailed information with respect to the locations. Mr. Meacham agreed to furnish the Engineer with complete information including a map showing the locations of the various places where the stakes are to be placed. Such information is then to be transmitted to the Highway Commission which will issue definite instructions.

The Engineer discussed briefly with the Commission a proposed agreement with the Northern Pacific Railway Company and the City of Portland, with respect to the construction of an overhead pedestrian crossing at Northwest Sherlock Avenue and Northwest Nicolai Street in Portland. He advised that an agreement was prepared covering this construction and that it was signed by the railway company. However, the City of Portland has refused to furnish the right of way and the project cannot go forward. In view of this information, the Commission decided not to sign the agreement but to hold the matter in abeyance for future consideration.

Consideration was given by the Commission to a request for the maintenance of a metal irrigation flume along The Dalles-California Highway near milepost 36.5. The Engineer advised that when the highway was constructed at this point it was necessary to change the location of an irrigation ditch, and that the topography was such that several hundred feet of flume had been constructed in lieu of an open ditch. This was some sixteen years ago, he said, and the flume is now in need of repair which Mr. J. E. Peck, the owner, alleges is the obligation of Wasco County. The County Court, he said, is unable to find any agreement with respect to the maintenance of this flume so the matter has been passed on to the State Highway Department. He estimated that it will cost about $50.00 annually to maintain the flume and gave as his thought that this is a county obligation rather than the states although the State Highway Department may be obligated to a certain extent if the flume has been damaged by state forces. The Attorney advised that the flume was constructed as a right of way consideration in view of which it is his opinion that the maintenance of the flume is a county obligation, notwithstanding the fact that part of the flume may be on the highway right of way. He recommended that the Commission refuse to accept the responsibility. The recommendation was approved by the Commission by unanimous vote upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp.

Mr. S. H. Boardman, State Parks Superintendent, was present and reported on the following park matters:

1. Sale of peach crop in The Cove-Palisades State Park: Mr. Boardman pointed out that this sale was advertised for bids to be received at this meeting but no bids were received presumably on account of the fact that the O.P.A. had set a ceiling price for such commodity. He inquired as to the wishes of the Commission with respect to disposal of the peaches. After discussion, motion was made by Commissioner Schaupp that the matter be referred to the Parks Superintendent, the Engineer and the Attorney to work out a way to dispose of the peaches in a manner that will be to the best interests of the state. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

2. Report on inspection of the John Day Fossil area with Dr. John C. Merriam: The Parks Superintendent advised that as a result of this inspection, an agreement has been reached with Dr. Merriam as to the terrain that should be included in the proposed park. The Commission approved the report and thereupon invited the Parks Superintendent to accompany the Commission on its Central Oregon Trip at which time the Commission proposes to personally view the area.

3. Status of Champoeg State Park: The Parks Superintendent advised that he has assumed full jurisdiction over this park as authorized by the 1943 Legislature and the State Highway Commission. He was instructed to furnish each member of the Commission a detailed report of this park which is to include statements as to the existing conditions therein and as to plans that the Parks Superintendent has for the development of this area, the idea being that the Commission will use this information in the establishment of park policy.

4. Sheep grazing in Humbug Mountain Park: On recommendation of the Parks Superintendent, the Commission authorized renewal of its agreement with Mr. Robert Fromm which provides for the pasturing of sheep in this park from April 14, 1943 to April 13, 1944, at the rate of 50¢ per head per year.

5. Harney County Recreational Area: The Parks Superintendent reported receipt of a telegram from County Judge Nelson B. Higgs, Harney County, to the effect that if the State Highway Commission will withdraw its application for the leasing of certain lands adjacent to the John Day-Burns Highway about ten miles north of Burns, then Harney County will complete its application for acquisition of such land by exchange for other county lands and upon consummation of such transaction, the county will sell the tract to the state at the rate of $1.25 per acre, or a total of approximately $700.00 for the 560 acres involved. The land desired by the state is for recreational purposes and is described as follows:

> The E½ of NE¼ and the SE¼ of Section 21, The N½ of NE¼, SE¼ of the NE¼, and the N½ of SE¼ and the SE¼ of the SE¼ of Section 28, and the W½ of the NE¼ of Section 33 of T21S., R31E., W. M., Harney County.

The Commission considered this a good deal and by the unanimous vote of the Commission authorized the State Parks Superintendent to carry the transaction through to completion. The motion was made by Commissioner Chessman and was seconded by Commissioner Schaupp.

6. Proposed Wallowa Lake Park: The Parks Superintendent discussed briefly with the Commission matters pertaining to the proposed acquisition of land at the upper end of Wallowa Lake for state park pruposes. While the Commission took no definite action in this matter, the individual members expressed themselves as not being in favor of purchasing land in order to improve private holdings on the lake frontage. The Parks Superintendent was told to discuss the matter with the owners of the property on such basis.

During the discussion of park matters, the thought was expressed that it would be a nice thing if the Commission would take special recognition of the 80-acre park site gift from Mr. & Mrs. Ben Dorris of Eugene that was reported by the Parks Superintendent at the previous meeting. The suggestion was approved by the Commission which adopted the following resolution in regard thereto by unanimous vote:

WHEREAS, the citizenry of the State of Oregon, by legislative act, has recognized the value of and has declared it to be the policy of the State to preserve for general public use and enjoyment scenic and recreational sites and places along the public highways of the State, and, in furtherance of such purpose, has empowered the Highway Commission to acquire by purchase or by gift area possessing scenic and recreational qualities and values, and develop the same for public use, and

WHEREAS, Ben F. Dorris and Kay C. Dorris, desiring to cooperate with the Highway Commission, have, by deed of gift, conveyed to the State of Oregon, for public park and recreational purposes, a tract of land consisting of eighty (80) acres, located on the picturesque McKenzie River and on the equally picturesque McKenzie Highway, and have tendered such deed to the Commission for acceptance, and

WHEREAS, this Commission appreciates the generous and gracious contribution which Mr. and Mrs. Dorris have thus made to the development and welfare of this State;

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present, as follows:

(a) That the State Highway Commission does, on behalf of the people of the State of Oregon, gratefully accept and does with pride dedicate said land to the public forever for all public park and recreational purposes;

(b) That this Commission, for and on behalf of the citizenry of the State, does hereby express cordial and sincere appreciation of the helpful contribution, which the donors have so graciously made to the welfare and development of Oregon;

(c) That the deed of gift tendered by Mr. & Mrs. Dorris be accepted and placed of record in the deed records of Lane County, Oregon, and thereafter filed permanently in the records and files of the Commission at Salem, Oregon;

(d) That said park shall be known as the Ben F. and Kay C. Dorris State Park and shall by appropriate markers be so designated; and

(e) That this resolution be entered in the minutes and records of the Commission and an embossed copy thereof be presented to Mr. and Mrs. Dorris.

Mr. M. A. Biggs, District Attorney of Malheur County, came before the Commission in regard to a two-acre stock pile site that the county deeded to the state several years ago. Mr. Biggs advised that the county deeded this property to the state on June 6, 1934 but for some reason or other the deed was not recorded until May 14, 1936 and in the meantime, the subdivision of which this tract is a part was sold by the county under contract to other parties who are now demanding the two acres. He urged the Commission to deed this tract of land back to the county so the county can complete its transaction with the other parties, and advised that if the Commission will do that the county will give the state two acres situate nearby which should serve its purpose. The matter was discussed at considerable length but a definite decision was deferred until the afternoon session. (See ahead for final decision on this matter.)

The Engineer presented a tabulation of the following:

1. State primary highways which have been approved as part of the federal secondary highway system.

2. Primary highways tentatively approved as part of federal secondary highway system.

3. Primary highways not previously included in any federal secondary highway system program.

4. State secondary highways that have been approved as part of the federal secondary highway system.

5. State secondary highways that are tentatively approved as part of the federal secondary highway system.

6. State secondary highways not previously included in any federal secondary highway program.

He stated that he is fearful that any highway that is not on the federal primary or secondary highway system will not be eligible for federal funds that may be appropriated by the Congress for post-war construction and suggested that the Commission study these tabulations with the view in mind of placing these highways on such federal system if possible so as to avoid delays from that standpoint when the Commission is ready to formulate its construction program for future federal funds. The Commission took the matter under advisement. This matter was discussed briefly again during the afternoon session with W. H. Lynch of the Public Roads Administration.

The question whether or not to furnish plates to be used in printing of "County Officer Magazine," that is published by the Association of Oregon Counties, was brought up for discussion by the Engineer who advised that such plates were furnished last year at a cost of approximately $100.00. After discussion, the matter was referred back to the Engineer with instructions to contact the members of the advisory committee on travel and informative matters. The Commission authorized the expense if the members of the advisory committee are favorable.

The Commission adjourned at 12:00 noon and reconvened at 2:00 p.m. in the same room with all members, the State Highway Engineer, the Attorney and the Secretary present. During recess, the Commission took luncheon with the members of the recreational committee of the Portland Chamber of Commerce including Messrs. Art Kirkham, Loeb and Rohr. The acquisition of timbered wayside strips throughout the state was the topic for discussion. The Commission evidenced a sympathetic reaction to the arguments presented by the members of the committee and agreed to assist the committee in the furtherance of the acquisition of such timbered waysides insofar as is possible. (The Secretary did not attend this luncheon, but secured above information from Mr. S. H. Boardman, Parks Superintendent who was present.)

Reconsideration was given by the Commission to the matter of reconveying to Malheur County, the two-acre stock pile site mentioned by Mr. M. A.Biggs, District Attorney, at the morning session. Commissioner Chessman gave as his thought that the Commission should deed this property back to the county in order to keep the county's good will provided the county will deed to the state the other two-acre tract mentioned by Mr. Biggs, and he so moved. Commissioner Schaupp seconded the motion which was carried by the unanimous vote of the Commission

The Engineer reported a request from Mr. Harvey Wells, Portland, for action on the part of the State Highway Department to improve traffic conditions in the vicinity of Jantzen Beach, particularly insofar as pedestrians are concerned. It appears that pedestrians do not use the underpass that has been constructed for them because it is not immediately available at the point where they wish to enter the park, but prefer to walk across the highway which introduces a hazard that may some time result in a bad accident. The suggestion has been made, he says, that the matter could be taken care of by the establishment of a 30-mile per hour speed limit along this section coupled with proper police enforcement. However, he questions that such solution would prove effective particularly in view of the fact that the war time speed limit is now only 35 miles per hour in excess of such rate. After discussion of this matter, suggestion was made by Chairman Banfield that the Highway Department maintain signs at the point where pedestrians cross the highway directing them to use the underpass and that it be left up to Mr. Wells to provide other safety facilities and to obtain police protection. The suggestion was approved by Commissioners Schaupp and Chessman and was adopted by the Commission. The Engineer was instructed to erect signs accordingly.

The Commission discussed informally matters pertaining to the Highway Commission's damage suit against the California Oregon Power Company

and the Southern Pacific Railroad Company arising out of the failure of the Algoma Dike north of Klamath Falls, but took no action thereon.

Mr. W. H. Lynch, District Engineer, Public Roads Administration, was present and discussed with the Commission post-war maintenance of flight strips. He presented a tentative form of agreement covering the matter which he explained is on an annual basis and includes snow removal, the expense thereof to be paid by the state in the first instance with reimbursement from the government later. The Commission approved the arrangement and indicated that it would sign the agreements when they are presented in final form. In this connection, the question arose how to coordinate the maintenance operations with the landing of airplanes, so as to avoid accidents. Mr. Lynch suggested that the matter would be handled by telegram from his office.

The Commission also discussed with Mr. Lynch the matter of advertising for bids for the construction of the proposed revision of the Oregon Coast Highway near Astoria to accommodate the Astoria Airport. Mr. Lynch advised that according to newspaper accounts, this job has been given final approval and is now ready to proceed. In view thereof, the Commission authorized the Engineer to advertise this project for bids to be received at the next meeting. In this connection, a telegram was presented from Mr. Lynch stating that he is prepared to authorize the Highway Commission to advertise the Oregon DA-WC-30 project (McTimmonds Valley Project in Polk County) upon receipt of satisfactory evidence to the effect that right of way has been arranged for. In view of this notification, the Commission authorized the Engineer to advertise this project also for bids to be received by the Commission at its next meeting.

The Commission thereupon set Wednesday, July 28 as the date for its next regular meeting for the receiving of bids, and it was decided to hold this meeting in Portland as usual. The Secretary was instructed to make the usual arrangements to hold the meeting in the Auditorium of the Public Service Building. The Commission also decided to meet at the Imperial Hotel on Tuesday afternoon, July 27 for the disposal of routine matters. The Secretary was instructed to arrange for a room. The Commission also confirmed the date July 12 to July 17 inclusive, heretofore set for its inspection trip of the Oregon Coast Highway and the Pacific Highway.

Mr. C. R. Fulgham, Dayton, Oregon, came before the Commission at this time relative to his offer to purchase a small parcel of state-owned land which abutts on the Salem-Dayton Secondary Highway in Yamhill County, being a portion of the property that the Highway Commission acquired from A. M. Vernon in connection with a right of way settlement. Mr. Fulgham advised that he is purchasing other acreage in this vicinity and needs this small tract, which contains 1.68 acres fronting on the highway, in order to fill out his holdings. He offered to pay $150.00 for the property which, he said, is double the rate that he is paying for the other property. After discussion, the Commission agreed to sell the property to Mr. Fulgham for the amount offered provided the area is not needed for highway purposes. The matter was referred to the Engineer for investigation and with authority to approve the sale if the land is not needed by the highway department.

The Commission had under discussion the signing of an agreement with the Unites States of America relative to the lease of state property known as "Shore Acres" adjacent to the Cape Arago Secondary Highway in Coos County. After careful consideration of the lease agreement, the Commission approved and signed same and thereupon adopted the following resolution with respect thereto by unanimous vote, upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp:

WHEREAS, Oregon State Highway Commission, Salem, Oregon, hereinafter called the Commission, is the owner of the following described real property, to wit:

All of the following described parcels of land situated in Sections 8 and 17, Township 26 South, Range 14 West of the Willamette Meridian in Coos County, Oregon, to wit:

PARCEL NO. 1. Beginning at the southwest corner of the northeast quarter of the southwest quarter of Section 17, Township 26 south, Range 14 West of the Willamette Meridian; thence North on the west line of said sub-division and on the west line of the southeast quarter of the northwest quarter of Section 17 to the southeasterly right-of-way line of the Cape Arago State Highway; thence northeasterly following the southeasterly right-of-way line of said highway a distance of 1650 feet, more or less, to a point that is 300 feet west, measured at right angles, from the east line of Lot 1 in said Section 17; thence north parallel with and 300 feet west of the east line of Lot 1 a distance of 880 feet, more or less, to the westerly boundary of said Lot 1; thence northerly on the west boundary of said Lot 1 and on the west boundary of Lot 5 in said Section 8 to the northwest corner of Lot 5; thence east on the North line of Lot 5 and the southwest quarter of the southeast quarter of Section 8 a distance of 1100 feet, more or less, to the westerly right-of-way line of the Cape Arago State Highway; thence southerly following the westerly right-of-way line of said highway to the intersection with the north and south center line of said Section 17; thence south on the north and south center line of Section 17 to the southeast corner of the Northeast quarter of the southwest quarter of said section; thence west on the south line of the said northeast quarter of the southwest quarter a distance of 1320 feet, more or less, to the place of beginning, containing 123.7 acres, more or less.

EXCEPTING THEREFROM that part of the Cape Arago State Highway included within the above described premises.

PARCEL NO. 2. Beginning at a point in the southwest quarter of the northeast quarter of Section 17, Township 26

South, Range 14 West of the Willamette Meridian, from which the southwest corner of said section bears south 47° 42' west 4878.0 feet; thence north 58° 34' east 42.5 feet; thence south 31° 26' east 160.0 feet; thence south 58° 34' west 85.0 feet; thence north 31° 26' west 160.0 feet; thence north 58° 34' east 42.5 feet to the point of beginning, containing 0.31 acre, more or less.

PARCEL NO. 3. A parcel of land situated in the west half of the northeast quarter of Section 17, Township 26 South, Range 14 West of the Willamette Meridian, said parcel being a strip of land 25 feet in width, 12.5 feet on each side of the following described center line:

Beginning at a point in the southwest quarter of the northeast quarter of said Section 17 from which the southwest corner of said section bears south 47° 42' west 4878.0 feet; thence north 31° 26' west 96.18 feet; thence north 9° 26' west 75.40 feet; thence north 23° 08' west 118.01 feet; thence north 23° 33' west 180.97 feet; thence north 20° 27' west 169.68 feet; thence north 35° 53' west 243.20 feet; thence north 63° 40' west 78.67 feet, thence north 61° 13' west 172.48 feet; thence north 50° 24' west 70.27 feet; thence north 37° 10' west 113.29 feet; thence north 18° 56' west 59.24 feet; thence north 17° 42' west 58 feet to a point opposite and 12.5 feet distant from which the easterly line of said strip of land intersects the westerly right-of-way line of Cape Arago State Highway.

The above described parcel of land contains .84 of an acre, more or less.

The total area of premises leased to the Government is 124.85 acres of land, more or less, on which is located a two-story building containing 9744 square feet of floor space,

and

WHEREAS, the United States of America, hereinafter called the Government, desires to lease the hereinabove described property and said Commission being willing, and

WHEREAS, power to enter into leases of this character has been given said Commission by Section 100-115, paragraph 5, 9 and 10 O. C. L. A. 1920, and that said Commission has the right to enter into such lease by and through its duly appointed Chairman and Commissioners.

NOW, THEREFORE, BE IT RESOLVED, that a lease be entered into with the Government, said lease to be for the period commencing March 16, 1943 and ending June 30, 1943 with option to renew from year to year, provided no renewal shall extend the period of occupancy beyond

six months after termination of present emergency, for the rental of one hundred ten and 83/100 Dollars ($110.83) per annum and that Mr. T. H. Banfield, Chairman, Mr. A. W. Schaupp, Commissioner, and Mr. M. R. Chessman, Commissioner, be and they are hereby authorized and empowered to execute said lease on behalf of said Commission

IN WITNESS WHEREOF, Oregon State Highway Commission has caused this Resolution to be executed by the proper officers.

Dated at Salem, Oregon this 7th day of July 1943.

T. H. BANFIELD (signed.)
Chairman
A. W. SCHAUPP (signed.)
Commissioner
M. R. CHESSMAN (signed.)
Commissioner

Attest:

H. B. GLAISYER (Signed)
Secretary

The Commission also had under discussion the adoption of a resolution with respect to the granting of a lease to the United States of America covering a 7.2 acre tract of land situate adjacent to the Pendleton Airfield in Sec.5, T2N., R32E, W. M., Umatilla County, Oregon. The following resolution in regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman:

WHEREAS, Oregon State Highway Commission, Salem, Oregon, hereinafter called the Commission, is the owner of the following described real property, to-wit:

A Tract of land situated in Section 5, Township 2 North, Range 32 East of the Willamette Meridian in Umatilla County, Oregon, more particularly described as follows:

Commencing at the northwest corner of Section 5, Township 2 North, Range 32 East of the Willamette Meridian; thence south 0° 20' east on the west line of Section 5 a distance of 2900.5 feet; thence east 1391.37 feet to a point on the present east boundary of Pendleton Field and the point of beginning; thence north on the east boundary of Pendleton Field 1000.0 feet; thence east 180 feet more or less to the westerly right of way line of the Pendleton Air Base Highway; thence southeasterly on the westerly right of way line of said highway 370 feet more or less to a point that is 350 feet easterly, measured at right angles, from said east boundary of Pendleton Field; thence south parallel with the east boundary of Pendleton Field 685 feet more or less to a point that is due east of the point of beginning; thence west 350 feet to the point of beginning, containing 7.2 acres more or less.

and

WHEREAS, the United States of America, hereinafter called the Government, desires to lease the hereinabove described property, and said Commission being willing, and

WHEREAS, power to enter into leases of this character has been given said Commission by Section 100-115, Paragraphs 5, 9, & 10 O. C. L. A. 1920, and that said Commission has the right to enter into such lease by and through its duly appointed Chairman and Commissioners.

NOW, THEREFORE, BE IT RESOLVED, that a lease be entered into with the Government, said lease to be for the period commencing January 5, 1943 and ending January 5, 1948 or six months after termination of present emergency, whichever period is longer, for the rental of One and no/100 Dollars ($1.00) per annum, and that Mr. T. H. Banfield, Chairman, Mr. A. W. Schaupp, Commissioner, and Mr. M. R. Chessman, Commissioner, be and they are hereby authorized and empowered to execute said lease on behalf of said Commission.

IN WITNESS WHEREOF, Oregon State Highway Commission has caused this Resolution to be executed by the proper officers.

Dated at Salem, Oregon, this 7th day of July 1943.

T. H. BANFIELD (Signed)
Chairman
A. W. SCHAUPP (Signed)
Commissioner
M. R. CHESSMAN (Signed)
Commissioner

Attest:

H. B. GLAISYER (Signed)
Secretary

The Commission discussed a communication from the County Court of Jackson County in which the Commission was requested to change the traffic signs at the intersection of the Medford-Provolt Secondary Highway with the Copper County Road, at Ruch, so as to require traffic to stop upon entering the State Highway rather than upon entering the county road. The Engineer recommended elimination of all stop signs at this point. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with respect thereto upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman:

WHEREAS, by resolution duly and regularly adopted on the twenty-seventh day of April, 1943, there were designated as main or through highways certain primary and secondary state highways; and

WHEREAS, said resolution included among other highways the Medford-Provolt Highway, otherwise designated as Secondary Highway

No. 272, and in connection with said secondary highway it was provided that "East bound traffic on the Medford-Provolt Highway shall stop before entering its intersection with the Copper County Road in Ruch"; and

WHEREAS, since the adoption of said resolution traffic conditions have changed with respect to said Medford-Provolt Highway, which traffic changes make unnecessary a requirement that traffic using said secondary highway stop before entering the said county road;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, as follows:

1. That the above quoted language be deleted from said resolution.

2. That the Engineer be and he hereby is instructed to cause to be removed any stop sign or signs which may have been erected on said secondary highway and which required traffic using said secondary highway to stop before entering the said county road.

3. That this resolution be entered in the minutes and records of the Commission as of the seventh day of July, 1943.

The Attorney presented for the Commission's approval a resolution relative to the changing of the traffic signs that are being maintained at the junction of Oregon Routes No. 211 (Woodburn-Sandy Secondary Highway) and 215(Cascade Secondary Highway) near the town of Molalla. He explained that this resolution is in conformity with action taken by the Commission at a previous meeting at which time he was instructed to prepare an appropriate resolution for the record. The Commission approved resolution by unanimous vote on motion of Commissioner Chessman which was duly seconded by Commissioner Schaupp:

WHEREAS, the Woodburn-Sandy Highway, which is known and designated as Secondary Highway No. 161, and the Cascade Highway, which is known and designated as Secondary Highway No. 160, intersect each other at a point approximately two miles west of Molalla; and

WHEREAS, it is the judgment and opinion of the Highway Commission that for the safety and convenience of members of the general public traveling said highways certain traffic controls and regulations should be established and maintained;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That all traffic moving north and south over Secondary Highway No. 160 shall come to a stop before entering the intersection of said highway with Secondary Highway No. 161.

2. That all traffic moving east and west over Secondary Highway No. 161 shall be deemed through traffic with respect to said intersection.

3. That any stop signs heretofore erected at the intersection of said two highways shall be removed.

4. That the State Highway Engineer be and he hereby is instructed to place, or cause to be placed, and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected on said highways at said point shall conform to the types and standards heretofore approved by this Commission.

5. That this resolution shall be entered in the minutes and records of the Commission as of the 7th day of July, 1943, and shall be effective as of said date.

At 3:00 p. m. Chairman Banfield announced the following awards of contracts, etc., bids for which were taken at the morning session, such awards having been previously approved by the Commission by unanimous vote:

"North Bend Airport Access Road Project in North Bend, Coos County. The only bid received for this project was that submitted by Newport Construction Company, Portland, at $48,183.50. The Commission rejected this bid.

"Belknap Springs-Fourmile Butte Rock Production Project on the McKenzie Highway, in Deschutes and Lane Counties. The only bid received for this project was that submitted by J. S. Risley, Milwaukie, at $48,600.00. The Commission has awarded this contract to Mr. Risley at his bid price.

"Eighth Avenue-Broadway Section of Hilyard Street in Eugene, in Lane County. The Commission received two bids for this project. The low bidder was Nels T. Jorgensen, Eugene, at $8,387.00. The other bid was submitted by McNutt Brothers, Eugene, at $9,431.00. The Commission has awarded this contract to Mr. Jorgensen, the low bidder, at his bid price.

"Yeon Avenue-Nicolai Street Access Road Project in Portland, Multnomah County. The low bid submitted for this project was that of Edlefsen-Weygandt Company, Portland, at $3,477.20. The only other bid was that submitted by Porter W. Yett, Portland, at $4,504.75.

The Commission has awarded this contract to the low bidder, Edlefsen-Weygandt Company, at its bid price.

"Providing ferry service at Enegren Crossing of Coos River on the Coos River Secondary Highway in Coos County. Brunell Brothers, Marshfield, submitted the low bid for this project at $1,750.00 per month under alternate "A". They did not submit a bid under alternate "B". Andrew Stambuck, Marshfield, submitted the next low bid at $1,825.50 per month under alternate "A" and $1,906.01 under alternate "B". J. F. LaRouche, Portland, submitted the only other bid, being $2,056.00 per month on alternate "A" and $2,340.00 under alternate "B". The Commission has awarded this contract to Brunell Brothers, the low bidder at their bid price of $1,750.00 per month on alternate "A".

"Sale of residence building in Freewater, being building No. 10546, formerly owned by Mrs. Emma Barnes. The Commission received two bids for this building. The high one was that of O. A. Giles, Freewater, at $300.00, the other was that of H. S. Murray, Freewater, at $210.00. The sale of this building has been deferred by the Commission pending certain investigations. The Commission has authorized the Engineer to sell the building to Mr. Giles, the high bidder, if the investigation results favorably.

"Sale of peach crop at The Cove-Palisades State Park. The Commission received no bids for the purchase of the peaches and has authorized the Parks Superintendent, the Engineer and the Attorney to arrange for disposal of the peaches in a manner that will be to the best interests of the state."

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the Union Pacific Railroad Company covering alterations to the Union Avenue Viaduct in Portland to accommodate additional railroad tracks.

Agreement with the General Petroleum Corporation of California covering maintenance of traffic access to its station at the intersection of Union and Denver Avenues, Portland.

Agreement with C. J. Mortensen, Forest Grove, covering the salvaging of fallen timber on the Wilson River Highway near Loyal M. Graham Bridge.

Agreement with Victor Affolter covering lease of a stock pile site, five miles north of Otis, on the Oregon Coast Highway in Tillamook County.

Agreement with Curry County with respect to the construction, operation and maintenance of an airport on the State Park at Floras Lake.

Permit granting to Swaggart & Cothren permission to use an old state-owned quarry site on the Salmon River Highway east of Rose Lodge.

Agreement with the United States of America covering the leasing by the Federal Government of "Shore Acres" property which the Highway Commission recently acquired from the Simpson Estate adjacent to the Cape Arago Highway, in Coos County. Resolution adopted by the Commission with respect to the leasing to the Federal Government of such property. Also, supplemental agreement modifying the original agreement with respect to the renewal of the lease.

Agreement with the City of Ontario covering improvements by the State of certain city streets that are not on the State Highway System.

Agreement with the United States of America covering the construction by the Bonneville authority of a permanent pole line along and across a state highway in Multnomah County.

Petition to exclude certain lands from the Westland Irrigation District in Umatilla County, comprising 23 parcels which are described in right of way file No. R8842.

Bargain and sale deed conveying to Harry Mercer 4,762 square feet of land situate at the end of the Denver-Union Avenue Section of the Pacific Highway in Portland. Right of way file No. 5671-A.

Bargain and sale deed conveying unto Mr. and Mrs. J. L. Stuart 3,778 square feet of land situate in lots 5, 6 of Block 5, Hackleman's Second Addition to Albany. Right of way file No. 5151.

Resolution with respect to the leasing to the Federal Government of 7.2 acres of land situate in Sec.5, T2N., R32E., W. M., in Umatilla County, adjacent to the Pendleton Airport.

Easement granting to the O. W. R and N. Company permanent right to use a small fragment of state-owned land in Umatilla County consisting of .23 acre situate in the N½ of Sec.8, T2N., R32E., W. M. Right of way file No. 1975.

Resolution establishing a 25 mile per hour speed limit on the McKenzie Highway at McKenzie River Bridge Crossing.

There being no further business to come before the Commission at this time, the meeting was adjourned at 3:15 p.m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

JUL 7 1943

Astoria, Oregon, July 12, 1943

The State Highway Commission conferred with the Clatsop County Court and members of the Astoria Chamber of Commerce in the 13th Street Club at 1:00 p.m., immediately following luncheon. Present at such meeting were the following:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Representing the County Court of Clatsop County were County Judge Guy Boyington and County Commissioners James Elliott and John Slotte. Representing the Chamber of Commerce were Charles Reynolds, President, Don Mitchell, Vice President, Walter Underwood, Secretary, Orval Eaton, Mayor of Astoria, Robert W. Lucas, Harry Clatterbos, Jack C. Wright, Fred Hellberg, and Brewer Billie, City Manager. President Reynolds presided.

Following introductions by Commissioner Chessman, Chairman Banfield explained the object of the Commission's visit, advising that the Commission is canvassing the entire state to ascertain from the county courts of the various counties and from local citizens the projects that they would like given priority consideration in the formulation of the Highway Commission's postwar construction program, and to inspect state parks and highway construction projects enroute. The Commission does not as yet know, he said, just what funds will be available to finance construction when the war is over but it anticipates receiving a considerable amount of federal funds for this purpose and wants to be ready to proceed with construction immediately after notification has been received that these funds are available to the state. He pointed out that the Commission is not in a position at the present time to make any commitments or promises with respect to construction because it does not know how much money it is going to have to spend, but the Commission is particularly desirous of ascertaining which projects are most desired by local citizenry throughout the state. He suggested that it would be advisable to file with the Commission three or four projects arranged in their order of preference, and advised that these will be referred to the Engineer for analysis and report following which the Commission will then determine whether or not such projects or any of them should go forward. He called upon the Engineer to explain the status of prospective federal funds that may be expended for highway construction.

The Engineer explained that the Congress has under contemplation a bill that will provide to the State of Oregon during each of the three years immediately following the war the sum of approximately $15,000,000.00 which will have to be matched with state funds to the extent of approximately $4,000,000.00. Further, that 50% of such federal funds must be spent on federal aid primary highways and the balance on secondary highways and on projects through and adjacent to cities and towns of 10,000 population or more. He predicted

JUL 12 1943

that Congress will enact this Legislation shortly after reconvening this fall inasmuch as highway construction will be an important factor in the return to peace time economy, and that the government will retain the present method of distributing such funds to the several states. He also predicted that the Commission will receive from the various districts of the state a program of projects several times in excess of the number that the Commission will be able to handle with the monies available and advised in that case that the Commission will probably select those projects that will give the greatest good to the greatest number of people.

At the request of Commissioner Chessman, the Engineer also advised the status of the Astoria Airport Project involving reconstruction of a portion of the Oregon Coast Highway. He stated that the Commission will receive bids on this project at its meeting on July 28; and that the plans call for relocation of the highway on crooked alignment as a temporary expedient until some future date when the Commission is financially able to reconstruct the entire section of this highway on permanent alignment. He also mentioned that this is a large project which cannot be completed until next year so traffic will be somewhat discommoded in the meantime, particularly during the winter months, although everything possible will be done to expedite travel and to cause the least amount of inconvenience.

Judge Boyington mentioned the following projects on behalf of the county court advising, however, that the court has not discussed them yet with local citizenry so the order of priority is subject to change:

1. Construction of the Cannon Beach Section of the Oregon Coast Highway.

2. Gradual betterment of the Columbia River Highway between Portland and Astoria.

3. Construction of a connecting link between Astoria and the Wolf Creek Highway. In this connection he suggested that a better route could be found than the present Nehalem Secondary Highway.

4. Enlargement of the secondary highway system in Clatsop County.

5. Designate and improve the Fort Stevens Road as a part of the state highway system.

6. Installation of a state operated ferry service across the Columbia River at Astoria.

Mr. Clatterbos endorsed Judge Boyington's program. He particularly mentioned the ferry operation giving as his opinion that the state should take over such function because present indications are that it will be a long time before a bridge can be constructed across the Columbia River at this point. Commissioner Chessman recalled that the former Highway Commission was favorable to taking over this ferry operation but did not do so because the Washington

Highway Department was unable to cooperate. He referred to legislation enacted by the 1943 Legislature with respect to the operation of ferries across the Columbia River, particularly at The Dalles, and gave as his thought that such legislation might be helpful.

The Engineer inquired as to whether or not the City of Astoria has any projects in mind, and suggested as a possible project the completion of the improvement that already has been started at this place. Commissioner Chessman pointed out that there is a bottleneck at the present time at the approach to the ferry. Judge Boyington advised that Clatsop County will furnish the right of way to eliminate this condition where it is needed across county-owned lands. Mayor Eaton advised that the principle projects that the city has in mind are the completion of the project that has been started and the elimination of the bottleneck at the ferry.

The meeting was adjourned at 1:30 p.m. following appropriate closing remarks by Mr. Reynolds and Chairman Banfield.

The Commission then motored to the town of Wheeler where a conference was held at the City Hall at 4:00 p.m. with representatives of the North Tillamook County Chamber of Commerce. All members of the Commission were present at such meeting as were also the State Highway Engineer, the Attorney and the Secretary. There were sixteen local people as follows: County Judge Harland M. Woods, County Commissioners E. H. Lindsey and E. G. Anderson, Erling Brauti, President, North Tillamook County Chamber of Commerce, Tom Cathers, Secretary, Henry Oberg, Mayor of Nehalem, Clyde Lewis, Mayor of Wheeler, Mrs. Sam Reed, Mr. Paris Rainey, Ben Lane, Manzanita Chamber of Commerce and Mr. Carlsen, Wheeler Chamber of Commerce.

Mr. Brauti presided. He asked the Commission for the construction of a connecting road between Wheeler and the Wolf Creek Highway near Elsie, along the route of the North Fork of the Nehalem River. He advised that the proposed road extends from the Wolf Creek Highway near Elsie to a connection with the present Necanicum Highway at Marquam and Callows Logging Camp north of Wheeler. The entire road, he said, is only about twelve miles long, that its construction will eliminate dangerous travel conditions along the present route and will shorten the distance between common points about six miles. He advised that logging interests have already constructed a roadway for most of the distance and that there remains only about 1/2 mile of roadway to be built at the east end in order to connect with the Wolf Creek Highway.

Mr. Rainey spoke for this improvement in the interests of the farming industry. Mr. Oberg also endorsed this project as essential. He emphasized the improvement as a short cut over present routing and as a wonderful scenic route of travel. Mr. Lane endorsed this project giving as his thought that it is feasible and easily constructed. He urged its approval by the Commission from the standpoint of beach travel and an aid to the farmers of this district.

Mr. Cathers also urged this project for reasons stated by the other speakers. He said that he does not know any other project that is more feasible or just.

Mr. Lewis stated that the project under discussion is a desirable one but in his estimation, it is more important that the alignment along the present Necanicum Highway be revised to eliminate excessive curvature.

Mr. Carlsen spoke on behalf of the improvement mentioned by Mr. Lewis, stating that in his estimation the elimination of the curves on the present route north of Wheeler is more important than the construction of the new route to Elsie.

County Commissioner Lindsey urged the Commission to consider the construction of the connecting link between the Wilson River Highway and the Wolf Creek Highway, in Washington County. Commissioner Schaupp inquired of Mr. Lindsey as to his choice of projects stating should the Commission construct the proposed North Fork Road in preference to the modernization of the Necanicum Highway north of Wheeler. Mr. Lindsey replied that he considers the North Fork Project the more important of the two.

Chairman Banfield concluded the conference by stating the purpose of the Commission's visit, his remarks being similar to those made at the meeting in Astoria.

The meeting was adjourned at 4:30 p.m. following which the Commission motored to Tillamook, inspecting proposed highway projects enroute with the members of the Tillamook County Court. During such inspection the County Court expressed a desire for the following improvements in the order of priority preference:

1. Reconstruction of the Oregon Coast Highway from Tillamook south about six miles.

2. Reconstruct the bridge over the Trask River on the Netarts Secondary Highway, just west of Tillamook.

3. Reconstruct the Wilson River Highway on permanent alignment between Tillamook and the crossing of the Wilson River.

Following such inspection and dinner at the Tillamook Hotel, the Commission conferred with local citizenry at 7:15 p.m. in the Hotel dining room.

The Highway Department was represented by all three members of the Commission, the Engineer, the Attorney and the Secretary. The Tillamook County Court was represented by County Judge Harland M. Woods and Commissioners E. H. Lindsey and E. G. Anderson. The following were present as representatives of the Tillamook Chamber of Commerce: Warren McMinnimee, President and District Attorney, R. V. Miller, Secretary, Charles A. Ross, H. T. Botts, George Riechers, Fred Guyton, J. H. Rosenberg, J. B. Honey, Carl Haberlach, A. T. Dolan, Mr. and Mrs. Fred Melinger, George Winslow, John Aschim, N. J. Ackley, D. E. Steinbach, Mayor of Tillamook, Arthur Lundberg, Fritz A. Beltz, Homer McLean, I. E. Keldson, Carl Stranahan, Ivan Norris, J. deCook, A. E. Claussen and A. G. Beals. Messrs. Clarence Coe, President, and Arch Sanders,

Secretary-Manager, Marshfield, were also present representing the Oregon Coast Highway Association. Judge Woods presided.

Following introductions, Chairman Banfield explained the purpose of the Commission's visit, giving substantially the same information that was given at the meeting in Astoria. At his request, the Engineer gave a brief outline of the proposed Congressional Legislation which provides for an authorization of federal funds to finance postwar highway construction. Judge Woods than opened the meeting for general discussion.

Mr. McMinnimee asked the Commission to name the timbered wayside strip along the Wilson River Highway, H. H. Rosenberg State Park, in honor of the late H. H. Rosenberg, former county judge, who was largely responsible for the acquisition of this area for park purposes. It was his thought that the park should be appropriately marked for public information. Mr. McMinnimee also asked for the repainting of the yellow center-line stripe along highways in the coastal district, as an aid to travel at nighttime and during fogs. Mr. Coe also urged the repainting of the yellow stripe along the Oregon Coast Highway. The Engineer advised that the stripe-painting crew is now working on the Oregon Coast Highway in the southern part of the state and is scheduled to complete the striping of this entire highway before fall.

Mr. Beltz suggested in view of the fact that the State Highway Department is experiencing difficulty in securing labor with which to perform maintenance operations that it might be possible to obtain the services of war prisoners. The suggestion was taken under advisement by the Commission.

Mr. Beltz also brought up for discussion the penalty that the Commission proposes to impose on log haulers for overloading. He gave as his thought that log haulers should be allowed to transport loads of unlimited weight because the logs must be gotten to market for use in connection with the country's war effort. He gave as his opinion that it would be better to let the roads go to pieces rather than to handicap the Federal Government in its task of winning the war which would be the result if the logs could not be gotten to the mills fast enough. In reply thereto, Chairman Banfield advised that the legal weight limit in Oregon is 54,000 pounds but with tolerances allowed by the law and by the Highway Commission, log haulers may load up to 61,000 pounds if the overall wheel base of the hauling equipment is 40 feet or more. The trouble, he said, is that about 3% of the operators load their equipment over the 61,000 pounds limit, and as a result the highways are going to pieces. In order to rectify the situation, he added, the Commission has found it necessary to severely penalize the flagrant violator by cancellation of his permit. It is not the desire or the intention of the Commission to handicap the logging industry as a whole, he explained, but its object is simply to penalize the operator who transports flagrant overloads in an endeavor to save the road facilities for general public use.

After further discussion of a general nature, the meeting was adjourned at 7:45 p.m., following which the Commission motored to Ocean Lake for an overnight stop at the Dorchester House.

T H Banfield
Chairman

State Highway Engineer

A W Schlaefli
Commissioner

Secretary

Commissioner

Toledo, Oregon, July 13, 1943

The State Highway Commission conferred with the Lincoln County Court and interested local citizens at 10:30 a.m. in the Lincoln County Court House following inspection of state parks and highway projects enroute from Ocean Lake. All three members of the Commission were present at this meeting as were also the Engineer, the Attorney and the Secretary. Representing the County Court were County Judge F. E. Gilkey and County Commissioners E. J.Calkins and J. C. Barkley. Others present were H. H. Mumford, Joe Wilson, Dow V. Walker, Dr. H. R. Kaufman, L. G. English, Lamar Newkirk, O. H. Schwerdtmann, Taft, C. A. Woodman and Bob Davey, Newport. Judge Gilkey presided.

Chairman Banfield explained the object of the Commission's visit giving substantially the same information that he gave to the group in Astoria. He particularly advised that while the Commission is not in a position at the present time to make any commitments or promises with respect to future construction work, it would like to have an expression from the County Court and local citizens with respect to the projects that they would like included in the Commission's postwar construction program so that they can be given consideration when such program is arranged.

Judge Gilkey advised that their preference project is the completion of the oiling of the Alsea Highway. The unoiled section, he said, is about twenty miles long and the people of Waldport and Yachats are particularly desirour of such improvement. Commissioner Barkley endorsed this request. As a second preference project, Judge Gilkey asked for the construction of the unimproved section of the Siletz Secondary Highway between Siletz and Kernville. He advised that this road is very important particularly from the standpoint of log hauling. Mr. Walker, representing the C. D. Johnson Lumber Company of Toledo, urgently requested such improvement, particularly the section over Euchre Mountain. He alleged that the existing road is not wide enough for two-way traffic and presents a serious hazard considering the quantity of logs that are hauled over the road daily.

Judge Gilkey's third request was for the repainting of the center line stripe on the highways in the coastal district. His remarks were endorsed

JUL 13 1943

by Mr. English. Chairman Banfield advised that the stripe-painting crew is working on the Oregon Coast Highway in southern Oregon and that the schedule for the crew calls for the completion of striping throughout the full length of this highway before fall. He pointed out, however, that there is a shortage of men to carry on the work so there may be some delays. As a fourth project Judge Gilkey requested the modernization of the Corvallis-Newport Highway, particularly over Pioneer Mountain and between Toledo and Newport. Local citizens speaking in behalf of such improvement were Dr. Kaufman, and Messrs. Newkirk and Wilson. In this connection, Judge Gilkey asked that pedestrian lanes be painted on the highway in the town of Toledo. Such matter was endorsed by Dr. Kaufman who suggested the oiling of the rock shoulders along the highway for pedestrian use and the painting of dividing stripes between the shoulders and the highway pavement.

As a fifth project, Judge Gilkey asked the Highway Commission to take over as a state secondary highway the county road which extends from the town of Siletz to the town of Nashville, and as a sixth project he requested the modernization of the Oregon Coast Highway north of Newport, at least the improvement of the worst sections. In this connection, Mr. Woodman urged on behalf of the people of Newport only a limited amount of straightening work on the Oregon Coast Highway. It was his thought that too much straightening work is not practical because it would encourage tourists to hurry through the state.

Mr. Walker urged the Commission to consider placing on the state highway system a new road between Toledo and Newport following the old railroad grade. Also speaking in behalf of such project were Judge Gilkey and Mr. Davey. The straightening of the McMinnville-Tillamook Highway between Willamina and Grand Ronde in Tillamook County, was also requested by Judge Gilkey in behalf of residents of Northern Lincoln County who use this road extensively.

The Engineer gave a brief outline of prospective funds following which Chairman Banfield advised that the Commission is appreciative of the projects presented all of which will be studied, but the Commission can give no assurance that they will all be approved for the program because they might not fit into the Commission's plans for the monies available. He asked the County Court to arrange its projects in the order of their importance. The following projects were thereupon presented by Judge Gilkey as those which should be given first, second and third consideration, respectively:

1. Improvement of the Oregon Coast Highway.

2. Modernization of the Corvallis-Newport Highway.(U.S.20)

3. Improvement of the Alsea Highway.

The meeting was adjourned at 11:30 a.m., following which the Commission motored to Marshfield, inspecting state parks and highway projects enroute.

JUL 13 1943

At 8:00 p.m. the Commission conferred with the Coos County Court and interested citizens in the Chandler Hotel, all members of the Commission being present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary. This meeting was held under the auspices of the Oregon Coast Highway Association. Included in the local group were Messrs. Clarence Coe and Arch Sanders, President and Secretary, respectively of the Association. Others present were County Judge Louis D. Felscheim, County Commissioners Lars P. Peterson and P. W. Culver, J. Albert Matson, Mayor of Marshfield, Senator William Walsh, Representative Stella A. Cutlip, Walter S. Chene, Sheldon Sackett, Representative R. J. Moore of Bandon, Lafe Compton, Jack Lamb and A. H. Young of Coquille, and W. Briggs of North Bend. Mr. Sanders presided.

Following introductions, Chairman Banfield explained the object of the Commission's visit his remarks being substantially the same as those made by him at previous conferences. At his request the Engineer outlined briefly the prospects for federal funds with which the Commission hopes to finance postwar construction.

Mr. John Kelly, Executive Director, Committee on Postwar Readjustment and Development, who was present as a member of the Commission's party, outlined briefly the purposes of the Committee of which he is the executive officer.

Judge Felscheim advised that the County Court has not yet prepared a program of projects for submission to the Commission but wants to consult with other county departments before doing so; however, he said that the County Court is particularly anxious for the Commission to continue the improvement of the Oregon Coast Highway in Coos County and to complete the work already started. In this category, he mentioned the improvements between Marshfield and North Bend and between Marshfield and Coquille. He also asked the Commission to designate additional secondary highways in this county.

Judge Felscheim also advised that the County Court is worried about the county roads which are breaking up badly due to heavy log hauling traffic. He indicated that the County would have to ask for help from some outside source, either the state or the government, in order to recondition these roads which work, he said, the County cannot finance on its own account. He informed the Commission that Coos County is building up a reserve of funds for future road construction purposes and that it expects after the war is over to be able to contribute some county funds, if necessary, to match federal or state monies that may be available at that time. He reiterated that the County has no definite program outlined as yet but will file a list of projects with the Commission as soon as possible.

Mayor Matson inquired as to the status of traffic light installation between Marshfield and North Bend. He gave as his understanding that the former Commission authorized installation of such lights which as yet have not been installed. The matter was referred to the Engineer for investigation. Mrs. Cutlip and Mr. Compton spoke briefly.

Mr. Moore asked the Commission to approve the same weight tolerances in connection with the transportation of green lumber that is now allowed

log haulers in the transportation of logs. He emphasized that his request covers only the movement of green lumber and not kiln dried lumber. The matter was referred to the Engineer for report.

The following projects were suggested for consideration in the formulation of the postwar program of construction.

Improvement of the Oregon Coast Highway(U.S.101). This project was considered of first importance, especially the completion of the improvements that have been started between Marshfield and North Bend and between Marshfield and Coquille. It was stated that such improvements will satisfy the arterial highway requirements in Coos County.

The Commission also was asked to consider the improvement of the Coos River Secondary Highway and its extension past Golden and Silver Falls and past Loon Lake to a connection with the Umpqua Highway near Scottsburg.

The improvement of the Old Coos Bay Wagon Road was also suggested as a meritorious improvement as were the Old Seven Devils Road between Marshfield and Bandon and an extension of the Powers Secondary Highway to the Rogue River at Agness. Mrs. Cutlip endorsed the Powers-Agness improvement on behalf of the people of Curry County.

Mr. Coe suggested the advisability of issuing State Highway Bonds in a sufficient amount to finance needed improvements to all state highways throughout the state in the postwar program.

The meeting was adjourned at 9:50 p.m., following a presentation of colored motion pictures of Oregon Coast Highway Scenery by Mr. Sanders.

T H Banfield
Chairman

R. H. Baldock
State Highway Engineer

C. W. Eckley
Commissioner

H. Heacock
Secretary

[illegible]
Commissioner

Gold Beach, Oregon, July 14, 1943

Following inspection of highway projects and state parks enroute from Marshfield to Gold Beach on this day, the Highway Commission conferred with the Curry County Court and interested local citizens at 11:45 a.m. in the Curry County Court House. Present at such meeting representing the State Highway Department were all members of the Commission, the State Highway Engineer, and the Secretary. Representing the County Court were County Judge A. H. Boice and County Commissioners Claude M. Clayton and A. W. Cope. Others present were Collier H. Buffington, Attorney, George Dickensen, Secretary of the Gold Beach Chamber of Commerce, Clarence Young, Banker, and William Bullard, Druggist.

JUL 1 1943

Chairman Banfield explained the purpose of the Commission's visit and the status of funds that the Commission hopes to receive from the federal government to finance postwar construction work.

Judge Boice advised that the Curry County Court has no particular projects in mind at this time but would like the Commission to consider a general highway improvement program in Curry County, including the widening and straightening of crooked sections of present highways. He particularly mentioned such improvement of the Oregon Coast Highway north of Euchre Creek where, he said, log hauling operations are extensive and there is not enough room on the highway for trucks and busses to pass safely. He advised that this is their most important project. He also asked for improvement of the highway through the town of Gold Beach.

Mr. Buffington suggested three improvements; viz., (1) reconstruction of the Port Orford-Euchre Creek Section of the Oregon Coast Highway, (2) construction of a connecting road up the Rogue River from Gold Beach to the Pacific Highway. He recommended such project from the recreational and commercial standpoints. (3) Widen the Oregon Coast Highway through the town of Gold Beach. He alleged that this project was approved by the former Highway Commission, and declared that it should be constructed although, he said, there are other more important places along the highway outside of Gold Beach which are in need of similar improvement.

Mr. Buffington also complimented the Commission on its stand with respect to log hauling. He gave as his thought that the tolerances allowed by the Highway Commission are satisfactory and that people in this district are in sympathy with the Commission's policy in that regard.

Mr. Dickenson endorsed Mr. Buffington's remarks as did also Mr. Young and Mr. Bullard.

Commissioner Cope asked the Commission to complete the improvement of the Cape Blanco Secondary Highway, advising that such road is in bad condition and badly in need of attention.

Commissioner Clayton said that he is perfectly willing to leave it up to the judgment of the State Highway Commission as to what work should be undertaken in Curry County.

Chairman Banfield concluded the conference by stating that while the Commission is canvassing the state in order to obtain certain information with respect to highway projects for consideration in the formulation of the postwar program, it is not in a position to make any definite promises or commitments in regard thereto, at this time, because the Commission does not know just how much money it will have to finance the work. He pointed out, however, that the Commission will not be able to do all the work that is requested so probably many of the projects that are suggested will have to be deferred for a future program.

The meeting was adjourned at 12:10 p.m., following which the Commission motored to Grants Pass via the Oregon Coast and Redwood Highways.

Grants Pass, Oregon, July 14, 1943

The State Highway Commission conferred with members of the Josephine County Court and interested local citizens at 9:00 p.m. in the Redwood Hotel, all members of the Commission, the Engineer and the Secretary being present.

Representing the Josephine County Court were County Judge W. A. Johnson and Commissioners Pete Fredrickson and Lucius Robinson. Others present were S. S. Orr, President of Grants Pass Chamber of Commerce, C. H. Demaray, Chairman of the Highway Committee, Charles Cooley, Al Drulette, J. R. Harvey, all of Grants Pass, and S. J. Miller and A. Athey of Cave Junction.

Chairman Banfield explained the purpose of the Commission's visit as at previous gatherings on this trip. He requested that there be submitted to the Commission a list of projects arranged in the order of their importance, for consideration by the Commission in the formulation of its postwar program.

The Engineer outlined briefly the prospects of receiving federal funds with which to finance the work.

Judge Johnson headed the local group. He called on Mr. Demaray to present the County's program of projects. Mr. Demaray submitted the following:

1. Elimination of the bottleneck conditions on the Pacific Highway north of Grants Pass, particularly at Stage Road Pass, Canyonville and "three or four other places." He said that such improvement is Josephine County's preference project and gave as his understanding that it is also the first priority project of Jackson and Douglas Counties.

2. As a second priority project, he mentioned the reconstruction of Hayes-Hill Section of the Redwood Highway by the elimination of curves, etc.

Commissioner Fredrickson spoke for the following secondary highways:

1. Improvement of the road from Applegate to Robinson Bridge.

2. Improvement of the road from Grants Pass to Dixie Ranch.

3. Improvement of the road known as the Merlin Loop.

Mr. Demaray then mentioned the improvement of the Takilma-Happy Camp Forest Development Road. He asked the Commission to consider the designation of this road as a forest highway and the improvement of the same as such.

JUL 14 1943

With respect to this particular road, Mr. Harvey advised that the U. S. Forest Service wants the road improved in order to facilitate the marketing of timber, chrome and copper, which abounds in the district served by this road. The Forest Service, he said, has money to finance the construction work but the road cannot be placed on the forest highway system to make it eligible for such funds without a joint action by the Oregon State Highway Commission, the California Highway Commission, Public Roads Administration and the United States Forest Service. The Commission took the matter under advisement.

Commissioner Fredrickson confirmed the remarks of the previous speakers with respect to modernization of the Pacific Highway between Grants Pass and Roseburg as the county's preferance project.

Chairman Banfield at this juncture assured the delegation that the Commission will give sincere consideration to the projects mentioned and will act honestly in the distribution of the funds at its disposal so that they will be spent in a way that will provide the greatest amount of good for the greatest number of people, regardless of the districts in which the money is expended.

Commissioner Robinson inquired as to the availability of funds for secondary road construction and for construction of market roads. He asked for the improvement of roads on the north side and on the south side of the Rogue River north of Grants Pass and for the construction of a connecting road between the two. These roads, he said, are only about three miles apart but people living on one side of the river cannot reach a point on the opposite side of the river without travelling 18 to 20 miles, and it is this condition that he would like to have corrected. He mentioned the Applegate Bridge which, he declared, is so narrow that trucks cannot pass on the structure. He suggested the replacement of this bridge by a new structure and use of the old bridge on a less important market road.

Mr. Athey spoke for the improvement of the Takilma-Happy Camp Road.

After further discussion, the meeting was adjourned at 10:00 p.m. with closing remarks by Chairman Banfield.

T H Banfield
Chairman

State Highway Engineer

A W Schansky
Commissioner

H R Crawford
Secretary

L V Sherman
Commissioner

Enroute Grants Pass to Medford, July 15, 1943

At 8:00 a.m. the Highway Commission motored from Grants Pass to Medford for an inspection of highway projects, all members of the Commission, the Engineer, and the Secretary being present. The following routine matters were disposed of by the Commission enroute:

JUL 15 1943

The Engineer reported the need to resurface a portion of the Oregon Coast Highway near Cannon Beach where the highway has been severely damaged by extensive log hauling operations. He requested authority to advertise for bids at the Commission's next regular meeting for surfacing materials, including the stock piling of considerable quantity of such materials for future maintenance purposes. He estimated the cost of the project at approximately $90,000.00.

After discussion, motion was made by Commissioner Chessman that the Engineer's request be approved. Commissioner Schaupp seconded the motion which was carried by the unanimous vote of the Commission.

The question of acquiring the land that lies between the old Spruce Production Railroad and the right of way of the Oregon Coast Highway near Yachats, and the advisability of acquiring strips of land on the ocean side of the Oregon State Highway between Newport and Waldport and between Waldport and Yachats had the attention of the Commission. (The lands referred to in both instances were inspected by the Commission personally enroute from Ocean Lake to Marshfield on Tuesday of this week.)

After discussion, motion was made by Commissioner Schaupp that the Commission acquire the area between the railroad and the highway at the point mentioned. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission. The Commission ordered the matter referred to the Attorney to secure options.

Motion was made by Commissioner Chessman that the Attorney be instructed to obtain options for the purchase of small tracts lying between the Oregon Coast Highway and the Pacific Ocean along the section between Waldport and Yachats, so that the Commission will have some idea as to what it will have to pay for these areas. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The question of maintenance of a county road that is being used by a state highway contractor in the transportation of gravel from a state-owned gravel pit at Buena Vista, Polk County, to the state highway construction work on the Pacific Highway West, near Suver, was brought up for discussion by the Engineer. He advised that the route of haul is over county roads for a distance of approximately seven miles of which two miles is on the Independence-Granger Road which is being maintained by the state. Further, that the hauling has caused considerable damage to the road surfacing, a portion of which is oiled construction. The Polk County Court, he said, has threatened to close the roads for such hauling unless some arrangement is made to repair and maintain them. It was the Engineer's thought inasmuch as the damage is being caused by a contractor who is doing work for the state, that the State Highway Department should assume the responsibility for the repairs and for maintenance so long as the contractor is operating over these roads. He pointed out the possibilities of securing reimbursement from the federal government for the cost of the work, which he estimated would amount to approximately $2,500.00, inasmuch as the material that is being hauled over them is to be used in connection with highway work which resulted from the Army construction at Camp Adair. He

requested authority from the Commission to tell the Polk County Court and the Benton County Court, where similar conditions obtain, that the State Highway Department will assume the obligation for such repair work and maintenance work and will endeavor to be reimbursed by the federal government. The request was approved by the Commission by unanimous vote.

The Commission discussed a request from the Waldport Chamber of Commerce for the opening of an approach road extending from the Oregon Coast Highway to the Ocean Beach at the State Park in Waldport, which project was inspected by the Commission in person enroute to Marshfield earlier in the week. The Commission by unanimous vote confirmed the action taken at a previous meeting when the request was denied.

The Engineer brought up for discussion the matter of placing the entire personnel of the State Highway Department on a 48-hour week basis. He advised that at the present time, field forces are working on such schedule as are also certain employees in the administrative office, particularly those in the maintenance department who are obliged to work Saturday afternoons inasmuch as their work dovetails with the field maintenance forces. The present arrangement with respect to the administrative office, he said, is not entirely satisfactory because some employees work Saturday afternoons and some do not. It was his thought that the placing of all employees on the same work schedule would work for harmony and efficiency. The plan, he said, would be to increase the salary paid to each employee approximately 9%, to cover the extra four hours work, and to limit the arrangement, which would become effective on August 1, 1943, for the duration of the war and six months thereafter or until such time as the Commission considered it advisable to restore the present working hours. Commissioner Schaupp stated that he will offer no objection to such plan if it is considered necessary in the minds of the other two commissioners. Chairman Banfield favored increasing the working hours and salaries and wages in conformity therewith. Commissioner Chessman advised that he is in agreement with Chairman Banfield. Motion was thereupon made by Commissioner Chessman that starting on August 1, 1943, or as soon thereafter as is possible, that all State Highway Department employees be placed on a 48-hour work week basis and that the salaries and wages of each employee who is not now working on such a schedule be increased in proportion thereto. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Commission discussed briefly the request made by Mr. R. J. Moore at the meeting in Marshfield, for tolerance allowances on the transportation of green lumber corresponding to those now allowed log haulers. The Engineer was instructed to analyze this proposition and report to the Commission later.

The question of maintaining guards on state highway bridges was brought up for discussion. The Engineer advised that insofar as the Interstate Bridge between Portland and Vancouver, Washington, is concerned, guards have been hired but it was necessary to pay them at the rate of $175.00 per month. These men, he said, are being deputized as State Police Officers and their duties will be to police the structure as well as guard it against sabotage; further, that the guards will work under the direct supervision of the

Oregon and Washington State Police Departments. As to the maintenance of guards on other highway bridges, the Engineer advised that the expense of providing such protection will amount to about $20,000.00 annually. In this connection he reported receipt of oral information from Mr. Charles P. Pray, Superintendent of Oregon State Police Department, that, in his estimation, such guards are not now necessary. The matter was discussed at some length but a decision was deferred by the Commission pending receipt of additional information. The Engineer was instructed to obtain an official recommendation from Mr. Pray with respect thereto.

The Engineer reported receipt of information to the effect that people in Medford are not entirely satisfied with the present arrangement for one-way traffic along the route of the Pacific Highway through this town. He recommended no change in the present arrangement at this time because in his estimation the separation of north bound and south bound traffic is the only manner in which traffic congestion on the highway through the city's business district can be avoided. The Commission decided not to make any change in the present arrangement of traffic control.

The Commission discussed briefly and ordered filed a letter from the Associated General Contractors, Inc., dated July 8, 1943, advising that the Congress has finally passed the postwar highway program bill, HR 2798, and that it now awaits the President's approval.

The Commission also discussed briefly and ordered filed a letter from the Automobile Club of New York, Inc., in which the suggestion is made that immediate investigation be conducted and careful measures taken with respect to the gasoline "muddle", to the end that the available supply of gasoline throughout the nation may be equally apportioned and consummed.

The Engineer requested authority to open up and maintain in the name of the Highway Commission a ration bank account with the U. S. National Bank of Portland or one of its branches, as authorized and defined in general ration order made by the O.P.A. He recommended approval of such request in order to facilitate the purchase of gasoline for highway equipment, advising that it will eliminate the confusion that obtains in the use of gasoline coupons. The Commission approved the request by unanimous vote and thereupon ordered the preparation of an appropriate resolution covering the matter for adoption at the next meeting.

The meeting was declared adjourned at 9:00 a.m., following which the Commission inspected the Pacific Highway over the Siskiyou Mountains and then returned to Medford where at 12:00 O'clock noon, a conference was held with the Jackson County Court and members of the City Council in the offices of County Judge J. B. Coleman. Representing the State Highway Department were all members of the Highway Commission, the Engineer and the Secretary. Representing the County Court were County Judge J. B. Coleman and County Commissioners William Perry and A. E. Powell. Representing the City of Medford were Mr. C. A. Meeker, Mayor, and Mr. Frank P. Farrell, City Attorney.

Chairman Banfield explained the object of the Commission's visit as at previous meetings during this trip. He particularly requested a list of local projects for consideration by the Commission in the formulation of its postwar construction program.

Judge Coleman, who presided, turned the meeting over to Mayor Meeker who advised that the city has nothing particularly in mind except that the City Council wants the Highway Commission to know that it desires to work with the Highway Commission in every way possible, including the solving of the one-way traffic problem on the Pacific Highway through the City of Medford, with respect to which, he said, there is some local dissatisfaction. He suggested another survey of the present traffic control arrangement which he thought would satisfy the opposition. The Engineer advised that to widen Riverside Avenue, the street over which north-bound Pacific Highway travel is now routed, will cost a prohibitive sum, in view of which, in his estimation, the present arrangement for divided traffic must be maintained, otherwise, the highway will have to be constructed on a new alignment so as to by-pass the city. There followed a brief general discussion until 12:10 p.m. when a recess was taken for luncheon.

The conference was resumed at 1:00 p.m. in the Medford Hotel. Other persons present at that time were Mr. G. R. Carter, County Clerk and Mr. Tom Rosenbury, County Master Mechanic. Judge Coleman acted as spokesman for the local group. He presented the following projects for the Commission's consideration:

1. Modernization of the Pacific Highway.

2. Construction of the uncompleted section of the Little Butte Secondary Highway from its present terminus to a connection with the Klamath Lake Westside Secondary Highway in Klamath County.

3. Additional improvement of the Crater Lake Highway, particularly between Shady Cove and Antelope Creek. With respect to such project, he suggested the construction of concrete pavement giving as his thought that an oiled highway surface cannot properly be maintained.

4. Further improvement of the Tiller-Trail Secondary Highway.

With respect to the proposed extension of the Little Butte Secondary Highway, Judge Coleman pointed out that the availability of this highway for general traffic will reduce considerably the distance between Medford and Klamath Falls over the present Green Springs Route. He suggested the construction of this proposed extension to a low standard in order to open the highway for general public use at an early date.

Commissioners Perry and Powell both endorsed Judge Coleman's remarks and emphasized as the county's preference project, the further modernization of the Pacific Highway.

Commissioner Schaupp verified Judge Coleman's statement with respect to the Little Butte Secondary Highway and the Engineer verified Judge Coleman's remarks with respect to the Crater Lake Highway, advising that concrete pavement would have to be constructed on the Shady Cove-Antelope Creek Section some time because conditions are such that an oiled surface will not stand up under the traffic that this highway carries.

At this juncture, the Engineer reported a telephonic request from the United States Army authorities for permission to transport a part of a wrecked airplane over state highways from Medford to Pendleton. He advised that the overall width of the load is 21 feet which is far in excess of clearances available. He recommended in view thereof denial of the request notwithstanding that the army has offered to furnish police escort. The Commission approved the recommendation.

The meeting was adjourned at 1:30 p.m., following which the Commission motored to Roseburg inspecting highway projects enroute.

Roseburg, Oregon, July 15, 1943

The State Highway Commission conferred with the Douglas County Court and interested local citizens at 8:00 p.m. in the dining room of the Umpqua Hotel. All members of the Highway Commission were present as were the Engineer and the Secretary. There were twenty local people in attendance including the following: County Judge D. N. Busenbark, County Commissioners H. B. Roadman and J. Ross Hutchinson, F. C. Frear, County Engineer, Huron W. Clough, former state highway commissioner, William Harris, Mayor of Roseburg, W. I. Mess, President of the Roseburg Chamber of Commerce, Guy Cordon, Attorney, A. C. Marsters, J. A. Harding, Earl Wiley, Fred Gentman, Harry Booth, W. C. Wells, Richard Cohen, Mr. ___ Ferris, Harry Penninger, Secretary of Chamber of Commerce, Mr. ___ Elliott, Mr. ___Parrisburg, and Percy Croft. Mr. Mess presided.

Following introductions, Chairman Banfield explained the object of the Commission's visit. He mentioned briefly the federal funds that the Commission hopes to receive from the government to finance postwar construction and assured those present that the Highway Commission will spend all of the monies under its control fairly so as to provide the greatest amount of good for the greatest number of people throughout the entire state. He requested the presentation of a list of projects arranged in priority status, for consideration by the Commission in the formulation of its postwar program. Commissioners Schaupp and Chessman endorsed Chairman Banfield's remarks.

The Engineer explained in detail the prospective federal funds.

At the request of Mr. Mess, Judge Busenbark presented the following program of projects for Douglas County:

1. Reconstruct the Pacific Highway, (U.S. 99), from Roseburg south to the Douglas-Jackson County line. He advised that this is the county's preference project.

2. Widen and straighten the Elkton-Sutherlin Secondary Highway.

3. Widen and straighten the three-quarter mile section of the Territorial Highway from Anlauf north, and oil the five-mile section of this highway from Anlauf to the Lane County line.

4. Widen and straighten the Tiller-Trail Secondary Highway from Milo southeast to the Jackson-Douglas County line including betterment work and oiling of a fifteen-mile section thereof.

5. Complete and oil the North Umpqua County Road from Roseburg to Dixonville, five miles, and grade and oil the twelve-mile section of this road from Marks Ranch to Rock Creek. He asked the Commission to designate this road as a secondary state highway.

County Commissioners Roadman and Huchinson endorsed Judge Busenbark's remarks. Mr. Roadman invited the Commission to inspect the North Umpqua Road in company with the County Court on the following morning, which invitation was accepted by the Commission.

Mayor Harris stated that the city has a number of projects in mind but is not ready to report them to the Commission. He endorsed Judge Busenbark's request for improvement of the Tiller-Trail Secondary Highway.

Mr. Cordon suggested that the Highway Commission should first improve those roads which are of primary importance from the state wide standpoint and then improve the highways of secondary importance. He urged as a first project the modernization of the Pacific Highway (U.S.99), both north and south of Roseburg. He also spoke for the improvement of the Tiller-Trail Secondary Highway and of the North Umpqua Road. Mr. Clough endorsed Mr. Cordon's remarks relative to the improvement of highways that are of secondary importance. He mentioned the improvement of the Pacific Highway as the county's priority project and also expressed his interest in the improvement of the North Umpqua Road.

Mr. Marsters endorsed the improvement of the Pacific Highway stating that secondary roads in Douglas County are not of much use unless the Pacific Highway is standardized.

The meeting was adjourned at 9:10 p.m.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Gilstrap
Commissioner

Secretary

W. B. Stevenson
Commissioner

JUL 15 1943

Eugene, Oregon, July 16, 1943

The State Highway Commission met with the County Court of Lane County and members of the Eugene Chamber of Commerce at 1:00 p.m. in the Eugene Hotel following inspection of highway projects enroute from Roseburg.

Representing the State Highway Department were Chairman T. H. Banfield, Commissioners A. W. Schaupp and M. R. Chessman, R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, S. H. Boardman, State Parks Superintendent and H. B. Glaisyer, Secretary.

The County Court was represented by County Judge Clinton Hurd, Commissioners Allen P. Wheeler and W. J. Holland and County Engineer, P. M. Morse. The Eugene Chamber of Commerce was represented by W. B. Gard, Vice President, Ed Turnbull, Chairman of the Highway Committee, William Tugman, Stanley Stephenson, Donald Erb, President, University of Oregon, Howard Merriam, Fred Brenne, Secretary of the Chamber of Commerce, Elisha Large, Mayor of Eugene, William Clubb, City Engineer, Earl McNutt, Contractor, Victor Morris, Fred Stickles, Mr. ___ Barnell of Springfield and Mr. H. E. Maxey of Springfield. Mr. Gard presided.

Following introductions by Mr. Turnbull, Chairman Banfield explained the purpose of the Commission's visit, stating that the Commission is making a canvass of the entire state to secure ideas from the people of the various communities relative to projects that they most desire for construction in the Highway Commission's postwar program. He requested a list of such projects from Eugene and Lane County, following which appropriate remarks were made by Commissioners Schaupp and Chessman. The Engineer outlined the prospects of receiving federal aid to assist in the financing of the postwar program.

Mr. Turnbull mentioned three projects that they have in mind, as follows:

1. Completion of the modernization of the Pacific Highway across the entire state.

2. Reconstruction of the Willamette Highway east of Goshen.

3. Cooperation between State Highway Commission, Lane County and the City of Eugene in the development of a comprehensive plan for postwar development along North High Street at Eugene so as to avoid waste of funds. He particularly asked for engineering assistance from the State Highway Commission. At his request, Mr. Tugman gave a lengthy description of the plans for the last mentioned subject.

Commissioner Holland asked the Commission to consider the construction of the so-called "Route F" Highway which extends westerly from Eugene to the Pacific Ocean. Mayor Large endorsed the North High Street project mentioned by Mr. Turnbull.

JUL 16 1943

Mr. Turnbull advised that the projects that he mentioned are for immediate performance but others such as the construction of "Route F" Highway and the modernization of the Siuslaw Highway should come later. This concluded the discussion of highway projects.

Immediately following discussion, ceremonies were conducted with respect to the 80-acre park along the McKenzie River which has been deeded to the state as a gift by Mr. & Mrs. Ben Dorris of Eugene. Mr. and Mrs. Dorris were both present at this meeting and presented the deed to the Commission through the State Parks Superintendent. The Commission accepted the deed with thanks and thereupon presented to Mr. and Mrs. Dorris through the State Parks Superintendent, an embossed copy of the resolution relative thereto that was adopted by the Commission at its previous meeting.

The meeting was adjourned at 1:45 p.m. with appropriate remarks from Mr. Gard, following which the Commission motored to Albany, where a meeting was held with the Linn County Court at 3:30 p.m. in the County Court House. All members of the Highway Commission, the Engineer, the Attorney and the Secretary were present at such meeting. Representing the County Court were County Judge E. G. Arnold, County Commissioners H. A. Renninger and Claude G. Smith, and County Engineer Walter W. Larsen. Ralph R. Cronise, publisher of the Albany-Democrat Herald was also present.

Chairman Banfield explained the object of the Commission's visit, and asked the court to submit to the Commission a list of projects arranged in the order of their importance, for consideration by the Commission in the formulation of its postwar construction program. He advised that the Commission is making no promises or commitments at this time but is canvassing the state in order to obtain advance information as to the desires of the people of the different communities.

County Commissioner Renninger stated that the County Court has no particular program in mind. He gave as his thought that the State Highway Engineer knows the needs of Linn County and will be able to supply such information. He advised, however, that the county is short of funds and will appreciate any help that it can receive.

The Engineer outlined briefly the status of prospective federal funds that the Commission hopes to be able to use in financing postwar work.

County Engineer Larsen suggested consideration by the Commission of several county roads connecting towns in Linn County, particularly the following:

1. Road extending from Lebanon to Corvallis via Tangent, 17 miles in length.

2. Scrabble Hill road between Lebanon and Salem.

3. Road extending from Lebanon to Brownsville, 12 miles in length.

4. Alternate route for the Santiam Highway between Lebanon and Albany, paralleling the railroad. In regard to the fourth project, he advised that availability of this route will reduce the distance between Lebanon and Albany about 1.6 miles.

Commissioner Chessman inquired as to the project the county court considers of most importance.

Mr. Renninger advised that the reconstruction of the Santiam Highway between Sweet Home and Cascadia, in his estimation, is the most important project so far as primary highways are concerned.

Engineer Larsen placed in this category the improvement of the secondary state highway between Lyons and Mill City. Mr. Renninger also mentioned the modernization of the Pacific Highway between Albany and Salem. He reiterated that the County Court has not as yet given the matter serious thought but will advise the Commission later as to the projects that it prefers.

The meeting was concluded at 4:00 p.m. whereupon the Commission motored to Corvallis where at 8:00 p.m. the Commission conferred with the Benton County Court and interested local citizens in the Benton Hotel. Representing the State Highway Department at such meeting were Chairman Banfield, Commissioner Chessman, the State Highway Engineer, and the Secretary. Commissioner Schaupp was excused. Representing the Benton County Court were County Judge George I. McBee and County Commissioner W. H. Malone. Others present were Dr. G. W. Peavy, Oregon State College, S. M. P. Dolan, Bob Glenn, Joe Booth, Harold Woodcock, Mayor of Corvallis, and Robert Johnson. Mr. Malone presided. He turned the meeting over to Chairman Banfield who explained the purpose of the Commission's visit. Remarks were also made by Commissioner Chessman.

The State Highway Engineer explained briefly the federal legislation that proposes an authorization of federal monies to assist the states in financing postwar highway construction work.

Commissioner Malone stated that the County Court has no definite program as yet to submit to the Commission but will prepare one later. He suggested, however, the widening of the Pacific Highway West both north and south of Corvallis, particularly the elimination of two right angle turns south of Rickreall. Also completion of the Alsea Highway and modernization of the same was suggested. Mr. Dolan also urged the improvement of the Alsea Highway. He recited the history of the road and alleged that a former Highway Commission at one time promised to complete same but as yet the work has not been done.

Chairman Banfield replied that the present Highway Commission knows nothing about the former Highway Commission's obligation with respect to this road; that the present Commission must be responsible for its own actions and for the spending of money under its jurisdiction to the best interests of all. He declared that the Commission must meet today's problems today and stated if this Commission were obligated to fulfill the obligations of former Commissions then it would appear unnecessary to have a Commission at all. He reiterated

that the Commission's visit at this time is to secure an expression from the local people with respect to highway work that they would like to have done after the war is over. He asked the local group to submit to the Commission a list of such projects arranged in their order of importance. The Commission, he said, is not in a position to make any commitments or promises today but in its deliberations will give sincere consideration to the projects that are submitted.

Mr. Johnson endorsed the improvements of the Alsea Highway and the Pacific Highway West. Mr. Glenn spoke for the rerouting of the highway in Corvallis along the river frontage so as to relieve the congestion in the business district. The State Highway Engineer pointed out the difficulties of such rerouting, mentioning the railroad tracks on the street next to the river which would have to be eliminated.

Commissioner Chessman inquired as to the secondary highway improvements or projects. The following were suggested by Mr. Malone as in need of attention:

1. Kings Valley Secondary Highway.
2. Alsea-Deadwood Secondary Highway.
3. Territorial Secondary Highway.
4. Secondary highway between Blodgett and Nashville.
5. Kings Valley Highway towards Salem.

He spoke against the construction of a new bridge across the Willamette River at Independence, stating that there now exists a good road on each side of the river at this point with a good ferry connection across the river.

Judge McBee suggested the improvement of a direct highway route from Corvallis to Lebanon via Tangent, by-passing Albany. He pointed out that U. S. Highway No. 20 has been extended from Albany to Newport and that such direct connection would be an advantage to the users of this route.

After further discussion, the conference was concluded at 9:00 p.m.

T. H. Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

JUL 16 1943

Salem, Oregon, July 17, 1943

Following inspection of highways and the site of the proposed bridge across the Willamette River at Independence enroute from Corvallis to Salem, the Commission conferred with the members of the Marion and Polk County Courts at 10:15 a.m. in the Circuit Court Room of Marion County Court House. Representing the State Highway Department at such meeting were Chairman T. H. Banfield, Commissioner M. R. Chesaman, R. H. Baldock, Engineer, H. B. Glaisyer, Secretary. Representing the Marion County Court were County Judge Grant Murphy, Commissioners J. E. Smith and Roy Rice and County Engineer, N. C. Hubbs. Representing the Polk County Court were County Judge Herman Van Well, County Commissioners H. H. Brandt and Fred Gibson, and County Engineer Edward J. Hines. Others present were E. L. Gray, Earnest A. Miller, and Mike Walker representing the Salem-Independence-Kings Valley Highway Association. Representing the Street Committee of the Salem City Council were Messrs. Lloyd Rigdon and Harold Davis, City Engineer. Representing the Highway Committee of the Salem Chamber of Commerce were W. L. Phillips and Oscar D. Olson.

Judge Murphy of Marion County presided. At his request, Chairman Banfield explained the object of the Commission's visit and particularly advising that the Commission is now making a canvass of the entire state to ascertain the desires of the local communities with respect to projects which they wish given consideration by the Highway Commission in the formulation of its postwar program. He further advised that when the canvass of the state has been completed, the projects submitted by the various communities will be carefully studied by the Engineer who will report his findings to the Commission which will then make its decision relative thereto. Commissioner Chessman endorsed the remarks of Chairman Banfield.

Judge Murphy thereupon presented as the project in which Polk County and Marion County are particularly interested, the construction of the River Road south from Salem to Independence, including a bridge across the Willamette River at Independence. He urged the Commission to give favorable consideration to this project from the standpoint of both counties and advised that both counties are willing to cooperate by furnishing "match-money" when the time comes for this project to be put on the construction program. Both counties, he said, are willing to enter into an agreement with the State Highway Commission covering the matter of financing the work, provided the project is not too costly; however, the counties will expect the state to assume full jurisdiction as a state obligation, when the work is complete.

County Judge Van Well of Polk County endorsed the remarks of Judge Murphy. He said that so far as he knows there is no better place for the State Highway Commission to spend its money than in the construction of this project and that Polk County will contribute some of the funds to pay the costs.

Chairman Banfield inquired if this is the number one project for both counties to which Judge Murphy replied in the affirmative so far as "match-money" is concerned. He also said that both counties have additional projects in mind which they are not in a position to present to the Commission at this meeting but will do so later.

JUL 17 1943

Judge Van Well also stated that Polk County Court will furnish the Commission with a priority list of projects later on. He suggested, however, that the list would include the following: Construction of a short-cut route between Rickreall and Buell on the Dallas-Coast Secondary Highway and the improvement of U. S. 99W from Rickreall to McCoy. Judge Van Well then brought up for discussion, the repair and maintenance of the Buena Vista County Road which is being badly damaged by trucks belonging to the state's contractor who is engaged in construction work on the Pacific Highway West in the vicinity of Suver. He said that this contractor is hauling gravel over county roads from the Buena Vista District to the Suver project, and gave as his thought, in view thereof, that it is the state's obligation to repair and maintain the road while it is being subjected to the contractor's hauling. The Engineer advised that the Commission has already taken action on such matter and has agreed to maintain the road for the period mentioned.

Judge Van Well expressed appreciation for the help given by the State Highway Commission with respect to the maintenance of the Independence-Granger County Road. He advised that the road is rather rough at the present time and is in need of some attention.

Mr. Gray suggested additional improvements to the Independence-Granger Road by realignment to eliminate some of the bad turns.

At this juncture, the State Highway Engineer explained the prospects of receiving federal funds with which to assist the state in the financing of postwar highway construction work.

Judge Murphy suggested the following Marion County projects for such program. He advised that they have not been arranged in order of their importance except insofar as he personally is concerned so they must be considered tentative only and subject to verification later by the County Court.

1. Designation as a state highway of the section of the North Santiam Highway that extends from Niagara to Detroit. He requested construction of this section as a state road as soon as possible regardless of the prospects for a dam across the North Santiam River at this point.

2. Extension of the improvement of the Salem-Silverton Secondary Highway. He recalled that the improvement was started several years ago but was not finished because of the entrance of the United States into the World War.

3. Extension of the reconstruction work on the Pacific Highway East, (U.S.99E) south from Salem, at least as far as Albany although, he said, it should be reconstructed clear through to the California State Line.

4. Construction of the South River Road from Salem to Independence including a bridge over the Willamette River at Independence.

5. Completion of the Wilsonville Cut-off(West Portland-Hubbard Highway) between the Marion County Line and Portland. He advised that for the most part this work is outside of Marion County but is of importance to this county.

6. Construction of the proposed highway between Rickreall and Salt Creek, in Polk County. This road, he says, ties in with the North Santiam Highway as a route to the coast and is important from that standpoint.

7. Extension of the improvement of the North River Road north of Salem.

Mr. Walker spoke in behalf of the Salem-Independence-Kings Valley Highway Association, urging the improvement of the South River Road from Salem to Independence and the construction of a bridge over the Willamette River at Independence. He pointed out that the 1943 Legislature enacted a law which provides a way for counties to accumulate funds with which to help finance projects of this kind. He suggested that the Highway Commission enter into an agreement with the Marion and Polk County Courts with respect to this improvement so that the counties will have something definite to work on and can proceed to accumulate funds as provided in this law to help finance the project. Mr. Miller also urged action by the Highway Commission along that line. Mr. Phillips requested assurance from the Commission that the state will cooperate on this project.

Chairman Banfield replied that the Highway Commission cannot make a commitment of any kind at this time but must finish its canvass of the state first. He pointed out that it would not be fair to other parts of the state if the Commission took action now on this project because it is an entirely new one, and while the Commission is in sympathy with it, it must confine its immediate consideration to present highway problems.

Commissioner Chessman verified Chairman Banfield's statement. He further stated that the Highway Commission does not know definitely now as to what funds will be available when the war is over. He pointed out that if the government provides federal funds for postwar work, undoubtedly the Public Roads Administration will have considerable to say about how the money is expended. For these reasons, he said, the Commission cannot make any advance commitments.

Mr. Walker then asked the Commission for another conference when the Commission has completed the state-wide canvass. He was informed by Chairman Banfield that the Commission would be glad to discuss the matter again with the group.

The meeting was concluded at 11:20 a.m.

State Highway Engineer

Secretary

Chairman

Commissioner

JUL 17 1943

Portland, Oregon, July 27, 1943

The State Highway Commission met in regular session at 1:30 p.m. in room 615 (Imperial Room) of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp was excused from this meeting; however, arrived at 10:15 a.m., the following day.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties, together with offers that he recommended be made in connection with each. After careful consideration of each item, the Commission approved the request, and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Warrenton Junction-Lewis & Clark Bridge Section, Oregon Coast Highway
10883-Stevens, Arthur N.

Right of Way	12,750 sq. ft. in exchange for 15,870 sq. ft. to be conveyed by the State		
	Clearing	$ 125.00	
	Moving Building	$2,596.80	$2,721.80 Benson

JUL 27 1943

Warrenton Junction-Lewis & Clark Bridge Section, Oregon Coast Highway(Cont.)

10881-Taylor, Zilpha M.				
Right of Way	5,000 sq. ft. at 1¢		$50.00	Benson
10884-Montgomery, Edna				
Right of Way	5,000 sq. ft. at 1¢		$50.00	"
10880-B-Clatsop County				
Right of Way	14.67 acres		$ 0.00	"
10887-Mahoney, Zora S.				
Right of Way	2.91 acres at $25.	$ 72.75		
	100 rods fence at $1.50	150.00		
	4 anchor posts at $1.50	6.00	$228.75	"

Airport Connection Road Section, Oregon Coast Highway

10972-Hedeen, Clark and Helena S.				
Right of Way	0.16 acre at $120.00		$19.20	"
10964-Haggren, Mike	2.24 acres at $80.00	$179.20		
	1.03 acres at $120.00	123.60		
	Fencing, posts, gates, moving fence.	290.00	$592.80	"
10965-Haggren, Mike	3.45 acres at $80.00	$276.00		
	6.81 acres at $120.00	817.20		
	0.59 acre at $120.00	70.80		
	Fence, gates, posts, severance damage, loss garden	646.75	$1,810.75	"

Lewis & Clark Bridge-Miles Crossing Section, Oregon Coast Highway

10942-Christansen, Lela and Annie Christensen				
Right of Way	2,096 sq. ft. at 2½¢	$52.40		
	Moving fence	5.00	$57.40	"
10947-Hillard, J. W. and J. H. Jeffers				
Right of Way	4,000 sq. ft. at 2½¢	$100.00		
	Lawn, flowers, moving fence	31.00	$131.00	"
10948-Hillard, J. W.				
Right of Way	4,000 sq. ft. at 2½¢	$100.00		
	Moving fence	10.00	$110.00	"
10949-Omundson, John and Elizabeth				
Right of Way	3,800 sq. ft. at 2½¢	$95.00		
	Moving fence	10.00	$105.00	"

JUL 27 1943

Lewis & Clark Bridge-Miles Crossing Section, Oregon Coast Highway (Cont.)				
10952-Pertunen, Ester				
Right of Way	0.154 acre at $400.00	$61.60		
	Fencing	31.50	$93.10	Benson
10953-Rosenthal, Harold J. and Thos. I. Roberts				
Right of Way	5,924 sq. ft. at 2½¢	$148.10		
	Vegetable garden, and moving garage	85.00	$233.10	"
10954- Oja, Walter				
Right of Way	0.26 acre at $500.00	$130.00		
	Fencing	51.00	$181.00	"
10963-Urell, Emil M.				
Right of Way	0.25 acre at $200.00		$50.00	"
10955-Wilson, L. E.				
Right of Way	0.268 acre at $600.00	$160.80		
	Fencing, posts and compromise	104.20	$265.00	"
10927-Federal Public Housing Administration				
Right of Way Easement	0.44 acre		$0.00	"
Hebo Section, Oregon Coast Highway				
6072-Duvall, Wallace				
Stock Pile	0.629 acre at $300.00	$188.70		
	Federal Land Bank fee	7.50	$196.20	Witt
	State to give grantor and owner power line easement across this land.			
Siletz Bay-Newport Section, Oregon Coast Highway				
4111-A-Sunset Investment Company and H. L. West				
Right of Way	389 sq. ft. at 15¢		$58.35	Collins
4103-Nosker, W. H.				
Right of Way	545 sq. ft. at 15¢		$81.75	"
4096-Wisniewski, Charles and Antone				
Right of Way	1.39 acres at $1,000	$1,390.00		
	1.0 acre at $750	750.00		
	Fencing	184.00		
	Moving buildings	1,200.00	$3,524.00	"
10864-King, Edward G.				
Right of Way	545 Sq. ft. at 15¢	$81.75		
	Allowance for moving septic tank and wooden sign	118.25	$200.00	"

JUL 27 1943

Siletz Bay-Newport Section, Oregon Coast Highway (Cont.)

7193-Alford, E. C.				
Right of Way	1,500 sq. ft. at 25¢	$375.00		
	Trees, and allowance re-building garage, Damages	325.00	$700.00	Collins
4063-Lincoln Beach Park Company				
Right of Way	29,185 sq. ft. at 1 3/4¢	$510.73		
	Fencing, and lighted signs	40.00		
	Moving Building	500.00	$1,050.73	"

Siletz Bay(Cole Creek)-Newport Section, Oregon Coast Highway

6009-Wade, Estate Ira, and Maurice Anderson				
Right of Way	15,000 sq. ft. at 2¢		$300.00	Landon
4461-Bacon, George				
Right of Way	1,600 sq. ft. at 5¢	$80.00		
	800 sq. ft. at 3¢	24.00	$104.00	"
4377-Hanlon, Elizabeth and H. J. Wood				
Right of Way	8,184 sq. ft. at 3¢	$245.52		
Slope Easement	30 feet across lots	54.48		
		$300.00		
	In exchange for 15,000 sq. ft. at 2¢ sq. ft. $300.00, to be conveyed by the State	300.00	$0.00	"
	Fence, trees, shrubbery, (new lawn, seed, wrecking allowance)	194.50		
	Moving Buildings	2,000.00	$2,194.50	"
4457-Williams, L. E. and Ben A. Cure				
Right of Way	2,000 sq. ft. at 5¢	$100.00		
Slope Easement	4,000 sq. ft. at 1¢	40.00	$140.00	"
4456-Williams, Lee				
Right of Way	2,000 sq. ft. at 10¢			
Slope Easement	4,000 sq. ft. included		$200.00	"
4439-Jones, Carol S., Mary E. Williams and W. S. Bruce				
Right of Way	2,100 sq. ft.	0.00		
Slope Easement	10,500 sq. ft.	0.00	$0.00	
4455-Williams, Birdie				
Right of Way	850 sq. ft. at 10¢			
Slope Easement	2,125 sq. ft. included		$85.00	"

Siletz Bay(Cole Creek)-Newport Section, Oregon Coast Highway (Cont.)

10969-Munkers, Jerry O. and Josephine L. Munkers, and Frank E. Finlayson

Right of Way	1,100 sq. ft.	0.00		
Slope Easement	4,400 sq. ft.	0.00		
	Allowance new double garage, relaying plank floors, grass seed and new lawn, and new clothes line	$335.00		
	Reconstruction of sidewall and under-structures house	$622.00	$957.00	Landon

Waldport-Big Creek Section, Oregon Coast Highway

6799-McClaskey, Josephine

Right of Way	0.36 acre at $100.00		$36.00	Witt

South Beach-Beaver Creek Section, Oregon Coast Highway

6794-Buhrer, William

Park	4.67 acres at $50.00		$233.50	"

Access Road (North Bend) Section, Oregon Coast Highway

10958-Kaneko, Yogoro and Yori

Slope Easement	15 foot slope easement		no charge	Cosad

Little Luckiamute-Monmouth Section, Bridgeport-Monmouth Highway

10918-McNamar, Earl W. and A. H. Bressler

Right of Way	2.0 acres at $100.00	$200.00		
	4.35 acres at $30.00	130.50		
	Severance, fencing	1,120.00	$1,450.50	McChesney
	$100.00 addition is to be given grantor if potato crop is not harvested on account construction.			

Barrow Creek-Siskiyou Summit Section, Pacific Highway

10959-Haines, Dr. Charles A.

Right of Way	7.35 acres at $10.00		$73.50	Witt

Crescent Section, The Dalles-California Highway

7485-Waterman, E. A.

Right of Way	7,500 sq. ft. at 2¢		$150.00	McChesney

7497-Waterman, E. A.

Right of Way	1,000 sq. ft. at 2¢		$20.00	"

Owens Street-Midland Road Section, Klamath Falls-Lakeview Highway

9585-Klamath Valley Lumber Co.

Right of Way	2,224 sq. ft. at 40¢	$889.60		
	Removal and loss scale site, and remodeling building	$4,110.40	$5,000.00	Cosad

JUL 27 1943

Owens Street-Midland Road Section, Klamath Falls-Lakeview Highway (Cont.)

9615-Carnini, Pite				
Right of Way	3,585 sq. ft. at 30¢	$1,075.50		
	Reestablishing cafe, garage, cold storage room, moving barber pole	1,430.00		
	Moving service Stn.	600.00	$3,105.50	Cosad
	Shut-down of cafe-$25.00 day, not to exceed 10 days, on account reestablishment			
9586-Meeker, Joe				
Right of Way	733 sq. ft.	0.00		
	2-trees at $12.50	25.00	$25.00	"
9623-Carlson, Estate G. M.				
Right of Way	519 sq. ft.	0.00		
	State to cut down width of marquee, if necessary at its expense	0.00	0.00	"

Klamath Falls-Malin Section, Hatfield Secondary Highway

10928-McDonald, Levi L.				
Stockpile Site	0.89 acre at $500.00		$445.00	"

Scotts Butte-Jordan Valley Section, I-O-M Highway

10938-State Land Board	35.32 acres at $3.00			
Stockpile Site			$105.96	"

Warrenton Junction-Lewis & Clark Bridge Section, Oregon Coast Highway

10888-Convill, James O.				
Right of Way	18.68 acres at $25.00	$ 466.25		
	Fencing, gates, anchor posts, severance damage, compromise, Federal Land Bank fees	$1,164.75	$1,631.00	Benson

With respect to Item No. 10925 in the above resolution, being purchase of a stock-pile site from Levi L. McDonald, the Commission's approval was given subject to the condition that no other suitable site can be found. The Commission considered that $500.00 per acre is too much to pay for this land. The matter was referred to Commissioner Schaupp and the Engineer for final decision.

Mr. T. M. Davis, Senior Highway Engineer, Public Roads Administration, on the following day approved, on behalf of the federal government, the offers that are to be made for the properties in which the government is particularly interested.

The Assistant Attorney also asked the Commission to authorize the acquisition of other properties by condemnation. He submitted a list of such

properties, together with offers that he recommended for each parcel, as follows:

File No.	Name	Purpose Required	Recommended Offer
10889	Henry Naegeli, et al	Right of Way	$2,500.00
10340	Captain Charles H. Johnson	Right of Way	550.00
10345	Daisy I. Whiton	Right of Way	225.00
4051	Mary Sijota	Right of Way	550.00
7487	Mrs. D. E. Sunderland	Right of Way	300.00

After careful consideration, the Commission approved the request, and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the State Highway Commission is authorized to locate, relocate, construct, reconstruct, maintain, widen, straighten, and otherwise improve state highways, both primary and secondary, and also access roads or other roads in which the Federal Government is interested, and said Commission is also authorized to construct shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, and snow fences, and is authorized to acquire quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, and broadcasting stations, and is further authorized to develop, construct, improve, operate, and maintain parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, and other places of attraction and scenic value; and

WHEREAS, said Highway Commission is authorized to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any interest therein, necessary or deemed by the Highway Commission necessary for the accomplishment of any and all of the foregoing things; and

WHEREAS, in the judgment of the Highway Commission the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the several parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Henry Naegeli, et al., which property is located in the southeast quarter (SE¼) of Section 26

and in the southwest quarter (SW¼) of Section 25, Township 8 North, Range 10 West, W. M.; in Section 25, Township 8 North, Range 10 West, W. M.; and in the Trueman Powers D. L. C. in Section 25, Township 8 North, Range 10 West, W. M., all in Clatsop County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 1, 2, and 3, and is further identified in the records of the Highway Commission as file R10889, and which property is being acquired for right of way purposes in connection with the Oregon Coast Highway;*

Real property owned by Captain Charles H. Johnson, which property is located in the northwest quarter (NW¼) of the southwest quarter (SW¼) of Section 32, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4 and is further identified in the records of the Highway Commission as file R 10340, and which property is being acquired for right of way purposes in connection with the Oregon Coast Highway;*

Real property owned by Daisy I. Whiton, which property is located in Lots 5 and 6, Block 5, Sylvan Park, situated in Section 6, Township 4 North, Range 10 West, W. M., Clatsop County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5 and is further identified in the records of the Highway Commission as file R10345, and which property is being acquired for right of way purposes in connection with the Oregon Coast Highway;*

Real property owned by Mary Sijota, which property is located in the southwest quarter (SW¼) of the southwest quarter (SW¼) of Section 10 and Lot 4 (SE¼ of SE¼) of Section 9, Township 8 South, Range 11 West, W. M., Lincoln County, Oregon, and in the southwest quarter (SW¼) of the southwest quarter (SW¼) of Section 10, Township 8 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 6 and 7, and is further identified in the records of the Highway Commission as file R 4051, and which property is being acquired for right of way and channel change purposes in connection with the Oregon Coast Highway;*

Real property owned by Mrs. D. E. Sunderland, which property is located in Lots 18, 19, and 20, Block 29, Crescent, situated in Section 30, Township 24 South, Range 9 East, W. M., Klamath County, Oregon, and is more

particularly described on the attached sheets and designated as Parcel No. 8 and is further identified in the records of the Highway Commission as file R 7487, and which property is being acquired for right of way purposes in connection with The Dalles-California Highway.*

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Attorney for the State Highway Commission be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that J. M. Devers, Attorney for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

---

*(The detailed description of the respective parcels or real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 37, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Attorney reported on his investigation of the complaint of contractor C. J. Eldon, with respect to the claims made by two railroad companies for reimbursement of the cost of maintaining flagmen and watchmen in connection with Mr. Eldon's contract for the construction of the Davies Overcrossing Structure, on the Wolf Creek Highway, in Washington County, contract No. 2402. He gave as his understanding that the claims were filed with the State Highway Commission and that they were paid by the state, and that the Commission is now attempting to deduct the amounts thereof from moneys earned by Mr. Eldon under his contract; further, that Mr. Eldon denies any contractual obligation to pay the claims and he is asking the Commission to allow him the amount thereof in the state's final settlement with him for this work. Mr. Eldon's protest, he said, is on the ground that the railroads have charged him not only for actual hours that the watchmen were employed on the job, but have also charged him for hours consumed while traveling back and forth between Portland and the job, including transportation costs. The total of the railroad claims, he said, is $2,436.75, of which amount $810.36 is for time consumed while traveling back and forth between the job and Portland, plus transportation costs. The difference between these two amounts, $1,626.39, he said, represents compensation for the time actually put in on the job by the watchmen. He advised that he was able to find nothing in any of the contracts which in any way discloses that the railroad could or intended to charge transportation costs in connection with the furnishing of flagman or watchman services, or that the railroads could or intended to transport their men each day between the job and Portland, and that the time consumed in traveling back and forth would be computed on the basis of time and one-half, although there is evidence to the effect that the state had knowledge of such matters during the progress of the work, but did not bring it to the attention of the contractor. He submitted a lengthy written report on his investigations, and gave as his opinion that the contractor in any event is liable only for the sum of $1,626.39, which represents the actual time employed by the railroad company's watchmen, without payment for overtime or travel expense. He recommended settlement with Mr. Eldon on such basis. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

Mr. Ralph Moody, Attorney, Salem, and Mr. Gus Carlson, Rate Specialist, Portland, came before the Commission at this time with regard to the repair of a road that extends from the Old Oregon Trail at East 3rd Street in the town of Umatilla, to a small island in the Columbia River, on which have been constructed certain oil-storage facilities. Mr. Carlson advised that the construction of this roadway was completed by Umatilla County in December, 1942, but was partially destroyed during high water, in June of this year. The county, he said, lacks the necessary funds to make repairs, which are estimated to cost about $8,000.00, so has it in mind to ask the federal government for access road moneys to finance the work. He inquired whether or not the Highway Commission would support the county's request. Chairman Banfield advised that while the Highway Commission can not make suggestions or recommendations in connection with projects of this kind, it will offer no objections to the county's application for such funds. In the event that the county is successful in obtaining funds from the government, he said, the Highway Commission will be pleased to assume the responsibility of contracting the work, if that is the wish of the county. This concluded the conference.

The Secretary presented a list of violations that have been committed by carriers that are operating over state highways under emergency transportation permits. He was instructed to notify such violators that they must limit their loads to the weights prescribed in their permits; otherwise the permits will be cancelled. In this connection the Engineer reported on the request of Mr. R. J. Moore of the Moore Mill and Lumber Company, Bandon, for the privilege of transporting green lumber over state highways under the same weight tolerances that the Commission allows log-haulers. He said that in his estimation there is no justification for a weight tolerance on lumber, and recommended that the request be denied. The Commission approved the recommendation by unanimous vote, and instructed the Engineer to so inform Mr. Moore, explaining fully just why the Commission has found it necessary to deny his request.

The Commission had under discussion the question of penalizing a number of log-haulers who have been observed transporting flagrant overloads. There were presented to the Commission nineteen cases of this kind, with information as to the number of violations that each has committed, and the size of the overloads. After considerable discussion, the Commission decided unanimously to cancel the permits of the following operators, subject to concurrence by Commissioner Schaupp:

Standley Brothers, Camas Valley	Jack Baldridge, Reedsport
J. D. Bryson, Roseburg	Ben Baldridge, Reedsport
Hugh H. Honnen, Eugene	Donald Baldridge, Reedsport
Harold Nichols, Reedsport	Edward L. Mattin, Coquille
William Edward Gannon, Jr. Albany	Howard Henry Jenkins, Myrtle Point
Manley A. Watson, Reedsport	Alfred A. Baldridge, Reedsport

(This action was approved by Commissioner Schaupp on the following day, at which time the Secretary was instructed to make formal request to the Public Utilities Commissioner for cancellation of the special carrier permits of the above operators. See ahead for additional paragraph on this matter.)

In this connection, the Engineer advised receipt of a request from the E. K. Wood Lumber Company, Reedsport, for permission to transport over the Umpqua Highway, in the vicinity of Scottsburg, loads of logs having a gross weight of about 80,000 pounds. This company, he said, has stated a willingness to furnish the state a bond to cover its fair share of extra maintenance work that may be necessary to keep the road in good condition and to repair damage that might occur as a result of the overloads. He recommended denial of the request. The Commission approved the recommendation.

The Commission had under discussion a report from the Chief Weighmaster, relative to the operations of A. W. Paulson, log-hauler, Molalla. It appears that Mr. Paulson is operating two trucks in log-hauling service, and that he does everything possible to keep these trucks from being weighed at the state's scales, which is rather irritating to other operators who are endeavoring to cooperate with the State Highway Commission. As an example of such practice, the Chief Weighmaster advised that on July 20 both of Mr. Paulson's trucks were observed heavily loaded at a point about a mile from the state weighing station at Molalla. The drivers, he said, decided not to cross

the state's scales, one of them parking his load in a farm yard nearby, and the other returning to Molalla and parking his truck at a filling station. He suggested that the Commission should take action of some kind against operators who refuse to have their equipment weighed. The Secretary was instructed to write Mr. Paulson and to other operators in this category, advising them that the Highway Commission insists that they submit to the weighing of their loads on the state's scales, and if they do not comply with instructions from the weighmasters in that regard, then the Commission will cancel their special-carrier permits. In the discussion of this matter, it was pointed out that the weighmasters do not have police authority, so are not in position to force an operator to submit to the weighing of his equipment. Chairman Banfield suggested that it would be advisable to have at least one of the weighmasters of each crew deputized by the Superintendent of State Police, so as to correct such a situation. Commissioner Chessman concurred. Final action on this matter, however, was deferred until the next day when Commissioner Schaupp would be present. (This was approved on the following day by unanimous vote of the Commission, and the resolution with respect thereto was adopted at that time. See ahead for resolution.)

A report from the Chief Weighmaster with respect to log hauling operations on the Santiam Highway, between Cascadia and Sweet Home, also had the attention of the Commission. According to the weighmaster's report, operators over this section are not complying with the provisions of their overlength permits, which require the operations between Mile Post 32.9 and 35.68 to be under the protection of flagmen. The Secretary was instructed to inform all of the operators who are truck-hauling logs over this section that they must furnish flagmen in accordance with provisions of their permits, otherwise, the Commission will cancel their permits.

The Commission also discussed a report from the Chief Weighmaster with respect to log-haulers who are operating with insufficient binder chains around their loads. It was pointed out in the discussion that all log-hauling permits contain a provision for three binder-chains, but it appears that the operators do not comply therewith, it having been observed that many of them use only one binder chain and some of them use no binder chain at all. The Secretary recalled that the Commission at a previous meeting ordered that violators of this provision be warned that unless they tied their loads with the required number of binder chains their permits would probably be cancelled. These warning letters, he said, have gone out to the violators of record, some of whom have indicated orally that they are unable to purchase chains for this purpose. He was instructed by the Commission to make further inquiry from such operators why they do not comply with the provisions of their permits in this regard.

A letter was presented from Mr. Chas. P. Pray, Superintendent of the Department of State Police, regarding the maintenance of guards on certain state highway bridges. It was Mr. Pray's thought that guard service could be discontinued on the following bridges with a minimum risk of interruption of traffic, inasmuch as these structures are not in or near populous communities, and danger of attack by the enemy appears remote:

Bridges over the Willamette River at Salem, Albany and Harrisburg.
Bridges over Youngs Bay and Lewis and Clark River, at Astoria.
Bridge over the Deschutes River at Maupin.

He also gave as his thought that the guard at Arch Cape Tunnel, on the Oregon Coast Highway, may be dismissed, because the tunnel is a type of facility that is difficult to damage or destroy, and besides there is an alternate route in the event the tunnel is blocked. In reaching these conclusions Mr. Pray stated that "* * * only the threat of saboteurs intent on paralysing traffic was considered. They have been influenced by the fact that no invasion for saboteurs to abet now impends or appears probable; that enemy aliens are sequestered or watched; that the reds, by chance or mischance, are on our side." (See letter dated July 21, 1943, for further details.)

In the discussion of this matter the question was raised whether or not highway bridges are insured against sabotage. The Commission deferred a decision on this matter, pending receipt of such information, and until Commissioner Schaupp is present. (See record of following day for final action on this matter.)

The Engineer reported briefly on the program that has been scheduled for the traffic-line painting crews for 1943. He submitted a map showing the striping that has already been accomplished, and that which is scheduled for this year's performance, together with the proposed schedule of operations. The Commission approved the report and the schedule as outlined.

The Commission discussed a complaint from the County Court of Polk County regarding damage that is being done to Polk County roads by the gravel-hauling operations of contractors E. C. Hall and J. C. Compton, in supplying subbase material for the new highway (U.S. 99W) south of Monmouth. The Engineer presented a map showing the location of the gravel deposit and the route over which the contractors are hauling the materials. He pointed out that the hauling is over about two miles of oiled road and about two miles of graveled road, a portion of which distance is along the Independence-Granger oiled road, that is being maintained by the state. For the most part, he said, the damage is being done to the oiled road. He estimated the cost to repair such damage at about $1,500.00 and recommended approval of the project, in view of the fact that the damage is being done by the state's contractors. The Commission approved the recommendation by unanimous vote.

The Engineer brought up for discussion a request from the U. S. War Department for a deed conveying unto the federal government title to those portions of secondary highways Nos. 190 and 191 which are contained within the limits of Camp Adair. He advised that these roads have been closed by the Army to general public use, and are being used exclusively in connection with army activities, so will not be of much value to the state until the present war emergency has expired. It was his thought that it would be satisfactory to give the Army a temporary lease or easement for the exclusive use of the roads for as long as they are needed for army purposes, provided the government will approve the granting of an easement to the state for a slight encroachment of the McTimmonds Valley Road at the west edge of the cantonment

area, and will approve the award of the contract for the McTimmonds Road construction, bids for which are to be taken on the following day, so that federal access moneys may be obtained to finance that portion of the work. The Attorney read aloud a letter from Mr. Don E. Meldrum, Division Real Estate Director, U. S. Army Engineers, on the subject, and also read his reply thereto. After considerable discussion, the Commission approved the Attorney's letter by unanimous vote, subject to the condition that he insert therein that the Commission will not approve the granting of an easement to the government for the use of the secondary highways in the cantonment area until the matters mentioned by the Engineer have been disposed of to the satisfaction of the Commission, and until the contract for the construction of the McTimmonds Valley Road Project has been awarded. This action was approved by Commissioner Schaupp on the following day.

The Commission discussed, approved, and signed a petition directed to the Stanfield Irrigation District, requesting the exclusion from the Boardman-Stanfield Section of such district, of all lands contained within the right of way of state highways which lie within the district's boundaries.

The Commission discussed a proposed modification of its agreement with the Union Pacific Railroad Company relative to the remodeling of the Union Avenue Viaduct to accommodate additional railroad tracks. The Attorney advised that the modification simply consists of the addition of a new paragraph which makes the agreement effective as of the date upon which the work contemplated therein was actually done. He also said that he sees no serious objection to conforming to the railroad company's request, and recommended approval thereof. The Commission approved the recommendation, and thereupon signed the agreement as modified.

The Attorney presented a form of "Release of Damages" which he has prepared for execution by Mr. H. G. Stewart, in the disposition of his claim against the State for damages to his property by erosion, adjacent to the John Day Highway, at Mile Post 138.48. He explained that the claim is for building a new irrigation ditch, which cost $48.00. The Commission by unanimous vote approved the form of release, and authorized payment of the claim, if Mr. Stewart will execute the release form.

The Commission had under consideration a letter from W. H. Lynch, District Engineer, Public Roads Administration, relative to approval of the Oregon Forest Highway Program letter, covering estimated expenditures for the fiscal year ending June 30, 1944, out of the forest highway funds available to the State of Oregon, totaling $16,500.00. The Commission approved such program, and on the following day signed a letter jointly with Mr. Lynch and Mr. James Frankland, Acting Regional Forester, directed to the Chief of the Forest Service and the Commissioner of the Public Roads Administration, Washington, D. C., relative thereto. Such letter follows:

July 17, 1943

Chief, Forest Service,
Commissioner, Public Roads Administration
Washington, D. C.

Gentlemen:

In accordance with the regulation for carrying out the provisions of Section 23 of the Federal Highway Act, it is recommended that the following estimated expenditures for the Fiscal Year ending June 30, 1944, be authorized out of available Forest Highway funds for the State of Oregon.

Location Surveys	$ 4,000
Administration	12,500
Total	$16,500

These expenditures are for necessary administration of uncompleted major construction projects and surveys and plans on approved routes.

Very truly yours,

A letter was presented from Mr. H. S. Fairbank, Division of Information, Public Roads Administration, Washington, D. C., in regard to the eligibility of highways for federal funds, under pending postwar legislation, particularly with reference to the designation of highways under the term "Secondary and Feeder Roads," as defined by HR 2426. According to Mr. Fairbank's letter, any road that is not on the federal aid system will qualify for such designation. The Engineer gave as his thought, in view of this letter, that it would not be necessary to request an extension of the federal aid secondary highway system at this time. The Commission concurred and thereupon instructed the Engineer to withhold applying for such extension for the time being.

The Commission discussed briefly and ordered filed a letter from Mr. Lewis A. McArthur, Secretary of the Oregon Geographic Board, dated July 12, 1943, with regard to the "Franklin-Smithfield" community name controversy, in Lane County. Commissioner Chessman advised that upon receipt of this communication he wrote Mr. R.V. Howard, who is particularly concerned with the matter, that the State Highway Commission does not have jurisdiction thereover, and suggested to Mr. Howard that he take the matter up with the Lane County Court.

The Secretary presented a resolution from the Board of Directors of the Jackson County Chamber of Commerce, requesting the abandonment of one-way traffic upon Central Avenue and upon Riverside Avenue, in the City of Medford. He also presented a resolution from the Medford City Council, recommending that the Highway Commission give due and serious consideration to the request of the Jackson County Chamber of Commerce, and that it make such surveys,

JUL 17 1943

studies, or other investigations, as it may deem proper relating to traffic conditions upon Central Avenue and upon Riverside Avenue, in Medford. These resolutions were discussed briefly by the Commission and were referred to the Engineer for report at the next meeting.

The Secretary also presented a resolution from the Portland Chamber of Commerce on the subject of preservation of timber along Oregon highways, and a letter from Mr. David B. Simpson, President of the Chamber of Commerce, with regard thereto. The Commission referred this matter to the State Parks Superintendent, Mr. S. H. Boardman, with instructions to suggest to the members of the recreational committee of the Portland Chamber of Commerce that it accompany him on a trip over Oregon highways, to gain first-hand information with respect to just what the State Highway Commission is now doing to preserve highway scenery.

The Engineer reported the need to construct a revetment along a short section of the Willamette River, near Oakridge, where a wash-out has occurred, in order to protect the state's investment in the Willamette Highway, which is in danger. He estimated that such revetment would cost about $4[illegible],000.00 and requested authority for the expenditure, and to take bids for the project at the next meeting of the Commission. The Commission approved the request by unanimous vote, and also authorized the Attorney to obtain options for right of way, as may be necessary, in connection therewith.

A resolution was presented from the Board of Supervisors of Del Norte County, California, in which the Oregon State Highway Commission was requested to join with the California State Highway Commission, the Public Roads Administration, and the Regional Foresters of the United States Forest Service in Oregon and California, in securing the redesignation of the Happy Camp-Takilma Forest Development Road as a Forest Highway. It was stated in the resolution that this road needs improvement badly because it serves a district which abounds in strategic materials that are needed by the nation in connection with its war effort; also, that under the road's present designation it is not possible to secure such improvement, hence the desire for the reclassification. The Engineer advised that this road is about forty-three miles in length, most of which is in the state of California, and that it would cost about half-a-million dollars to construct it; further, that in his estimation now is not the proper time to add new roads to the Oregon Forest Highway System, in view of the fact that there is a considerable mileage of uncompleted roads on such system in Oregon, which should have first attention. The Commission concurred and thereupon instructed the Secretary to so inform the Board of Supervisors.

The Assistant Attorney requested instructions with respect to the exchange of properties with the U. S. Forest Service, at the Waldport Ranger Station, south of Waldport. He recalled that the Commission on July 16, 1943, authorized such exchange, and while there was no specific discussion of the question, he assumed that the Commission wanted the exchange made by the usual form of a deed. It now appears, he said, that the land which the state was to get from the Forest Service cannot be conveyed except by act of Congress, so suggestion has been made by Mr. F. W. Furst, Forest Supervisor, that the government property be made available to the Highway Commission by "Special Use

Permit" or "Easement". He requested instructions. The Commission approved such method of conveyance, if that is the proper way to handle it, and if the Attorney feels that the interests of the state are properly protected thereby. It was left up to the Legal Department to decide.

The Commission had under discussion a form of "easement deed," granting to the United States of America a permanent easement and right of way across certain state property adjacent to the Oregon Coast Highway, in Lincoln County. The question arose whether or not the easement should be granted on a permanent basis. The matter was referred to the Engineer for study with respect thereto and report at the next meeting of the Commission.

The Assistant Attorney reported on his investigation of the request of Harold V. Pasley for an approach entrance to the Wolf Creek Highway, across the Ernest and Fred Zurcher property. He explained that a settlement has not yet been made with Ernest and Fred Zurcher for right of way, but that when it is made it will include restriction of access. Mr. Pasley's property, he said, does not abut upon the highway, and there will be no necessity for any right-of-way settlement with him. He stated that Mr. Pasley is considering the purchase of some of the Zurcher property located north of the highway, and the result of his conversation with Mr. Pasley was that, before the purchase is completed, he would get in touch with the State Highway Department, and at that time the question of a point of access would be given further consideration. The Commission ordered that the matter rest in abeyance pending further developments.

The Secretary requested instructions relative to the retention of the bid deposit submitted by Mr. Walter L. Strain, in connection with his offer to purchase the old Knapp Hotel Building, at Port Orford, for which the Commission took bids at its meeting on May 12, 1943. He recalled that the Commission referred the bids to the Attorney at that time to make certain inquiries whether or not the women's organizations who are interested in the preservation of the building from a historical standpoint, would be willing to assume the expense of moving the building from the state's property, if the building were given to them. The Attorney advised that such inquiries have been made, but to date he has received no satisfactory reply. The Commission decided, in view thereof, that it should no longer retain Mr. Strain's bid deposit. The Secretary was thereupon authorized to return it to Mr. Strain.

The Engineer requested authority to purchase two tractor loaders, at an estimated total cost of $5,000.00. He advised that the loader that was purchased by the Commission some time ago has worked out very successfully, in that it takes the place of several wheelbarrow men. He recommended approval of the present purchase, because the loaders are a big labor-saving device and can be used not only on paving work, but in connection with other maintenance work. The Commission approved the purchase by unanimous vote.

The Engineer brought up for discussion a suggestion offered by Mr. George H. Flagg, Public Utilities Commissioner, relative to the imposition of fines by Justices of the Peace, on log-haulers who are arrested for overload-

ing their equipment. He advised that it was Mr. Flagg's idea that the Justices of the Peace would be inclined to impose heavier fines if they were fully acquainted with the law with respect to weights, particularly that which grants to log-haulers a tolerance over and above the 54,000 pound limit. The matter was discussed at some length, during which the Commission questioned the advisability of so informing the Justices of the Peace. It was the thought of the Commission that the desired results would be obtained if a general letter along that line were directed to the District Attorneys of each county, and each such attorney were fully informed as to just what the Highway Commission is trying to do to stop overloading. After discussion of the matter from that standpoint, the Commission approved such method of handling the matter, and referred it to the Attorney to prepare an appropriate form of letter.

Commissioner Chessman brought up for discussion the disposal of houses in Astoria that the Commission is acquiring in connection with right of way settlements. The Assistant Attorney advised that the matter has not as yet been given much thought, due to the fact that the houses have not yet been paid for, but if past practice is followed, the houses probably will be sold to the highest bidder therefor. Mr. Chessman remarked that housing facilities in Astoria are very limited at the present time, due to wartime activities in that place, and no doubt the houses under discussion will be in considerable demand. It was his thought in view thereof that they should not be wrecked, but should be moved onto other property where they could be used to good advantage. The Assistant Attorney was instructed by the Commission to make the preservation of the buildings a condition of the sale, when they are disposed of.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission, and asked the Commission to confirm them and the amounts allocated for each. After due consideration, the Commission, by unanimous vote, authorized and instructed the Engineer to make such surveys on various sections of the highways of this state, which said sections of highways, together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures, are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Quarries	7-1423	Crook & Wheeler	Marks Creek-Taylor Creek Sec., Ochoco Highway	1st - $600.00
Drainage Ditch	9-1450	Deschutes	Lapine-Crescent Section, The Dalles-Calif. Highway	1st - $150.00
Prospect.	12-1431	Grant	Dads Creek-Dixie Summit Sec., John Day Highway	1st - $500.00
Drainage Ditch	19-1430	Lake	Chewaucan Narrows-Valley Falls Section, Fremont Highway	1st - $200.00
Location	20-1455	Lane	6th and High Streets, Eugene	1st - $2,000.00

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	21-1460	Lincoln	Siletz Bay-Newport Section, Oregon Coast Highway	2nd - $1,000.00 Total to date $2,500.00
Plans	127-1423	Polk	Wells-Suver Road Section, Independence-Granger County Rd.	2nd - $250.00 Total to date $10,050.00

The Engineer presented a report on the survey for the relocation of the Pacific Highway East, between Steiwer Hill and Albany, which survey was authorized by the Commission on January 10, 1943. He presented a map showing several alternate routes, particularly pointing out the proposed revision north of Jefferson. He recommended adoption of the line which passes to the west of the town of Jefferson. The Commission deferred action on this matter until Commissioner Schaupp is present. This matter was reconsidered on the following day, but a decision was again deferred until the next meeting. The Engineer was instructed to report to the Commission at that time on the estimated cost to construct the alternate routes, and the Attorney was instructed to report on the cost of right of way.

The Commission had under discussion the following requests for extensions of time within which to complete highway construction projects:

Jacobsen-Jensen Company, contract No. 2570, for grading and paving Section "B" of the South Unit of the Antelope Creek-Medford Section of the Crater Lake and Pacific Highways in Jackson County, requested an extension of time from August 31, 1942 to June 15, 1943, within which to complete the job. They attributed their failure to complete the project within the specified time limit to unavailability of materials, due to wartime conditions. The Engineer advised that highway traffic was not unduly hindered or inconvenienced by reason of the delay, because all of the curbs and pavement were completed by September 19, 1942. The delay, for the most part, he said, was occasioned by such work as oiling sidewalks and approach-road connections, cleaning up the job and performance of other miscellaneous items. He pointed out that the contractor has been in competition with the builders of Camp White, which has made it difficult for him to obtain not only equipment and supplies but also labor. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote of the members present.

The Gilpin Construction Company, contract No. 2621, for replacing pier fenders on the Lewis and Clark River Bridge on the Oregon Coast Highway in Clatsop County, requested an extension of time of twenty-one days, from May 31 to June 21, 1943, within which

to complete this job. They attributed their failure to complete the contract within the specified time limit to adverse working conditions caused by ocean tides. The Engineer advised that all work in connection with this job was completed prior to the specified completion date, except for the installation of the lower waling of the fenders, which waling could only be installed at extreme low tide, and it was not until June 21 that conditions were right to make the installation. He recommended, in view thereof, that the extension of time requested be granted without penalty. Commissioner Chessman moved approval of the recommendation. The motion was seconded by Chairman Banfield, and carried.

The Engineer reported that the contracts Nos. 2570 and 2621, for the construction of state highway projects, have been completed in accordance with the requirements of the contracts or modifications thereof, and that such jobs are now ready for acceptance. The following resolution accepting such projects was offered and adopted by the unanimous vote of the Commissioners present:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2570, with Jacobsen-Jensen Company, for grading and paving Section "B", South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County, completed June 15, 1943.

Contract No. 2621, with The Gilpin Construction Company, for replacing pier fenders on the Lewis and Clark River Bridge, on the Oregon Coast Highway, in Clatsop County, completed June 21, 1943.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission confirmed Monday, August 23, 1943, as the date for its next regular meeting for the receiving of bids, and instructed the Secretary to make the usual arrangements to hold this meeting in the auditorium of the Public Service Building, Portland. The Commission also confirmed the date, August 24 to 28, inclusive, for its Central Oregon inspection trip, and instructed the Secretary to arrange for accommodations enroute. It was decided not to include Yamhill County in this trip.

The meeting was adjourned at 4:15 p.m. until the following morning.

Portland, Oregon, July 28, 1943

The State Highway Commission reconvened in regular session at 9:00 a. m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Schaupp arrived at 10:15 a. m.

Bids as follows for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the award of contracts would be made at 1:30 p. m. in the same room.

OREGON COAST HIGHWAY
ASTORIA AIRPORT SECTION
GRADING AND BITUMINOUS MACADAM SURFACING

C. H. Wheeler	$393,903.50
Peter Kiewit Sons' Company	$491,205.00
McNutt Brothers	$492,400.00
Erickson Paving Company	$596,096.20
E. C. Hall Company and J. C. Compton	$605,454.00

NORTH BEND AIRPORT ACCESS ROAD PROJECT IN NORTH BEND
GRADING AND PAVING

Newport Construction Company	$69,093.50

BRIDGEPORT-MONMOUTH COUNTY ROAD AND DALLAS-KINGS VALLEY SECONDARY HIGHWAY
MONMOUTH-PEDEE SECTION
GRADING, SURFACING AND OILING

	Using Asphalt	Using Tar
Peter Kiewit Sons' Company	$387,570.00	---
McNutt Brothers	$438,159.00	$438,419.00
Malcom & Tieslau	$467,994.00	---
E. C. Hall & J. C. Compton	$575,109.00	---

BRIDGEPORT-MONMOUTH COUNTY ROAD AND DALLAS-KINGS VALLEY SECONDARY HIGHWAY
MONMOUTH-PEDEE BRIDGE PROJECT
ONE LOG SPAN, TWO PILE TRESTLES AND THREE CONCRETE CULVERTS

J. F. Johnston	$14,270.00
C. W. Reeve	$15,088.00
Lindstrom Brothers	$17,030.00
Norris & Philpott	$17,978.00

(Continued on next page)

JUL 28 1943

(Monmouth-Pedee Bridge Project--Continued)

Tower Sales & Erecting Company	$18,165.00
Tom Lillebo	$18,498.00
O. N. Pierce	$20,570.00
Harry L. Hamilton	$20,760.00

OREGON COAST AND THREE RIVERS HIGHWAYS
HEBO ROCK PRODUCTION PROJECT

A. H. Saxton	$67,760.00
Rogers Construction Company	$68,650.00
C. H. Wheeler	$68,970.00
McNutt Brothers	$72,275.00
A. T. Dolan	$78,575.00

Reconsideration was given by the Commission to the cancellation of the P. U. C. permits of the twelve operators whose violations were discussed on the previous day. The Attorney advised that, as instructed by the Commission, the Public Utilities Commissioner has again been contacted relative to whether or not all of these operators have P. U. C. permits, and it has been ascertained, as reported previously by the Secretary, that two of them do not have permits in their own names. He recommended confirmation by the Commission of the action taken with respect to the operators who have permits from the Public Utilities Commissioner, and that the others be prosecuted. The Engineer concurred in such recommendation and read aloud a suggested press release with respect thereto. The Commission indicated approval of the recommendation and of the press release, but deferred final decision until Commissioner Schaupp is present.

In the discussion of this matter, it was brought out that the law requires the Public Utilities Commissioner to obtain from the State Highway Commission a recommendation before a special carrier permit is issued to a log hauler. The Secretary explained that under authority of the former Highway Commission a blanket recommendation was filed with the Public Utilities Commissioner, which eliminated the necessity to secure a separate recommendation for each applicant; however, certain highways were exempt and if the proposed hauling was to be over one of such exempted highways, then the permit was not issued until the application was cleared by the highway department. It was the thought of the Commission that it would have better control over log-haulers if the Public Utilities Commissioner were required to obtain a recommendation covering each applicant. Accordingly, the Secretary was instructed to cancel the blanket recommendation and to inform the Public Utilities Commissioner that the Highway Commission prefers from now on to make a special recommendation in every instance. The action was confirmed by Commissioner Schaupp later in the session.

The Attorney reported on his further study of the law enacted by the 1943 Legislature, with respect to permits that are issued by the State Highway Commission. He advised that this law grants to the Highway Commission

authority to issue permits for any kind of movement, subject to approval by the Governor of the state.

Commissioner Schaupp arrived at this time, and participated in the discussions that followed.

Chairman Banfield explained for Commissioner Schaupp's benefit, the action taken by Commissioner Chessman and himself on log-hauling matters. Commissioner Schaupp expressed himself as being in favor of going the limit in the penalizing of log-haulers, in order to preserve highway facilities. As a result of further discussion of this matter, motion was made by Commissioner Schaupp that the Commission cancel for a period of ten days the permits of the twelve operators whose flagrant overloads have been under discussion at this meeting. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

Chairman Banfield also explained the attitude of Commissioner Chessman and himself with respect to deputizing the Chief Weighmaster, and one weighman of each of the weighmaster's crews, as state police officers, so that these men will be in a position to require log-haulers to remove a portion of their loads in the event weighing reveals the loads to be in excess of the allowable limit. Commissioner Schaupp approved the action taken by the other Commissioners in this regard, and thereupon moved the adoption of the following resolution with respect thereto, which motion was seconded by Commissioner Chessman and received the unanimous vote of the Commission:

> WHEREAS, notwithstanding all efforts of the Commission to cooperate in the transportation of logs over state highways consistent with public welfare and the preservation of highways which are the property of all of the people of the State, certain operators persist in carrying loads for in excess of authorized or permitted limits, thereby resulting in unnecessary and costly damage to the public highways; and
>
> WHEREAS, the measures heretofore adopted by the Commission by which, under certain circumstances and after repeated flagrant violations, permits have been revoked on recommendation of the Commission have failed to accomplish needed results; and
>
> WHEREAS, it is provided by law that any peace officer may, after determining by weighing the vehicle and load that the weight of any vehicle and load is unlawful, require the driver to unload immediately such portion of the load as may be necessary to decrease the gross weight of such vehicle to the maximum specified by law; and
>
> WHEREAS, it is the judgment of the Commission that more efficient law enforcement can be accomplished if certain highway employees are vested with powers of a peace officer;
>
> NOW, THEREFORE, the Commission does hereby respectfully request Charles P. Pray, Superintendent of State Police, to appoint

as members of the State Police assigned to the special duty of law enforcement with respect to log and lumber hauling the following-named highway employes:

Loran L. Spaulding	Clarence L. Frey	Albert G. Luther
Louie Olson	Kelley J. Stanard	N. Nelson Grubbe
Thomas W. Cameron	Cleo M. Dyer	Elbert Harris
Robert W. Wyatt	Stanford C. Sparks	Claude S. Miller

That said employes shall be carried on the pay roll of the State Highway Department both with respect to salaries and necessary traveling expenses.

The Engineer was thereupon instructed to discuss the matter with Mr. Charles P. Pray, Superintendent of State Police, and to secure the deputization of the Chief Weighmaster and one weighman on each crew, if that meets with Mr. Pray's approval. He was also instructed to discuss the matter with Mr. F. H.Brundage, Western Log and Lumber Administrator, of the War Production Board.

Commissioner Schaupp also approved the action taken by Chairman Banfield and Commissioner Chessman with regard to the directing of a letter to the District Attorneys throughout the state, with respect to log-hauling matters.

The Engineer suggested, and the Commission approved by unanimous vote, the following press release covering the Commission's action with respect to log-hauling matters:

"The Highway Commission took drastic action today to curb overweight abuses by log haulers. Chairman Banfield stated that the Highway Commission was charged with the responsibility of keeping Oregon highways in a satisfactory condition; that shortage of labor and overweight loads made a difficult combination. "Two months ago", the Chairman stated, "the Highway Commission announced that flagrant violations of weight restrictions must cease." For a time there was substantial observance of the law, but during the past five weeks flagrant violations have occurred involving weight exceeding the law by from 8 to 25 tons. The roads and bridges will not stand up under such heavy loads, and the continuance of this practice will destroy them, which will not only stop the hauling of logs but will likewise curtail the hauling of farm products and military supplies over such roads.

"Moreover, the motorists of the state who build these roads and who cannot use them now because of mileage rationing, will not have roads to drive over when gasoline is again available unless these abuses are stopped.

"The Commission is sure that the lumber industry as a whole does not approve this practice. A relatively few individuals by their action are actually handicapping the timber industry.

"The Commission will, therefore, cancel the permits of those found guilty of gross and flagrant overloads. Some of the violators were found to be operating without P.U.C. plates, and the Commission will take steps to prosecute such individuals on two counts."

Reconsideration was given by the Commission to the matter of insuring state highway bridges against sabotage, which matter was deferred from the previous day. The Engineer advised that he has made inquiry, and now finds that insurance recently purchased by the Commission covering these bridges, does not include payments for damages that occur from such cause. To obtain such coverage, he said, by extended insurance, would cost about $1,800.00 for full coverage on a three-year basis, or about $800.00 for fifty-per-cent coverage on the same basis, as compared with the cost of about $35,000.00 annually for the employment of guards. It was the thought of the Commission that the extra insurance would prove more satisfactory, because, in the event any of the bridges were damaged by sabotage, the state could recover at least partial damages from the insurance company. The Engineer and the Attorney were thereupon instructed to investigate the matter further, and to purchase the extended insurance if, in their estimation, that is the proper thing to do. It was understood that such insurance would provide the fifty-per-cent coverage of each bridge, only, inasmuch as it was felt that if a bridge were damaged, it would not be necessary to replace the entire structure. The Engineer was instructed to dismiss the stationary guards that are now being maintained on the following bridges, if satisfactory insurance is purchased.

Willamette River Bridge, Albany
Willamette River Bridge, Harrisburg
Willamette River Bridge, Salem
Deschutes River Bridge, Maupin
Lewis and Clark River Bridge, near Astoria
Youngs Bay Bridge at Astoria
Arch Cape Tunnel, south of Cannon Beach

The Assistant Attorney brought up for discussion the offer of Mr. H. W. Freeze, Portland, to purchase certain state-owned land at the intersection of North Interstate Avenue and Argyle Street, in Portland. He advised that the Commission at the previous meeting accepted Mr. Freeze's offer to pay $2,000.00 for this property on certain terms, provided he would pay interest on the deferred payments. Mr. Freeze, he said, now wishes to change the basis of settlement to provide for a down payment of $1,000.00 and monthly payments of about $25.00, with 4½% interest on the balance which means that he will pay out at the same time as under the previous method of settlement. On this basis, he added, Mr. Freeze wants a deed to the property at once, but he is willing to give the state a mortgage, as security. He recommended acceptance of the revised offer, and that Mr. Freeze be allowed to take possession of the property as soon as he has made the initial payment. The Commission approved the recommendation by unanimous vote.

The Attorney presented a form of resolution covering the alteration of the traffic signs at the intersection of the Woodburn-Sandy Secondary Highway No. 161, with the Wilhoit County Road, about one mile east of Molalla, in

Clackamas County, which change was authorized by the Commission at the previous meeting. After discussion, the Commission by unanimous vote approved and adopted the resolution as follows:

WHEREAS, the Woodburn-Sandy Highway is a secondary state highway and is known and designated as State Secondary Highway No. 161 and said highway intersects the Wilhoit county Road in Clackamas County at a point approximately one mile east of Molalla; and

WHEREAS, traffic moving over said county road at the place where said county road intersects said secondary highway is greater in volume and character than the traffic over said secondary highway at said point of intersection; and

WHEREAS, the convenience and safety of the traveling public necessitate the erection and maintenance of certain traffic control signs at the point where said secondary highway and the said county road intersect; and

WHEREAS, it is recognized that traffic entering said secondary highway at said point of intersection over or from said county road is predominantly log-hauling vehicles;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That westbound traffic on said Secondary Highway No. 161 shall come to a complete stop before entering the intersection formed by said Secondary Highway No. 161 and the west leg of said county road.

2. That the stop sign heretofore erected on said county road requiring west bound traffic thereon to stop before entering said secondary highway shall be removed.

3. That eastbound traffic on said Secondary Highway No. 161 be required to stop before entering the intersection with said county road, provided, however, that eastbound traffic on said secondary highway destined to the south along said county road shall not be required to stop, the intent of this last regulation being to permit at this point a right turn without the necessity for stopping.

4. That northbound traffic on said county road destined towards Colton, Estacada, and points east be required to stop before entering the intersection with said Secondary Highway No. 161.

5. In addition to the above stop signs, it is recognized that westbound traffic from said secondary highway and destined to the south along said county road should, to some extent, be regulated

by appropriate traffic control signs, but that since any such control signs would be entirely off the highway right of way and erected for the purpose of controlling purely county traffic, it must be erected and maintained pursuant to an act or order of the County Court of Clackamas County. Therefore, the Highway Commission hereby consents to the erection by theCounty Court of Clackamas County of the necessary and appropriate stop signs requiring traffic originating on said secondary highway to the east of said intersection and destined southwardly along said county road to come to a complete stop before entering said county road, it being further understood and provided that such stop sign or signs be placed at points approved by the State Highway Engineer.

6. That this resolution be entered in the minutes and records of the Commission as of the 28th day of July, 1943, and shall be effective as of said date.

Commissioner Chessman brought up for discussion the matter of constructing a sidewalk along the Oregon Coast Highway, between the Lewis and Clark Bridge and Miles Crossing, which project heretofore has been approved by the Commission, subject to satisfactory settlement of right-of-way transactions. He pointed out that the right-of-way matter has been disposed of, and suggested, in view thereof, that the Engineer be authorized to advertise the project for bids to be received at the next meeting. A motion was made by him to that effect. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Engineer brought up for discussion the bid received from contractor C. H. Wheeler, at the morning session, for the construction of the Astoria Airport Section of the Oregon Coast Highway. He advised that this bid was qualified upon the use of a quarry situated within the city limits of Astoria, known as the Hildebrand Quarry, the operation of which has been estopped by city ordinance. However, the contractor has stated a willingness to withdraw the qualification, if the State Highway Commission will make an honest effort to get the city to rescind its ordinance for the duration of this job. He pointed out that Mr. Wheeler's bid is nearly $100,000 lower than the next-low bid, and that the Public Roads Administration is not inclined to approve the award of the contract to any but the low bidder. Commissioner Chesaman disqualified himself in passing on this matter, explaining that he has fought the use of this quarry for several years, because of the dust nuisance and the noise that it creates, the quarry being situated near one of the city schools and some of Astoria's finest homes. Chairman Banfield and Commissioner Schaupp both appeared inclined to do what the contractor has asked, and tentatively approved the engineer's talking the matter over with the members of the city council and the city attorney of Astoria.

Mr. Wheeler, who was present, was then called into conference. He was accompanied by Mr. Jack Winninger, President of the contracting firm of Warren Northwest, Inc., and Mr. Allan Hunter, who represents the company that is

to write Mr. Wheeler's contract bond. Mr. Winninger was spokesman. He explained that he is subcontracting part of the work from Mr. Wheeler, and gave the reasons that prompted submission of a qualifying letter with their bid. He quoted Mr. Owens, former Astoria City councilman, as saying that he (Mr. Owens) thought that the city would permit the use of this quarry if its operation was in connection with the war effort. The Engineer advised that Mr. Wheeler's bid is satisfactory in all respects, except for the qualifying clause, which would have to be withdrawn before the Commission can award the contract. Mr. Winninger stated that they would be perfectly willing to withdraw the qualification, if the Highway Commission or the Public Roads Administration, or the United States Navy authorities will assist them in securing the consent of the City of Astoria to the use of the quarry. The Engineer inquired whether or not the contractor would be satisfied if he personally appeared before the Astoria City Council relative thereto. Mr. Winninger replied in the affirmative. He added that they expect to remove only about 24,000 cu. yds. of rock from this quarry, which is considerably under the amount needed for the job, and that their operations in the quarry would last only about thirty-five days of ten hours each. Mr. W. H. Lynch, District Engineer, of the Public Roads Administration, who was present, stated that he would endorse any presentation that is made to the Astoria City Council, by Mr. R. H. Baldock, as State Highway Engineer, but he cannot approve award of the contract to the second-low bidder, because such bid is about $100,000.00 higher than that of Mr. Wheeler. Commissioner Chessman explained, for the benefit of Mr. Wheeler and Mr. Winninger, the reason that he is not in position to bring any personal influence to bear in connection with the matter.

After further discussion, the Commission authorized the Engineer to discuss the matter personally with the Astoria City Council, and approved the award of the contract to Mr. Wheeler on the basis of his bid, if Mr. Wheeler will withdraw his qualification by letter. Messrs. Wheeler and Winninger both stated their approval of such arrangement, whereupon the Commission instructed the Engineer to contact the city authorities at once. The Commission thereupon referred the bids received for this project to the Engineer with authority to award the contract to the low bidder, when the above conditions have been satisfied.

Commissioner Schaupp brought up for discussion a request from Mr. R. B. Hadley of Klamath Falls for permission to move a house 24' x 34' in dimension, over the Midland Secondary Highway, from Mile Post 2.0 to Mile Post 4.80. The Commission by unanimous vote approved the issuance of the permit provided Mr. Hadley will furnish the required amount of public liability and property damage insurance, and the customary $1,000.00 bond; and provided further, that the movement is accompanied by sufficient flagmen to properly and effectively protect other traffic.

The Commission recessed for lunch at 11:40 a. m., and resumed discussions at 1:00 p. m., in the same room, with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

The Engineer discussed with the Commission the bids that were received at the morning session, for construction work. As a result thereof the Commission decided to reject the bid received for the North Bend Airport Access Road Project, and by unanimous vote authorized the Engineer either to negotiate with a contracting firm to do the work, or to do the work by force account or with state forces, if such an arrangement meets with the approval of the Public Roads Administration. The Commission also decided unanimously to refer to the Engineer the bids received for the remaining projects, with authority to award the contract to the low bidder in each instance when certain conditions have been satisfied.

At 1:30 p.m. Chairman Banfield announced the following awards of contracts, as a result of previous discussions.

"Astoria Airport Section of the Oregon Coast Highway, in Clatsop County. 3.9 miles grading and bituminous macadam surfacing. C. H. Wheeler, Portland, submitted the low bid for this project, in the amount of $393,903.50. Peter Kiewit Sons' Company, Omaha, Nebraska, submitted the second low bid, in the amount of $491,205.00. There were three higher bidders. The Commission has referred this bid to the Engineer with power to award the contract to the low bidder when certain conditions have been fulfilled.

"North Bend Airport Access Road Project, in North Bend, Coos County. 0.40 miles of grading and paving. Newport Construction Company, Portland, submitted the only bid for this project, in the amount of $69,093.50. The Commission has rejected this bid and has authorized the work to be done by force account, if such an arrangement meets with the approval of the Public Roads Administration.

"Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highway, Polk County. 12.51 miles of grading and surfacing; and 5.98 miles of oiling. Peter Kiewit Sons' Company, Omaha, Nebraska, submitted the low bid for this project, in the amount of $387,570.00, based on the use of asphalt. They did not submit a bid based on the use of tar. McNutt Bros., Eugene, submitted the second-low bid, in the amount of $438,159.00, based on the use of tar, and $438,419.00, based on the use of asphalt. There were two higher bidders. The Commission has referred the bids to the Engineer with power to award the contract to the low bidder, when certain conditions have been fulfilled.

"Monmouth-Pedee Bridge Project on the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highway, Polk County. One log span, two pile trestles and three concrete culverts. J. F. Johnston, Newberg, submitted the low bid for this project, in the amount of $14,270.00. C. W.Reeve, Salem, submitted the second-low bid, in the amount of $15,088.00. There were six other bidders. The Commission has referred the bids to the Engineer with power to award the contract to the low bidder, J. F. Johnston, when certain conditions have been fulfilled.

"Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways, in Tillamook County. A. H. Saxton, Corvallis, submitted the low bid for this job, in the amount of $67,760.00. Rogers Construction Co., Dayton, Washington, submitted the second-low bid in the amount of $68,650.00. There were three other bidders. The Commission has referred the bids to the Engineer, with power to award the contract to the low bidder, when certain conditions have been fulfilled."

The Commission by unanimous vote considered and adopted the following "nunc protunc" resolution with respect to the establishment of a ration bank account to facilitate purchase of gasoline by the use of gasoline deposit certificates as authorized at its meeting of July 15, 1943.

WHEREAS, the Office of Price Administration has provided under and by virtue of a general ration order, subsequently supplemented, amended, explained and otherwise modified from time to time, that bulk consumers of gasoline may have their gasoline rations issued in the form of gasoline deposit certificates(Form OPA R-568) or consumer coupons approved for bulk transfer; and

WHEREAS, notwithstanding the fact that compliance with said ration order is optional in so far as the State of Oregon is concerned, the Highway Commission has elected to operate under said order and procedure and procure its necessary supply of gasoline by use of gasoline deposit certificates; and

WHEREAS, by the rules and regulations set up by the Office of Price Administration it is required of a bulk consumer of gasoline that such consumer open a ration bank account and thereafter conform with all of the routine and mechanics fixed and provided therefor by the Office of Price Administration;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That the Oregon State Highway Commission does hereby elect to procure, receive and accept its gasoline rations pursuant to the gasoline deposit certificate plan (Form OPA R-568) provided and inaugurated by the Office of Price Administration under its Consumer Bulletin No. 1.

2. That for such purpose R. H. Baldock, as State Highway Engineer, hereby is authorized to open and establish a ration bank account in The United States National Bank of Portland, Oregon, and/or in one or more of the branches of said bank, which said bank and/or any branch of said bank hereby is authorized to represent the Oregon State Highway Commission in all transactions involving deposits made in said ration bank account or accounts and in all disbursements therefrom.

3. That the said R. H. Baldock, as State Highway Engineer, and the following named employes of the Highway Department, to wit:

M. H. Hawke and Carl F. Smith, are hereby authorized to sign or endorse for the Oregon State Highway Commission such drafts, checks or other orders drawn against the said ration bank account and may make additional deposits in said account from time to time as conditions may warrant.

4. That the said R. H. Baldock, as State Highway Engineer, and the said M. H. Hawke and Carl F. Smith, as employes of the State Highway Commission, hereby are authorized to sign ration checks as defined in the said Gasoline Consumer Bulletin No. 1, and are authorized to endorse ration checks or other ration evidences owned or held by the Oregon State Highway Commission for deposit in said account.

5. That The United States National Bank of Portland, Oregon, be and it hereby is authorized to receive and honor all ration checks signed in accordance with the foregoing authorization and within the purview and purpose of said Gasoline Consumer Bulletin No. 1.

6. That the said R. H. Baldock, as State Highway Engineer, hereby is authorized to conform to and comply with such rules, regulations and routine as may be fixed and established from time to time by the Office of Price Administration with respect to the said ration bank account and such additions as may be made thereto from time to time.

7. That the provisions of this resolution and the policy and procedure hereby adopted and put in effect by the Oregon State Highway Commission shall apply to and control any ration bank account which may, prior to the date of this resolution, have been established by the State Highway Engineer, and the provisions of this resolution and the policy adopted hereby shall remain in full force and effect until amended, revoked or rescinded in writing by this Commission, a certified copy of which said amendment, rescission or revocation shall be served upon the said bank and shall thereafter become effective.

8. That if from time to time it appears necessary that other or additional persons and employes than M. H. Hawke and Carl F. Smith should be authorized to sign checks or other papers in connection with the said ration bank account, then the said R. H. Baldock, as State Highway Engineer, hereby is authorized to name and designate such other or additional persons and shall thereafter and thereupon notify in writing the said Bank, giving the names of such other or additional persons or employees so authorized.

9. That the Secretary to the Oregon State Highway Commission hereby is authorized to prepare for delivery to the said The United States National Bank a certified copy of this resolution, which certified copy when delivered to the said Bank shall be the Bank's authority to recognize and deal with the said R. H. Baldock, as State Highway Engineer, in the opening of said ration bank account, the maintenance of the same and the making of deposits therein and the withdrawals therefrom from time to time as the business of the Commission may warrant.

10. That this resolution be entered in the minutes and records of the Commission as of July 15, 1943, and deemed in effect as of that date.

For the benefit of Commissioner Schaupp, Chairman Banfield explained that previously in the session the Commission discussed a resolution from the Portland Chamber of Commerce, in which the Commission was urged to acquire scenic strips along the highways of this state. He advised that the request is in conformity with the Commission's established policy, in view of which the Parks Superintendent has been authorized to contact the Recreational Committee of the Portland Chamber of Commerce and arrange a trip with members thereof, in order to acquaint them with what has already been done by the Commission along that line. Commissioner Schaupp expressed his approval of such action.

The State Parks Superintendent was present and reported on the following park matters:

1. Application of the U. S. Coast Guard to construct a telephone pole line across Cape Lookout State Park, in Tillamook County:- The Parks Superintendent recommended approval of this request, subject to the condition that care is taken not to destroy valuable timber and shrubbery. The Commission approved the recommendation.

2. Request of Paul Rubeck, Marshfield, to purchase timber in Umpqua State Park:- The Parks Superintendent advised that this property is located adjacent to the Oregon Coast Highway about six miles south of Winchester Bay and that Mr. Rubeck wants to buy about 500 M-FBM of spruce timber standing thereon. He recommended against the sale of this timber. The Commission approved the recommendation.

3. Offer of W. O. Laurence, Sixes, Oregon, to purchase a portion of Port Orford Cedar State Park:- The Parks Superintendent advises that Mr. Laurance wants to buy 34 acres of this park which is located adjacent to the Oregon Coast Highway, about seven miles north of Port Orford. This park, he said, was deeded to the state as a gift, by Moore Bros., Bandon, who stipulated in the deed that the property was always to be held for wayside purposes. He recommended that Mr. Laurance's offer be denied. The Commission approved the recommendation.

4. Proposed purchase of Sparrow property, in Douglas County:- The Parks Superintendent requested authority for the right of way department to secure options for the purchase of a portion of the Sparrow land, situate adjacent to the Oregon Coast Highway, between Elbow Lake and Gardiner. The Commission approved the request by unanimous vote, and it was so ordered.

5. Proposed exchange of wayside lands, in Douglas County:- The Parks Superintendent advised that the Crown-Willamette Company, which owns timber situate adjacent to the Oregon Coast Highway

between Tahkenitch Lake and the Douglas-Lane County line, is now negotiating with the U. S. Forest Service for an exchange of properties, with the view in mind of preserving timbered wayside strips. He exhibited a map showing the location of the property. The Commission evidenced its approval of such exchange, and instructed the Parks Superintendent to point out the tract to the members of the Recreational Committee of the Portland Chamber of Commerce, when he takes this committee on the proposed trip for inspection of state parks.

6. Proposed exchange of O & C lands, in Douglas County:- The Parks Superintendent advised that Douglas County has worked out the proposed exchange of lands with the O & C Department, which makes it possible for the state now to acquire from the county the state parks at the summit of Camas Mountain on the Coos Bay-Roseburg Highway, and at Elkton Tunnel, on the Umpqua Highway, which two parks for the past several years have been under lease from the federal government. The two tracts, he said, contain 5,485,000 feet of timber, and the county has offered to sell both tracts to the state for the sum of $5,485.00, which is at the rate of $1.00 per M-FBM. He gave as his thought that this is a good deal; however, advised that there is a possibility that the Congress will enact legislation whereby some 1,500 acres of O & C lands, that the state now has under lease from the government, will be deeded to the state without cost. Such information, he said, was obtained from Mr. Guy Cordon of Roseburg, with whom he wishes to confer before completing the purchase of the two above-mentioned tracts from Douglas County. The Commission by unanimous vote approved the carrying on of negotiations for the acquisition of the Douglas County land, with a view in mind of obtaining it without cost, is possible.

7. Sale of down timber in Joaquin Miller State Park:- The Parks Superintendent advised that there is considerable fallen timber in this park, which is located adjacent to the Oregon Coast Highway, about two miles south of Florence, in Lane County. For the most part, he said, the timber consists of hemlock, which has fallen during severe storms. The property must be cleaned up, he said; otherwise the state will lose it. He requested authority to negotiate the sale of the timber. The Commission approved the request.

8. Proposed purchase of timbered wayside strips along the Pendleton-John Day Highway south of Ukiah:-The State Parks Superintendent advised that the tract contains a nice stand of timber, which the owner offers to sell to the state with the land at the rate of $12.00 per acre. The property, he said, lies along Camas Creek, about three miles south of the town of Ukiah. The Commission deferred action on this matter, pending inspection of the property on its trip through Central Oregon, about August 25.

9. Sale of hay on Shore Acres property, at Cape Arago State Park:- The Parks Superintendent reported an offer from L. H. Cornell, North Bend, to purchase the hay on 34 acres in this park, at the rate of

$2.00 per acre, or a total of $68.00. About half of this acreage, he said, has been matted to the ground by army tanks maneuvering over the area. He recommended acceptance of Mr. Cornell's offer. The Commission approved the recommendation.

10. Parks financial statement:- The following financial report was presented by the State Parks Superintendent and was approved by the Commission by unanimous vote:

	1943 Budget	Expenditures to June 30, '43	Balance
Acquisition	$12,210.00		$8,787.03
Curry County: Newburgh State Park		$2,892.96	
Linn County: Cascadia-Geisendorfer		300.00	
Tillamook County: Nehalem Sandspit-Peterson		12.50	
Legal Costs of Acquisition		217.51	
Betterment	none	340.78	340.78
Operation and Maintenance	46,757.28	$16,432.03	34,325.25
Plus sale of cinders (Gov't. requires this to be spent on Cove Park)	4,000.00		
	$62,967.28	$20,195.78	$42,771.50

11. General report on state parks:-In conformity with previous instructions from the Commission, the State Parks Superintendent presented to each Commissioner a detailed general report on all state parks, including a summary of acreage, costs, and other pertinent information.(For details see copy of report in general files.)

Mr. Lewis A. McArthur, President of the Oregon Historical Society, came before the Commission at this time in regard to the appointment of a committee to pass on the establishment of historical markers along state highways, in Oregon. His appearance was at the request of the Commission. Chairman Banfield advised Mr. McArthur that the Commission has in mind the erection of historical markers along state highways throughout the state, but before embarking on a program of this kind wants to know the facts with respect to the various historical sites. To obtain such information, he said, the Commission considers it advisable to appoint a committee to advise the Commission relative thereto. He inquired whether or not Mr. McArthur is willing to accept the Chairmanship of such committee, the size of which would be left up to Mr. McArthur to decide. Commissioner Chessman stated that it is the desire of the Commission to have the advice and counsel of people who are authorities on Oregon history. Mr. McArthur replied that there is a question whether or not

he could serve on the committee, but in any event he would be very glad to assist the Commission in the selection of the committee members.

Following discussion of this matter, Mr. McArthur reported a dangerous parking condition which exists along S. W. Sixth Avenue in Portland. He said that he does not know whether such matter comes under the jurisdiction of the Highway Commission but he is simply reporting it so the Commission can order corrective measures taken if the condition is subject to its control. The matter was referred to the Engineer and the Attorney to investigate and discuss with the Portland city officials.

Mr. James Elliott, logging contractor, Astoria, was present and asked the Commission to move the state's scales which are now located on the Salmon River Highway at Grand Ronde. He stated that the scales are now improperly located, and, as a result, all of his trucks are required to go about half a mile out of their way in order to be weighed, which is costing him about thirty or forty dollars per day extra expense, not mentioning the extra wear and tear on his trucks and tires and extra consumption of gasoline. He also said that other operators are effected similarly. The Engineer advised that this matter has been before the Commission on several occasions, but the Commission has taken no definite action relative thereto. He estimated that it would cost about $2,500.00 to move the scales, and recommended that that be done. The Commission approved the recommendation by unanimous vote.

The Commission considered and signed the following agreements, etc:

Agreement with Frank L. Ferguson, being contract of sale covering property on revised location of Crater Lake Highway.

Agreement with City of Junction City covering improvement of city streets not on the state highway system.

Contract with Brunell Bros., for furnishing ferry service at Enegren Crossing of Coos River, in Coos County.

Contract with Edlefsen-Weygandt Company for grading and paving Yeon Avenue-Nicolai Street Access Road, Portland.

Agreement with G. T. Wadsworth covering removal of two walnut trees on the Pacific Highway at Woodburn.

Agreement with the City of Eugene covering maintenance of Hilyard Street between 8th Avenue and Broadway.

Agreement with Robert Fromm covering pasturing of sheep in Humbug Mountain State Park, for year ending April 13, 1944.

Bargain and sale deed conveying unto W. H. Grabenhorst & Co. 81.5 acres of land, adjacent to the Pacific Highway, south of Salem.

JUL 23 1943

Bargain and sale deed conveying unto Wiley & Smith 7,000 sq. ft. of land in Kerns Addition, Portland.

Acceptance of permit from Freda R. Giese, covering retaining wall construction along the south line of the Giese property, in Lane County.

Petition for exclusion of land from Stanfield Irrigation District.

Modification of agreement with Union Pacific Company relative to remodelling Union Avenue Viaduct, Portland.

Joint letter with Public Roads Administration and U. S. Forest Service, programming Oregon Forest Highway funds for fiscal year ending June 30, 1944.

There being no further business to come before the Commission at this time, the meeting was adjourned at 2:30 p. m.

T H Banfield
Chairman

R W Schaupp
Commissioners

M R Chessman
Commissioners

R H Baldock
State Highway Engineer

H B Glaisyer
Secretary

Portland, Oregon, August 23, 1943

The State Highway Commission met in regular session at 9:00 a. m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Schaupp arrived at 10:30 a. m.

Bids as follows for highway construction work and for the sale of a residence building at Milton were opened and read according to previously published notices, following which Chairman Banfield announced that the awards of contracts would be made at 2:30 p. m. in the same room:

INDEPENDENCE-GRANGER COUNTY ROAD
SUVER ROAD-WELLS ROAD SECTION
OILING

E. C. Hall & J. C. Compton	$2,578.80
Parker-Schram Company	$4,446.75
Babler Bros.	$4,966.00

OREGON COAST HIGHWAY
MILES CROSSING-LEWIS AND CLARK RIVER SECTION
OILED ROCK FOOTPATH

C. H. Grimstad & T. Vanderveldt	$5,740.00
C. H. Wheeler	$7,360.00

OREGON COAST, WOLF CREEK AND NECANICUM HIGHWAYS
CANNON BEACH JUNCTION SECTION
SURFACING AND ROCK PRODUCTION

Rogers Construction Co.	$84,750.00
C. H. Wheeler	$87,430.00
A. H. Saxton & Sons	$88,815.00
E. C. Hall Co.	$93,095.00
Fisher Bros.	$95,624.00
T. W. Thomas	$101,600.00
Jed Wilson	$103,410.00

WILLAMETTE HIGHWAY
OAKRIDGE REVETMENT SECTION
ROCK AND GRAVEL REVETMENT

Hord & Stuart	$40,735.00
McNutt Bros.	$44,710.00
Leonard & Slate	$45,000.00

I.O.N. HIGHWAY
MALLOY RANCH-HOOKER CREEK SECTION
GRADING, SURFACING AND OILING; CONCRETE BRIDGE; ROCK PRODUCTION

Morrison-Knudsen Co.	$348,823.50
Leonard & Slate	$430,695.50
J. A. Terteling & Sons	$463,576.50
McNutt Bros.	$494,189.00
Triangle Construction Company	$512,953.50

SALE OF RESIDENCE BUILDING IN MILTON

Building No. 10530 (Former Owner Irene Troyer)

O. A. Giles	$100.00

AUG 23 1943

The Engineer discussed briefly with the Commission matters pertaining to which delegations are to appear at this meeting.

The Engineer reported on investigations that had been made with respect to the one-way traffic scheme which is now in force along the Pacific Highway through the city of Medford. He recalled that the Commission has been asked by city officials to change this scheme so as to provide two-way traffic on Riverside Avenue which is now designated for northbound traffic only. The criticism, he said, is based primarily on the objections of a few property owners who resent the taking away of southbound traffic from Riverside Avenue and by business men who have offices on Central Avenue over which southbound traffic is routed who complain of the noise that is created by heavy trucks that operate on this street. He advised that the present scheme of routing traffic originally had the approval of the city officials and to make any change now would require a complete re-design at the intersection of the Crater Lake Highway and Pacific Highway and would involve a large expenditure of funds; further, that to permit two-way traffic along Riverside Avenue would cause serious traffic congestion which undoubtedly would be accentuated when times return to normal. He recommended retention of the present scheme; however, suggested that the noise condition along Central Avenue could be eliminated by routing southbound truck traffic over Front Avenue. Such plan, he said, would necessitate an expenditure of approximately $60,000.00 to construct connections with Central Avenue at both ends of Front Avenue. He presented a map to show visually the plan as outlined. He also suggested, if the Commission approved such arrangement, that the city be required to furnish extra right of way that might be needed which he estimated would cost about $19,000.00. The matter was discussed at considerable length but no definite action was taken thereon although the Commission indicated that it did not favor any change in the present manner of routing traffic through the city of Medford.

The Engineer reported the results of his formal request of Mr. Charles P. Pray, Superintendent of Department of State Police, for the appointment as special police officers, of several highway department weighmasters. Mr. Pray, he said, advises that compliance with the request would contravene a policy of his department which is of long standing and which has been followed strictly throughout the years, and also advises that there is a question whether or not the act which created the State Police Department contemplated the appointment of officers other than those who are regularly selected and qualify as members of his department. Mr. Pray, he added, suggests that it would be possible to have the weighmasters appointed special agents by Governor Snell under authority of section 90-105 O. C. L. A. which would probably serve the purpose of the State Highway Commission. After discussion, the Commission instructed the Attorney to look into the law covering such appointments and advise the Commission of its authority relative thereto. Chairman Banfield was authorized by the Commission to discuss the matter with Governor Earl Snell if necessary after the Attorney has made his report.

A report was rendered by the Engineer on the cost to purchase commercial insurance covering State Highway equipment and contents of buildings, for fire and extended coverage perils. He advised that Peck & Wadsworth, Salem,

acting in behalf of the State Association of Insurance Agents, have quoted a premium of $62,034.00 for a three-year policy based on a valuation of $3,419,374.00. He pointed out that during the past ten years the highway department's fire loss has averaged less than $3,500.00 per year. By not carrying commercial insurance on equipment during this period, he said, the highway department has saved approximately $150,000.00 based on an annual premium charge of $15,000.00. He recommended in view of this experience that the additional insurance coverage not be purchased. The Commission approved the recommendation by unanimous vote.

Reconsideration was given by the Commission to the matter of purchasing extended insurance covering state highway bridges. The Engineer advised that pursuant to instructions given him by the Commission at its meeting on July 27, he has made further investigation in this matter and now finds that such insurance can be purchased on a three-year basis for $1,519.00, and that it would be just about as cheap to carry full coverage as partial coverage. He recommended the purchase of such insurance on the full coverage basis and also recommended that the Arch Cape Tunnel on the Oregon Coast Highway be insured against fire in the amount of $100,000.00, which represents about 50% of its total cost, which would raise the total premium to $2,419.00 for the three-year period or about $800.00 per year. After discussion, the Commission voted unanimously to purchase full coverage insurance for three years on the bridges and also on the tunnel as recommended by the Engineer. The Engineer was thereupon instructed to dismiss the guards that are now being maintained at these locations as soon as the insurance is in effect.

The Engineer requested authority to purchase three pieces of equipment known as "hystevators", for use by patrolmen in the cleaning of highway ditches and by pavement and oiling crews in the loading of patching materials. He estimated the total cost involved at $1,800.00. The Commission approved the purchase of such equipment by unanimous vote.

The Engineer reported award of the following contracts, bids for which were received by the Commission at its meeting of July 28, 1943, the conditions of the awards having been satisfied:

"Construction of the North Bend Airport Access Road, in Coos County, contract awarded to Newport Construction Company on August 14, 1943, as the result of negotiation.

"Grading, surfacing and oiling the Monmouth-Pedee Section of the Monmouth County Road and the Dallas-Kings Valley Secondary Highway, in Polk County. Contract awarded on August 20, 1943, to Peter Kiewit Sons' Company, the low bidder.

"Construction of bridges and culverts on the Monmouth-Pedee Bridge Project on the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highway, in Polk County. Contract awarded on August 20, 1943, to J. F. Johnston, the low bidder.

AUG 23 1943

"Construction of the Astoria Airport Section of the Oregon Coast Highway, in Clatsop County. Contract awarded on August 21, 1943, to C. H. Wheeler, the low bidder."

The Commission by unanimous vote confirmed the award of these contracts.

The Commission discussed briefly and ordered filed a press report to the effect that Mr. Arthur C. Benson of Breyn Mar, Washington, contemplates the construction and operation of a trackless-trolley system on highways between the California state line and the Columbia River. The Commission decided to defer action on this matter until the scheme is farther advanced.

A communication was presented from the Gresham Fire and First Aid Service, Gresham, Oregon, requesting a contribution from the State Highway Commission to assist in supporting the Gresham Volunteer Fire Department. It appears that the Gresham Fire and First Aid Service is being maintained entirely by volunteer "members" and contributions from residents and property owners in the area served. It also appears that calls are answered to the homes of all persons in the area but if the resident or property owner has not contributed to the service a charge of $25.00 is made. The Attorney advised that there is a ruling to the effect that the state cannot be a member of a mutual organization which may call upon the state for funds; however, he gave as his opinion that it is not beyond the authority of the Commission to enter into an agreement with the Gresham Fire Service for fire protection if it so desires, by which agreement the state would contribute a specified sum of money and in consideration, the Gresham Fire Department would hold its equipment and fire fighters available for the protection of the state's property located in this place. The matter was discussed by the Commission at considerable length during which the Commission expressed the feeling that the making of a contribution in this instance would establish an undesirable precedent in view of which the Commission voted unanimously to deny the request.

The Commission discussed and approved the application of the U. S. War Department to install certain drainage facilities along U. S. Highway 99 W in front of the Corvallis Airbase, south of Corvallis, on the condition that drainage pipe of ample size is installed to take care of excess waters and that the work is done in conformity with highway department standards of construction. The Commission thereupon signed a form of permit covering the matter.

Mr. Charles H. Reynolds, La Grande, President, Oregon Trail Association, headed a delegation which appeared before the Commission in regard to the further improvement of the Columbia River Highway between Portland and The Dalles. Others in the delegation representing the Portland committee for such improvement were Russell L. Colwell, Vice President, First National Bank of Portland, Ronald G. Callvert, representing Palmer Hoyt, publisher of the Oregonian, Marshall Dana, representing Sam Jackson, associate publisher of the Oregon Journal. Mr. Colwell presented the principle arguments in behalf of the group. He recalled that the Portland committee was appointed about two years ago by the Mayor of Portland and that it is supposed to represent the Portland

business interests that want the Columbia River Highway improved. The committee, he said, wishes to bring to the Commission suggestions for the completion of the highway within a reasonable length of time which it appears cannot be accomplished within the next 30 or 40 years under the present plan of allocation of funds. He suggested three ways to finance the work:

1. Sale of state highway bonds. The committee, he said is not in favor of such method of financing.

2. Establishment of this highway as a toll road which is undesirable and does not have the approval of the committee members.

3. The establishment of a highway district comprising some 12 or 15 counties which are situate adjacent to the Columbia River Highway and the Old Oregon Trail throughout its entire length in Oregon. The plan, he said, would involve the sale of bonds by the district. It was his thought that this is an acceptable and fair way to finance the project so that construction can go forward immediately after the war is over and be completed within a reasonable length of time.

Mr. Colwell's remarks were endorsed by Messrs. Dana and Callvert, both of whom urged the improvement from the commercial and pleasure standpoints. Mr. Reynolds also added his endorsement in behalf of the Oregon Trail Association and also stated that the object of the committee is to present the proposed methods of financing to the Commission for its consideration in the event the project cannot be financed with funds derived from regular sources.

There followed a general discussion on the matter during which Mr. Colwell advised that the counties along the route have not yet been contacted with respect to the formulation of the highway district because the committee wanted to discuss the matter with the Highway Commission first. Mr. Dana declared that the improvement would be a big asset to the state, to the northwest and to the entire nation; that it is a needed improvement being of primary importance and should be finished as soon as possible. In reply to an inquiry from Chairman Banfield as to whether or not the people of Portland prefer this project to completion of the Wolf Creek Highway or the Front Avenue Project in Portland, Mr. Dana stated that the Columbia Gorge Project should not be placed in competition with the others.

Chairman Banfield advised that the Highway Commission does not have the authority to issue bonds except refunding bonds and then only in the amount of two million dollars annually; further, that the Commission is now canvassing the state with the idea in mind of ascertaining just what projects the various communities desire in the postwar construction program so that a program can be formulated and plans prepared which will enable immediate construction as soon as the war is over. The Commission is not in a position, at this time, he said, to make any definite statements in regard to any projects and will not be in such position until the state canvass has been completed and until it is known just what federal funds are to be available to finance the work. Mr. Dana requested assurance from the Commission that everything possible would be done to expedite this project to which Chairman Banfield replied that the Commission would give the matter careful consideration

AUG 26 1943

in the forming of its postwar program, but can make no promises at the present time. He pointed out that as a result of the Commission's canvass of the state, many more projects will be presented to the Commission than can be financed so the Commission will be obligated to establish a procedure as to the construction of one road in preference to another.

Commissioner Schaupp arrived at this time and entered into the discussion that followed. Chairman Banfield concluded the conference by stating that the Commission intends to analyze to the best of its ability all of the projects that are submitted for its consideration and will adopt a program on the basis of what it considers to be to the best interests of the entire state.

Following departure of this group, Mr. Reynolds presented the following programs of projects in behalf of the Union County Court and the Oregon Trail Association:

PROJECTS REQUESTED IN BEHALF OF UNION COUNTY

1. North Powder Road:- Complete the grading and surfacing of 1500 feet and the construction of a 54-foot bridge across North Powder River.

2. Reconstruct Hunter Lane to modern secondary highway standards, 7 miles in length, and extend same to a connection with the Imbler-Summerville-Toll Gate Road.

3. Reconstruct to modern secondary highway standards the 8-mile section of the Union-Cove Secondary Highway, No. 342.

4. Reconstruct a 9.9-mile section of the North Phillips Creek Road to modern secondary highway standards and designate such road as a state secondary highway.

5. Reconstruct to present-day secondary highway standards the 13.4-mile section of the county road between Alicel and Cove and place this road on the state secondary highway system.

6. Reconstruct to present-day secondary highway standards the 2.9-mile section of McAllister Lane which extends southerly from Island City to a connection with the Old Oregon Trail, and designate this road as a state secondary highway.

7. Extend Starkey Secondary Highway, No. 341, 16 miles to a connection with the Pendleton-John Day Highway at Ukiah, and construct same to modern standards.

8. Modernize the Old Oregon Trail to present-day standards between the towns of Union and North Powder, 15 miles.

9. Modernize to present-day standards the 6.8-mile section of the La Grande-Joseph Highway between Elgin and Pine Grove.

10. Modernize to present-day standards the 8-mile section of the Old Oregon Trail between La Grande and Hilgard.

Mr. Reynolds presented a blueprint map showing the several projects requested. He also presented a letter from the Union County Chamber of Commerce and a letter bearing the signatures of the Union County Court, City Officials and principal business men of Union County, both of which letters endorsed the program as outlined. Chairman Banfield pointed out that this is a big program and that the State Highway Commission will probably not have funds available to finance all of it, but will be pleased to consider them in the formulation of its postwar program.

PROJECTS SUGGESTED BY THE OLD OREGON TRAIL ASSOCIATION

1. Reconstruct the section between Ontario and the Baker County line to eliminate inferior alignment.

2. Widen the Durkee Undercrossing and flatten the approaches thereto.

3. Widen the Oxman (Unity) Overcrossing and eliminate the sharp approaches thereto.

4. Reconstruct the section between North Powder and Union.

5. Realign the section between La Grande and Hilgard so as to eliminate two overcrossings and numerous curves.

6. Consider adoption of a new route to eliminate hazardous alignment on Emmigrant Hill.

7. Widen West Court Street in Pendleton.

8. Reconstruct the 26-mile section between Boardman and Arlington.

9. Reconstruct the section between Quinton and the John Day River.

10. Eliminate the bottleneck condition caused by narrow streets through the City of The Dalles.

11. Reconstruct the section between The Dalles and Troutdale. With respect to project No. 11, Mr. Reynolds pointed out that this is the project that was requested by the Portland committee at this meeting and gave as his opinion that it is the most important project now before the Highway Commission. He advocated the establishment of this section as a toll road to finance construction if there appears to be no other way to secure the necessary funds.

AUG 23 1943

In reply to an inquiry from Chairman Banfield as to whether or not the present method of distributing funds to the various sections of the state is equitable, Mr. Reynolds stated that such method, in his opinion, is satisfactory. After discussion of the various projects presented, Chairman Banfield advised that the Commission will carefully consider each one in formulation of its postwar construction program but cannot make any promises or definite commitments with respect to any of them at the present time.

Mr. L. T. Merwin, President, Northwest Electric Company, Portland, was present in behalf of a Portland committee which is interested in securing the services of Mr. Robert Moses, New York City, to formulate plans for the development of Portland and vicinity as a postwar project, in order to provide work for the thousands of people who will be thrown out of employment upon cessation of the wartime activities. He asked the Commission to join with the group and participate in the costs involved which, he said, would amount to $100,000.00 for two months work by Mr. Moses and his corps of specialists. Other organizations participating, he said, are the City of Portland, Multnomah County, Port of Portland, Portland Dock Commission and the Portland School District, and the object of the group is to formulate a public works program of self liquidating projects so as to avoid a recurrence of the conditions that obtained after the last war. Mr. Merwin stated that the committee is meeting today to make its final decision with respect to securing Mr. Moses' services and would like to have the members of the Commission attend such meeting if possible; otherwise, to notify the committee so that it will know what to expect from the state. After discussion, Chairman Banfield stated that the Commission is not in a position to state at this time definitely whether or not it can contribute state funds for this purpose because the Commission does not know if it has the power to join in this expense. He advised Mr. Merwin that the Commission will discuss the matter with its Engineer and its Attorney and will let him know by 4:00 p.m. on this day. Following Mr. Merwin's departure the matter was reconsidered by the Commission. The Commission, after discussion, voted unanimously not to join in this undertaking because of the danger of establishing an undesirable precedent. It appeared to the Commission that if it contributed toward the expenses in this instance, it could not very well refuse to cooperate with other cities and towns which may present similar requests. It was decided to tell Mr. Merwin that the Commission considers it inadvisable for the state to join in this project as suggested but that it will authorize the Engineer to work with Mr. Moses' organization as is now being done at Eugene. The Engineer was thereupon authorized to cooperate with Mr. Moses' group to such extent. Mr. Merwin reappeared before the Commission at 4:00 p. m. at which time he was informed by Chairman Banfield that the Commission had discussed his proposal but feels that it cannot join with the others because it considers that it does not have the authority to spend state funds for such purposes; furthermore, it is the opinion of the members of the Commission that contributing state funds in this instance would establish a very undesirable precedent which would react unfavorably to the Commission in disposing of similar requests in the future. However, the Commission has authorized the Engineer to work with the group and to furnish records, et cetera.

Mr. Merwin then inquired whether or not the Commission would be willing to join with the group later on in the event a plan is derived, as a result of Mr. Moses' efforts, that shows a distinct benefit to the state highway program. Chairman Banfield remarked that that is another angle which would have to be studied. Commissioner Chessman also remarked that that would be a consideration; however, the Commission is treading on dangerous ground and while the idea of the undertaking is fine insofar as the Metropolitan District of Portland is concerned, there is a question whether or not it would benefit the up-state districts. He pointed out that the City of Astoria has paid for its own plans without state aid and that the City of Eugene is doing likewise. The question, he says, involves the problem of drawing a line where the Commission should cooperate and where it should not cooperate.

Mr. Merwin inquired whether of not the Commission would consider participating in the plan if federal funds become available for such purpose. Commissioner Schaupp replied that in his estimation the Commission should make no commitment whatsoever at this time. It was his thought that the cooperation that the Commission is now giving the City of Eugene is the maximum that it can offer to any city. In reply to an inquiry from Mr. Merwin, as to whether or not the Commission will entertain another appeal, Chairman Banfield stated that the Commission is not unfriendly to the entire scheme and will be pleased to listen to further appeal later on if presented at one of the regular meetings. This concluded the conference.

Messrs. Z. K. Smith, President, and J. R. Smith, Secretary-Treasurer, of the contracting firm, Logan and Taylor, Inc., came before the Commission in regard to the prequalifying of Logan and Taylor, to enable them to bid on state highway contract work. The Engineer explained that the former Highway Commission disqualified Mr. Logan from personally bidding on state highway work because of unsatisfactory past performances in connection with highway construction contracts. He pointed out that Mr. Logan since then has become associated with Mr. Taylor and others, which changes the situation, and in view thereof he recommended acceptance of the prequalification of the new firm on the condition that if they are successful bidders on any highway project but do not carry on their work to the satisfaction of the State Highway Commission that they be not permitted to bid on additional work. After discussion, motion was made by Commissioner Schaupp that this contracting firm be allowed to bid on state highway work to the extent of their prequalification, subject to the condition mentioned by the Engineer. The motion was seconded by Commissioner Chessman and was declared by Chairman Banfield to have received the unanimous vote of the Commission.

The Attorney brought up for discussion the proposed meeting with the highway officials of the states of Washington and California for discussion of matters of mutual concern. He advised that September 24 or 25 has been suggested as the time for such meeting and that the Washington officials have suggested that the meeting be held either in Eugene or Klamath Falls. Chairman Banfield stated that he could not attend the meeting on such date as he would be out of the state. Commissioner Schaupp stated his preference for the meeting to be held in Portland. Commissioner Chessman indicated that either Portland or Eugene would be satisfactory from his standpoint. It was decided that Commissioners Schaupp and Chessman would attend this meeting, but it was left up to the

Attorney to arrange the meeting place. (Final arrangements were made to hold the meeting on Friday, September 24, 1943, at Klamath Falls.)

The Commission recessed for luncheon from 11:50 a. m. to 2:30 p. m.

The Commission reconvened at 2:30 p. m. in the same room with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present. The Commission discussed the bids received at the morning session after which Chairman Banfield made the following announcement of awards of contracts such awards having been previously approved by the Commission by unanimous vote:

"Suver Road-Wells Road Section of the Independence-Granger County Road, in Benton and Polk Counties. E. C. Hall Co. & J. C. Compton, Eugene and McMinnville, submitted the low bid for this project in the amount of $2,578.80. The second-low bid was that of Parker-Schram Company, Portland, at $4,446.75. There was one other bid submitted on this project. The Commission has awarded this contract to the low bidder, E. C. Hall Co. & J. C. Compton, at their bid of $2,578.80.

"Miles Crossing-Lewis and Clark River Section of the Oregon Coast Highway, in Clatsop County. The low bid was submitted by C. H. Grimstad and T. Vanderveldt, Astoria, at $5,740.00. The only other bid was that of C. H. Wheeler, Portland, at $7,360.00. The Commission has awarded this contract to the low bidder, C. H. Grimstad and T. Vanderveldt, at their low bid of $5,740.00.

"Cannon Beach Junction Section of the Oregon Coast, Wolf Creek and Necanicum Highways, in Clatsop & Tillamook Counties. The low bid was submitted by Rogers Construction Company, Dayton, Washington, at $84,750.00. The second-low bid was that submitted by C. H. Wheeler, Portland, at $87,430.00. There were five other bids submitted on this project. The Commission has awarded this contract to the low bidder, Rogers Construction Company, at its low bid of $84,750.00.

"Oakridge Revetment Section of the Willamette Highway, in Lane County. Three bids were received for this project, the low one being that of Hord & Stuart, Portland, in the amount of $40,735.00, and the second-low bid being that of McNutt Bros., Eugene, in the amount of $44,710.00. The Commission has referred all bids received on this project to the Engineer with power to award the contract to Hord & Stuart, the low bidders, when certain conditions have been satisfied.

"Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, in Malheur County. Five bids were received on this project, the low bid being that of Morrison-Knudsen Company, Boise, Idaho, in the amount of $348,823.50, and the second-low bid being that of Leonard & Slate, Portland, in the amount of $430,695.50. The Commission has referred all bids received on this project to the

AUG 23 1943

Engineer with power to award the contract to Morrison-Knudsen Co., the low bidder, when certain conditions have been satisfied."

Sale of Residence Building in Milton:

"The only bid received for the purchase of this building was submitted by O. A. Giles, Freewater, at $100.00. The Commission has rejected this bid."

A letter was presented from contractor A. H. Saxton & Sons relative to the Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways, in Tillamook County, for which project this contractor submitted the low bid at the meeting of the Highway Commission held on July 28, 1943. Chairman Banfield read the letter aloud as follows:

Lowell, Oregon
August 23, 1943

Oregon State Highway Commission
Salem, Oregon

In Re: Hebo Rock Production Project
on Oregon Coast and Three Rivers
Highways, Tillamook County

Gentlemen:

After making extensive explorations and tests of the different sources of rock available in the vicinity of the above project, we hereby agree to assume the responsibility of sufficient rock being available for the completion of the above project.

In return for assuming this responsibility, the Oregon State Highway Commission will compensate us at our unit bid price for any additional truck haul from the source of the material to the crusher that may be involved in securing sufficient material for the completion of the above project.

We will be willing to accept the award of the contract for the completion of the above captioned project upon your acceptance of this letter. Signed and accepted in duplicate this 23rd day of August, 1943.

Yours very truly

A. H. SAXTON & SONS

By A. H. SAXTON (Signed)

Mr. A. H. Saxton was present and entered into the discussion of this matter. The Engineer recommended acceptance of the condition mentioned in the letter and the award of contract subject thereto. Motion was thereupon made by Commissioner Schaupp that the contract be awarded to A. H. Saxton & Sons subject

to the provisions of the letter. Motion was seconded by Commissioner Chessman and received the unanimous vote of the Commission.

Messrs. R. R. Bullivant and M. R. McArthur, representing the Phillips Petroleum Company, came before the Commission in regard to the application of Daight & Stewart Truck Company for permission to transport certain oil drilling equipment over state highways enroute from California to Marshfield. Mr. McArthur stated that his company has contracted to drill an oil well about seven miles south of Marshfield and that the equipment will have to be shipped in from California, some of which will involve loads weighing in excess of the Oregon legal weight limits. It will also be about five feet longer than the length permitted in Oregon. The Engineer recommended approval of the request if the company can meet the requirements specified in the Commission's wartime emergency permits. The Commission approved the recommendation by unanimous vote. (Mr. McArthur advised the Engineer later in the day that arrangements had been made to transport all of this equipment from California to Marshfield by rail which would eliminate the necessity for a permit except over the Oregon Coast Highway from Marshfield south seven miles to the site of the drilling. Such information was transmitted to the Commission which again approved the granting of the permit subject to the usual requirements.)

The Commission by unanimous vote approved the minutes of meetings held on July 6 and 7, July 12 to 17, inclusive, and July 27 and 28, 1943.

The Assistant Attorney reported orally on the right of way budget and expenditures made for real property purchases this year. The Commission approved the report.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties together with offers that he recommended be made in connection with each parcel. After careful consideration of each item, the Commission approved the request and thereupon by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and
>
> WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

WARRENTON JUNCTION-LEWIS & CLARK BRIDGE SECTION, OREGON COAST HIGHWAY

10882-Davis, Arthur E. Right of Way	2,812 sq. ft. in exchange for Lot 12, Block 92, Warrenton Park, the cost $35.00			Benson
10880-C-Clatsop County Right of Way	5,000 sq. ft. at .007¢		$35.00	"

LEWIS & CLARK BRIDGE-MILES CROSSING SECTION, OREGON COAST HIGHWAY

10951-Haaland, Norman Right of Way	2,004 sq. ft. at 2½¢		$50.10	"
10950-Carlson, Hugo Right of Way	3,952 sq. ft. at 2½¢	98.80		
	Fencing, anchor posts and gate	31.20	$130.00	"
10989-Raitanen, Onni K. Right of Way	1,415 sq. ft. at 2½¢		$35.38	"
10986-Erickson, Andrew Right of Way	2,265 sq. ft. at 2½¢		56.63	"
10987-Clatsop County Right of Way	1,388 sq. ft.		0.00	"
10984-Koming, Arthur Right of Way	790 sq. ft. at 2½¢		$19.75	"
10983-Girard, Harry A. Right of Way	815 sq. ft. at 2½¢		$20.38	"
10981-Hissner, Glen A. Right of Way	895 sq. ft. at 2½¢		$22.38	"
10998-Steger, L. S. Right of Way	720 sq. ft. at 2½¢		$18.00	"

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

10797-Wisniewski, Charles & Andrew, and C. E. and Ethyle L. Coombs				
Right of Way	0.45 acre at $1000		$450.00	Collins
10873-Mills, F. N.				
Right of Way	1,700 sq. ft. at 4¢		$68.00	"
4467-Worrell, T. H. and T. E.				
Right of Way Easement	Slope easement, 20 feet in width		0.00	Landon

BARBUR BOULEVARD SECTION, PACIFIC HIGHWAY WEST

1840-Costello, Estate J. C.				
Tunnel waste dump	1.610 acres at $745.35		$1,200.00	Parker

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY

10944-Goldhammer, Estate Harry J.				
Right of Way	2,000 sq. ft. at 25¢	500.00		
	Building	4,000.00	$4,500.00	McCallister
8270-Title & Trust Company				
Right of Way	38,552 sq. ft. at 9.34¢		$3,600.00	"
8270-A-Title & Trust Company				
Right of Way	41,731 sq. ft. at 30¢		$12,500.00	"

WILLAMETTE RIVER-MARION COUNTY LINE SECTION, WEST PORTLAND-HUBBARD HIGHWAY

4715-Walter, Charles H.				
Right of Way (Correction)	3.63 acres at $100	$363.00		
	Fencing, severance damages, waiver access, new sheds	$753.25	$1,116.25	Witt

WEST SALEM SECTION, SALEM-DALLAS HIGHWAY

8750-Lewis, Wilbur P.				
Right of Way	0.66 acre at $909.10		$600.00	McChesney

OAKRIDGE REVETMENT PROJECT SECTION, WILLAMETTE HIGHWAY

10997-Reed, Edith E., and Lauren and Margaret Gale				
Revetment & Easement	0.046 acre		Gratis	Witt

AUG 23 1943

OAKRIDGE REVETMENT PROJECT SECTION, WILLAMETTE HIGHWAY (Continued)

10996-Michael, Harry E. Revetment and Easement	0.034 acre	Gratis	Witt
10995-Michael, Harry E. Revetment and Easement	0.05 acre	"	"
10998-Woodruff, Oral A. Revetment and Easement	0.38 acre	"	"
11002-Smith, Lydia Decker Revetment and Easement	0.10 acre	"	"
11001-Clark, Bert Revetment and Easement	0.12 acre	"	"
10999-Hebert, Lewis D. Revetment and Easement	0.12 acre	"	"

CRESCENT SECTION, THE DALLES-CALIFORNIA HIGHWAY

7487-Sunderland, Ann Right of Way	6,750 sq. ft. at 44½¢ minus	$300.00	McChesney
10706-Davey, P. H. Right of Way	1,000 sq. ft. at 1¢	$10.00	"

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

10973-Johnson, P. L. Right of Way	790 sq. ft.	0.00	
	Moving Building	875.00	
		$875.00	Cozad

JOHN DAY-PRAIRIE CITY SECTION, JOHN DAY HIGHWAY

7680-Oliver, Herman (Correction) Gravel Pit & Stock Pile	3.73 acres at $25.00	93.25		
	Fencing	201.00	$294.25	"

MALLOY RANCH-HOOKER CREEK SECTION, I. O. N. HIGHWAY

10904-U. S.-Taylor Grazing Land Hauling road easement	Area not determined	0.00	"
10906-U. S.-Taylor Grazing Land Quarry & hauling road easement	Area not determined	0.00	"

AUG 23 1943

MALLOY RANCH-HOOKER CREEK SECTION, I. O. N. HIGHWAY (Continued)

10375-A-Harris, Charles V.				
Hauling road	0.14 acre	0.00		
	Fencing	30.00	$30.00	Cozad

CRANE SECTION, BURNS-CRANE HIGHWAY

10929-Harney County			
Maintenance Site	23 lots at $4.35	$100.00	DeSouza

The Assistant Attorney requested authority to institute condemnation proceedings to acquire certain other properties, settlement for which he has been unable to reach by negotiation. He presented a list of such properties together with offers that he recommended be authorized in condemnation as follows:

File No.	Name	Purpose Required	Recommended Offer
10914	Grover C. Knight, Estate	Gravel Pit and Hauling Road	$300.00
10994	Chas. H. Hills Estate	Revetment	$415.00
11000	John S. Dunn	Revetment	$ 10.00
11003	Claude R. Jones	Revetment	$ 10.00
9762	Bert Schultz	Right of Way	$725.00
11004	Homer M. Cross	Quarry	$1000.00
9473	Security Savings & Trust Co.	Mineral Rights	$500.00

After careful consideration of each item, the Commission authorized condemnation and approved the offers recommended in each instance. The following resolution with respect thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolman accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition of or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety

of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the several parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by the Estate of Grover C. Knight, Deceased, which property is located in the northeast quarter ($NE\frac{1}{4}$) of Section 13, Township 28 South, Range 46 East, and in the south half ($S\frac{1}{2}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 12, Township 28 South, Range 46 East, W. M., Malheur County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 1 and 2, and is further identified in the records of the Highway Commission as file R 10914, Parcel 1 of which property is being acquired for the purpose of securing therefrom roadbuilding materials and Parcel 2 is being acquired for hauling road purposes in connection with the I. O. N. Highway;*

Real property owned by the Estate of Chas. J. Hills, Deceased, et al., which property is located in the south half ($S\frac{1}{2}$) of Section 16, Township 21 South, Range 3 East, W. M., Lane County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 3 and 4, and is further identified in the records of the Highway Commission as file R 10994, and which property is being acquired for highway drainage purposes in connection with the Willamette Highway;*

Real property owned by Claude R. Jones, et ux., which property is located in the northwest quarter (NW¼) of the southwest quarter (SW¼) of Section 16, Township 21 South, Range 3 East. W. M. Lane County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5 and is further identified in the records of the Highway Commission as file R 11003, an easement on which property is being acquired for highway drainage purposes in connection with the Willamette Highway;*

Real property owned by Bert Schultz, et al., which property is located in the northwest quarter (NW¼) of the southeast quarter (SE¼) of Section 3, Township 39 South, Range 9 East, W. M., Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6 and is further identified in the records of the Highway Commission as file R 9762, and which property is being acquired for right of way purposes in connection with the Klamath Falls-Lakeview Highway;*

Real property owned by Homer M. Cross, et ux., which property is located in the northeast quarter (NE¼) of the northwest quarter (NW¼) of Section 34, Township 4 South, Range 10 West, W. M., Tillamook County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 7 and is further identified in the records of the Highway Commission as file R 11004, and which property is being acquired for manufacture of roadbuilding materials and hauling road purposes in connection with the Oregon Coast Highway;*

Real property owned by The First National Bank of Portland (Oregon), a corporation, successor in interest to Security Savings & Trust Company, which property is located in the northeast quarter (NE¼) of the southwest quarter (SW¼) and the south half (S½) of the southeast quarter (SE¼) and the northwest quarter (NW¼) of the southeast quarter (SE¼) of Section 33, and in the south half (S½) of the southwest quarter (SW¼) and the south half (S½) of the southeast quarter (SE¼) of Section 34, and in the south half (S½) of the south half (S½) of Section 35, all in Township 6 South, Range 31 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 8, 9, and 10 and is further identified in the records of the Highway Commission as file R9473, and which property is being acquired for the purpose of developing and maintaining a park, recreational ground and/or resort, and for the purpose of preserving the timber growing thereon, and is located near the Pendleton-John Day Highway.*

AUG 23 1943

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Attorney for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that J. M. Devers, Attorney for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

---

*(The detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 38, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Attorney brought up for discussion a request from the federal government to lease for the duration of the war and six months thereafter, a portion of Ecola State Park, Clatsop County, consisting of some 25 acres of land. He advised that the army is establishing certain defense facilities on adjoining government owned land and needs the state property in connection therewith;

further, that the army would like to have a permanent easement for roadway through the state park in order to have access to its holdings, and has agreed to give the state the right to use the roadway after the war is over. He recommended approval of the arrangement. The State Parks Superintendent, S. H. Boardman, was present and concurred in the recommendation subject to the condition that the state is given the right to use the roadway and to salvage the down timber which consists mainly of spruce. After discussion, the Commission by unanimous vote authorized the leasing of the property to the federal government on the basis of the Parks Superintendent's recommendation. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp:

In the matter of a lease between)
Oregon State Highway Commission,)
as Lessor, and the United States)
of America, as Lessee.)

WHEREAS, Oregon State Highway Commission, Salem, Oregon, hereinafter called the Commission, is the owner of the following described real property, to wit:

The South half of Lot 2 of Section 1, Township 5 North, Range 11 West Willamette Meridian, County of Clatsop, State of Oregon, comprising 25 acres, more or less and

WHEREAS, the United States of America, hereinafter called the Government, desires to lease the hereinabove described property and said Commission being willing, and

WHEREAS, power to enter into leases of this character has been given said Commission by Section 100-115, paragraph 5, 9, and 10, O. C. L. A. 1920, and that said Commission has the right to enter into such lease by and through its duly appointed Chairman and Commissioners.

NOW, THEREFORE, BE IT RESOLVED, that a lease be entered into with the Government, said lease to be for the period commencing August 23, 1943 and ending June 30, 1944, with option to renew from year to year, provided no renewal shall extend the period of occupancy beyond six months after termination of present emergency, for the rental of One Dollar ($1.00) per annum and that T. H. Banfield, Chairman; A. W. Schaupp, Commissioner; and M. R.Chessman, Commissioner, be and they are hereby authorized and empowered to execute said lease on behalf of said Commission

IN WITNESS WHEREOF, Oregon State Highway Commission has caused this Resolution to be executed by the proper officers.

Dated at Salem, Oregon, this 23rd day of August, 1943.

T. H. BANFIELD, Chairman (Signed)
A. W. SCHAUPP, Commissioner "
M. R. CHESSMAN, " "

Attest:
H. B. GLAISYER, Secretary(Signed)

AUG 23 1943

The Commission discussed and denied a request from John F. Kilkenny, Attorney, Pendleton, for hunting rights on a duck lake owned by the state adjacent to the Boardman-Stanfield Highway, in Umatilla County, it being considered by the Commission inadvisable to lease public property for private purposes such as this.

The Assistant Attorney reported on the offer of C. R. Fulgham to pay $150.00 for a small tract of state-owned land adjacent to the Salem-Dayton Secondary Highway, in Yamhill County, as ordered by the Commission at the previous meeting. He stated that the property is of no value from the state highway standpoint and that Mr. Fulgham's offer is fair and reasonable. He recommended acceptance of the same. The Commission voted unanimously to sell the property to Mr. Fulgham for the amount of his offer.

A letter was presented from Mr. Ralph E. Moody, Attorney for contractor, Homer G. Johnson, with respect to Mr. Johnson's claim for extra compensation arising out of his contract No. 2390 for the construction of the Siletz-Toledo Section of the Siletz Secondary Highway, in Lincoln County. Mr. Moody requests that Mr. Johnson be allowed until the 20th day of September, 1943 in which to present additional data and evidence in behalf of his claim. The Attorney recommended the granting of this request. The Commission approved the recommendation.

The Engineer reported on the proposed relocation of the Pacific Highway East between Illahee School, south of Salem, and Albany. He presented a map showing three alternate routes, one of which passes through the town of Jefferson, a second by-passes Jefferson on the east a short distance, and the third being situate about two miles west of the town of Jefferson. He favored the latter location because of the saving in distance that would accrue and because the cost to construct the same is not greatly in excess of cost of constructing either of the other two routes. He estimated the right away along such route would cost about $39,000.00. This matter was discussed at considerable length and as a result, motion was made by Commissioner Schaupp that the route recommended by the Engineer be adopted subject to the condition that no commitment is being made as to construction. The motion was duly seconded by Commissioner Chessman and was declared by Chairman Banfield to have carried by the unanimous vote of the Commission. The following resolution in regard thereto was thereupon adopted by the Commission by unanimous vote:

> WHEREAS, for the purpose of accomplishing a better alignment, the elimination of unsafe and excessive curvature, and otherwise improving the Pacific Highway East, the Commission directed the Engineer to make a survey of the section of the Pacific Highway East between a point approximately one mile south of Illahee School, in Sec. 11, T. 9 S., R. 3 W., W. M., Marion County, and a point approximately one mile easterly from the east city limits of Albany, in Sec. 4, T. 11 S., R. 3 W., W. M., Linn County; and
>
> WHEREAS, said survey has been completed and a map thereof made and the field notes and other engineering data have been filed in the office of the State Highway Commission in Salem, Oregon; and

WHEREAS, after due consideration of said map and records it is the judgment of the Commission that said map, survey, field notes and other engineering data should be approved and adopted by the Commission and the location and route between said termini be made the location and route of the Pacific Highway East between said points;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That the survey, field notes, map and other engineering data with respect to the Pacific Highway East between the above-designated termini be and the same in their entirety are hereby approved and adopted as the survey, field notes, map and engineering data supporting and disclosing the route of the highway between the said termini, and the Engineer hereby is directed to file all of said data and information and to preserve the same in the records and files of the State Highway Commission at Salem, Oregon.

2. That the route of the Pacific Highway East in Marion and Linn Counties between the above-designated termini hereby is changed and modified and said highway between said termini hereby is located as follows, to wit:

> Beginning at a point on the present Pacific Highway East, in Marion County, said point being approximately one mile south of the Illahee School where the present highway crosses the section line between sections 2 and 11, T. 9 S., R. 3 W., W. M., thence running in a southerly direction through sections 11, 10, 15, 22, 27, and 33, T. 9 S., R. 3 W, W. M., to the Marion-Linn County line; thence continuing in a southerly direction through sections 4, 9, 16, 21, 28 and 33, T. 10S., R. 3 W., W. M., in Linn County, to a connection with the present located Pacific Highway East in the northwest quarter of section 4, T. 11 S., R. 3 W., W. M., approximately one mile east of the east city limits of Albany.

3. That said map for identification bears thereon the signature of R. H. Baldock, State Highway Engineer, and is dated the 23rd day of August, 1943, the original of which said map has been placed in the files and records of the Highway Commission at Salem, Oregon, and a copy of which is attached hereto*

4. That the State Highway Engineer hereby is instructed and directed to physically locate and mark with proper monuments or markers on the ground the said route and highway between said termini, and the Engineer is further instructed to prepare the said section of said highway for proper and adequate improvement as a part of the section of the Pacific Highway East, in Marion and Linn Counties, between said termini.

*Map filed in "New Highway Routes" - No. 50.

AUG 23 1943

5. That this resolution be entered in the records and minutes of the State Highway Commission and that a duly certified copy thereof be mailed to the County Court of Marion County and to the County Court of Linn County and to the United States Public Roads Administraion of Portland, Oregon.

In connection with this matter, the Engineer advised that this is a meritorious project for postwar construction. He requested authority to proceed with the location survey and the preparation of plans and specifications so as to avoid delays from that standpoint when construction is ordered. He also requested authority for the Attorney to negotiate options for the right of way. The Commission approved both requests by unanimous vote.

The Secretary presented a letter from Mr. Don H. Peoples, Executive Secretary, Bend Chamber of Commerce, inquiring when the Highway Commission expects to make its official visit to Bend to discuss postwar highway problems. Mr. Peoples advises that the Bend Chamber of Commerce does not consider that the Commission's visit to Bend in April to be an official visit because the Highway Committee of the Chamber of Commerce was not present when postwar projects were discussed with the county court; hence, would like an opportunity to present projects which it considers important. The Engineer suggested that it would be advisable to give the highway committee an opportunity to present the projects that it has in mind and suggested that the committee be invited to attend the next regular meeting of the Commission or that the committee be asked to submit their projects in writing together with a map disclosing the locations of the various projects, whichever the committee prefers. The suggestion was approved by the Commission whereupon the Engineer was instructed to telephone the information to Mr. Peoples.

Messrs. Arthur Kirkham and O. C. Roehr, members of the Recreational Committee of the Portland Chamber of Commerce, came before the Commission at this time and expressed their appreciation for the opportunity of inspecting Oregon parks and timbered waysides along the Oregon Coast Highway recently, in company with the State Parks Superintendent. They complimented the Commission on the progress that has been made in the acquisition of parks and wayside strips, and suggested that the plan should be continued with vigor as funds are available. They suggested the securing of options at the present time for the purchase of tracts which in the opinion of the Parks Superintendent should be acquired in the peoples interests. They particularly referred to property adjacent to the Oregon Coast Highway near Cannon Beach and to a small strip at Elbow Lake. Mr. Kirkham advised that a complete report in writing will be furnished the Commission at a later date.

The Commission had under discussion overweight violations committed by the following log haulers:

George F. Bullock, Myrtle Point
South Fork Logging Company, Springfield
Ernest L. Louvring, Springfield
Wayne Hale, Noti
Charles R. Siverly, Pilot Rock

AUG 20 1943

The Secretary presented a list of violations committed by each of these operators which violations consist of gross overloads ranging from 7,100 pounds to 9,900 pounds over and above permitted tolerances. The violations of each operator were given careful consideration by the Commission and as a result thereof the Secretary was instructed to give final warning to each of these violators that their P.U.C. permits will be cancelled if they do not discontinue overloading their equipment in this service.

In this connection, the Secretary presented a letter from the E. K. Wood Lumber Company to Chairman Banfield requesting the reinstatement of the company's permit for log hauling which was cancelled because of overload violations. Chairman Banfield stated that he authorized the reinstatement of this permit prior to the expiration of the ten-day period because of statements made by the company in the letter and also orally, that the company hereafter would control its loads so as to avoid loading in excess of the prescribed weight limits. Commissioner Schaupp and Commissioner Chessman approved the action taken by Chairman Banfield in this matter.

The Commission discussed the matter of attending the annual meeting of the American Association of State Highway Officials which is to be held in Chicago, Illinois, on December 1, 2, and 3, 1943. It was decided that the Oregon State Highway Department should be represented by all three members of the Commission, the State Highway Engineer and the Attorney.

The Engineer brought up for discussion a letter from County Judge Bert Johnson, Morrow County, suggesting a method to control traffic along the Heppner Highway near the Lexington Schoolhouse in Lexington to accommodate trucks engaged in wheat hauling. Judge Johnson advised that wheat trucks approach the state highway on a downhill grade for about a mile and under present conditions are required to stop before entering the Heppner Highway which is working a hardship on the haulers due to the fact that stopping is hard on brake equipment and ranchers are experiencing considerable difficulty in securing replacements. He suggested a reversal of the traffic signs as a temporary proposition so that the wheat trucks will not have to stop at this intersection during the harvest season. The Engineer recommended that the suggestion be denied because of the undue traffic hazard that would be created if the wheat trucks were allowed to proceed across the highway without stopping. The Commission approved the recommendation by unanimous vote.

The Commission also discussed and denied a petition from residents of Brockway, Roseburg and vicinity requesting the reopening of the old Coos Bay Wagon Road between Roseburg and Camas Valley where this road has been blocked at its eastern end by a private property owner. The Commission considered this matter entirely out of its jurisdiction due to the fact that the road is not on the state highway system. The Secretary was instructed to so inform the petitioners and to suggest that they present their problem to the Douglas County Court.

The Commission discussed briefly and ordered filed letters from the City of Monmouth, the Milwaukie Business Men's Club, and the La Grande Chamber

of Commerce relative to the resolution adopted by the Portland Chamber of Commerce pertaining to the preservation of scenic roadside strips along Oregon highways.

A letter was presented from Aurora Post 110, American Legion, requesting permission to erect and maintain a monument on state-owned property in the town of Aurora which monument they propose to dedicate to the men and women in the armed forces of the United States. The Engineer advised that the location desired is a small triangular tract situate at the intersection of the Pacific Highway with Main Street, in Aurora. He pointed out that a former Highway Commission, in December, 1940, approved a similar request from the Oregon Music Teachers Association who proposed to erect a monument in honor of Mr. Henry Theophilus Finck, a great music critic, who died in 1926, but the monument was not erected on account of wartime conditions, although recent inquiries reveal that a considerable sum was raised by the association to pay the expense involved. The Commission considered that the Music Teachers Association has prior right to the location and accordingly denied the request of the American Legion.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission, and asked the Commission to confirm them and the amounts allocated for each. After due consideration, the Commission, by unanimous vote, authorized and instructed the Engineer to make such surveys on various sections of the highways of this state, which said sections of highways, together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures, are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	230-1448	Umatilla	Access Road from Columbia River Highway to Umatilla Oil Storage Dump	1st - $200.00
Location	10-1435	Douglas	Myrtle Creek-Canyonville Section, Pacific Highway.	2nd-$3,500.00 Total to date $13,500.00
Prospect.	23-1433	Malheur	Eldorado Pass and Ironside on John Day Highway	1st - $300.00
Prospect.	1-1433	Baker	Unity and Eldorado Pass on John Day Highway	1st - $300.00
Prospect.	113-1423	Harney	Princeton-Folly Farm Section, Rome-Princeton Highway	2nd - $500.00 Total to date $1,000.00
Prospect.	17-1420	Josephine	Wolf Creek-Grave Creek Section, Pacific Highway	2nd $1,500.00 Total to date $3,000.00

AUG 23 1943

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Location	20-1434	Lane	City of Eugene, Sections of Pacific Highway	4th- $5,205.00 Total to date $50,325.00

The Commission had under discussion the following requests for extensions of time within which to complete highway construction projects:

Leonard & Slate, Contract No. 2483, for grading, surfacing and oiling the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Wallowa County, requested an extension of time from May 31, 1942 to June 30, 1943, within which to complete this contract. They attributed their failure to complete the work within the specified time limit to inclement weather and to lack of labor to operate two shifts. The Engineer advised that this contract was awarded on June 12, 1941 and that it provided for completion by May 31, 1942. Actual work on the project was started, he said, on June 16, 1941, and was continued until early in December of that year when the contractor was not able to follow the original plan for surfacing. Nothing further was done, he said, until August 27, 1942, when a supplemental agreement was entered into providing for changes in the work to be performed including the elimination of the oiling that was required under the original contract. Under this arrangement surfacing work was subcontracted to O. C. Yocom who started crushing rock on November 10, 1942, but he was obliged to close down the work for the winter months a short time thereafter. Mr. Yocom, he said, resumed the surfacing work in April, 1943, and completed the project on June 30 of this year. He attributed the failure of the contractor to complete the contract within the specified time limit to lack of equipment, wartime conditions, obligations to construct government airport projects, and to difficulties in securing equipment, parts and labor. He recommended that the extension of time requested be granted without penalty notwithstanding that the state's expense for engineering supervision was increased due to the length of time involved in completing the job. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

Triangle Construction Company, Contract No. 2534, for grading, surfacing and oiling the Brogan-Jamieson Section of the John Day Highway, in Malheur County, requested an extension of time from June 30, 1942, to July 31, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to lack of asphalt for the surfacing, the available supply of such material having been commandeered for use in connection with important defense projects. The Engineer advised that the contract was awarded on October 24, 1941, and that work was actually started

by the contractor on November 6, 1941; further, that all work, with the exception of the oiling, was completed during 1942. He confirmed the contractor's statement as to difficulties in securing asphalt for the oiling part of the contract and advised that circumstances beyond the control of the contractor prevented completion of the work within the specified time limit. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Tru-Mix Concrete Company, Contract No. 2571, for construction of bridges and culverts on the south unit of the Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County, requested an extension of time from August 15, 1942, to June 15, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions and to an increase in the quantity of work to be performed. The Engineer advised that this contractor had great difficulty in securing treated lumber for these structures and in securing sufficient labor to carry on the work due to competition with contractors who were constructing buildings in the army cantonment at Camp White. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Clifford A. Dunn, Contract No. 2602, for grading, surfacing and construction of bituminous macadam on the Alkali Lake Flight Strip Project adjacent to the Lakeview-Burns Highway, in Lake County, requested an extension of time of 30 days from June 15 to July 15, 1943, within which to complete this job. He attributed his failure to complete the project within the specified time limit to extreme difficulties involved in the work and to adverse weather conditions which prevented the application of the oil surfacing. The Engineer advised that the reasons given by the contractor for over-running the specified time limit are substantially correct. He recommended in view thereof that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

H. C. Walling, dba Salem Supply Company, Contract No. 2605 for grading, surfacing, and furnishing maintenance materials for the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County, requested an extension of time of six months from December 31, 1942, to June 29, 1943, within which to complete this job. He attributed his failure to complete this project within the specified time limit to adverse weather conditions. The Engineer advised that the contractor was greatly delayed in his operations due to the necessity to complete another grading project which he had under way, and

he was also delayed in the surfacing work during the spring period by the insistance of certain logging operators that they be supplied with the output from his gravel plant for their private roads. The loggers request for such material, he explained, had previously been approved by the State Highway Department with the knowledge that the state highway contract would be delayed accordingly. He recommended in view of these circumstances that the extension of time now requested be granted without penalty. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman.

The Engineer reported that the contracts Nos. 2534, 2571, 2602 2605, 2625 and 2629, for the construction of state highway projects, have been completed in accordance with the requirements of the contracts or modifications thereof, and that such jobs are now ready for acceptance. The following resolution accepting such projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2534, with the Triangle Construction Co., for grading, surfacing and oiling on the Brogan-Jamieson Section of the John Day Highway, in Malheur County. Completed July 31, 1943.

Contract No. 2571, with the Tru-Mix Concrete Co., for construction of bridges and culverts on the south unit of the Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County. Completed June 15, 1943.

Contract No. 2602, with Clifford A. Dunn for grading, surfacing and bituminous macadam construction on the Alkali Lake Flight Strip, in Lake County. Completed July 3, 1943.

Contract No. 2605, with H, C. Walling, dba Salem Supply Company, for grading, surfacing and furnishing maintenance materials on the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County. Completed June 29, 1943.

Contract No. 2625, with E. C. Hall Co., for furnishing crushed materials in stock-piles on the Moro-Wasco County Line Section of the Sherman Highway, in Sherman County. Completed July 3, 1943.

Contract No. 2629, with Geo. C. Clark, for painting the Yaquina Bay Bridge, at Newport, on the Oregon Coast Highway, in Lincoln County. Completed July 30, 1943.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission discussed a date for its next regular meeting but deferred setting a definite date for the same until later.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the City of Madras covering the improvement of certain city streets that are not on the state highway system.

Agreement with the City of Salem, covering the improvement of certain city streets not on the state highway system.

Agreement with the City of Portland covering the maintenance of Nicolai Street at its intersection with Northwest Yeon Avenue and with Northwest 23rd Avenue.

Agreement with the U. S. Gov't. with respect to the government's leasing of a portion of Ecola State Park, in Clatsop County, also resolution with respect thereto.

Easement deed conveying unto the United States of America the right to use certain state property near Waldport, in Lincoln County.

Quitclaim deed conveying unto Cogswell F. Campbell and wife certain property in the City of Eugene. (Right of Way File 9309)

Bargain and sale deed conveying unto A. V. Linn and son two parcels of land in Wasco County. (Right of Way File Q-103 and Q-261.)

Permit granting to the United States War Department authority to install a pipe line along the Pacific Highway West at the Corvallis Airport.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:15 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

AUG 23 1943

Hood River, Oregon, August 24, 1943

The State Highway Commission conferred with the County Court of Hood River County and interested citizens at 10:15 a. m., in the Circuit Court Room on the second floor of the First National Bank Building, with respect to the postwar highway program. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Representing the County Court were: County Judge C. D. Nickelsen, County Commissioners R. W. Arens and George F. Stranahan, and County Engineer C. M. Hurlburt. Others present were: Edward Steele, Secretary, Hood River Chamber of Commerce; E. Riddell Lage, State Representative; Hugh G. Ball, Editor, Hood River News; and a Mrs. ___ Lewis.

Chairman Banfield presided. He explained the object of the Commission's trip, which he said was to secure suggestions from the County Courts and interested citizens of the various communities of the state, with respect to highway projects which should be given consideration in the formulation of the Highway Commission's postwar construction program. He requested the submission of a letter containing a list of projects in Hood River County which the local people feel should be given consideration in such program. He asked that the projects be listed in their order of priority, and that there also be submitted a map showing the location of the projects. He pointed out that the Highway Commission is not in a position at the present time to make any definite commitments or promises with respect to any particular project, and will not be in such position until the Commission completes the canvass of the entire state. He further pointed out that it is planned to finance the work for the most part with federal funds; however, the amount that Oregon will receive has not yet been determined because congressional legislation is still pending.

Judge Nickelsen requested the following projects:

1. Reconstruction of the Columbia River Highway between The Dalles and the Multnomah County line, particularly through Hood River County. He stated that this is the county's number-one project.

2. Complete the improvement of the Hood River Secondary Highway No. 281, between Dee and Parkdale.

3. Complete the improvement of the Odell Secondary Highway No. 282, between Odell and Tucker Bridge.

4. Improve the Fike's Underpass Section of the Mt. Hood Highway, near Van Horn.

AUG 24 1943

5. Improve the Lost Lake County Road from Dee south.

In reply to an inquiry from Chairman Banfield as to whether the improvement of the Columbia River Highway should be done all at one time or "piece-meal", Judge Nickelsen stated that the several units should be constructed simultaneously. Chairman Banfield then advised that if all the work were done at one time, the Highway Commission would probably have to resort to the sale of bonds to finance it, in view of the fact that the revenues from the state gasoline tax and the moneys that the Commission hopes to receive from the federal government will not be sufficient to pay the costs.

Judge Nickelsen advised that they are particularly anxious for the Hood River County Section to be modernized. He mentioned making this section a toll road, if necessary, to provide the funds. He referred to the Pennsylvania Turnpike, which, he said, is being operated as a toll road and has been a success since its construction. He favored the sale of bonds if necessary to assure early construction of the entire section.

The State Highway Engineer pointed out the difficulties of making this section a toll road, stating that federal approval would have to be obtained, in view of the fact that so much federal money has already been spent for construction of the present road.

Mr. Steele voiced objections to making the section a toll road. It was his thought that people would cross the river and use the Washington highways if required to pay a toll to use this road. He stated that the Chamber of Commerce considers the modernization of the Columbia River Highway as the county's most important project and favors the sale of bonds, if necessary, to finance the work in order to expedite completion. As the project of next importance, he asked the Commission to take over the Columbia River bridges and ferries and operate them free of charge. As a third project, Mr. Steele asked the Commission to designate the Lost Lake County Road a state secondary highway, and to improve the same as such. As a fourth project, Mr. Steele asked for state aid in establishing an airport along the Columbia River for future use in connection with air-freight movements, et cetera. He suggested the filling in of the Columbia River sloughs just north of Hood River for such purpose.

Chairman Banfield advised that the state is not in position to assist in the making of airports. He inquired as to the feeling of the local group relative to the giving of priority to the Columbia River Highway improvement, explaining that the Commission has received information to the effect that all of the counties along this highway consider such improvement as a most important project to be included in this program. Mr. Steele advised that he has attended numerous meetings of groups in the counties that are situated along this highway, and it appears to him to be the unanimous feeling, as expressed at such meetings, that the Columbia River Highway is the number-one project, and that the entire improvement should be done at one time rather than by "piece-meal" construction. He added that it certainly is the number-one project for Hood River County, and gave as his thought that the people of Wasco County and of Multnomah County will also favor it and will forego

AUG 24 1943

secondary highway projects in order to secure such improvement. Judge Nickelsen confirmed Mr. Steele's remarks in this regard, in view of the commercial importance of the road.

Chairman Banfield then suggested that it would be a help to the Commission if the counties would all join in requesting such improvement as their number-one project. This request, he said, should be in the form of a letter signed by the sponsors of the project; that is, the County Courts, Chambers of Commerce, and the Oregon Trail Association. Commissioner Chessman mentioned the three propositions presented by the Portland committee on the previous day, with respect to financing the Columbia River Highway improvement; viz., by the sale of additional highway bonds, by the establishment of a toll road section, and by the formulation of a highway district comprising some fifteen counties adjacent to the Columbia River Highway and the Old Oregon Trail. He inquired which method is favored by the people of Hood River County. This inquiry appeared to go unanswered.

Representative Lage spoke in behalf of the Columbia River Highway improvement as the county's number-one project. He also suggested the establishing of airplane landing strips for small passenger planes, and the financing of the same with funds derived from the state gasoline tax.

Mr. Ball also spoke in behalf of the Columbia River Highway improvement. He favored construction of the entire section between The Dalles and Portland at one time, rather than by "piece-meal" construction.

After further discussion, Chairman Banfield concluded the conference by stating that the Commission will be pleased to give fair consideration to the projects presented and will be prepared to do its share in providing employment during the change-over fror a wartime to a peacetime economy. The meeting was adjourned at 11:10 a. m. following which the Commission motored to John Day, Oregon, where at 8:30 p. m. the Commission conferred with members of the County Court and interested citizens, in the County Courthouse, with respect to postwar highway work. Present at such meeting were all members of the Highway Commission, the State Highway Engineer, and the Secretary. Representing the Grant County Court were: County Judge J. H. Allen, and County Commissioners Dick Schouten and Byars Deardorff. There were also present some twenty-four local citizens from various parts of the county, including Carl H. Brown, Mayor of Prairie City, Orin L. Patterson, former County Judge; Wayne Stewart, Dayville; State Representative E. B. Kimberling, Prairie City; Mrs. Chloe Page, Monument; Mrs. Mary Davison, Ritter Hot Springs; William L. Merritt, former County Engineer; Herman Oliver, former State Highway Commissioner; Mr. ___ Martin, Long Creek; I. B. Hazeltine, Sheriff of Grant County; Chester A. Bennett, Assistant Supervisor, Malheur National Forest, John Day; and Dr. G. G. VanDerVlugt, Prairie City. Judge Allen presided and introduced the speakers.

Chairman Banfield explained the object of the Commission's visit; viz., to secure information from the local communities relative to projects which they feel should be given consideration by the Commission in the formulation of its postwar reconstruction program. He advised that there is now pending in Congress a bill which, if passed, will give Oregon about $15,000,000 each year for the first three years following the war, to assist the state in financing highway work. The state, he said, will be required to provide about $4,000,000 annually as match money, making a total of approximately $19,000,000 available for construction during each of the three years. He pointed out that as a result of the Commission's canvass of the state, it is likely that the number of projects suggested by the various communities will far exceed the number that the Commission will be able to finance, for which reason the Commission is asking the various communities to submit a list of projects, arranged in the order of their importance, for study. The selection of projects, he said, will be made by the Commission on the basis of providing the greatest amount of good for the greatest number of people. The Commission is not in position at the present time, he added, to make any definite commitments or promises because of financial uncertainties and the desire to complete the canvass of the state before taking final action.

Judge Allen called upon Mr. Carl H. Brown, Mayor of Prairie City, to speak for the local communities. Mayor Brown pointed out that while Grant County is rich in products such as stock, lumber and ore, it has no railroads over which to send this produce to market, in view of which condition the people must depend upon the highways for transportation. He complimented the Commission on the maintenance of the gravelled highways in this county, but stated that their need is for additional surfacing and oiling. He particularly mentioned the surfacing and oiling of the Dixie Summit-Prairie City Section of the John Day Highway, which, he said, is already graded, and the completion of the oiling west of the town of Unity. He also asked for the oiling of the section between Unity and Ironsides, and the five-mile section between Jamieson and Brogan, which, he said, is now graded to state standards. These three projects, he said, will complete the oiling of this highway east of John Day. Mayor Brown also asked for the completion of the oiling of U. S. Highway No. 395 (John Day-Burns Highway) to the Harney County line and beyond to the city of Burns. He also asked for the completion of a short section of the Pendleton-John Day Highway through Fox Valley, north of John Day, and for the reconstruction of the John Day Highway, west of John Day, to the Ochoco Highway junction. He pointed out that the market for the people of John Day is Portland, so this improvement is important. For the same reason, he asked the Commission to complete the construction of the Ochoco Highway, between Mitchell and Prineville, as well as the Warm Springs Secondary Highway, between Prineville and Madras, and the balance of the Warm Springs Primary Highway, between Warm Springs Agency and its connection with the Wapinitia Highway at Bear Springs. The suggested improvements, he said, will provide a direct, fast highway from the John Day Valley to Portland, which will relieve the traffic congestion that now obtains on the Columbia River Highway, and will be a benefit to all the people residing in southeastern Oregon.

The State Highway Engineer advised that the Brogan-Jamieson Section of the John Day Highway is now complete.

AUG 21 1943

Mr. Patterson stated his approval of the program as outlined by Mayor Brown, stating that in his estimation such program satisfies the present needs of Grant County. He emphasized the need for completing the oiling of U. S. Highway No. 395 from John Day to Burns, and for the reconstruction and oiling of the Pendleton-John Day Highway, between Fox Valley and Mountain Rest. He also suggested the construction of the proposed cut-off, between John Day and Beech Creek, on the Pendleton-John Day Highway, which, he said, would shorten the distance from John Day to Pendleton by some nine or ten miles. He advised that Grant County is expecting nothing from the State Highway Commission except maintenance work until the war is over. Mr. Stewart spoke in behalf of a commercial highway route to Portland, following a water grade down the John Day River to the Columbia River Highway.

Representative Kimberling spoke for the improvement of the Long Creek-Kimberly Secondary Highway, and also suggested the construction of a highway along the John Day River on the opposite side of the river from the John Day Highway.

Dr. VanDerVlugt declared that the present roads in Grant County are not adequate to serve the county's interests to the best extent. He mentioned as the county's number-one project the further improvement of the John Day Highway between the town of John Day and Ochoco Junction, together with the reconstruction of the Ochoco Highway between Mitchell and Prineville, the completion of the Warm Springs Secondary Highway between Prineville and Madras, and of the Warm Springs Primary Highway between Madras and Wapinitia Junction.

Mrs. Page urged the improvement of the Kimberly-Long Creek Secondary Highway. She also suggested the possibility of a short-cut highway westerly from Fossil to a connection with The Dalles-California Highway at Maupin.

Mrs. Davidson spoke for the improvement of the county road which extends from the Pendleton-John Day Highway to Ritter Hot Springs.

Mr. Merritt suggested improvement of the road down the middle fork of the John Day River, from Galena, to serve the mining interests of that district, and the extension of such road up this river to a connection with the John Day Highway at Austin. He also suggested the possibility of a shorter route from the John Day Valley to Portland, by way of Mitchell and Antelope. He was informed by the State Highway Engineer that careful study of the highway situation in the John Day Valley reveals that the route that would best serve the people is the route which follows the John Day Highway to the Ochoco Junction; thence along the Ochoco Highway to Prineville; thence via the Warm Springs Secondary Highway to Madras, and the Warm Springs Primary Highway through the Indian Agency, to a connection with the Wapinitia Highway near Bear Springs.

Mr. Oliver endorsed the projects suggested by the other speakers, which he summarized as follows:

1. Early completion of the John Day Highway, both east and west of John Day.

AUG 24 1943

2. Completion of the proposed reconstruction of the Ochoco Highway, between Mitchell and Prineville.

3. Completion of the Secondary Highway, between Prineville and Madras.

4. The completion of the Warm Springs Highway between Madras and Wapinitia Junction.

He advised that under present highway conditions stock from the John Day Valley is now being transported to Portland over the John Day and Columbia River Highways, but the route of travel will be by the Mitchell, Prineville, Madras, and Wapinitia Highways as soon as that connection is made available, which will relieve the traffic congestion along the Columbia River Highway and the Central Oregon Highway. Such project, he said, is of first importance in his estimation. Mr. Oliver also spoke for the improvement of the Pendleton-John Day Highway, and of the John Day-Burns Highway. Regarding secondary highway projects, he spoke for the improvement of the Long Creek-Kimberly Road, in behalf of the people of the upper John Day Valley. He declared this a very important project. He also asked for the designation and improvement as a state secondary highway of the old stage road, between Prairie City and Baker, which, he said, would provide a saving of some eighty miles in distance between these two places.

Mr. Martin endorsed the Long Creek-Kimberly Secondary Highway improvement.

Other speakers were: I. B. Hazeltine, Canyon City, Sheriff of Grant County, and Mr. Chester A. Bennett, John Day, Assistant Supervisor of the Malheur National Forest.

Chairman Banfield concluded the discussion by repeating his opening remarks with respect to projects that the Highway Commission is interested in, and with regard to the funds that the Commission hopes will be available to finance the postwar work. He requested from the County Court a map showing the location of the various projects that have been mentioned at this meeting, and a letter containing a description of the various projects. He assured the group that the Commission will give due consideration to the suggestions offered, and will select for the program those projects which can be financed and which, in the minds of the Commission, will best suit the needs of the state as a whole. He pointed out that the Commission has only a limited amount of funds to carry on maintenance operations and to pay off outstanding bonds as they become due, so there is a possibility that the Commission will need additional funds to carry on new construction work, if the program is advanced beyond the limits of the Commission to pay with current revenues. He thanked the group for its presentation, and gave assurance that the Commission will give Grant County fair consideration in the allocation of the moneys at its disposal.

AUG 24 1943

The meeting was adjourned at 9:35 p. m.

Chairman

Commissioner

Commissioner

State Highway Engineer

Secretary

Heppner, Oregon, August 25, 1943

Following a motor trip over the Pendleton-John Day and Heppner Highways, inspecting state parks and highway projects enroute, the Commission conferred with the Morrow County Court and interested citizens in the Heppner City Hall, at 1:15 p. m. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Representing the Morrow County Court were County Judge Bert Johnson, and County Commissioner L. D. Neill. Representing the Heppner Chamber of Commerce were Clarence Rosewall, President; P. W. Mahoney, District Attorney and Chairman of the Roads Committee; and J. O. Turner, Mayor of Heppner. Others present were Bennie Howe, Minister; K. A. House, Manager, Pacific Power and Light Company; E. R. Houston, City Recorder; John Fuiten, Sheriff of Morrow County, pro tem; Dr. E. D.Tibbeles, Councilman; Frank Turner, Realtor; J. J. Nys, City Attorney; O. Wendell Herbetson, Minister; O. G. Crawford, Heppner Gazette-Times; Josephine Mahoney, representing the Pendleton East Oregonian. Mr. Rosewall presided.

Judge Johnson presented the following projects for consideration by the Commission in the formulation of its postwar highway construction program:

1. Straighten, widen and surface the Ruggs (Rhea Creek)-Hardman Section of the Heppner-Spray Secondary Highway, particularly between Stevens Ranch and Hardman; and surface this highway through the mountains south from Hardman.

2. Complete the construction of the Wasco-Heppner Secondary Highway between Heppner and Condon, about six miles in length, including grading and surfacing.

3. Resurface the Lexington-Echo Secondary Highway several miles out from the town of Lexington. He advised that this is not a postwar project because the road is badly in need of immediate improvement.

AUG 25 1943

Judge Johnson also asked for the improvement of the following county roads:

1. Willow Creek Road, from Heppner to the top of the hill above the coal mine, twenty-four miles in length. He suggested an allocation of Forest Highway funds to finance a portion of the work.

2. Improvement of a twelve-mile section of the Rhea Creek County Road, between Jordan and Ruggs.

3. Improvement of the Hale Ridge Road, between Hardman and Davidson Ranch, about twenty miles in length.

4. Improvement of the Johnson Creek Logging Company's road, near Lena.

He advised that Morrow County is making provision for a sinking fund to finance road work after the war is over, and there is now some $20,000 in such fund, which will be augmented by $10,000 provision for which has been made in the county's budget.

Judge Johnson filed with the Commission a letter from the County Court recommending the state highway projects mentioned by him at this meeting, together with a map disclosing the location of such projects.

Chairman Banfield advised that the Highway Commission is not precluded from carrying on maintenance operations, except from the standpoint of labor, equipment and supplies, and so far as that feature is concerned the Commission will do the best that it possibly can, particularly referring to the Lexington-Echo Secondary Highway mentioned by Judge Johnson. He asked the County Court to submit a statement from the Chamber of Commerce and local citizens with respect to the county's program. He pointed out that as a result of the Commission's canvass of the state, there probably will be recommended to the Commission more projects than the Commission can possibly finance with funds available, so it probably will be necessary to refuse some of them. He inquired as to the county's attitude with respect to the issuance of bonds to finance projects for which funds would not otherwise be available, and advised that some of the counties are advocating such procedure in order to finance the construction of the entire program at one time.

Judge Johnson replied that he, personally, is not in favor of the issuance of any additional highway bonds. Morrow County, he said, now has a considerable amount of such bonds outstanding, which will not mature until about 1958. Mr. Mahoney, speaking in behalf of the Road Committee of the Chamber of Commerce, endorsed the program suggested by Judge Johnson, so far as it pertains to state roads. He urged better maintenance of the Heppner-Spray Secondary Highway, declaring that the road will go to pieces unless it has a little better attention.

Mayor Turner asked for the improvement of the Willow Creek bridges in Heppner, which he declared are so constructed that they act as a dam or

AUG 25 1943

bottleneck for the waters of this creek. The Commission referred the matter to the Engineer for study. Mayor Turner also endorsed the program presented by Judge Johnson, particularly urging the improvement of the Lexington-Echo Secondary Highway.

At the request of Chairman Banfield, Mr. W. H. Lynch, District Engineer, Public Roads Administration, who was present, explained the status of Forest Highway funds. He advised that there are no such funds available at the present time, and that there is no way of ascertaining whether or not there will be such funds available after the war is over which precludes the making of plans for Forest Highway improvements. He mentioned the maintenance of the Heppner-Spray Secondary Highway, and advised that according to the agreement that was signed when this road was constructed, the obligation to maintain rests with either the state or the county. He pointed out that the road was not built for heavy log-hauling such as the road is now subjected to. In this connection, the State Highway Engineer gave as his thought that it is not a question of maintenance, but is one of reconstruction, because it will necessitate an increase in the capital investment. He stated that he would investigate the matter, and would report to the Commission as soon as possible.

Chairman Banfield concluded the discussion by stating that the Commission will carefully consider the projects suggested at this meeting, after they have been analyzed by the Engineer, and will make as fair an allocation to Morrow County as is possible under prevailing conditions.

The meeting was adjourned at 1:45 p. m., following which the Commission motored to Condon, where the Commission conferred with the Gilliam County Court at 3:30 p. m., in the County Courthouse.

Present at such meeting were all three members of the State Highway Commission, the State Highway Engineer and the Secretary. Representing the Gilliam County Court were County Judge Jas. D. Burns, and County Commissioners R. E. Irby and J. Wright. Others present were Stewart Hardie, County Clerk; D. M. Mackey, District Attorney, and E. R. Fatland.

Chairman Banfield explained that the object of the Commission's visit is to secure an expression from the County Court and interested citizens, with respect to the postwar highway construction program which the Commission hopes to be able to undertake and to finance with funds provided by the federal government for such purpose.

Judge Burns suggested the following projects:

1. Construction of the uncompleted sections of the Wasco-Heppner Secondary State Highway. He advised that this is the only major road project that the county has to suggest, it being the most important from the county's standpoint because it will save some twenty-six miles of distance between Condon and The Dalles, over the present route, via Arlington.

2. Improvement of the John Day Highway, between Condon and Arlington.

Judge Burns also mentioned a prospective new road which would extend from Condon to Kent on the Sherman Highway; thence west to a connection with the Wapinitia Highway near Maupin. Mr. Fatland endorsed the projects mentioned by Judge Burns, as did also Commissioner Wright and Mr. Hardie. Mr. Hardie also suggested the oiling of some of the county roads in Gilliam County.

Chairman Banfield brought up for discussion matters pertaining to the water-grade highway down the Columbia River. He advised that some of the counties have requested that the entire section between The Dalles and Portland be constructed at one time, which means that the Commission probably would have to obtain funds from some new sources. He inquired as to the attitude of Gilliam County with respect thereto.

Judge Burns stated that the people of Gilliam County are interested in the water-grade highway to Portland, but they are more concerned with securing a good winter road to The Dalles. In reply to a request from Chairman Banfield, Judge Burns said that the County Court would prepare a map showing the projects that they would like to have included in the Commission's postwar program, and would forward it to the Commission with a letter describing the projects, after the next meeting of the County Court.

The meeting was adjourned at 4:00 p. m., following which the Commission motored to Fossil where at 7:45 p. m. the Commission met with the County Court of Wheeler County in the courthouse, all members of the Commission, the State Highway Engineer and the Secretary being present. Representing the county court were County Judge S. J. Howard and County Commissioners Charles R. Jackson and J. I. Thomas. Several citizens were present including Mr. Charles Burgess, local stockman.

Chairman Banfield explained that the object of the Commission's visit is to secure expressions from the County Court and interested citizens with respect to the Commission's postwar program. He also explained the proposed method of financing the work with federal and state funds. He asked the County Court to furnish the Commission with a list of projects that it desires given consideration in the formulation of such program, arranged in the order of their importance, and to supplement the same with a map disclosing the location of the various projects.

Judge Howard recommended the following postwar program for Wheeler County, and advised that it would be confirmed by letter and map later:

1. Improve the Ochoco Highway between Mitchell and the Crook County line, and that part of the John Day Highway from Wolf Hollow to Service Creek. He requested that both of these projects be undertaken jointly as the county's first choice of primary road improvements.

AUG 25 1943

2. Improve the John Day Highway from Service Creek to the Grant County line. He suggested this project as the county's second choice for primary highway improvements.

3. Improve the Shaniko-Fossil Secondary Highway between Fossil and the Wasco County line. He suggested such project as the county's first choice for secondary highway improvements.

4. Improve the Service Creek-Mitchell Secondary Highway as the county's second choice for secondary highway improvements.

5. Oil the Wheeler County portion of the Heppner-Spray Secondary Highway. This project, he said, is the county's third choice for secondary highway improvements.

6. Oil the Kinzua County Road. He suggested such improvement as the county's first choice for feeder-road construction.

Commissioners Jackson and Thomas endorsed the projects mentioned by Judge Howard.

Mr. Burgess stated that he represents Clarno Grange which is urging the improvement of the Shaniko-Fossil Secondary Highway, as a short-cut route to Portland, via the Wapinitia Highway. He advised that this highway has been constructed for about eight or nine miles west of Fossil, and for a similar distance east of Antelope, but is impassable during the winter season between such improved sections. He gave as his opinion that this is the number-one project for Wheeler County.

Chairman Banfield pointed out that funds available to the Commission are limited, so the Commission probably will not be able to construct all of the projects that are requested; further, that while the Commission cannot make any promises or commitments with respect to any project at the present time, it will give all of them fair consideration, and will allocate available moneys equitably to the various parts of the state. He inquired as to the attitude of the County Court with respect to the sale of bonds to expedite highway construction.

Judge Howard stated that he does not favor a bond issue for this purpose, although it might be satisfactory if it were necessary to expedite construction. Commissioner Jackson stated his preference for an extended program of construction, although, if more federal money could be obtained, he would do whatever is necessary in order to get it. He further stated that he does not think that the people of Wheeler County will approve a bond issue unless it is absolutely necessary. Judge Howard concurred in these remarks.

In answer to an inquiry from Chairman Banfield, Judge Howard and Commissioner Jackson both stated that they would prefer that the Commission take five years to complete its postwar program, rather than to go into debt to perform such construction within three years. Mr. Burgess also stated that

he does not favor going into extra debt for this purpose, but prefers the taking of two or three years longer to do the work contemplated, if that would avoid the sale of bonds.

After further discussion, the meeting was adjourned at 8:15 p. m., with closing remarks by Chairman Banfield.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Schaupp
Commissioner

Secretary

M. R. Chessman
Commissioner

Moro, Oregon, August 26, 1943

The State Highway Commission met with the County Court of Sherman County at 10:30 a. m., in the County Courthouse for discussion of postwar projects, following an inspection of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway enroute from Fossil. Present at such meeting were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Representing the County Court were County Judge Jerry M. Wilson, and County Commissioner Vernon I. Miller. Other persons present were Hon. Giles L. French, Moro; T. L. Johnson, Mayor of the town of Wasco; and James B. Adams, representing the Eastern Oregon Land Company.

Chairman Banfield explained the object of the Commission's visit advising that the Commission is canvassing the state to secure suggestions from the people of the various districts with respect to projects which they feel should be considered by the Highway Commission in the formulation of its postwar construction program. He also advised concerning funds with which the Commission hopes to be able to finance such program. He asked the local group to submit to the Commission in writing a list of Sherman County projects arranged in the order of their importance, which they would like to have considered in this program and a map showing the location of the several projects. Judge Wilson agreed to furnish such letter and map after consultation with the other members of the County Court. He mentioned the following projects as of importance to Sherman County:

1. Improvement of the Sherman Highway (US 97) in the southern part of the county. In this connection, he stated that the alignment

AUG 26 1943

of the highway is satisfactory but the standard of construction is low and should be rectified.

2. Extend and improve the Fulton Canyon Secondary Highway from its present terminus about 1½ miles south of the Columbia River Highway, at Miller, to Wasco. He urged this as the project of most importance to Sherman County because of the large amount of produce that is transported over this road. He advised that there are possibilities that Sherman County will lose its railroad so it is very important that this road be improved in order that the people of the county may have an adequate road over which to haul produce to The Dalles.

3. Improvement of the overhead railroad crossing on the Sherman Highway south of Moro. He declared that this crossing is two low for practical purposes.

4. Improvement of the county road which extends east from the town of Moro to a connection with the Wasco-Heppner Secondary Highway. In this connection the Engineer advised that this road is now being used by state highway traffic as a temporary proposition; that the Commission has plans to improve the alignment of the Wasco-Heppner Highway by constructing a diagonal road leading into the town of Wasco which, when completed, will save some 26 miles distance to a connection with the Columbia River Highway at Miller.

5. Modernization of the Columbia River Highway to eliminate excessive curvature. Judge Wilson stated that people do not like the existing curves on this highway and in order to avoid them are using the highway on the Washington side of the Columbia River.

Chairman Banfield mentioned that some of the people that the Commission has consulted have suggested the sale of bonds to obtain funds to finance all reconstruction of the Columbia River Highway between The Dalles and Portland at one time, rather than by "piece-meal". He inquired as to the attitude of the people of Sherman County with respect thereto. Judge Wilson replied that he has not given the matter much study so is not in a position to answer definitely although the present road is inadequate to handle the traffic that it carries and should be improved as soon as possible.

In reply to further inquiry of Chairman Banfield as to whether or not the people of Sherman County want the Columbia River Highway improvement, Judge Wilson stated that the interior roads of the county do not mean much unless the Columbia River Highway is improved.

Mr. French spoke for the improvement of the roads that are of local importance. He particularly suggested the improvement of the Sherman Highway south of Grass Valley and also south of Biggs. He endorsed Judge Wilson's request for the improvement of the overhead railroad crossing south of Moro and also urged consideration of the improvement of county cross roads, including the Shorars Bridge Secondary Highway. The Columbia River Highway

AUG 26 1943

improvement, he said, is very important although in his estimation the Commission should not overlook the improvement of the other roads in Sherman County. Mr. French also asked for the renaming of The Dalles-California Highway. He declared that the present name is a misnomer and suggested that the Sherman Highway should be given more prominence because in his estimation it will eventually be the main thoroughfare across the state through Central Oregon. In this connection, the Engineer explained the use of route numbers rather than names to identify highways. He pointed out that The Dalles-California Highway is now known as U. S. No. 97 from the California line to a junction with the Sherman Highway, from which point U.S.97 is now routed over the Sherman Highway. Judge Wilson suggested if the Sherman Highway is to be the main north and south thoroughfare that provision should be made for a bridge across the Columbia River at Biggs so that traffic will not have to go to The Dalles in order to cross the river. The Engineer advised that a survey of the bridge situation is now being made by the Highway Departments of Oregon and Washington, acting jointly, and when the data are assembled a report will be rendered to the Commission and to the governor.

County Commissioner Miller endorsed all of the projects and statements made by Judge Wilson.

Mr. Adams urged the preservation of the natural scenery along state highways and the planting of trees through the desert part of the state. Chairman Banfield advised that this is in line with the Commission's established policy. At his request, the State Parks Superintendent, Mr. S. H. Boardman, who was present, reported briefly on this situation.

Commissioner Schaupp brought up the question whether or not the City of The Dalles is to be head of navigation on the Columbia River. Judge Wilson gave as his opinion that The Dalles will not be the head of navigation but on the other hand produce will be loaded at many points above The Dalles.

Commissioner Chessman inquired as to the attitude of the local group relative to the proposal made by the Portland committee on August 23, with respect to financing the improvement of the Columbia River Highway between The Dalles and Portland. Mr. French stated his disapproval of the sale of bonds for this purpose. Judge Wilson stated his preference for the "pay-as-you-go" plan. After discussion of a general nature, the meeting was adjourned at 11:15 a. m., following which the Commission motored to Madras, where at 2:30 p.m., the Commission conferred with the County Court of Jefferson County in the county courthouse, all members of the Commission, the State Highway Engineer, and the Secretary being present.

Representing the County Court were County Judge T. A. Power, and County Commissioners F. E. Stangland and Perry A. South. Also present was Dr. V. S. Howard, President of the Madras Chamber of Commerce.

Chairman Banfield explained the object of the Commission's visit. He asked the court to submit to the Commission a letter listing the projects which the court would like to have considered by the Commission in the formulation of its postwar highway construction program, the projects to be arranged

in their order of importance. He also asked for the submission of a map disclosing the location of the various projects.

Judge Power agreed to furnish such information. He suggested the following projects:

1. Completion of the Warm Springs Primary Highway from Warm Springs Agency to a connection with the Wapinitia Highway at Bear Springs. He said that this is the most logical project from Jefferson County's standpoint.

2. Complete the reconstruction of The Dalles-California Highway (US97) south from Madras, to the crossing of Crooked River.

3. Complete the construction of the Warm Springs Secondary Highway between Madras and Prineville.

4. Construct a direct highway route east from Madras to a connection with the Ochoco Highway, near Mitchell. Judge Power suggested such route as a future commercial road to shorten the distance from the John Day Valley to Portland. He added that for the time being the completion of the Warm Springs Secondary Highway between Madras and Prineville is of much more importance.

5. Improvement of the road facilities at The Cove State Park. Judge Power stated that the County Court feels that inasmuch as the park is state property, the maintenance of the roads leading to the same should be a responsibility of the state. Mr. South explained that this is a maintenance and betterment problem, rather than new construction. The Engineer advised that the Commission has not yet considered construction of approach roads to this park, and, in his estimation, before the Commission could do so, it would be necessary to designate the road a state secondary highway, which is inadvisable under present conditions.

Commissioner Stangland approved the projects recommended by Judge Power. Commissioner South did likewise, as did also Dr. Howard.

Commissioner Stangland inquired as to the possibilities of securing the immediate completion of the Warm Springs Primary Highway. He was informed by Chairman Banfield that the Commission is now limited to maintenance work so such project must wait until the war is over. He added that while the Commission considers the project meritorious, it is making no promises or commitments concerning it, or with respect to any project, at this time.

Judge Power presented a letter dated August 21, 1943, which the County Court has received from the Bend Chamber of Commerce with respect to highway matters. The letter was read by the individual members of the Commission, but was not discussed; neither was the letter left with the Commission.

AUG 26 1943

The meeting was adjourned at 3:00 p. m., following which the Commission motored to Prineville, inspecting The Cove State Park enroute.

At 8:45 p. m. the Commission conferred with the County Court of Crook County, and a group of local citizens, in the County Courthouse, all members of the Commission, the State Highway Engineer, and the Secretary being present.

Representing the County Court were County Judge Asa W. Battles and County Commissioner Claude C. Dunham. Others present were A. R. Bowman, former County Judge; W. B. Morse, former State Representative and former Mayor of Prineville; Henry Hewlett, U. S. Forest Supervisor; C. W. Woodruff, Manager, Prineville Railroad; Chas. C. Parsell, U. S. Grazier; Rev. Ted Goodwin, and Remey Cox, of the Central Oregonian.

Chairman Banfield explained the purpose of the Commission's visit, stating that the Commission is canvassing the state to secure expressions from the people of the various communities as to the projects which they consider should be included in the Highway Commission's postwar program. He also advised concerning the propsects of receiving federal funds with which to finance the work. The Commission, he said, is making no promises whatsoever with respect to any project, and will not be in position to make commitments until the canvass of the state has been completed, and the Commission knows definitely how much money will be available. He asked the County Court to suggest a program in writing, listing projects in the order of their importance, and to submit with the same a map disclosing the location of the various projects.

Judge Battles presented a letter, signed by the Crook County Court, in which were recommended three major projects as follows:

1. Completion of the Ochoco Highway between Prineville and Mitchell. Judge Battles stated that this is an important project inasmuch as it will eliminate the bottleneck condition that now exists between these points. His remarks were endorsed by Mr. Woodruff, who stated that Prineville is the railhead for the Mitchell district.

In the discussion of this project, W. H. Lynch, District Engineer, Public Roads Administration who was present, stated that this section is in the National Forest area and that it was planned to finance the project largely with Forest Highway funds. However, it involved an expenditure of more money than was available, so construction had to be postponed. He added that there have been no Forest Highway funds appropriated since 1941, and there is no knowing what the future will bring forth with respect to federal Forest Highway appropriations.

2. Development of the "Combs Flat" Road, and an extension thereof to Paulina and Suplee; thence either easterly to a junction with the John Day-Burns Highway, or southerly from the Suplee district to a junction with the Central Oregon Highway. This project was discussed at considerable length. Speaking in behalf of the same, in

addition to Judge Battles, were Messrs. Bowman, Morse, Hewlett, Woodruff and Parsell. The arguments presented in favor of the road were based on providing an outlet for timber and farm produce. Of particular importance were the remarks of Forest Supervisor Hewlett, who stated that the road will serve a timber district where 70 million feet of timber is to be cut annually on a sustained-yield basis. On such basis, he said, logging operations in the district will continue "forever", which emphasizes the need for a good highway over which to transport the logs to the railhead at Prineville. In concluding the discussion of this matter, Chairman Banfield advised that the object of the Commission now is to adjust road problems between counties, and to arrange for allocation to the various districts of the state, in the most equitable manner, the moneys that become available to the Commission for highway improvements.

3. Completion of the Warm Springs Secondary Highway between Prineville and Madras. Judge Battles urged this improvement, and the completion of the Warm Springs Primary Highway between Madras and Bear Springs as very important projects.

Commissioner Dunham endorsed the program as outlined by Judge Battles.

The meeting was adjourned at 10:00 p. m., following appropriate closing remarks by Chairman Banfield.

T H Banfield
Chairman

Commissioner

State Highway Engineer

Secretary

Commissioner

Lakeview, Oregon, August 27, 1943

Following inspection of highways and state parks enroute from Prineville to Lakeview, the Commission conferred with the members of the Lake County Court and interested local citizens, at 1:30 p. m. in the County Courthouse. Present at such meeting were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Representing the County Court were County Judge J. R. Heckman and Commissioners P. W. Hotchkiss and E. J. Egli, and County Clerk C. W. Pendleton.

There were fourteen other citizens present, including J. C. Clark, representing the Underwood Lumber Company; H. M. Nolte, Realtor; Jack Dalen, representing the Oregon Molding Company; Buck Snyder, Stockman, Paisley; Dave E. DeArmond, Mayor of Lakeview; and Harry Utley, representing the Flavel-Utley Company.

Chairman Banfield explained the purpose of the Commission's visit; viz., to obtain suggestions from the people in the various communities that would be helpful to the Commission in arranging its postwar highway construction program. He also advised concerning the possibility of securing federal funds to assist in financing the work. He asked the County Court to submit in writing a list of projects that are most desired by the people of Lake County, arranged in the order of their preference rating, together with a map disclosing the location of each project.

Judge Heckman agreed to furnish such information later. He made an oral request for the following projects:

1. Reconstruct a six-mile section of the Fremont Highway, through the Crooked Creek Canyon.

2. Construct a proposed highway westerly from the town of Silverlake on the Fremont Highway, to a connection with The Dalles-California Highway, near its junction with the Willamette Highway. He advised that such cut-off would reduce the distance between these points about sixty-two miles under the present route via Lapine.

3. Complete the oiling of the ten-mile section of the Klamath Falls-Lakeview Highway, near Quartz Mountain.

4. Improve the Lakeview Airport Road.

5. Construct improvements to the Warner Valley Secondary State Highway.

6. Improve the county road which extends from the Klamath Falls-Lakeview Highway, about seven miles west of Lakeview, southerly along the west side of Goose Lake to the California state line.

7. Improve an additional county road which extends southerly from the Klamath Falls-Lakeview Highway to a connection with the Goose Lake Road; thence to the California state line.

Mayor DeArmond endorsed the program as outlined by Judge Heckman, particularly urging the improvement of the Lakeview Airport Road.

Chairman Banfield explained that the State Highway Commission cannot initiate projects of this kind, but it would have to come to the Commission through Army or Navy sources.

AUG 27 1943

Judge Heckman also asked the Commission to improve the drainage of a state borrow pit adjacent to the Klamath Falls-Lakeview Highway, near the County Fairgrounds. He said that under present conditions the water backs up onto the fairgrounds, and onto adjacent residence property, and causes considerable damage. The matter was referred by the Commission to the Engineer for investigation.

Mr. Clark urged improvement of the Warner Valley Secondary State Highway, which, he said, is being severly damaged by reason of log-hauling operations. He presented a letter giving factual data with respect to the logging activities in this vicinity, fees paid to the state by log haulers, et cetera, which was read aloud by the Secretary. The letter was thereupon given to the County Court with the understanding that it would be mailed to the Commission, along with the Court's letter requesting projects for postwar consideration.

Mr. Snyder requested authority to operate oversized equipment in connection with the transportation of stock over state highways, between California and Oregon points. He was informed that the Commission is now issuing permits of this nature, and will be pleased to accommodate him in this regard if he will make formal application for a permit, giving necessary facts.

Mr. Snyder also asked the Commission to help the county in maintaining travel over certain county roads during the winter season. He particularly asked for snow removal on a four-mile section of the county road which extends south from the town of Paisley. He gave as his understanding that the county will pay the expense involved if the Commission will do the work. The Commission took the matter under advisement.

Mr. Utley urged the improvement of the Warner Secondary Highway from Adel to the Hart Mountain Antelope Refuge.

Mr. Pendleton inquired as to possibilities of securing county road improvements, and was informed by the Engineer that such roads do not qualify for the moneys with which the Commission expects to finance postwar construction.

The question of improvement of the state highway in California which connects with the Fremont Highway at New Pine Creek, south of Lakeview, was brought up for discussion. It appears that the Oregon section is in very good condition, but no attempt has been made in recent years by the California Highway Commission to improve the road in that state. Commissioner Schaupp requested data on this road as a basis for discussion with the California highway authorities. The court agreed to furnish such information.

Following this conference the Engineer reported to the Commission that all of the conditions have been satisfied with respect to the award of the contract for the construction of the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, in Malheur County, and that he has this date awarded the contract to Morrison-Knudsen Company, Boise, Idaho, which submitted the low bid for the project in the amount of $348,823.50, on August 23, 1943, as

previously authorized by the Commission. The Commission, by unanimous vote, confirmed the Engineer's action in this matter.

There being no further business to come before the Commission at this time, the meeting was adjourned at 2:10 p. m., following which the Commission motored to Klamath Falls, inspecting state highways and state parks enroute.

Klamath Falls, Oregon, August 27, 1943

At 8:30 p. m. the Commission conferred with the Klamath County Court, members of the Klamath County Chamber of Commerce, representatives of the Klamath Falls City Council, and the City Planning Commission, in the dining room of the Pelican Cafe, with respect to postwar projects, all members of the Commission, the State Highway Engineer, the Attorney, and the Secretary being present.

Representing the County Court were County Judge U. E. Reeder, Commissioners John Reber and Fred Pope, and County Engineer Walley Hector. Representing the Chamber of Commerce were J. V. Owens, President; Malcom Epley, Vice President; E. H. Balsiger, Director in Charge of Roads and Highways; Fred Heilbonner, Director; A. M. Collier, Director; Lee Jacobs, Director; Mitchell Tillotson, Director; Bert Schultz, Director; Representative Henry Semon, Director; T. B. Watters, Chairman, Roads & Highway Committee; Senator Marshall Cornett, Chairman, Aviation Committee; C. A. Dunn, Chairman, Rehabilitation Committee; Earl C. Reynolds, Executive Secretary. Representing the City Planning Commission were E. M. Igl, Chairman, Rev. L. K. Johnson, Vern Moore, Frank Howard, A. D. Collier, and Sheldon Brumbaugh. Representing the City Council were A. H.Bussman and Walter Weisendanger, and E. A. Thomas, City Engineer. Also present were George Lewis, Attorney, Office of Price Administration.

County Judge Reeder presided. At his request Commiasioner A. W. Schaupp introduced the members of the Highway Commission and its party, and Mr. Reynolds introduced the members of the Klamath Falls group.

Mr. Waters presented the following suggested program of projects, orally and in writing, in behalf of the County Court and the Klamath County Chamber of Commerce, for consideration by the Commission in preparing its postwar program, and accompanied the same by maps disclosing the locations of the several projects:

STATE PRIMARY HIGHWAYS

1. The Dalles-California Highway, US 97.

   a. Complete survey for construction from a point near Klamath Agency to a point near Sand Creek on US 97 and proceed with construction, bringing to standard specifications as to grade and surfacing.

   b. Grade from the foot of Algoma Hill on US 97 to a point north of Barclay Springs, to be followed by surfacing and paving; also bringing

up to standard specifications by widening and resurfacing that portion of US 97 between Barclay Springs and Modoc Point.

c. Relocate and construct to standard specifications that portion in the Federal Aid System of the Highway from Terminal City to Hatfield, California, via US 97, Oregon 66 and Oregon 39.

d. Complete survey for realignment from the junction of US 97 and Oregon 66 to the beginning of the realignment at a point north of Klamath Falls known as Terminal City, to be followed by reconstruction to standard specifications as to grade and surfacing.

e. To bring up to standard specifications by widening and resurfacing, that portion of US 97 north from a point north of Sand Creek.

2. Willamette Highway, Oregon 58.

a. Goshen-Oakridge bottleneck. Complete to standard specifications as to alignment, grade and surfacing that portion of the highway from Oakridge to Goshen.

b. Oakridge east to Salt Creek Falls. Bring to standard specifications as to surface and oiling.

c. Odell Lake to the Junction of US 97. Bring to standard specifications as to surface and oiling from the junction of Oregon 58 and US 97 west toward Odell Lake.

3. Lakeview Highway, Oregon 66.

a. Final completion of Lakeview Highway.

STATE SECONDARY HIGHWAYS

1. Relocate and construct to standard specifications that portion of the highway in the Primary State System, but not a part of the Primary Federal Aid System, from Terminal City to Hatfield, California, via US 97, Oregon 66, and Oregon 39.

2. West Side Highway, Secondary No. 421, (Route 236). Bring to standard specifications as to grade and surfacing road from Klamath Falls to Fort Klamath, and connecting with Secondary market road from Medford via Route 236 and Lake of the Woods.

3. Midland Market Road, Secondary No. 420. Reconstruct and bring up to standard specifications by grading and surfacing from the end of the present oiled surface south west to US 97.

4. Mack's Store-Midland, Secondary No. 423. Bring up to standard specifications as to grade and surfacing from Mack's Store on Oregon 39 to US 97.

AUG 27 1943

5. Malin-Poe Valley. Bring up to standard specifications as to grade and surfacing the unfinished portions of this highway.

6. Olene through Poe Valley, connection with Malin-Poe Valley-Bonanza road.

Mr. Thomas presented a proposed state highway program covering projects within and adjacent to the City of Klamath Falls, as recommended by the City Planning Commission and approved by the Klamath Falls City Council, together with a map disclosing the location of the several projects which are as follows:

1. Immediate location and establishment of highway routes through the city and its suburbs. He pointed out that the location shown on the map for this improvement is not authentic or definite, but the Planning Commission and the City Council feel that the improvements should be near the locations shown on the map.

2. Immediate completion of surveys and plans for the reconstruction of South Sixth Street, from Main Street to its junction with the Klamath Falls-Lakeview Highway. In this connection, he stated that plans should include the following:

a. Widening for four-lanes of traffic.

b. Construction of a new overpass of the Southern Pacific railroad tracts.

c. Removal of power and telephone poles.

d. Installation of adequate street illumination.

e. Separation strip from Washburn Way to the U.S. R.S. canal.

3. Surveys and plans for standardizing Secondary State Highway, No. 421, within the city limits. He explained that such project includes realignment of the highway route.

4. Acquisition of all odd corners of property that are cut off by highway right-of-way acquisition, -- same to be used for state park purposes. He particularly referred to the parcels of land which will be left remaining between the highway and the U.S.R.S. main canal through the easterly side of Klamath Falls. He added that the plan should include the landscaping of all highway rights of way in and near the city, so as to beautify the city entrances.

Mr. Thomas also submitted in behalf of the City Planning Commission the following proposed program of road construction within the city limits of Klamath Falls, which, he said, are needed to provide connections from the

AUG 27 1943

business center to the new proposed highways. He suggested that these projects could be financed with postwar federal funds and submitted a map showing the location of the several projects:

1. Widen and generally improve Eleventh Street from Commercial Street to Upham, and Upham Street from Eleventh Street to California Avenue.

2. Create a through truck route starting at Alameda and Esplanade; thence along Esplanade to Main Street and across private property to Eleventh and Klamath Streets; thence along Klamath Street to the Link River.

3. Widen and generally improve Third Street from Klamath Avenue to California Avenue.

4. Widen and generally improve Main Street from Alameda to Michigan Avenue.

Chairman Banfield, at this juncture, explained the object of the Commission's trip, and particularly advised relative to the funds which the Commission hopes will be available for highway improvements during the postwar period. In this connection he stated that while the Commission has no money to spend on new highway construction at the present time, it hopes to have approximately $60,000,000 during the first three years after the war is over, most of which will be funds provided by the federal government. It is the intention of the Commission, he said, to study all of the projects that are presented by the various communities as a result of the Commission's canvass of the entire state, and to select for the postwar program such projects as will provide the greatest amount of good for the greatest number of people, considering the state as a whole. The Commission is not in position at the present time, he added, to make any definite promises or commitments with respect to any particular project and will not be in such position until the canvass of the state is completed, the suggested projects analysed, and until the amount of funds that will be at the Commission's disposal is definitely known. He mentioned that during the progress of the Commission's canvass a suggestion has been made that the Commission issue additional bonds, in order to expedite construction, and the suggestion has also been made that certain roads should be made toll roads in order to obtain funds for highway improvements. He asked the group for its reaction relative to such proposals. The Commission, he said, wants to obtain a clear picture of the needs of all communities as an aid in the selection of the projects that are to be undertaken during the period that the country is changing over from a wartime to a peacetime economy. He requested a letter listing desired projects in the order of their importance, and a map disclosing the location of each.

The meeting was adjourned at 10:00 p. m., following appropriate remarks by Chairman Banfield, Commissioner Chessman, Commissioner Schaupp, Dr. E. B. McDaniels, President of the Oregon State Motor Association, Senator Marshall E. Cornett, W. H. Lynch, District Engineer, Public Roads Administration, R. H. Baldock, State Highway Engineer, and Earl C. Reynolds, Executive Secretary of the Klamath County Chamber of Commerce.

AUG 27 1943

Following adjournment, the Commission approved and signed an agreement with the Bennett Trust Company, providing for a modification of a previous agreement with respect to the making of payments for the acquisition of the Simpson property, in Coos County, known as "Shore Acres". According to the original arrangement, settlement was to be made by the state by deferred payments. Under the new arrangement settlement is to be made immediately, with the understanding that the total amount of the purchase price is to be reduced by the amount of $1,000.00.

This concluded the Commission's visit to the Central Oregon counties.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

AUG 27 1943

VOLUME 28

PART II

PART 2

OF

VOLUME XXVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

AUGUST 28, 1943

THROUGH

MARCH 31, 1944

- - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
Arthur W. Schaupp, Commissioner
Merle R. Chessman, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1943	Subject
	Sept.24	Tri-State Highway Association. Minutes of meeting held in Klamath Falls included in this volume for reference purposes only.
11742	Oct. 11	Clackamas County. Conference in Oregon City with County Court. Projects recommended by County Court for postwar construction. County Court requests Market Roads Nos. 20 & 28 be designated State Second. Hwys. No action.
11743		Columbia County. Conference in St. Helens with County Court and interested citizens. County Court recommends projects for postwar construction.
11744		List of projects presented.
11745		Lower Columbia River Hwy. improvement discussed. New highway Forest Grove to Rainier suggested.
11746		Washington County. Conference in Hillsboro with County Court and interested citizens re postwar construction. List of projects submitted by County Court.
11747		List of projects presented by Forest Grove City Council and Chamber of Commerce. Tualatin Valley Hwy, Portland to Forest Grove. Improvement endorsed by Hillsboro C.of C. Also Wolf Cr.Hwy.
11748		Yamhill County. Conference in McMinnville with County Court and interested citizens re postwar construction program.
11749		List of projects recommended by County Court. Projects recommended by cities of Amity, Newberg and Dayton.
11750		Discussion of contemplated improvements.
11751	Oct. 12	Bids received on following projects and sale of building: Baker-Weiser Junction Rock Production Project; Wren-Philomath Section Surfacing and Rock Production; Redmond-Marks Creek Section Rock Production Project; Lapine Section Rock Production Project;
11752		Ashland-State Line Section Rock Production Project; Madras-Redmond Air Base Target Range Grading, Surfacing and Oiling; Cold Springs Section Rock Production Project; Umatilla Oil Depot Grading, Surfacing and Oiling; Wapinitia Rock Production Project.
11753		Sale of residence building in Milton.
		Minutes approved as follows, for August 23 and August 24 to 27 inclusive.
		Log hauling. Request of Ostrander Logging Co. to operate logging trucks across two state second. hwys. discussed. Action deferred.
		Morrow County. Willow Creek Bridges. Report on condition. Decision deferred.
		Morrow County. Report on condition of Heppner-Spray Secondary Highway. Action deferred.

Page	Date 1943	Subject
11753	Oct. 12	Snow Removal. Santiam Pass to be kept open during winter season if possible.
11754		Linn County. Santiam Maintenance Station. Conditional permission granted to use facilities as restaurant during emergency.
		Clackamas County. Pedestrian overpass at S.P. crossing of Pacific Hwy.East at Milwaukee. Engineer authorized to advertise for bids.
		Lincoln County. Siletz Secondary Hwy. Engineer authorized to advertise for bids for improvement.
11755		Engineer instructed to obtain federal moneys if possible.
		Crook County. Repair of 3 bridges on Crooked River Hwy. and 1 on Crooked River-Paulina Sec. Hwy. Engineer authorized to advertise for bids.
		Equipment. Oral authority to purchase 2 Holland truck-loaders at $200.00 each confirmed.
		Equipment. Oral authority to purchase following equipment confirmed: 60 1½-ton trucks, 6 4-ton trucks, 10 pickup trucks, 4 station wagons and 1 passenger automobile. Purchase of 30 Dodge trucks at increased price approved.
		Awards. Engineer's award of contract for construction of Oakridge Revetment Project confirmed.
11756		Prequalification of Contractor. A.A.Hardesty, formerly disqualified, to be reinstated as trial propqsition.
		Multnomah County. Board of County Commissioners present for discussion of matters pertaining to postwar program.
11757		Recommendations deferred pending report of Mr. Robert Moses on postwar development in Portland. Commission approved for consideration a list of projects in Mr. L.M. Lepper's letter of 3-15-43.
11758		Polk County. Pacific Highway West between Monmouth and Suver. Log hauling prohibited.
		Overload violations. Attorney's opinion re authority to penalize carriers discussed. State police to be held responsible for control. Violations committed by Ostrander Logging Co. discussed. Action deferred pending investigation. State Police Supt's request for full cooperation in control of overloads approved. Engineer and Attorney to discuss plan of procedure with Supt. Pray.
11759		Report on overweight violations committed during September discussed.
		Report on violations committed by Roaring River Logging Co. discussed. No action taken.
		Morrow and Gilliam Counties. Wasco-Heppner Second. Hwy No.300. A.K. York requests improvement of Cottonwood Grade Sec. To be considered in postwar program.
		Clatsop County. County Judge Guy Boyington requests construction of highway between Elsie and Miles Crossing as substitute for first choice in postwar program change approved.

Page	Date 1943	Subject
11759	Oct.12	Multnomah County. Portland. Maritime Commission requests use of property near Steel Bridge for storage of lend-lease material. Approved if City concurs.
11760		Umatilla County. Pendleton. Request for surveys of proposed railroad underpass and overpass projects denied. Commissioner Chessman to advise City Council.
		Postwar Program. Partial list of survey projects to be submitted to Public Roads Administration for approval.
11763		Crook County. Crooked River Secondary Highway. Request of Henry Severance for permission to install cattle guard near Paulina approved conditionally.
		Lake County. Fremont Highway near Paisley. Request of Wm. Hotchkiss for permission to construct culvert. Action deferred pending investigation.
		Jackson County. Camp White Cantonment. Construction of 2 waiting rooms on highway right of way approved.
		Lane County. Florence. Construction of waiting room on Coast Highway approved.
		Claim. C. J. Eldon asks reimbursement for unanticipated expenses incurred in connection with Contract No.2557. Denied.
11764		Claim. Eugene Sand & Gravel Co. asks reimbursement of Federal Transportation Tax in connection with Contract No. 2604. Denied.
		Claim. Mr. John Copley claim for repairs to car damaged as a result of defect in bridge on Pacific Hwy. East, near Albany. Denied.
		Umatilla County. Old Oregon Trail through Hermiston. Resolution adopted designating new route and abandoning former route; also extending Hermiston Secondary Hwy.
11766		Multnomah and Hood River Counties. Columbia River Hwy. Abandonment of portions. Resolution adopted.
11769		Roadside strips. Letters encouraging acquisition of roadside strips considered and ordered filed.
		Benton County. Camp Adair. Stipulation in case of U. S. War Dept. vs. State of Oregon re stockpile site approved and signed.
11770		Right of way. Klamath County. J. G. Patterson, Klamath Falls, demands rock wall along property as partial consideration. Action deferred.
		Condemnation. Oregon Coast Hwy., Lincoln County. Resolution adopted relative to dispute with Harry W. Hopkins and wife at Depoe Bay.
11773		Commission recessed at 12:00 noon, to reconvene at 2:00 p.m.
		Claim. Homer G. Johnson, Contract No. 2390. Ralph Moody, Attorney, requests postponement of hearing. Approved.
11774		Abandonment. Resolutions from counties, etc., as follows, approved:

Page	Date 1943	Subject
11774	Oct. 12	Abandonments. (Cont.)
		Portion of old Cascade Hwy. near Clackamas overcrossing.
		Section of old Crater Lake Hwy. north of Medford.
		Old route of Crater Lake Hwy. within city limits of Medford.
		Washington County. Tigard. Offer of A. Schubring to pay $250 for small parcel of land accepted.
		Coos County. North Bend. Request of Coos Bay Logging Co. to purchase old ferry landing denied.
		Right of Way. Acquisition along Oregon Coast Hwy. between Cannon Beach Jct. and Cannon Beach deferred.
		Park Matters: Action taken on trip Aug. 24 to 27, 1943, incl. as follows, confirmed:
11775		John Day Fossil State Park. Parks Supt. to determine areas needed.
		John Day Hwy. wayside areas. Parks Supt. authorized to select areas.
		Lake County cutover waysides. Parks Supt. to select waysides between Drews Valley and Lake-Klamath Co. line.
		Proposed Crown Point Addition. Parks Supt. to negotiate for 2 tracts connecting Crown Pt. and Crown Pt. loops.
		Proposed Short Sand Beach Addition. Parks Supt. to prepare descriptions for purchase of cutover areas.
11776		Crash of Bomber on Cape Lookout. No damage claim to be filed.
		Bly Mountain proposed cutover acquisition. Action deferred. Commissioner Schaupp to ascertain possibility of purchase.
		Proposed wayside acquisition in Antelope Canyon. Taking of options authorized on four forties.
		Park Matters. Parks Supt. reports on following:
		Hood River Co. Offer of Seneca Fouts, Portland, to sell 160 acres adjacent to Columbia River Hwy. refused.
11777		Douglas County. Arrangement with Douglas Co. for acquisition of tract on Camas Mt. and tract at end of Elkton Tunnel approved.
		Coos County. Offer of Henry Sengstacken Co., Marshfield, to sell 140 acres land adjoining Cape Arago State Park. Deferred pending investigation of Park Supt. and Engineer.
		The Cove Palisades State Park. $669.26 net profit from sale of peaches.
11778		Financial Report. Report for period Jan.1 to Sept.30, 1943, approved.
		Curry County. Floras Lake State Park. Revised County resolution re lease as Navy aircraft landing field approved.
11779		Resolution adopted.
		Real property. Mrs. F. E. Garle. Issuance of duplicate
11780		warrant to cover loss of original, discussed. Referred to Attorney for solution.

Page	Date 1943	Subject
11780	Oct.12	Buildings. Josephine County. Offer of Mr. Sam Alderson to purchase, accepted.
		Right of Way. Miner Creek-Spencer Creek Section US101, Lincoln County. Property needed from F.R. Salway to be condemned, if necessary.
		Permits. Oregon Lumber Co. requests permit for over-width loads on John Day Hwy. Denied.
		Labor and Wages. Oregon State Bldg. and Const. Trades Council requests conference. Engineer to confer & report.
		Malheur County. City street improvements, Ontario. Elmo E. Smith, Mayor, inquires re securing State & Federal aid. Engineer to inform Mr. Smith re availability of federal money.
11781		Advisory Committee, Northwestern States Development Assn. Engineer authorized to attend meeting.
		Congressional hearings. Engineer authorized to attend hearings re postwar construction in Washington, D.C.
		Speed zones. Request for speed limit signs at hwy. entrances in Astoria. Referred to Attorney.
		Bids. Commission acts on bids received at this meeting.
		Awards. Chairman announces award of contracts and sale of building.
11783		Lincoln County. Oregon Coast Hwy., Gleneden Beach. Right of Way settlement with J.A. Sansbury discussed. Engineer to investigate proposed width reduction. Attorney to negotiate new option.
		Claim. Compromise settlement with Arch Cape Land Co. denied.
11784		Clatsop County. Scalehouse at Warrenton Jct. Use by Guerin Bros. approved if furnish bond.
		Polk County. Fern Creek-Monmouth Access Road. Construction of new bridge over Fern Creek authorized.
		Marion County. Woodburn. Request of A. L. Harader to remove 3 oak trees discussed. Inspection to be made.
11785		Hood River and Multnomah Counties. Columbia River Hwy. Proposed exchange of properties with U.P. RR.Co. approved.
11791		Real Property. Resolution authorizing acquisition.
11792		Condemnation. Recommended offers. Resolutions adopted.
		Paul B. and D. P. Peterson. Quarry site. Rome-Princeton Hwy.
		Joseph and Mary Ann Fracasso. Right of Way. Pacific Hwy. West.
		Etta Alexander and Pearl Hummel. Right of Way. The Dalles-California Hwy.
		Dorcas I. Bazinette, et vir. Right of Way. The Dalles-California Hwy.
		J. A. Periman. Right of Way. The Dalles-California Hwy.
		Mark Devlin Estate. Right of Way. Columbia River Hwy.
		B. A. Young. Pacific Hwy.

Page	Date 1943	Subject
11796	Oct. 12	Extensions of time granted as follows:
		C. J. Eldon, Wright Ranch-Milo Section;
		Clifford A. Dunn, Rome Flight Strip;
11797		Jed Wilson, Banzer Bridge-Washington Co. line;
		Oscar E. Joelson, Buchanan Rock Production Project;
		Tru-Mix Concrete Co., Tolo-Camp White Access Rd.;
11798		A. H. Saxton & Son, Trent-Salt Creek Falls Section;
		Porter W. Yett, Vanport Junction Section;
		J. F. Johnston, Baker Creek Bridge Section.
		Contracts completed and accepted as follows:
11799		Wright Ranch-Milo Section, C. J. Eldon;
		Rome Flight Strip, Clifford A. Dunn;
		Banzer Bridge-Washington Co. Line Sec., Jed Wilson;
		Buchanan Rock Production Project, Oscar E. Joelson;
		Tolo-Camp White Access Road Project, Tru-Mix Concrete Co.;
		Vanport Junction Section, Porter W. Yett;
		Baker Creek Bridge Section, Johnston Bros.;
		Yeon Ave.-Nicolai St. Access Rd. Project, Edlefsen-Weygandt Co.;
		Suver Road-Wells Road Sec., E. C. Hall Co. & J.C. Compton.
11800		Agreements, et cetera, signed as follows:
		Standard Oil Co., surrendering lease of property adjacent to Oregon Coast Hwy. in Gardiner.;
		Umatilla County, re maintenance of Umatilla Oil Depot Access Road;
		Curry County, re use of Floras Lake State Pk. as U.S. Naval Aircraft landing field;
		Guerin Bros., permit to use state scale site at Warrenton Jct.;
		United States of America, re tract of state-owned land within boundaries of Camp Adair;
		Union Pacific Co., conveying portions of right of way of old Columbia River Hwy.;
		U. S. Government, re use of state-owned land in Lincoln Co.;
		U. S. Forestry Service, re use of hwy. property at Waldport Ranger Station;
		Supplemental recreational application re lease of govt. land.
		Meeting date. Next regular meeting to be held Nov. 8, 1943.
11801	Nov. 8	Bids received on following projects and buildings:
		Baker-Weiser Junction Rock Production;
		Crooked River Bridges; repair of four bridges;
		Hunter Creek-Lone Ranch Creek Rock Production;
		Juntura-Hope Rock Production;
		Service station building in Gardiner.
11802		Minutes approved for October 11 and 12, 1943.

Page	Date 1943	Subject
11802	Nov. 8	Delegations. Engineer explains matters concerning which delegations are to appear.
		Morrow County. Heppner. Willow Creek flood control discussed. Engineer instructed to inspect during next flood period.
		Lake County. Snow removal on Clover Flat County Road. Work to be done if requested by County and if equipment is available.
		Wasco County. County officials confer re claim of
11803		J.O.Chastain, et al., for damages to irrigation flume. State to pay 1/3 of cost of repairs.
		Wasco County. Judge Kirk files list of projects for postwar construction in Wasco County.
		Log hauling. Report on overweight violations. State Police to be advised of weighmaster's schedule of operations so police officers can be present.
		Log hauling. War Finance Committee requests relief from fine imposed on Ostrander Logging Co. for
11804		overweight load of logs used as exhibit in bond drive. David Eccles, State Administrator, War Savings Staff, endorses request. Request denied.
		Emergency transportation permits. Report on overweight violations. Los Angeles-Seattle Motor Express. District Attorney to be advised of falsification re possession of permit.
		Permits. Oversized loads. Rules and regulations
11805		adopted for granting special permits. Engineer authorized to pass on applications.
		Morrow County. Heppner-Spray Second. Hwy. Maintenance materials. Engineer authorized to advertise for bids.
		Marion County. North Santiam Highway. Mill City-
11806		Detroit Section. Work to begin simultaneously with federal improvement of Niagara-Detroit Section.
		Hood River County. Hood River Second. Hwy. north from Parkdale. County's request for immediate construction denied. To be considered in postwar program.
		Malheur County. Adrian-Homedale, Idaho Road. Request for improvement of Oregon Section denied. To be considered for postwar program.
		Pacific Highway. Oregon Pacific Hwy. Assoc. requests improvement in postwar program. To be considered.
		Sherman, Wasco and Gilliam Counties. Taxpayers' and Barlows Gate Grange's request for improvement of Shearers Bridge Second. Hwy. and construction of new highway from Tygh Valley to Portland. To be considered in preparation of postwar program.

Page	Date 1943	Subject
11806	Nov. 8	Claim. Ray Early and Walter Huntington appear and offer compromise settlement of Arch Cape Land Co's claim for damages near Arch Cape Tunnel in Clatsop Co. Refused.
11807		Final offer made by Commission.
		Log hauling. Ostrander Railway & Timber Co's request to operate trucks across second. hwys. at grade near Molalla denied.
		Douglas County. Gardiner Lumber Co's request to build railroad spur track on Oregon Coast Hwy. right of way approved under certain conditions.
11808		Linn County. Lebanon. Request approval of truck by-pass route and installation of stop signs. Approved if State not obligated.
		City streets not on state highways. Improvement to be discontinued after 1943. Cities to be notified.
		Equipment. Six tractor loaders. Purchase authorized.
		Equipment. Second-hand truck trailer. Purchase authorized.
		Equipment. Douglas County. Gardiner. Private sale of
11809		building and miscellaneous articles authorized.
		Douglas County. Umpqua River Bridge at Reedsport. Special police guards to be dispensed with if bridge operator can be deputized as state police officer.
		Award of contract, as follows: Western Rock Co., Umatilla Oil Depot Access Road.
		Log hauling. Engineer to investigate method of quickly weighing logs suggested in letter from Ralph J. Staehli.
		Permit. Request of E. D. Hamacker Lumber Co. for permission to "skid" logs across Klamath Lake Second. Hwy. denied.
11810		C. B. McCullough authorized to attend meeting of American Assoc. of State Hwy. Officials in Chicago, Dec. 1-3, 1943.
		R. H. Baldock authorized to attend meeting of Advisory Committee to Northwest States Development Commission in Spokane.
		Curry County. Brookings. Oregon Coast Hwy. County Court resolution re abandonment of old right of way approved.
		Klamath County. Klamath Falls. Letter requesting state cooperation in plan of arterial hwy. development within and around city. Engineer authorized to assist to same extent as was done in Eugene.
		Klamath County. Klamath Falls. Knights of Columbus requests permission to maintain "way stations." Engineer to investigate and make decision.
		Clatsop County. Judge Boyington advises County Court objects to Commission acquiring land beyond standard width right of
11811		way. Decision deferred pending investigation.
		Claim. Arch Cape Land Co. County Judge Boyington, Clatsop Co., states that company is entitled to roadway.

Page	Date 1943	Subject
11811	Nov. 8	Clatsop County. Oregon Coast Hwy. at Astoria Airport. County Judge Boyington reports hauling is damaging paved county road. Engineer suggests filing claim at once.
11812		Surveys of contemplated postwar projects. Engineer authorized to submit list to Public Roads Administration for approval. List of surveys.
11813		Surveys. Engineer instructed not to ask approval of new surveys unless of an emergency nature or for postwar work.
		Bids. Commission rejects all bids received for Juntura-Hope Rock Production Project in Malheur County and awards others to low bidder in each instance.
		Claim. Homer G. Johnson claims extra compensation on
11814		contract No. 2390 for construction of Siletz-Toledo Sec. of Siletz Second. Hwy., Lincoln Co. Arguments
11815		presented by Attorneys Ralph Moody and Jay Bowerman. Claim denied.
		Awards. Chairman announces awards of contracts and sale of service station building at Gardiner.
		Advertising Budget for 1944. Budget recommended by Hwy.
11816		Advisory Committee on Travel Matters approved in its entirety.
		Lincoln County. Siletz-Toledo Second. Hwy. Engineer advises 50% of cost of repair available in federal
11817		monies. Authority granted to advertise project on such basis.
		Lake County. Fremont Hwy. Request of Wm. Hotchkiss, Paisley, to install irrigation pipe approved.
		Multnomah County. City of Portland. Quit claim deed conveying to city property adjacent to Lower Columbia River Hwy. signed.
		Claim. Algoma Flood Case, Klamath Falls. Defendants' offer of settlement refused.
		Coos County. Henry Sengstacken property south of Cape Arago State Park. Engineer and Park Supt. recommend against purchase. Recommendation approved.
11818		Clatsop County. Astoria. Purchase of Livasa Jarvin property at increased price approved.
		Condemnation. Right of way across F. R. Salway property in Lincoln County. Resolution adopted.
11820		Klamath County. Greensprings Hwy., Klamath Falls. Letter in behalf of City Cemetery Committee stating its desire to acquire a portion of Westover Terraces for memorial park discussed. Referred to Engineer for report.
		Log hauling. Letter from Alfred A. Loeb, Portland, reporting on loggers negligence to use binder chains discussed. Mr. Loeb to be informed of Commission's requirements, etc.

Page	Date 1943	Subject
11820	Nov. 8	Surveys. List of surveys ordered since last meeting.
11823		Engineer again instructed not to submit surveys other than those contemplated for 3-year postwar construction program.
		Extensions of time, as follows, approved:
		McNutt Brothers, Grave Creek-Jumpoff Joe Sec.; (No.2572)
		E. C. Hall Co. and J. C. Compton, Sec. "A", Monmouth-Benton County Line Sec.; (No. 2595)
11824		E. C. Hall Co., J. C. Compton & McNutt Bros., Sec. "B", Monmouth-Benton County Line Sec.; (No. 2596)
		Eugene Sand & Gravel Co., Salt Creek Falls-Odell Butte Sec.: (No. 2604)
		M. C. Lininger & Sons, Chemult Rock Production Project (No. 2619).
		Contracts completed and accepted, as follows:
11825		Section "A", Monmouth-Benton County Line Sec., E.C.Hall Co., and J. C. Compton;
		Section "B", Monmouth-Benton County Line Sec., E.C.Hall Co., J. C. Compton and McNutt Brothers;
		Salt Creek Falls-Odell Butte Section, Eugene Sand & Gravel Co.;
		Trent-Salt Creek Falls Section, A. H. Saxton & Son;
		Chemult Section, M. C. Lininger & Sons;
		Weston Section, D. C. and A. L. Williams.
11826		Agreements, et cetera, signed as follows:
		George H. Wells Co., covering furnishing of material adjacent to railroad tracks in town of Milton;
		Public Roads Administration, modification of project agreement covering Boardman Flight Strip;
		Public Roads Administration, modification of project agreement covering Rome Flight Strip;
		Public Roads Administration, project agreement covering Aurora Flight Strip;
		Public Roads Administration, modification of project agreement covering Siletz-Toledo Section;
		August L. Schubring and wife, bargain and sale deed conveying land in Washington County;
		City of Portland, quit claim deed conveying property adjacent to Lower Columbia River Hwy. in Portland;
		U.S. of America, revokable permit covering use of government-owned property near Astoria, Clatsop County, accepted.
		Meeting date. Next regular meeting date set for December 21, 1943. (Later changed to December 23, 1943.)

age	Date 1943	Subject
1827	Dec.23	Oscar Cutler appointed Acting Secretary during absence of Commission's Secretary. Resolution adopted.
		Bids received on following projects:
1828		Pedestrian walkway near Milwaukie, construction;
		Metolius-Redmond Rock Production;
		Brothers-Harney County Line Rock Production;
		Umatilla County Line-Long Creek Rock Production;
		Klamath Falls Air Station Access Road Project;
		Kernville-Euchre Mountain Section;
1829		Idaho State Line-Molloy Ranch Section;
		Hooker Creek-Jordan Creek Section;
		Jordan Creek-Scotts Butte Creek Section;
		Juntura-Hope Rock Production;
		Lexington Rock Production.
		City street improvement agreements for 1943. Previous authority to complete during 1944 confirmed.
1830		State Tax Street Funds. Forms of resolutions, etc., approved.
1833		Morrow County. Heppner-Spray Second. Hwy., Rhea Creek-Chapin Creek Section. Improvement authorized.
		Yamhill County. Salmon River Hwy. Willamina. Request of Pacific Plywood Corpn. for sidewalk construction denied.
1834		Yamhill County. Willamina River Bridge. Request of City of Willamina for widening denied.
		Klamath County. Klamath Falls. Request of City Council for improvement of South Sixth Street denied.
		Sherman and Gilliam Counties. Wasco-Heppner Second. Hwy., Condon-Moro Sec. Request of Gilliam-Wheeler Pomona Grange No. 7 for improvement denied.
		Agreements signed, as follows:
		Project agreement with PRA covering Astoria Airport Sec.;
		Project agreement with PRA covering Monmouth-Pedee Sec.
		Malheur County. Nyssa Chamber of Commerce. Request for oiling of highways connecting Adrian and US95 to be considered as postwar project.
		Maintenance Budget. Engineer to render detailed report. Expenditures for necessary routine work approved.
		Bus service. Portland to Salem. State Budget Director to be notified Commission has no authority to operate.
		Claim. City of Corvallis. Settlement covering repairs to water pipe lines disturbed by highway construction approved and signed.
		Claim. P & M Lumber Co. Compromise settlement re damages to bridge at M.P. 226.76 on Pacific Highway. Accepted.
		Stop signs. To be removed where automatic signals are also maintained at railroad grade crossings. (Resolution adopted Jan. 12, 1944)
		Columbia County. Lower Columbia River Hwy., City of St.Helens. Request for 25-mile-per-hour speed limit. No action.

Page	Date 1943	Subject
11835	Dec.23	Clatsop County. Astoria. Airport Detour Road. 25-mile per-hour speed limit established. Resolution adopted.
11836		Tillamook County. Oretown Grange No. 354. Request for state aid in moving church building back from highway. Denied.
		Malheur County. John Day Hwy., M.P. 276.97. Payment of $100 toward construction of drainage ditch approved. County and Warm Springs Irrigation Dist. each to contribute $50.
		Clackamas County. Wilsonville Ferry. Request of Leonard & Slate for extra compensation to be discussed with contractors. Secretary to advise contractor (See P.11863)
		Yamhill County. Willamina. Request of City for engineering assistance in establishing street grades on state hwy. approved.
		Traffic scales. Grants Pass. Request of Ishams Transfer & Storage to use state scales. Denied.
		Equipment. Water tank. Offer of Roy Montague to purchase. Accepted.
		Pneumatic wood-boring air drill. Purchase approved.
		Hospital Assn. Contracts. Renewal of present contracts authorized.
11837		Truck scales. Glenwood. Consideration of Glenwood as scale site deferred because of WPB's refusal to release scales.
		Log hauling. Request of F. H. Brundage, WPB, in behalf of Byerly Logging Co., for permit to transport overlength logs. Denied.
		Clackamas County. Secondary Highways near Molalla. Ostrander Railway & Timber Co.'s request for grade crossings denied. Joint inspection to be made. Engineer to report.
		Log hauling. Special penalties for overloads discussed. Action deferred. Engineer and Attorney to consult officials of State of Washington in Olympia.
11838		Polk County. Dallas. Representatives for Willamette Valley Lumber Co. request logging road grade crossing in Dallas. Engineer to inspect and report.
		Clatsop County. Lower Columbia River Hwy. Request of School Dist. No. 138, Wauna, for waiting room ½-mile west of Taylorville denied.
		Redwood Empire Assoc. Action requested opposing tax increase on passenger fares. Not under Commission's jurisdiction.
		Tillamook County. Manzanita Community House, Inc., endorses wild game refuge on Neahkahnie Mtn. Action deferred.
		Douglas and Lane Counties. Suggestions re revetment projects on Willamette Hwy. near Junction City and Umpqua River at Dillard considered and denied. Highway hazard not involved.
		Columbia County. Scappoose-Vernonia County Road. Request for designation as secondary highway. No action taken.

Page	Date 1943	Subject
11838	Dec.23	Communications from Medford expressing appreciation of Commission's activities. Filed.
		Victory Gardens. Issuance of permits for use of right of way for "victory gardens" for 1944 approved.
11839		Sale of buildings. Pacific Highway, Wolf Creek-Grave Creek Sec. Amended offer of Sam Alderson accepted.
		Claim. Wolf Creek Hwy. George W. White claims damages to crops on property acquired for right of way. Referred to Engineer for investigation.
		Josephine County. Grants Pass. Dr. Moser controversy re gravel pit. Counter offer presented by Attorney Neil Allen. Referred to Engineer for investigation and report.
		Marion County. Aurora Flight Strip. Deed conveying to county strip of land to replace section of county road. Not approved.
		Multnomah County. Portland. Front Avenue Project. Special counsel to assist in condemnation of Public Market Property. Not approved.
		Park matters. Report on matters re purchase of additional park property. Action deferred until next meeting.
		Surveys. Surveys ordered by Engineer since last meeting. Approved.
11840		Extensions of time approved as follows: A. C. Suhre, Redmond Rock Production Project; Chester T. Lackey, Dead Ox Flat-Cairo Jct. Rock Production; P. B. Doherty, Alsea Mountain Rock Production Project;
11841		Newport Construction Co., North Bend Airport Road; C. H. Grimstad and T. Vanderveldt, sidewalk construction, Miles Crossing-Lewis & Clark Bridge Sec.
		Contracts completed and accepted, as follows: Boswell Ranch-Follett Ranch Sec., Leonard & Slate; Redmond Rock Production, A. C. Suhre (Bend Sand & Gravel Co.); Dead Ox Flate-Cairo Jct. Rock Prod., Chester T. Lackey;
11842		North Bend Airport Access Road, Newport Construction Co.; Sidewalk construction, Miles Crossing-Lewis & Clark River Bridge Sec., C. H. Grimstad and T. Vanderveldt; Madras-Redmond Air Base Target Range Access Road, Babler Bros.
		Real property. Resolution authorizing acquisition.
11845		Condemnation. Recommended offers. Resolution adopted.
11848		Drawbridges. Oregon Coast Highway. Request of U. S. Army for training of army personnel in operation of drawbridges approved.
		Wayside strips. Committee on Roadside Beautification and Timber Acquisition to correctly inform Assoc. of Oregon Counties re Highway Commission program for acquisition of wayside strips.
		Benton County. Corvallis City Planning Commission appeared re relocation of US99W through city. Engineer to confer with City Council and Planning Commission.
11849		Awards. Chairman announces awards of contracts.

Page	Date	Subject
	1943	
11851	Dec.23	Claim. Algoma Flood Suit, Klamath County. Payment of State's claim reported. Formal release signed and resolution adopted.
11853		Agreements, et cetera, signed as follows: Ostrander Railway & Timber Co., covering construction of Canby overcrossing; Calif. Pacific Power Co. and S.P. Co. et al., release acknowledging settlement in full of Algoma Flood claim. F. G. Brown, Crystal, covering snow removal on Klamath Lake Second. Hwy.; Ray Fromm, covering sheep grazing in Humbug Mtn. State Park, Curry County; Vernon Turner, covering sheep grazing in Cape Sebastian State Park, Curry County; City of Long Creek and Alton McBride and wife, covering lease of Long Creek Maintenance Headquarters; Leo and Zelma A. White, satisfaction of mortgage covering property in Marion County; U. S. Coast Guard, covering use of state park property in Lincoln County for lookout sta. and dog kennels; E. Clester, covering construction of lumber hauling road across Bald Peak State Park; City of Corvallis, letter agreement disposing of city's claim re pipe line repairs during hwy. construction north of city; Public Roads Administration, covering Astoria Airport Section;
11854		Public Roads Administration, covering Monmouth-Pedee Section; Henry H. Marr, covering rental of residence building in Williamson Park, Yamhill County; Henry Zorn, covering rental of land in Champoeg State Park, Marion County.
		Meeting dates. Next regular meeting date set for January
	1944	11 and 12, 1944.
11854	Jan.11	Minutes approved for meetings held on Nov. 8 and Dec. 23, 1943.
11855		Park matters. Parks Supt. reported on following: Park matters previously approved by Chairman Banfield reviewed for Commissioners Schaupp and Chessman and approved. One year renewal of Mr. Fromm's sheep lease at Humbug Mtn. State Park in Curry County. One year renewal of Vernon Turner's sheep lease at Cape Sebastian in Curry County. One year renewal of Henry Zorn's farming lease at Champoeg Park. Petition to be filed with U.S. Dept. of Interior for retention of wooded tract on McKenzie Hwy. (See P.11963)

Page	Date 1944	Subject
11856	Jan.11	Park matters (cont.):
		Douglas County. Court offers 120-acre tract of land on Pacific Hwy. south of Canyonville. 80 acres accepted.
		Request of George W. Marr, Sr., for 99-year lease of "Maud Williamson Park" on Salem-Dayton Hwy. denied.
		Lease or purchase of 4 acres on Wilson River Hwy. near Tillamook requested by James C. Caine, realtor, on behalf of client, denied.
		Donation of 4 acres on McKenzie Hwy. by Judge Harris,
11857		Eugene, and name of "Jennie B. Harris Park", approved.
		Park matters. New reports by Parks Superintendent:
		Request of U. S. Coast Guard to maintain shelters in state parks approved. Agreement to be written.
		Mrs. Albert Williamson offers to sell her Hopewell Water Co. rights in the Williamson State Park. Accepted.
		Linn Co. Cascadia State Park. Pfeiffer heirs offer sale
11858		of cottage on park grounds. Refused. Attorney to discuss removal of buildings with owners' attorney.
		Curry County. Civil Aeronautics Admin. request right of way for a road across state park property. Approved.
		Parks. Bill providing federal aid explained by Parks Supt. No action taken.
		Real Property. Resolution authorizing acquisition.
11862		Wayside strips. Question whether strips should be continuous throughout length of hwy.and how far they should extend from R/W line discussed. No action. (See P.11885)
		Klamath County. Klamath Falls Cemetery Committee requests use of certain land for memorial park. Denied account land needed by State.
		Traffic Signals. Salem Army Airport. War Dept. request for approval of signs, signals prohibiting vehicular traffic
11863		while landing and taking off of plans. Granted subject to certain conditions.
		Equipment. Report re rental of equipment to contractors and War Dept. discussed and ordered filed.
		Clackamas County. Wilsonville Ferry. Contractors Leonard & Slate appear in behalf of claim for extra compensation. Claim denied. Contractor to be required to fulfill contract.
		Load Limits. Petroleum products committee requests temporary
11864		weight tolerance. Engineer recommends 2% weight tolerance. Hon. Joseph B. Eastman, Director, O.D.T., recommends that petroleum-transporting equipment legal in California be per-
11865		mitted to operate in Oregon. Engineer recommends granting of permit subject to conditions. Requests approved and resolutions adopted. (See also P. 11933)
11868		Maintenance and minor betterment budgets for 1944. Adopted,
11869		including contracting of special maintenance projects.

Page	Date	Subject
	1944	
11870	Jan.11	General Hwy. Dept. Budget for 1944. Approved except state parks, guarding of hwy. structures, and operation of drawbridges and ferries. Decision deferred.
11873		
11874		Engineer to report following day. (See P.11909)
	Jan.12	Bridge Guards. To be discontinued if insure bridges. Engineer to ascertain cost to insure.
		Parks budget. Tentatively approved. Parks Supt. to revise budget to show amounts expended during 1943. No purchases to be made until Commission approves.
		Drawbridges and ferries. Engineer to submit additional report.
11875		Budget approved, subject to correction of certain items.
		Postwar construction program. List submitted. Commission tentatively selects partial program. Plans to be submitted to PRA for approval.
11884		Funds. Engineer suggests change in apportioning hwy.
11885		funds to hwy. divisions. Decision deferred.
		Real property. List of right of way strips along Wolf Creek Hwy., the Oregon Coast Hwy., and Pendleton-John Day Hwy. presented. Action deferred until options for all property desired are obtained.
		Umatilla County. R. H. Thom requests trapping privileges on state-owned property. Sale of property authorized.
		Umatilla County. Pendleton. Rental of state-owned residence bldg. discussed. Maintenance man to be given first refusal.
		Multnomah County. Portland. Offer of Mary Palandri to purchase state-owned property for $750.00 approved.
11886		
		C. B. McCullough and G. S. Paxson authorized to go to Seattle in connection with bridge matters.
		Log hauling. Penalizing operators for overloading discussed. Decision deferred pending conference with Governor and others interested. Conference scheduled for Jan. 18.
		Load limits. Report re overweight violations. Action deferred pending conference with Governor.
		Load limits. Action deferred re overweight violations in Eugene-Springfield area pending conference with Governor.
		Benton County. Petition requesting sidewalk construction in the Albany-Corvallis Hwy. near Fairplay School. Decision deferred for duration.
		Harney County. Letter from County Court requesting additional maintenance work on Princeton-Diamond Sec. Hwy.
11887		Secretary to advise Court re budget.
		Marion County. Woodburn. Survey requested to enable city to acquire right of way. Approved, subject to certain conditions.
		Travel matters. Employment of agency to handle advertising discussed. Recommendation of Advisory Committee to be accepted.

Page	Date 1944	Subject
11887	Jan.12	Claim. Bend Lions Club asks reimbursement for cost of repairing serviceman's shelter on right of way of The Dalles-California Hwy. damaged by highway employee. Claim denied, employee not on duty and shelter not authorized.
		Membership dues for 1944 in American Assn. of State Hwy. Officials and American Road Builders Assn. authorized.
		Clatsop County. Oregon Coast Hwy. Nunc pro tunc resolution
11888		re relocation and revision between Warrenton Park and Lewis & Clark River Bridge adopted.
11891		Clackamas County. Engineer reports on Ostrander Rwy & Timber Co.'s proposed logging hwy. near Molalla. Company to present case. Decision deferred.
		Polk County. Similar action taken re Willamette Valley Lumber Co.'s proposed logging road at Dallas.
		Tillamook County. Oregon Coast Hwy. Letter suggesting establishment of game preserve over Neahkahnie Mtn. and Short Sand Beach State Park. Decision deferred. Game Supervisor to be contacted.
		Columbia County. County Court requests designation of Scappoose-Vernonia Co. Rd. as second. hwy. Denied. Secretary to inform Court.
11892		Association of Oregon Counties. Resolution re acquisition of roadside areas ordered filed.
		Polk County. Offer of Edwin Fleischman, Stanley McCoy and Harry Blodgett to purchase state-owned land along Pacific Hwy. West accepted with conditions.
		Multnomah and Hood River Counties. Bonneville-Cascade Locks. Resolution correcting abandonment resolution of Oct., 1943, adopted.
11894		Josephine County. Dr. Moser controversy re purchase of quarry site. Action deferred pending appearance of Atty. Neil Allen.
		Tillamook County. Neahkahnie Mtn. Engineer authorized to sign escrow agreement with Donelson & Koppisch re transfer of property.
		Lane County. Purchase of R/W from Norman and Elmer Furuset discussed. Attorney to negotiate with owners.
		Klamath County. Chemult. Request of Union Oil Co. for snow removal on private roadway denied.
		Crook County. Request of Portland Flying Service for snow re-
11895		moval from Prineville Airport granted conditionally.
		Permits. Resolution authorizing double-header semi-combination vehicle movements adopted.
11896		Claim against Federal Government for repair of highways damaged by Army operations and Govt. contractors. Engineer's report ordered filed.
		Latin-American engineers. Employment discussed. Decision deferred.

Page	Date 1944	Subject
11897	Jan.12	Clatsop County. Request of School District No. 38, Wauna, to construct waiting room on right of way of Lower Columbia River Hwy. denied.
		Stop signs. To be removed where automatic signals are also maintained at railroad crossings. Resolution adopted.
11899		Multnomah County. Portland. Front Ave. project discussed. Engineer and Attorney to consult city officials re "Moses Plan".
		Surveys. Surveys ordered since last meeting approved.
		Extensions of time approved as follows:
		E. C. Hall and J. C. Compton, north unit Monmouth-Benton County Line Sec., grading;
		Warren Northwest, Inc., Aurora Flight Strip, grading and paving;
11900		Vernie Jarl, Aurora Flight Strip Sec., clearing approaches, etc.
		Contracts completed and accepted as follows:
		North Unit, Monmouth-Benton Co. Line Sec. Pacific Hwy. West, E. C. Hall and J. C. Compton;
11901		Aurora Flight Strip Project, Warren Northwest, Inc.;
		Aurora Flight Strip Project, Vernie Jarl;
		Wapinitia Rock Production Project, E. C. Hall Co.
		Meeting date. Next regular meeting date set for Feb. 7, 1944. (Later changed to Feb. 16 and 17, 1944.) To be held in Stock Exchange Room of Imperial Hotel.
		Agreements, et cetera, signed as follows:
		Klamath County Court relative to maintenance of Altamont Drive County Road;
		Contractors Morrison-Knudsen, Inc., and Ford J. Twaits Co., covering rental of a highway dept. 10-ton Buffalo Springfield Roller, Dept. No. 41-670;
		M. C. Lininger & Son, covering rental of one highway dept. 82 H.P. Power Unit, Dept. No. 41-913;
		Chester M. Hines and wife, covering lease of property for road materials;
		Wm. Jesky and wife, covering falling, damaging and injuring of trees on Aurora Flight Strip Section;
11902		Public Roads Administration, project agreement covering installation of traffic signals at Sheridan;
		Copy of a resolution adopted Dec. 23, 1943, designating a 25-mile-per-hour speed limit on Oregon Coast Hwy. at Astoria;
		U.S. Coast Guard, covering maintenance of C.G. shelters on Oregon Coast Hwy.;
		"Statement of acceptance of award", to secure settlement of state's claim against U.S. War Dept.;

Page	Date 1944	Subject
11902	Jan.12	Agreements, etc., signed (cont.): Deed conveying unto O.W.R.&N.Co. certain parcels of land at Eugene; Deed conveying unto Mary Palandri, Lot 6, Block 1, Caruthers Addn. to City of Portland.
✓	Jan.18	Special meeting held in office of Governor Snell re log hauling.
11903		Present were: The Hon. Earl Snell; T. H. Banfield; M. R. Chessman; R. H. Baldock; J. M. Devers; H. B. Glaisyer; Chas. P. Pray; George H. Flagg; Max Flannery; F. H. Brundage; F. D. McPherson; J. H. Hedrick; and Floyd Cook. Statistics on log hauling, concessions and privileges presented by Engineer. Penalty suggested by Chairman: Shifting or removal of logs at scales. Mr. Brundage in favor of such penalty. Supt. Pray willing to enforce any ruling adopted by Highway Commission.
11904		Afternoon session: T. H. Banfield; M. R. Chessman; R. H. Baldock; J. M. Devers; and H. B. Glaisyer. Log hauling. Statement of Commission re penalty for overloading.
11905 11906		Engineer instructed to inform Mr. Pray of action and request his assistance. Procedure for weighmasters. Agreements, et cetera, signed as follows: Alvin Witzke, re hauling of logs across Cascadia State Pk.; Walter and Ethel R. Shrock, permit to construct and maintain timber structure across Mill Creek; General Petroleum Corp., letter re company's leasehold on service station property at Union and Denver Aves., Portland; Curry County. Easement conveying right of way across state-owned property.
11907	Feb.16	Umatilla County. Delegation from Pendleton requests following projects for postwar construction: Pendleton-John Day Highway. Underpass at U.P.RR. crossing on S.W.Emigrant St.; Connecting highway from intersection S.W. 13th St. and S.W.Dorian Ave. to S.W.Court Ave.; RR. underpass on S.W.20th St.; also improve S.W. 20th St.; S.W.Emigrant Ave., remove railroad tracks; S.W.Main St., eliminate R.R. grade crossings; Surveys of projects requested and tentatively approved. (See also P. 11947).
11908		Pacific Highway. Miller Creek-Albany Sec., Harrisburg-Halsey Sec., Grave Creek-Smith Creek Sec. Offer of $1,500,000 federal funds accepted. (See also P.11944). Park matters. State Parks Superintendent reports re:

Page	Date : 1944	Subject
11908	Feb.16	Park matters (cont.):
		Klamath County. Crater Lake Hwy. near McLeod. 2 40-acre tracts not to be purchased.
		Douglas County. Release of O&C lands heretofore
11909		leased from govt. approved. County to acquire and deed to State.
		Washington County. Request of W. E. Johnson to lease certain state property adjacent to Wilson River Hwy. Denied.
		Douglas County. Maintenance of guard in Umpqua Lighthouse State Pk. Arrangement with State Forester approved.
		Curry County. Sale of cedar posts in Humbug Mtn. State Pk. Approved if posts not of value to State. Referred to Engineer.
		Park matters. 1944 budget. Amounts for park expenditures approved. (See P. 11873).
		Drawbridges and ferries. Budget amounts of $17,000 and
11910		$80,000 respectively approved.
		Insurance. Renewal of war risk insurance policies. Action deferred.
		Forest Highway Program. Letter recommending $60,000 Forest Hwy. funds appropriation for preparation post-war forest highway "on the shelf" program. Approved and signed.
11911		Real property. Resolution authorizing acquisition.
11914		Multnomah County. Portland. Front Ave. project. Taking of R/W options to be continued. Agreement between city and state to be written.
		Polk County. Grand Ronde. Purchase of maintenance headquarter site from Polk Operating Co. Engineer to investigate. (See P. 11956).
11915		Claim. E. R. Shipley re damage to property on Wolf Creek Hwy. in Washington Co. Attorney to condemn if proposed settlement refused. Resolution adopted.
11917		Claim. George W. White for loss of turnip crop on Wolf Cr. Hwy. property, Washington Co. Payment approved on conditions.
11918		Multnomah County. J.H. Gilbaugh Estate. Attorneys refuse to negotiate. Resolution authorizing condemnation adopted.
11919		Lane County. Eugene. Repairs to residence bldg. authorized.
11920		Josephine County. Grants Pass. Dr. Moser quarry site. Action deferred. Attorney to report at next meeting.
		State Tax Street Funds. Distribution to cities and towns. Proposed apportionment approved. Resolution adopted.
11923		Certified copy of resolution to be sent to Secy. of State.
		Umatilla County. Camas Creek wayside on Pendleton-John Day Hwy. Services of timber cruiser authorized if joint cruise with U.S. Forest Dept. does not materialize.

Page	Date 1944	Subject
11924	Feb.16	Jackson County. Medford. Receipt of payment by federal govt. for traffic pedestal repair. Approved & signed.
		Marion County. Aurora Flight Strip. Bargain & sale deed conveying land to county for county road. Signed.
		Log hauling. Kings Valley Second. Hwy. Delayne H. Paulson, log hauler, to be billed for damaging bridge.
		Claim. Columbia River Hwy. Check from United Pacific Ins. Co. for guardrail damage by Oregon Motor Stages. Accepted.
		Interregional Highway Committee. Engineer's report.
11925		Klamath County. Klamath Falls. Request of Knights of Columbus to maintain "way stations" on highway approaches to city denied.
		Douglas County. Roseburg. Offer of Wm. Pemberton to purchase land between Pacific Hwy. and S.P. RR. in North Roseburg denied.
		Personnel. Employment of 2 Latin American engineers authorized.
		Klamath County. Klamath Falls, Westover Terraces. City Cemetery Committee requests use of lots not needed by State. Decision deferred. (See P. 11944)
		Lincoln County. Oregon Coast Hwy. Letter from County Judge requesting permission to remove rock ledge from west side of highway at Seal Rocks. Approved on conditions. Agreement to be written.
11926		Award of contract. Klamath Falls Air Station Access Road. Award by Engineer to Clifford A. Dunn confirmed.
		Tillamook County. Garibaldi-Pleasant Valley Rock Prod. Project. Authority to advertise for bids approved.
		Tillamook County. Oregon Cost Hwy., Brighton-Wheeler Sec. Project agreement with S.P.Co. for drainage tunnel. Signed.
		Public Roads Administration. Program for engineering and economic investigations from July 13, 1943 to Dec. 31, 1944 for expenditures of federal and state funds approved. Agreement signed.
11927		Equipment. Purchase of 6 heavy-duty trucks discussed. Decision deferred. (See P. 11946.)
		Equipment. Purchase of 2 additional paving plants discussed. W.P.B. has approved delivery.
11928		Engineer to secure new quotation from Dallas Machy & Locomotive Works.
		Equipment rental. Request of Bureau of Reclamation to rent paving plant for work near Ontario. Approved on condition.
		Equipment. Purchase of 4 loadometers, 1 used case boiler, 1 60-ton hydraulic press approved.
		Bond. Renewal of Engineer's official bonds approved.
		Salaries. Schedule increasing weighmasters' salaries approved.
11929		Office employees. Decision deferred. Engineer to canvass other state depts.

Page	Date 1944	Subject
11929	Feb.16	Tillamook County. Letter from Forest Supervisor re sale of timber along Little Nestucka River between Dolph and Boyer. Sale approved.
11930		Sale of down timber. Wilson River Hwy. Wm. P. Lord requests information whether fallen logs adjacent to hwy. are for sale. Decision deferred. Engineer and Attorney to investigate.
		Umatilla County. Hermiston Second. Hwy. No. 333. County Court requests extension from present terminus to intersection of Main St. and E. First St. Approved and resolution adopted.
11931		Clatsop County. Lower Columbia River Hwy. Request of St.Helens Pulp & Paper Co. for use of trestle over hwy. near Knappa. Approved subject to conditions. Agreement signed.
		Load limit. I.O.N. Hwy. and Jordan Valley Second. Hwy. Resolution adopted reducing maximum load limit.
11933		Load limit. Petroleum products. Extension of privileges granted by resolution on Jan. 11, 1944 approved. Resolution adopted.
11934		Log hauling. Penalizing of log haulers who fail to bind
11935		loads with 3 binder chains discussed. Action deferred.
		Hood River County. Mt.Hood Hwy. Request of Arthur Lofts to maintain guy wires over hwy. Approved with provisions. (See P. 11937)
	Feb.17	Bids opened and read on the following projects:
11936		Medical Springs Rock Production Project; Kimberly-Dayville Rock Production Project; Beaver Marsh-Fort Klamath Rock Production Project; Rhea Creek-Rock Creek Section, resurfacing; Garibaldi-Tillamook Air Base Rock Production Project; Sale of 2 tracts 5 miles west of Stanfield.
11937		Hood River County. Mt.Hood Hwy. Maintenance of guy wires over hwy. Mr. Lofts agrees to conditions. Engineer and Attorney to prepare agreement. (See P. 11935)
		Clackamas County. West Linn. Oswego Hwy. R/W difficulties in connection with channelization scheme.
		Harney County. Frenchglen and Diamond Second. Hwys. Continuation of improvement asked by Judge Higgs. Engineer to investigate and report.
		Jefferson County. Culver-Grandview Market Road. County Court requests designation as state second. hwy. Action
11938		deferred. Engineer to investigate condition of bridges.
		Linn County. Lacomb-Brewster County Road. Designation as
11939		state second. hwy. requested. Engineer and Attorney to report.
		Log hauling. Clackamas County. Molalla farmers object to Ostrander Timber Co. operating across second. hwys at grade.

Page	Date 1944	Subject
11940	Feb.17	Douglas County. Reedsport. Request of Russell Hubbard for exchange of properties adjacent to Umpqua Hwy. considered. Engineer to inspect premises and report.
		Minutes approved as follows: January 11 and 12, 1944.
		Purchase of property. Columbia County, Washington County, adjacent to Wolf Cr. Hwy. for quarry purposes and wayside
11941		protection. Atty.to determine acreage required. Authorized to negotiate options.
		Claim. J. O. Chastain et al. Damage to irrigation flume adjacent to The Dalles-Calif. Hwy. near Tygh Valley. Engineer's recommendation re repairs approved.
		Surveys. Engineer authorized to submit to PRA additional
11942		survey projects for postwar program.
		Surveys. List of surveys completed. Resolution adopted.
11943		No commitment as to construction.
		Survey. Relocation Pelican City-Henley Sec., Klamath Falls-Malin Hwy. Approval deferred.
11944		Survey. The Dalles-Calif. Hwy. Klamath Falls-Midland Jct. Sec. Permanent location adopted by resolution.
		Klamath County. Request of City Cemetery Committee to use portions of certain lots in Westover Terraces approved conditionally.
		Pacific Highway. Miller Creek-Albany Sec., Harrisburg-Halsey Sec., Grave Creek-Smith Creek Sec. Federal funds accepted. (See also P. 11908)
11945		Linn County. Bridge over Santiam River near Jefferson. Engineer authorized to prepare plans and submit to War Dept. for approval.
		Equipment. Purchase of 4 heavy-duty trucks from Nelson Equipment Co. discussed and approved.
11946		Bids received at morning session discussed. Contracts awarded.
		Surveys. List of surveys ordered by Engineer since last meeting confirmed.
11947		Surveys. Umatilla County. Pendleton. Survey of all projects suggested by Pendleton delegation authorized. (See P.11907)
		Extensions of time as follows approved:
		E. F. Altree, Newport Rock Production Project; (No.2609);
		O. C. Yocom, Nye Jct.-Grant County Line Sec. (No.2611);
11948		M. C. Lininger & Sons, Trail Rock Prod. Project (No.2628);
		Lindstrom Bros., Battleship Oregon Foremast (No.2631);
		Nels Jorgensen, grading & paving 8th Ave. Broadway Sec. of Hilyard St., Eugene (No. 2638);
11949		R. O. Dail & Warren Bros., Inc., Wren-Philomath Sec. (No.2651).
		Contracts completed and accepted as follows:
		McNutt Bros., Grave Cr.-Jumpoff Joe Cr. Sec. (No. 2572);
		E. F. Altree, Newport Sec. (No. 2609);
		O. C. Yocom, Nye Jct.-Grant Co. Line Sec. (No. 2611);
		Lindstrom Bros., Battleship Oregon Foremast (No. 2631);

Page	Date 1944	Subject
11950	Feb.17	Contracts completed (cont.): Nels T. Jorgensen, 8th Ave.-Broadway Sec. (No.2638); R. O. Dail & Warren Bros., Inc., Wren-Philomath Sec. (No. 2651). Josephine County. Postwar projects on Redwood and Pacific Hwys. recommended by Redwood Empire Assoc. discussed. No action. Marion County. Permission granted A. L. Harader for removal of trees from Pacific Hwy R/W at Woodburn. Personnel. Plan to employ Public Relations man to contact loggers & commercial carriers. Engineer to study and report at next meeting.
11951		Log hauling. Report on activities of Weighmaster Dept. ordered filed. Award of contracts announced by Chairman Banfield.
11952		Umatilla County. Bids rejected for sale of land adjacent to Boardman-Stanfield Hwy. Meeting date. March 28, 1944 set for next meeting date. Agreements, et cetera, signed as follows: Permit authorizing U.S.Coast Guard to maintain shelter house, Lane County; Easement granting Curry Co. R/W for roadway from Oregon Coast Hwy. to Curry Co. Airport; Bargain & sale deeds, conveying unto Harry Blodgett, Stanley McCoy and Edwin Fleischman, property adjacent to Pacific Hwy. West, south of Monmouth; Tru-Mix Concrete Co. re disposal of overburden to be removed from quarry site adjacent to Klamath Lake Second. Hwy. in Klamath County; Southern Pacific Co. re construction of drainage tunnel on Oregon Coast Hwy. between Brighton & Wheeler, Tillamook County; Homer M. Cross and wife re land in Tillamook Co. needed as plant site; O.W.R.& N.Co. covering easement for Swan Island Access Road;
11953		Modification of lease with W. J. Walker re use of gravel pit at Pistol River, Curry County; St. Helens Pulp & Paper Co. re use of trestle in connection with transportation of logs over Lower Columbia River Hwy. near Knappa; Joint letter with PRA and U.S. Forest Service providing for allocation of Federal Forest Hwy. funds to finance preparation of "On the Shelf" postwar Forest Hwy. Construction Program; Letter to Mr. W. H. Horning, Chief Forester, O&C. Revested Land Admin., Portland, approving exchange of funds between Douglas Co. and Federal Govt. and cancellation of leasehold of State of Oregon in such lands.

Page	Date 1944	Subject
11953	Feb.17	Agreements, et cetera, signed as follows: (cont.)
		Agreement with Federal Wks. Agcy re financing of economic investigations during period July 13, 1943 to Dec. 31, 1944.
		"Hazard Renewal Extension" covering burning operations in state park. Lots 1,2,3, Sec.24, Twp.22S., R.13W., W.M.
		A. L. Harader and wife for removal of oak trees on R/W of Pacific Hwy. East;
		"Receipt and Release" covering payment by U. S. Govt. of $61.92 for damaging a traffic pedestal in Medford;
		Bargain and sale deed conveying unto Marion Co. R/W for county road abutting on Aurora Flight Strip.
11954	Mar.28	Bids received on the following projects:
		Bend-Lava Butte Rock Production Project;
		Juniper Ridge-Alkali Lake Rock Production Project;
		Beaver Marsh-Fort Klamath Rock Production Project;
		Valley Falls Rock Production Project;
		Crabtree Corner-Crabtree Creek Sec., paving;
11955		Owyhee River-McDermitt Sec., reoiling.
		Harney County. Frenchglen and Diamond Second. Hwys. improvement requested by County Judge Nelson B. Higgs. Action deferred.
		Jefferson County. 2 bridges on Culver-Grandview Market Rd. to be repaired, cost not to exceed $6000. (See P.11937)
		Linn County. Lacomb-Brewster Co. Rd. Engineer's report. State not concerned.
		Tillamook County. Little Nestucca Second. Hwy. Improvement requested for log hauling. Joint inspection. (See also P. 11961)
11956		Wilson River Hwy. Sale of fallen timber not approved.
		Polk County. Grand Ronde. Maintenance headquarter site. Purchase approved.
		Douglas County. Sutherlin. Footpath to housing project. Engineer to report.
11957		Log hauling. Haulers from Tillamook, Molalla & Vernonia request relief from penalty which requires unloading of excess weight. No action.
11958		Equipment. 2 paving plants. Original contract canceled. Engineer to secure new quotations.
		Klamath County. Klamath Falls-Malin Hwy. Pelican City-Henley Sec. Development of waysides along proposed location. Agreement with city & county re purchase of land to be prepared.
11960		Pacific Highway. Representatives of Oregon Pacific Hwy. Assn. appeared re improvement. No action taken.
		Lincoln County. Depoe Bay. Delegation requests installation of public comfort facilities. Matter taken under advisement.

Page	Date 1944	Subject
11961	Mar.28	Tillamook County. Little Nestucca Second. Hwy. Doernbecher Mfg. Co. requests improvement for logging. Joint inspection to be made.
		Minutes approved as follows: January 18, February 16 and 17, 1944.
11962		Park matters. Report of State Parks Supt. as follows:
		Tillamook Co. Wild game refuge on Neahkahnie Mtn. Park Supt. to consult with State Game Supervisor.
		Douglas Co. Protest of H. W. Fowler to state acquiring wayside strip from Crown Willamette Paper Co. Acquisition not contemplated.
		Tillamook & Clatsop Counties. Reforestation along Wolf Cr. Hwy. Oral action authorizing planting confirmed.
		Jackson Co. Acquisition of O&C lands now under lease from govt. adjacent to Crater Lake Hwy. approved.
11963		Lane County. Transfer of O&C lands along Siuslaw Hwy. Lease cancellation approved.
		Clatsop County. Bradley Park, Lower Columbia River Hwy. Application for concession denied.
		Marion County. Silver Cr. Falls State Park. Request of First Christian Church of Newburg for reduction in rent denied.
		McKenzie Hwy. Acquisition of O&C land from U.S. Dept. of Interior dropped.
11964		Lane County. Dorena Dam. Establishment of state park to be given postwar consideration.
		Real property. Resolution authorizing acquisition adopted.
11970		Special action on certain properties listed in resolution.
		Purchase of other properties discussed as follows:
11971		Maintenance hdqtr site on Coast Hwy. between North Bend and Marshfield. Action deferred pending investigation by Engineer.
		Purchase of 0.297 acres adj. to Judkins Pt.-Springfield Jct. Sec. of Pacific Coast Hwy. Engineer to investigate.
		Addition to maintenance hdqtrs. site at Roseburg. Engineer to investigate.
		Wayside strips along Drews Valley-Lakeview Sec. of Klamath Falls-Lakeview Hwy. Engineer to investigate.
		Condemnation. Recommended offers. Resolution adopted.
		Dewey E. Peterson, R/W Pacific Hwy. East.
		A. H. Thompson, R/W Pacific Hwy. East.
		Tom Murray, R/W Pacific Hwy. East.
11974		Log hauling. Committee representing Pacific Northwest Loggers Assn. requests modification of penalty for overweight loads. Taken under advisement.
11976		Bids. Bids received at morning session discussed. Contract awards announced by Chairman Banfield as follows:

Page	Date 1944	Subject
11976	Mar.28	Bids received (cont.):
		Bend-Lava Butte Rock Production Project; awarded to A. C. Suhre.
		Juniper Ridge-Alkali Lake Rock Production Project; awarded to T. W. Thomas.
		Beaver Marsh-Fort Klamath Rock Production Project; awarded to Babler & Conley.
		Crabtree Corner-Crabtree Creek Sec., paving; awarded to Warren Northwest, Inc.
		Owyhee River-McDermitt Sec., reoiling; awarded to Russell Olson.
		Valley Falls Rock Production Project; awarded to T. W. Thomas.
11977		Claim. Coos Bay-Roseburg Highway. Big Creek Bridge. Offer of General Casualty Co. of America for repairs accepted.
		Linn County. Scio. Letter from Murphy Timber Co. re removal of logs ordered filed.
		Weighmasters. Deputizing as county sheriffs refused.
		Klamath County. Klamath Falls-Lakeview Hwy. J. O'Neil will deed R/W to State if State will construct fence. Offer accepted.
		Lane County. Siuslaw Highway at Thompson Creek. Renewal of Folsom lease approved.
11978		Log hauling. Hammond Lumber Co. truck by-passes scales at Lebanon. Permit to be canceled for repetition of offense.
		Douglas County. Reedsport. Exchange of property with Russell Hubbard refused.
		Lincoln County. Waldport. Improvement of Alsea Highway endorsed by City of Waldport.
11979		Santiam Highway. Suggested widening to facilitate log hauling operations. Engineer to discuss with Mr. Brundage.
		Polk County. Rickreal-Salt Creek cutoff. Objections offered by Jos. H. Harland. Engineer to report.
		Malheur County. Homedale Spur Second. Hwy. Oiling requested. Consider in postwar program.
		Multnomah County. Corbett and Oneonta. Agreement with U.P. RR. re repairs to temporary underpasses extended.
		Washington County. Tualatin Valley Hwy. Widening for 4 lanes of traffic to be given postwar consideration.
		Surveys. List of surveys ordered by Engineer since last meeting approved.
11980		Extensions of time granted as follows:
		Tom Lillebo, Willamette River Br. on Pacific Hwy, Harrisburg;
		M. C. Lininger & Sons, Ochoco Summit Sec., Ochoco Hwy.;
11981		Oscar E. Joelson, Drinkwater Pass-Juntura Rock Prod. Project;
		Tom Lillebo, Umpqua River Br. on Oregon Coast Hwy., Reedsport.

Page	Date 1944	Subject
11981	Mar.28	Contracts completed and accepted as follows:
11982		Drinkwater Pass-Juntura Rock Prod., Oscar E. Joelson;
		Trail Sec., Rock Prod. (Tiller-Trail and Crater Lake Hwys.), M. C. Lininger & Sons;
		Umpqua River Br. repairs at Reedsport, Tom Lillebo;
		Cannon Beach Jct. Sec. (Oregon Coast, Wolf Cr. and Necanicum Hwys. in Clatsop & Tillamook Counties) surfacing and rock prod., Rogers Construction Co.
		Marion County. Santiam River Br. on Pacific Hwy. East. Presentation of plans to U.S. War Dept. confirmed.
		Equipment. Sale of centrifugal petroleum pump in North Portland authorized.
		National Assn. of Travel Officials. Membership discussed and deferred.
11983		State Tax Street Fund. Highway crews to improve streets in Gold Hill, John Day, Heppner and Echo conditionally.
		Clatsop County. Access road, Astoria to Naval Hospital. State to buy R/W and make survey. To be covered by agreement with Govt.
		Meeting date for next meeting deferred.
		Agreements, et cetera, signed as follows:
		Ralph Cake, lease of certain lands in Deschutes Co.;
11984		Emmet Shipley and wife, releasing state from damages to property;
		Geo. W. White, disposing of claim for loss of crop;
		Warm Spgs. Irrigation Dist., construction of drainage ditch;
		Wallace B. Mack, disposition of claim;
		Modification of project agreement with PRA covering Rhea Creek-Jumpoff Joe Creek Section;
		Easement deed conveying to U.S. of America certain property in Ecola State Park;
		Flora A. Smith, correction deed conveying certain Portland property.

TRI-STATE HIGHWAY ASSOCIATION

Minutes of Meeting
held in
Klamath Falls, Oregon, September 24, 1943

Pursuant to the suggestion of Mr. Tom W. Holman, Chairman of the Highway Advisory Commission of the State of Washington, representatives of the State Highway Departments of the States of Washington, California and Oregon and of the U. S. Public Roads Administration met in the Willard Hotel, Klamath Falls, Oregon, at 10:00 a.m. on September 24, 1943, for a discussion of highway matters of mutual concern from a coastwide standpoint.

The following were present at such meeting:

STATE OF WASHINGTON

Tom W. Holman, Chairman, Washington Highway Advisory Commission
Charles A. Pedersen, Member, Washington Highway Advisory Commission
Edward A. Anderson, Member, Washington Highway Advisory Commission
Fred L. Wolf, Member, Washington Highway Advisory Commission
Clinton S. Reynolds, Member, Washington Highway Advisory Commission
Burwell Bantz, Director of Highways
O. R. Dinsmore, Construction Engineer

STATE OF CALIFORNIA

C. H. Purcell, Director of Public Works and Chairman, California Highway Commission
George T. McCoy, State Highway Engineer
Fred T. Grumm, Assistant State Highway Engineer
C. C. Carleton, Attorney
G. N. Cook, Assistant Secretary

STATE OF OREGON

A. W. Schaupp, State Highway Commissioner
M. R. Chessman, State Highway Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Commission Secretary
H. G. Smith, Construction Engineer
Oscar Cutler, Assistant Staff Engineer
Tom Edwards, District Maintenance Superintendent

U. S. PUBLIC ROADS ADMINISTRATION

Dr. L. I. Hewes, Chief, Western Region, San Francisco
W. H. Lynch, District Engineer, Portland
H. D. Farmer, Senior Highway Engineer, Portland

Mr. Holman presided.

Mr. Schaupp extended a welcome to the group in behalf of the people of Klamath Falls and the Oregon Highway Commission, following which Mr. Holman explained the purpose of the conference which, he said, is to devise, if possible, methods of joint action on matters affecting the coast region, including the following:

1. Discussion of S.971 (H-R 2426) now pending in Congress, which authorizes Federal appropriations for post-war construction, et cetera:

   a. Present status of bill.

   b. Ways and means to obtain enactment.

2. Position of Highway Departments in post-war planning:

   a. Relations with State Planning Councils.

   b. Relation with National Planning.

   c. Direct work on post-war highways.

3. Relations with Federal Government:

   a. Public Roads Administration.

   b. Approvals and priorities from War Production Board.

   c. The Military, including what might be done jointly in order to prepare for use of highways in an intensive war with Japan.

4. Interstate and International Highways:

   a. Alaska Highway.

   b. Three Flags Highway.

   c. Columbia River Bridges

   d. General joint policies for Coast Area.

5. Matters that are to be discussed at the annual meeting of the American Association of State Highway Officials in Chicago, December 1, 2 & 3, 1943.

6. Organization:

a. Setting up of methods for exchange of information.

b. Inclusion of other states and District of Columbia.

The meeting was then declared open for general discussion.

Mr. Reynolds, Washington, advised that the Washington Highway Advisory Commission has been in existence for only two years and during that time it has experienced a lack of contact with the other two Pacific Coast States (California and Oregon). It was his thought that the forming of the three coast states into an organization for the interchange of ideas with respect to regional highway matters would be a decided advantage to each of the states and would help considerably in the securing of national benefits. He referred to the organization of the "American Trucking Association, Inc." as an example of what good might be accomplished by such an organization.

After discussion Mr. Holman inquired whether or not there is objection to forming the three states into an organization of this nature. None were offered, whereupon he declared the suggestion carried by unanimous vote.

Motion was thereupon made that the group be known as the "Tri-State Highway Association". The motion was seconded and carried.

Mr. Holman was then elected chairman of the association by unanimous vote upon motion of Mr. Schaupp which was seconded by Mr. Purcell.

Mr. Glaisyer was elected secretary of the association by unanimous vote upon motion of Mr. Reynolds which was seconded by Mr. Anderson and Mr. Baldock.

The group then considered S. 971 (H. R. 2426). The discussion was led by Mr. Baldock, who explained briefly the provisions of the bill and the action taken thereon by the Executive Committee of the American Association of State Highway Officials at its meeting in Chicago on April 2 and 3, 1943, when the apportionment of the federal funds to the states, as provided in the bill, was approved; viz., 50 per cent on the basis of population, 25 per cent on the basis of area, and 25 per cent on the basis of mileage of post roads. The action of the Executive Committee, he said, was endorsed by most of the states at a subsequent meeting in Chicago on June 25, 1943, and previously by the Western Association of State Highway Officials at a meeting held in San Francisco on June 3 and 4, 1943.

Mr. Baldock pointed out that six of the eastern states are opposed to the form of apportionment as set forth in the bill. These states, he said, are led by Commissioner Cox of the State of Connecticut, who alleges that the

method of apportionment will not accomplish the desired purpose of providing work for men released from the armed forces and from the wartime industries in the areas where the greatest congestion in population exists, and who protests the apportionment of such large amounts to the western states where the population is small. Mr. Baldock pointed out that less than one third of the funds made available for post-war highway construction will be expended for direct labor in the areas where the projects are carried on, and that at least one third of the funds will be expended for the manufacture of construction machinery and supplies which come from the east and middle west. These funds will give employment in the mines, the mills and the factories, in the centers of population, in addition to the direct expenditures on the roads themselves. Moreover, there is an amendment now proposed by the American Road Builders Association to provide a supplemental apportionment of one-quarter billion dollars annually for each of the three post-war years, which money would be apportioned on the basis of the population of each state, in cities having a population of 10,000 or more, as of the 1940 federal census. The effect of this bill, he said, would be substantially to change the proposed formula with relation to the factors of population, area, and post-road mileage, from 50-25-25, to 60-20-20, respectively. He added that the executive committee of the American Association of State Highway Officials has not taken action on the proposed amendment as yet, but information has been received that the eastern states would not be satisfied even with the passage of this amendment.

In the discussion that followed, Mr. Grumm suggested that Section 4 of the bill, which provides certain sums for improvements within urban areas, should be amended, because the bill as now written gives the cities too large a percentage of the total fund. Mr. Reynolds expressed himself similarly.

Mr. Purcell gave as his thought that this section, at least, should be clarified, because it involves the question of developing city streets beyond that necessary.

Dr. Hewes gave as his thought that the Public Roads Administration will be liberal in its interpretation of the section.

Mr. Baldock referred to a report from Thomas H. MacDonald, Commissioner of Public Roads, entitled "Toll Roads and Free Roads," in which Mr. MacDonald points out that the main bottlenecks on the highway networks today are through the cities. Mr. Baldock gave as his thought that the highway authorities of the several states should give serious thought to the problem in the cities, and provide reasonable funds to facilitate traffic movements into and through municipal areas, the expenditures to be made by the highway departments of the several states under the supervision of the Public Roads Administration.

In the further discussion of this matter Mr. Reynolds suggested that the group should agree on some concerted action, in order to obtain maximum benefits. He suggested agreement on the following:

1. Position to be taken by the group with respect to S. 971 (H.R. 2426).

2. Efforts to be extended with respect to securing the passage of the bill in desired form.

After discussion, a motion was made by Mr. Baldock that "this group endorse the position taken by the Western Association of State Highway Officials at its meeting in San Francisco, on June 3 and 4, 1943, approving the action taken by the Executive Committee of the American Association of State Highway Officials at its meeting in Chicago, on April 2 and 3, 1943, in adoption of what is known as the 'Chicago formula' with respect to this bill."

The motion was seconded by Mr. Reynolds, and carried by unanimous vote.

Messrs. Baldock, Purcell and Hewes were appointed a committee by Chairman Holman to prepare an appropriate resolution, embracing the sentiment expressed by the motion, for adoption later.

Recess was taken from 12:00 noon to 1:30 p. m.

Upon reconvening, the Committee appointed at the morning session offered the following resolution with respect to S.971 (H.R.2426), as instructed:

WHEREAS, the American Association of State Highway Officials has supported in Congress an authorization of $1,000,000,000 per year for highways for three post-war years, to be apportioned to the states on the basis of one-half state population, one-quarter area and one-quarter mileage of post roads; and

WHEREAS, the Western Association of State Highway Officials has endorsed and approved this action of the American Association of State Highway Officials;

NOW, THEREFORE, BE IT RESOLVED that the highway officials of the three Pacific Coast States, in meeting at Klamath Falls, Oregon, on September 24, 1943, hereby express their endorsement of the action of the Western Association of State Highway Officials and of the parent body, the American Association of State Highway Officials; and

BE IT FURTHER RESOLVED that the highway officials of the Pacific Coast states also express their confidence in the action of the executive committee of the American Association of State Highway Officials in its further support of the bill now before the Congress.

After a reading of the resolution, adoption of the same was moved by Mr. Baldock. The motion was seconded by Mr. Bantz and, upon call for the question, carried by the unanimous vote of the group.

Ways and means to secure passage of the bill by the Congress were then considered. Entering into the discussion were Messrs. Baldock, Purcell, Hewes, Schaupp, Reynolds and Grumm. It was decided that each state should contact its Congressmen personally, if possible, with respect thereto, and that County Courts, Chambers of Commerce, civic and other organizations should be requested to urge the Congressmen by wire at the time hearings are being held on the bill, to support the bill as written, reference to the bill to be by number rather than by description.

The question whether or not an interim committee should be appointed to keep in touch with developments was also discussed. It was decided that more good would be accomplished if each highway department would keep the others advised of its findings. Such arrangement was declared adopted by Chairman Holman.

Under discussion next were matters pertaining to post-war planning and state relations with the Federal Government.

Mr. Purcell outlined the California setup which functions as the "Employment and Reconstruction Commission." The purpose of the Commission, he said, is to provide work for returning soldiers and to relieve unemployment generally after the war is over. To that end, he explained, the Commission is encouraging war industries to continue their activities in the state at that time, and is also formulating plans for many types of work including highways, reclamation, water works and many other projects. The program, he added, will be for immediate undertaking, rather than for "long time" performance.

For the further information of the group, Mr. Purcell explained details of the California post-war setup, which functions under a director who is appointed by the governor, and who carries out the policies formulated by the Commission. Insofar as highways are concerned, Mr. Purcell said that funds have been appropriated by the legislature to pay for rights of way and for the preparation of plans, et cetera, so as to avoid delays on such accounts when construction must be gotten under way; also, that additional sums have been provided by the legislature to finance investigations to ascertain what can be done to aid cities and towns in the return to peacetime economy. He stressed "need" rather than "unemployment" as a guide in the functioning of this Commission.

Mr. Baldock explained the Oregon setup for post-war planning, stating that a commission has been appointed by the governor to compile data on a state-wide basis for use in formulating a work program that will be available for immediate undertaking when the war is over. The state highway department, he said, is represented on this commission which functions through a managing director.

Mr. Reynolds outlined briefly the operating plan of the State Planning Council of Washington. He advised that the highway department is not represented on this council, and that the assembling of information is done largely through community committees.

Dr. Hewes called attention to the Congressional Act passed on July 13, 1943, (Public Law #146, 78th Congress) which provides for the use of federal funds in the financing of post-war highway planning.

Mr. McCoy brought into the discussion the matter of engineering personnel on access roads. He advised that due to a shortage of engineers, the California Highway Department is experiencing considerable difficulty in carrying on projects of this kind, and that they are using men on access road contracts who should be employed on other work, such as post-war engineering. He suggested, in view thereof, that the engineering crews whose services will soon be dispensed with on the Alaska Highway work be made available to California in this emergency. It was indicated that the men are being recruited by the Army Engineers, for employment on army projects where the scale of pay is considerably higher than that of the states.

Dr. Hewes expressed sympathy with the situation, and agreed to see what can be done about it. He volunteered to recommend higher pay for engineers employed on post-war planning, which he thought would be an inducement to the men, and probably would expedite the preparation of plans.

Mr. Purcell suggested that the Public Roads Administration might contact the highway departments of the mid-western states, with respect to the loan of engineering talent, which would make possible the assignment of the present organization to work on going projects.

Mr. Devers suggested raising the pay of engineers in an amount corresponding to the increase in the price of materials, et cetera, that are used on highway work. Dr. Hewes advised that such procedure was employed on the Alaska Highway survey, and satisfactory results were obtained.

After further discussion, in which it developed that salary increases are difficult to realize in Washington and Oregon, and that the matter of raising wages is not the only question involved, the discussion was concluded by a suggestion from Dr. Hewes that the states bring into the picture of post-war planning the item of engineering emergency. He also said that he would contact other states in regard to the loan of engineering talent, if requested to do so in writing. Mr. Purcell agreed to submit such request.

Chairman Holman next brought up for discussion the question, "What are the West Coast states going to do about the highway situation when the war activities are extended from Europe to Japan?" The matter was discussed briefly, but action was deferred, it being the opinion of all that present highways are adequate to handle the situation until shipping is increased and existing dock facilities are improved.

Under the heading "Interstate and International Highways" Mr. Schaupp brought up for discussion the completion of the Enterprise-Lewiston Highway which connects Wallowa County, Oregon, with Asotin County, Washington, and the proposed revision of the Oregon-Washington Highway, between Milton, Oregon, and Walla Walla, Washington. He inquired as to the plans of the Washington Highway Department for these projects. He was informed by Messrs. Reynolds and Bantz that both projects are included in the Washington post-war highway program.

Mr. Schaupp also inquired as to the plans of the California Highway Department with respect to the highway which extends from Malin, Oregon, to Canby, California, and to the highway connection south of Lakeview, Oregon. Concerning the first-mentioned project, he gave as his understanding that by former agreement between the two states the section in California was to be improved when the Oregon section was completed. Oregon, he said, has fulfilled its part of the agreement, but the road is still unimproved in California.

Mr. Grumm stated that the State of California has no knowledge of such agreement, and called attention to the fact that the California section is a county road, over which the state does not have jurisdiction; however, the highway between Canby, California, and Merrill, Oregon, he said, is a state highway and has been improved. As to the highway south of Lakeview, he said that very expensive construction is involved, but the plan is to include a portion of the work in the post-war program.

Dr. Hewes gave an enlightening talk on the Alaskan Highway, which was appreciated by all.

The Columbia River bridge problem was mentioned but not discussed, inasmuch as this is a matter that concerns only Washington and Oregon, and can be disposed of at some other time.

A discussion of the "Three Flags Highway" and the "International Pacific Highway" occasioned remarks by Messrs. Purcell, Pedersen and Schaupp. A question arose as to the routing of this highway. A map prepared for the Three Flags Highway Association indicates that the route follows U. S. 395; whereas, according to other information, the route follows U. S. 395 to Reno; thence extends to the Mexico line at Nogales via U. S. 95, Boulder Dam, Phoenix and Tucson. In this connection Mr. Purcell reported receipt of information from Mr. E. E. East, Chief Engineer of the Automobile Club of Southern California, to the effect that the highway which extends from Nogales to Guadalajara, in Mexico, has been placed on the Mexican highway system by the Mexican Government, and will be constructed as a national road. It was his thought that the information should be appropriately acknowledged by this group, and accordingly offered the following motion relative thereto: "That the Tri-State Highway Association express to the Mexican Government its approval and commendation of the action taken in placing the Nogales-Guadalajara Highway on the Mexican highway system, and its pleasure in being informed of the progress that is being made with respect to the improvement of this road." The motion was seconded by Mr. Schaupp and after discussion carried by unanimous vote.

Matters pertaining to the annual meeting of the American Association of State Highway Officials, which is scheduled to be held in Chicago on December 1, 2 and 3, 1943, were discussed. A canvass of the group indicated that all three states would be well represented at such meeting. The thought was expressed by Chairman Holman that it would be helpful if some arrangement were effected for the interchange of ideas among the three state highway departments with respect to matters that are to be considered at such meeting, and with respect to other matters of mutual concern.

Mr. Purcell declared it important that each highway department keep in close contact with the others on important matters, and suggested that such contact be made through the State Highway Engineers. Motion was thereupon made by Mr. Reynolds that each state highway department keep the other two fully informed on such matters through the State Highway Engineers. The motion was seconded by Mr. Devers. In the discussion that followed the motion was amended, at the suggestion of Mr. Schaupp, to provide that each State Highway Engineer shall keep the other two Highway Engineers fully advised with respect to pending Congressional legislation. The motion, as amended, carried by unanimous vote.

There followed a brief discussion of a general nature, during which the question arose when and where to hold the next meeting of the association. It was left with Chairman Holman to call the meeting, which it was decided should not be held until after the Chicago meeting of the American Association of State Highway Officials, in December, 1943.

The meeting was adjourned at 4:45 p. m., with appropriate closing remarks by Chairman Holman.

Oregon City, Oregon, October 11, 1943

The State Highway Commission met with the County Court of Clackamas County at 9:00 a. m. in the County Courthouse for discussion of matters pertaining to the Commission's proposed post-war highway construction program. Present were:

A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Chairman Banfield was excused. Representing the County Court were: County Judge E. L. Pope and County Commissioners George Randall and C. W. Kruse.

Commissioner Chessman explained the object of the Commission's visit and asked the County Court to submit in writing a list of the projects, arranged in the order of their importance, that the Court would like the Commission to consider in the formulation of its post-war program, together with a map indicating the location of the several projects. He advised that the Commission is not in a position to make any definite commitment or promises with respect to any project but will give each fair consideration in the formulation of the program.

The Engineer advised concerning the possibility of securing federal funds to assist in financing the work.

Judge Pope mentioned as the County's No. 1 Project on Primary Highways the construction of a new bridge over the Pudding River at Aurora. As a No. 2 Primary Project he suggested the completion of the West Portland-Hubbard Highway (Wilsonville Cut-off). He also asked for the improvement of the Mt. Hood Highway between Sandy and Firwood, particularly the widening of shoulders and the elimination of one exceptionally bad curve. As the No. 1 Project on Secondary Highways Judge Pope suggested improvement of the county road which extends from Eagle Creek through Barton to Carver. As a No. 2 Project he suggested the improvement of County Road #28 which extends from Spring Water to Carver via Logan. As a No. 3 Project he suggested the improvement of Secondary Highway #161 between Eagle Creek and Sandy.

Judge Pope mentioned the extensive logging operations which are being carried on in the upper reaches of the Clackamas River. He stated that there are approximately eight billion board feet of timber to be marketed from this source all of which will be transported over County Roads Nos. 28 and 20, the latter road passing through Four Corners and Redland. He asked the Commission to place these two roads on the State Secondary Highway System. He stated that from Clackamas County's standpoint the improvement of the roads over which log hauling is being carried on is of more importance than the proposed extension of Foster Road, Portland, which is being sponsored by Multnomah County interests, although Clackamas County is not opposing such extension.

OCT 11 19

There followed a general discussion during which Commissioner Schaupp inquired as to the County Court's attitude with respect to the further improvement of the 82nd Street Highway between Portland and Oregon City. The Court expressed no opinion with respect to such project.

The meeting was adjourned at 10:00 a. m. with a statement from Judge Pope that Clackamas County Court will submit its suggested program in writing in the not distant future.

The Commission then motored to St. Helens for a conference with the Columbia County Court.

State Highway Engineer

Secretary

Commissioner

Commissioner

St. Helens, Oregon, October 11, 1943

The State Highway Commission conferred with the County Court of Columbia County at 11:30 a. m. in the County Courthouse with respect to the Commission's proposed post-war highway construction program. Present at such meeting were:

A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Chairman Banfield was excused. Representing the County Court were: County Judge Ray Tarbell and County Commissioners William Pringle, Sr. and J. N. Miller. Others present were: George A. Nelson, County Agricultural Agent; C. N. Rogers, Mortician; Honorable J. D. Perry, State Representative, all of St. Helens; Fred Herman, former State Representative; A. R. McCall, Publisher of Rainier Review; William Reid, Postmaster; Fred McKinley; and E. A. Brits, all of Rainier; M. R. Herrington and George L. Caldwell, President of the Lower Columbia River Highway Association, of Clatskanie; Floyd Lynch, Ralph Langdon and J. G. Watts, all of Scappoose; A. F. Baker, Superintendent of Clark Wilson Lumber Co., Wilark; and Samuel L. Miller, Forester, Salem.

Commissioner Chessman explained the purpose of the Commission's visit following which the Engineer advised relative to the possibilities of securing federal funds to assist the state in financing the post-war program.

County Judge Tarbell recommended in behalf of the County Court the following projects for the Highway Commission's consideration:

OCT 11 19 ..

1. The Federal and Primary Highway System.

As the Columbia River Highway is the only Federal and Primary Highway in Columbia County, we wish to recommend the continuance of construction from the end of the present improved highway in St. Helens toward Rainier and Astoria. We believe the traveling public will be better served if the highway is improved beginning at St. Helens and continuing toward Astoria so that the improvement is continuous rather than improving short sections between St. Helens and the Clatsop County line.

2. Federal Aid Secondary Highways.

The present Federal Aid Secondary system consists of the Nehalem Valley Secondary Highway, the Mist-Clatskanie Highway and the Trehorne-Sunset Camp Road or Upper Nehalem Valley Road. We wish to recommend that the section of the Nehalem Valley Highway west of Mist be completed and that consideration be given the completion of the Trehorne-Sunset Camp section of the Upper Nehalem Road, both in Columbia and Washington Counties.

The Court also desires to submit to you for your consideration the road extending from Scappoose to Pittsburg. This is at present a County road, and has been constructed by W. P. A. and County funds, the grading has been practically completed, the road should be surfaced and oiled, we request that this road be placed on the State Secondary Highway system and the Federal and Secondary system and completed. This road, in the opinion of the Court, will provide an outlet for the Nehalem Valley and to Northwest Portland much more direct than any other route.

The Court also wishes to recommend for your consideration for construction with Federal and Secondary Highway funds the road extending from the Nehalem Valley Highway via Oak Ranch Creek to Apiary and the Columbia River Highway near Rainier.

In order of preference our recommendations for Federal Aid Secondary Highway Funds are as follows:

1. The Pittsburg-Scappoose Road.
2. Complete the section west of Mist in the Nehalem Valley Highway.
3. Complete the Upper Nehalem Valley Road from a point at the end of the present oiled section three miles southwest of Trehorne to Sunset Camp on the Wolf Creek Highway in Washington County.
4. The road from the Nehalem Valley Secondary Highway via Oak Ranch Creek and Apiary to the Columbia River near Rainier.

JUL 1941

There followed a general discussion during which Mr. Herman voiced his approval of the County Court's program with respect to the Lower Columbia River Highway. He gave as his thought that the most important improvement is the elimination of curves between Prescott and Goble. The general improvement of this highway he said should start at Rainier and extend westerly. Mr. Herman also endorsed the County Court's program for Secondary Highway improvements. He stressed the importance of a new highway extending from Forest Grove to Rainier where it would connect with the Washington Highway via the Rainier-Longview Bridge.

Mr. Baker suggested the construction of an entirely new highway down the Columbia River between St. Helens and Astoria rather than the reconstruction of the existing highway, although the old highway, he said, should be left for local use. Mr. Caldwell made a similar suggestion and pointed out particularly that there is an available route which bypasses the town of Clatskanie.

Recess was taken at 12:15 p. m. for luncheon at the Houlton Coffee Shop following which discussion was resumed at that place.

Continuing his remarks concerning the proposed Columbia River Highway improvement Mr. Caldwell gave as his thought that such improvement should start at Goble rather than at Rainier. Mr. Perry endorsed Mr. Baker's remarks with respect to the Columbia River Highway improvements and also the remarks of Mr. Herman with respect to the proposed highway between Forest Grove and Rainier.

The meeting was adjourned at 1:00 p.m. with appropriate closing remarks by Commissioner Chessman who stated that the State Highway Commission is not in a position at the present time to make any promises or commitments with respect to any project but must wait until Congress has taken action on the pending post-war bill which provides the federal funds. He predicted that the Commission would have its program formulated by the first of the year and advised that the money will be distributed throughout the state equitably and in fairness to all concerned.

The Commission then motored to Hillsboro for a conference with the Washington County Court.

State Highway Engineer

Secretary

Commissioner

Commissioner

OCT 1 19

Hillsboro, Oregon, October 11, 1943

The State Highway Commission met at 2:30 p. m. in the Washington County Courthouse for discussion of post-war highway projects with the Washington County Court and interested citizens. Present were:

A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Chairman Banfield was excused. Representing the County Court were: County Judge H. D. Kerkman and County Commissioners James Lewis and J. W. Hughes. Others present were: J. W. Barney, City Manager; Thomas H. Bailey, representing the Chamber of Commerce; and Ed Moore, all of Hillsboro; Honorable L. B. Drake, Mayor of Forest Grove; Charles O. Roe, Secretary, Chamber of Commerce; W. H. Weber, City Manager; F. D. Gardner, Councilman; and Joseph R. McCready, City Attorney, all of Forest Grove; H. R. Johnson, Beaverton; and L. L. Crawford, Buxton.

Commissioner Chessman explained the object of the Commission's visit and advised concerning the prospects of the state receiving federal funds to assist in the financing of a post-war highway work program. He asked the County Court for its recommendations with respect to the projects that it feels should be considered by the Commission in the formulation of a construction program when the war is over. The following program was recommended by Judge Kerkman in behalf of the County Court, the same being accompanied by a map showing the location of the various projects:

PRIMARY:

1. #47 - Wolf Creek.
2. #29 - Tualatin Valley Highway - continue 4-lane highway between West Slope and Forest Grove.
3. #37 - Wilson River Highway - Gales Creek to Glenwood.
4. #51 - West Portland - Hubbard.

SECONDARY:

1. #142 - Farmington Road - Beaverton to Campbell Bridge.
2. #140 - Hillsboro - Silverton, Campbell Bridge to County line.
3. #140 - Hillsboro - Silverton Highway, Hillsboro - Campbell Bridge.

Program recommended by Washington County Court (continued):

FEDERAL AID:

1. #22 - Hillsboro - Orenco - Cornelius Pass.

2. # 9 - Forest Grove to Balm Grove.

3. #12 - Hillsboro - North Plains.

Commissioner Chessman then declared the meeting open for general discussion after advising that the Commission is not in a position to make any promises or commitments with respect to any project until it is known just how much federal moneys Oregon is to receive under the pending legislation and until an opportunity has been given the Commission to analyze the various projects that are submitted for its consideration.

Mayor Drake, Forest Grove, presented the following program in behalf of the Forest Grove City Council and the Chamber of Commerce:

1. Widen the Tualatin Valley Highway for four lanes of traffic between West Slope and Forest Grove.

2. Provide for the lessening of the traffic congestion on the streets of Forest Grove by designating certain streets as state highway routes and widening same.

3. Improve Pacific Highway West from Junction City to Corvallis and McMinnville, also improve the Tualatin Valley Highway from McMinnville to Forest Grove and extend this highway to a connection with the Lower Columbia River Highway at Rainier as a super highway for through traffic connecting army cantonments.

Mayor Drake stressed the importance of the widening of the Tualatin Valley Highway between West Slope and Forest Grove. His remarks were endorsed by Mr. Barney and by Mr. Gardner, Mr. Barney stating that the widening of this highway is justified regardless of the existence of the Wolf Creek Highway. Mr. Gardner's endorsement was based on the routing of heavy truck traffic over this highway rather than over the Wolf Creek Highway. He also endorsed the projects presented by the County Court particularly calling attention to the need for improvement of the traffic situation in Forest Grove and for the straightening of the Tualatin Valley Highway between Forest Grove and Gaston.

Mr. Bailey advised that the Hillsboro Chamber of Commerce is supporting the request for the widening of the Tualatin Valley Highway between Portland and Forest Grove; however, urged the completion of the Wolf Creek Highway as the project of most importance. He predicted a large increase of population in the Tualatin Valley after the war is over advising that even now there is a big demand for small acreage tracts, so both projects are of primary importance. Mr. Roe endorsed Mr. Bailey's remarks.

The meeting was adjourned at 3:00 p. m. with closing remarks by Commissioner Chessman who advised that all projects presented at this meeting will be carefully considered by the State Highway Commission in the formulation of its highway program.

The Commission then motored to McMinnville for a conference with Yamhill County Court.

State Highway Engineer

Commissioner

Secretary

Commissioner

McMinnville, Oregon, October 11, 1943

The State Highway Commission conferred with the Yamhill County Court and interested citizens at 4:15 p. m. in the Yamhill County Courthouse regarding the Commission's proposed post-war highway construction program. Present were:

A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Chairman Banfield was excused. Representing the County Court were: County Judge H. M. Hoskins and Commissioner Charles R. Newman. Others present were: H. W. Herring, County Engineer; Dr. Charles H. Lowe, Mayor; and H. W. Torbet, of Amity; Mayor C. H. Francis and Harry Sherman of Dayton; Dan Harmon, representing the Chamber of Commerce and R. H. C. Bennett of Newberg; and J. C. Compton, Edgar Meresse, Linn Gubser, and George Zimmerman, all of McMinnville.

Commissioner Chessman explained the object of the Commission's visit and advised relative to the bill now pending in Congress that provides federal funds with which to assist the states in the financing of post-war highway work. He asked the County Court to submit a list of highway projects, arranged in the order of their importance, for consideration by the Commission in the formulation of its post-war program. He advised that the funds the Commission expects will be available to finance the post-war program will not be sufficient to permit the undertaking of all of the work suggested by the various communities throughout the state but that the Commission will select those that it considers of most importance giving fair consideration to all.

Judge Hoskins requested consideration of the following projects:

1. West Side Pacific Highway

   (a) Dayton Junction to Lafayette.

   (b) Lafayette to Tualatin Valley Highway.

   (c) McMinnville south to Polk County line.

2. Salmon River Highway

   (a) McMinnville Junction south of McMinnville to DeLashmutt Corner.

   (b) Sheridan East to Balston Road.

3. Tualatin Valley Highway, Washington County line to West Side Pacific Highway

4. Three mile Lane Secondary Highway Bridge over Yamhill River at McMinnville and realignment at Yamhill River Bridge.

5. Hillsboro-Woodburn Secondary Highway from Washington County line to Newberg.

6. Bellevue-Hopewell Secondary Highway from Bellevue Corner on Salmon River Highway to Amity on West Side Pacific Highway.

7. Dayton-Amity Secondary Highway from east end of present improvement northeasterly to three mile Lane Secondary Highway.

Commissioner Chessman read the program aloud for the benefit of all present and then declared the meeting open for general discussion.

Mr. Torbet noted that whereas the County Court's program includes the improvement of the Bellevue-Amity Section of the Bellevue-Hopewell Secondary Highway it does not include the Amity-Hopewell Section. He suggested that the program should be enlarged to include such section.

Mr. Harmon urged the following improvements:

1. Improvement of the Hillsboro-Woodburn Secondary Highway #140 between Newberg and the Washington County line, known as the Chehalem Mountain Section. He said that the Washington County portion of this route is in good condition but the Yamhill County portion needs straightening, widening, resurfacing and oiling.

2. Continue reconstruction of the Pacific Highway West between McMinnville and Newberg. In this connection he asked for the remodeling

of the railroad underpass at Lafayette (St. Joseph) and the rebuilding of the section between Dundee and Newberg.

3. Improvement of the county road which extends from Dundee to Yamhill. (He was informed by Judge Hoskins that this project is in the County Court's program for County post-war improvement.)

Mayor Francis stressed the importance of the improvement of the Amity-Dayton Secondary Highway. It was his thought that this project should be given primary attention by the Commission in its proposed program because of its importance as a short-cut route to Portland for people residing along the Pacific Highway West south of McMinnville, and because the U. S. Farm Security Administration is maintaining a large camp for immigrant workers along this road.

Mr. Torbet, speaking as Chairman of the Road Committee of the Amity Chamber of Commerce asked for the widening of the Pacific Highway West in the northern part of Amity and for the construction of a sidewalk at this location for the benefit of people who now have to walk on the highway. He declared this is a worthy project to reduce accidents. His remarks were endorsed by Dr. Lowe.

After further discussion of a general nature the meeting was adjourned at 5:00 p. m. with appropriate closing remarks by Commissioner Chessman who advised that the State Highway Commission will give fair consideration to all projects that have been presented but cannot at this time make any promises or commitments regarding any of them.

State Highway Engineer

Secretary

Commissioner

Commissioner

OCT 13 1943

Portland, Oregon, October 12, 1943

The State Highway Commission met in regular session at 9:00 a. m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for highway construction work and for the sale of a residence building at Milton were opened and read according to previously published notices, following which Chairman Banfield announced that the Commission would consider the award of contracts at 3:00 p. m. in the same room:

THE OLD OREGON TRAIL
BAKER-WEISER JUNCTION
ROCK PRODUCTION PROJECT

Rogers Construction Company	$98,524.00

CORVALLIS-NEWPORT HIGHWAY
WREN-PHILOMATH SECTION
SURFACING AND ROCK PRODUCTION

R. O. Dail and Warren Brothers	$16,050.00

OCHOCO HIGHWAY
REDMOND-MARKS CREEK SECTION
ROCK PRODUCTION PROJECT

E. C. Hall Company	$46,800.00
C. H. Wheeler	48,780.00
Arthur A. Hardesty, dba Prineville Sand & Gravel Co.	50,880.00
M. C. Lininger & Sons	51,300.00
Babler Brothers	51,300.00
Rogers Construction Company	52,900.00
D. C. & A. L. Williams	53,100.00
J. A. Terteling & Sons	53,100.00
Fisher Brothers	58,200.00
T. W. Thomas	58,500.00

THE DALLES-CALIFORNIA AND FREMONT HIGHWAYS
LAPINE SECTION
ROCK PRODUCTION PROJECT

E. C. Hall Company	$55,000.00
T. W. Thomas	57,000.00
C. H. Wheeler	57,400.00

OCT 12 1943

Lapine Rock Production Project (cont.)

Rogers Construction Company	$68,000.00
Oscar E. Joelson	70,000.00
J. A. Terteling & Sons	86,400.00

PACIFIC HIGHWAY
ASHLAND-STATE LINE SECTION
ROCK PRODUCTION PROJECT

E. C. Hall Company	$23,900.00
M. C. Lininger & Sons	31,160.00
Tru-Mix Concrete Company	31,850.00
Oscar E. Joelson	32,030.00
Rogers Construction Company	32,450.00

ACCESS ROAD PROJECT
MADRAS-REDMOND AIR BASE TARGET RANGE
GRADING, SURFACING AND OILING

Babler Brothers	$14,035.00

COLUMBIA RIVER, HERMISTON AND PENDLETON-COLD SPRINGS HIGHWAYS
COLD SPRINGS SECTION
ROCK PRODUCTION PROJECT

Oscar E. Joelson	$33,120.00
E. C. Hall Company	33,740.00
Western Rock Company	33,940.00
R. O. Dail & Warren Brothers	37,190.00
Rogers Construction Company	37,380.00
Newport Construction Company	45,224.00
J. A. Terteling & Sons	45,508.00

ACCESS ROAD PROJECT
UMATILLA OIL DEPOT
GRADING, SURFACING AND OILING

Western Rock Company	$24,824.00
Newport Construction Company	34,150.00

WAPINITIA HIGHWAY
ROCK PRODUCTION PROJECT

E. C. Hall Company	$29,850.00
Fisher Brothers	30,375.00
J. A. Terteling & Sons	35,436.00
Oscar E. Joelson	38,250.00
Rogers Construction Company	40,575.00

SALE OF RESIDENCE BUILDING IN MILTON

Building No. 10530 (Former Owner Irene Trover)

J. J. Howard $60.00

The Commission by unanimous vote approved the minutes of the meetings held on August 23 and on August 24 to 27, inclusive, subject to a minor change in one of the items. (Correction made in Office Copy of minutes of August 23 and in copies sent to Commissioners.)

The Engineer discussed briefly with the Commission a request from the Ostrander Logging Company for permission to operate its logging trucks across two state secondary highways in the vicinity of Molalla. He advised that the company is building its own private logging road between Molalla and the Willamette River near Canby including an overhead crossing of the Pacific Highway and the Southern Pacific Railroad tracks at Canby, and it now wants the privilege of operating its trucks across the two state secondary highways at grade. He gave as his thought that such grade crossings should not be allowed because the operations would not only severely damage the highway surface but would also create a hazard to highway users. He suggested that the company should be required to build overhead structures to separate the grades as is being done at Canby and pointed out that by a realignment of the logging road only one such structure would be required. He quoted the Commission's Attorney to the effect that the company does not have lawful authority to cross the state highways as it proposes.

The Commission took no definite action in the matter deferring the same until representatives of the Ostrander Logging Company are present during the afternoon session. (The representatives of the Ostrander Logging Company did not appear at this meeting.)

The Engineer reported on the condition of the Willow Creek Bridges in Heppner, the improvement of which was requested by Mayor Turner on the occasion of the Commission's visit to Heppner on August 25, 1943. A decision was deferred by the Commission until the next meeting. The Engineer was instructed in the meantime to send the individual Commissioners a written report on the subject.

The Engineer also reported on the condition of the Heppner-Spray Secondary Highway in Morrow County concerning which the Heppner delegation complained at the meeting in Heppner on August 25, 1943. He advised that it would cost a large sum of money to improve the road properly. He suggested that the situation could be alleviated by placing a limited amount of surfacing materials on the bad sections which he estimated could be done for about $20,000.00 Action on this matter was also deferred by the Commission until the next meeting. The Engineer was instructed to make a written report on the subject to the individual Commissioners in the meantime.

The Engineer discussed with the Commission the advisability of attempting to keep the Santiam Pass open during the coming winter in view of

the shortage of labor and the fact that the volume of traffic that will use the road undoubtedly will be less than in normal years because of added restrictions inthe use of gasoline. He pointed out that considerable trouble was experienced last winter with snow slides which necessitated the closing of the road entirely on four different occasions ranging from three days to three weeks. He also advised that the cost of keeping the highway open during the winter of 1941-1942 was $25,732.00 and during the winter of 1942-1943 the amount spent for such purpose was $32,632.00. He requested instructions.

Chairman Banfield gave as his thought that the highway should be kept open throughout the winter if possible. Commissioners Schaupp and Chessman concurred making the decision unanimous.

The Engineer then brought up for discussion the question of boarding the men who are headquartered at Santiam Maintenance Station. He advised that there is a small building on the premises that is fitted up for mess hall purposes but the present policy of the Commission prohibits its use for private gain. He suggested, if the Commission approves, that it might be possible to arrange with the wife of one of the men who are stationed at this place to furnish meals for the extra men and for people who may become stranded there because of the snow conditions, if allowed the use of the state's facilities; otherwise, it will be almost impossible to keep the men on the job.

It was the thought of the Commission that some provision must be made to provide meals for the maintenance crew at this location, in view of which the Commission approved unanimously the Engineer's suggestion as an emergency proposition for the duration.

The Engineer requested authority to advertise for bids for the construction of a pedestrian overpass at the Southern Pacific crossing of the Pacific Highway East at Milwaukie which is estimated to cost about $1,500.00. He advised that it was originally intended to do this work with state forces but the bridge crews are short handed and barely able to take care of routine maintenance work so it was thought best to contract it as there are a number of small contractors who might be interested. The Commission approved the request by unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

The Engineer reported the necessity to improve the Siletz Secondary Highway north of Siletz if this highway is to be kept open for travel during the coming winter months. He advised that this road carries a large volume of log hauling traffic and that the improvements contemplated consist of widening at Euchre Mountain, riprapping to repair river wash, rock surfacing a one-half mile section and the stock piling of oil rock for future use. He estimated the cost of the project at $52,525.00 and recommended that the work be done and that he be authorized to advertise the project for bids to be received at the next meeting.

The Commission approved the recommendation by unanimous vote; however, it instructed the Engineer to obtain federal moneys if possible to pay the costs involved.

The Engineer also reported the need to strengthen three wooden truss bridges on the Crooked River Highway and one wooden truss bridge on the Crooked River-Paulina Secondary Highway in Crook County. He advised that these bridges were constructed in 1921-1922 and are now in danger of failure. The only safe way of maintaining them, he said, is to completely retimber the truss spans which he estimated would cost about $22,000.00. He urged favorable consideration by the Commission on this matter. After discussion and in view of the apparent emergency, motion was made by Commissioner Schaupp that the project be approved and that the Engineer be authorized to advertise it for bids to be received at the next meeting. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Commission by unanimous vote confirmed the oral authority previously given the Engineer to purchase two Holland truck-loaders at $200.00 each.

The Commission by unanimous vote also confirmed the oral authority previously given the Engineer to purchase the following equipment:

60 - 1½-ton trucks. Estimated cost $90,000.00
6 - 4-ton trucks. " " $45,000.00
10 - pick-up trucks. " " $ 7,000.00
4 - station wagons. " " $ 3,600.00
1 - large passenger automobile for Division Engineer Chandler. Estimated cost $1,400.00

Total estimated cost $147,000.00

In the discussion of this matter the Engineer advised that following the Commission's oral approval of this purchase the State Board of Control received quotations from two dealers, one of whom offered to deliver nine Chevrolet trucks with dump bodies which meet the specifications in all particulars and the other offered to deliver thirty Dodge trucks that are not exactly in conformity with the specifications and will cost the state $24,512.10 more than a like number of Chevrolet trucks. He advised that it is extremely difficult, because of war time conditions, to purchase equipment of this kind, and in view thereof, recommended the purchase of the thirty trucks notwithstanding the increased price, inasmuch as they are badly needed to replace other trucks that have been driven over 100,000 miles each and the fact that it is becoming increasingly difficult to keep them in repair. The Commission approved the recommendation by unanimous vote.

The Engineer reported that the conditions controlling the awarding of the contract for the construction of the Oakridge Revetment Project for which the Commission took bids on August 23, 1943, have all been satisfied and that in conformity with authority previously granted him by the Commission,

he awarded this contract on September 14, 1943, to Hord and Stuart who submitted the lowest bid therefor. The Commission by unanimous vote approved the award of this contract as reported.

The Commission had under discussion the question whether or not to accept the prequalification statement of Contractor A. A. Hardesty so as to allow him to bid on future highway work. The Engineer advised that Mr. Hardesty was disqualified by the former Highway Commission on November 17, 1937, because he had demonstrated that he was not adequately financed and because he was continually creating trouble for the State Highway Department either by failure to pay claims incurred in connection with his work or by failing to complete the job within the specified time limit. Plans and specifications, he said, have been refused Mr. Hardesty since that time but he now asks for reinstatement. The Engineer recommended that Mr. Hardesty's prequalification be reinstated as a trial proposition subject to the condition that it again be revoked if he does not carry on his work satisfactorily.

Chairman Banfield gave as his thought that the Commission should permit Mr. Hardesty to bid on state work up to the extent of his capacity subject to the condition recommended by the Engineer. Commissioners Schaupp and Chessman concurred and it was so ordered.

The Board of County Commissioners of Multnomah County represented by Frank L. Shull, Chairman; Tom H. West; Charles C. Bradley, Commissioners; and County Roadmaster George W. Buck was present at the request of the State Highway Commission for discussion of matters pertaining to the Highway Commission's proposed post-war highway construction program. Chairman Banfield explained the reason for the conference stating that the Commission has just completed a canvass of the entire state during which the County Courts were asked to submit to the Commission a list of projects which they consider of primary importance and which they feel should be given consideration by the Commission in the formulation of its post-war highway program. Similar information, he said, is requested of Multnomah County as a guide in programming the federal and state moneys. He asked the Board to submit such a program in writing, listing the projects in the order of their importance. He explained, however, that the funds the Commission anticipates will be available, probably will not be sufficient to finance all of the projects that have been suggested, and that the Commission will not decide the program until the matter has been given very careful study.

Commissioner Shull stated that his Board is of the feeling that the Highway Commission knows best which projects are of primary importance to Multnomah County, for which reason they are reluctant to recommend that any particular project should receive the benefit of the fund in preference to others; particularly in view of the fact that some of the projects under consideration are of as much interest or even more interest to other counties than they are to Multnomah County. He added, however, that if the Commission will state just how much money it is going to spend in Multnomah County, then the Board of County Commissioners will suggest where to spend it. His remarks were endorsed by Mr. Buck.

There followed a general discussion during which the State Highway Engineer suggested that it might be advisable if the Multnomah County recommendation were deferred until Mr. Robert Moses, who is now conducting a survey for post-war development in Portland has made his report. The suggestion was approved by Mr. Shull who predicted that Mr. Moses' report would be filed in about thirty days. The arrangement was also approved by the Highway Commission. Chairman Banfield concluded the conference by stating that the information wanted by the Highway Commission is the recommendation of the Board of County Commissioners with respect to primary and secondary highway improvements.

Mr. L. M. Lepper, Director of the East Side Commercial Club, Portland, was also present and asked the Commission to consider for the post-war program the projects listed in his letter of March 15, 1943, to the Commission. The Commission approved his request. (NOTE: The projects listed in Mr. Lepper's letter are as follows:

1. Complete Portland Front Street, now partially completed, to a connection with Interstate Avenue.

2. Wolf Creek Highway, from North Plains to Sylvan, to give greater use to the large investment already made.

3. Wilson River Highway, Balm Grove to North Plains, to connect with the Wolf Creek Highway and shorten the distance to beaches from Portland Metropolitan Area with now over 600,000 population.

4. Wilsonville Cut-off completed to shorten distance from Portland to Salem, et cetera, connecting in West Portland as planned.

5. Warm Springs Cut-off completed to shorten the truck haul to Bend and Eastern Oregon points by some thirty miles as planned and started.

6. S. E. 82nd Avenue to a three-lane highway from Multnomah County Line over new Southern Pacific Railroad viaduct to McLaughlin-Clackamas River Bridge.

7. New Water-Grade Columbia River Highway from Bonneville to Troutdale, and Cascade Locks to The Dalles, when possible.

8. S. E. 39th Avenue, Portland Viaduct over Johnson Creek & Gulch through Ardenwald, and south in Clackamas County to a best connection with the New Portland-Oregon City McLaughlin Super-Highway.

9. Columbia River Levee Highway now opened from Union Avenue to about one mile east of Portland Super-Air Port, to be completed from there to Blue Lake Park Road connection. Started by PWA and Multnomah County.

10. Denver Avenue-Union Avenue Grade separation.

The Engineer reported that the new section of the Pacific Highway West between Monmouth and Suver in Polk County has been completed and is now open to general public use. He advised that the surface on this section consists of bituminous macadam constructed on new grade which might be severely damaged if subjected to heavy log hauling traffic, particularly during the winter months. In order to avoid such a situation he said that he has ordered the new section posted to prohibit its use by log haulers which should not inconvenience them because they still have the use of the old road between these two points. He asked the Commission to approve such posting. The Commission confirmed the Engineer's action in this matter by unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

The Commission discussed an opinion from the Attorney with respect to the Highway Commission's authority to penalize commercial carriers who have been arrested for overloading their equipment. According to this opinion the Highway Commission has no legal recourse against such violators and is without authority to penalize them unless they are operating under the Commission's war time emergency permits, in which case the permits could be cancelled. In view of this opinion the Commission instructed the Secretary to bring to the attention of Mr. Charles P. Pray, Superintendent of the Department of State Police, two recent violations committed by the Converse Trucking Company of California, and to inform Mr. Pray that the Commission is holding him and his Officers responsible for proper control of the operations of this company and others who are engaged in the trucking business.

The Commission also discussed overweight violations committed by the Ostrander Logging Company and several other log haulers. The case of the Ostrander Logging Company involves an overload of 22,100 pounds in excess of statutory weight limits, or 18,700 pounds in excess of approved tolerances. The Engineer advised that according to information at hand this particular load of logs was delivered to Portland as an exhibit in the war bond drive exposition. The load originated, he said, in the company's timber in the Mollala district and was transported over state highways to Canby, thence to Portland. He inquired whether or not the Commission wishes to penalize this operator. The Commission deferred its decision in the matter pending investigation as to whether or not the company really was requested by the officials in charge of the Bond Drive Exposition to furnish the logs. The Secretary was instructed to obtain such information and report back to the Commissioners. Inspection of the violations committed by the other operators revealed them to be not excessive, in view of which the Commission decided to take no action.

In this connection the Engineer reported a request from Mr. Charles P. Pray, Superintendent of the Department of State Police, for full cooperation from the State Highway Commission with respect to the control of overweight movements, particularly with respect to a proposed requirement that the offending operator shall remove a sufficient portion of his load or adjust the load so that the axle, unit and gross weights will not exceed those approved. The Commission declared its desire to cooperate fully with the Police Department in such matter and instructed the Engineer to convey such information to Mr. Pray. The Commission also instructed the Engineer and the Attorney to discuss with Mr. Pray a basis of cooperation and arrange with him a

plan of procedure to be followed in the control of overloads. A motion to that effect which was offered by Commissioner Schaupp was seconded by Commissioner Chessman and received the unanimous vote of the Commission.

The Commission discussed briefly and ordered filed a report on overweight violations committed by log haulers during the month of September.

The Commission also discussed briefly and ordered filed a report on violations committed by log haulers in the employ of the Roaring River Logging Company, particularly one case involving a truck driver who refused to permit his load to be weighed at the state scales.

Mr. A. K. York, Portland, came before the Commission and requested the improvement of the Cottonwood Grade Section of the Wasco-Heppner Secondary State Highway #300 in Morrow and Gilliam Counties. He advised that this section of highway is very narrow and crooked and that widening of the same would greatly facilitate the marketing of crops which have to be trucked thereover. Chairman Banfield advised that the Commission recently traveled this road and is fully cognizant of the condition; also, that the improvement of the entire section is a costly proposition which the Commission cannot undertake in the immediate future although the Commission has previously authorized an expenditure of about $5,000.00 to improve some of the worst places. The Commission has the project in mind, he said, and intends to give it fair consideration in the formulation of its post-war construction program but is not in a position at the present time to make any definite commitment or promise with respect thereto. Mr. York stated that his purpose in coming before the Commission at this time was simply to bring the condition to the Commission's attention and to request that the project be kept in mind.

County Judge Guy Boyington, Clatsop County, was present in regard to the recommendations heretofore made by the County Court with respect to post-war highway projects. He advised that since filing its previous report the County Court has conferred with the Astoria Chamber of Commerce and it is now their joint recommendation that the construction of a new highway between Elsie on the Wolf Creek Highway and Miles Crossing on the Oregon Coast Highway should be substituted in the program as the county's first choice of projects for post-war performance. He gave as his thought that it would not cost any more to build this new road than to modernize the present road, and urged favorable consideration by the Commission. He added that the County Court is not particular as to the second and third choice projects and will confirm its request in writing.

Chairman Banfield inquired as to the right-of-way on the new section to which Judge Boyington replied that the location traverses an entirely new section where there is no development so the right-of-way in his estimation would cost very little. The Commission thereupon by unanimous vote agreed to such substitution of projects.

Mr. L. W. Liljenquist, Transportation Coordinator for the U. S. Maritime Commission, Portland, came before the Commission with regard to the use by the U.S. War Shipping Board of certain property that was acquired by the state and the City of Portland in connection with the Front Avenue Project, said property being situate near the Steel Bridge in Portland. Mr. Liljenquist advised that the property he has in mind is that which the Oregon Shipbuilding Corporation leased as an automobile parking area for the benefit of shipyard workers who were transported by boat to the shipyards. It no longer is being

used for such purposes, he said, and in view thereof, the War Shipping Board would like to use it as a storage site for lend-lease materials that are to be loaded onto ships. He inquired whether or not the Commission has any objections to such use of the property as an emergency proposition. Chairman Banfield advised that the Commission has tentative plans to continue construction of the Front Avenue Project when the war is over and in his estimation the Commission should not do anything prior to that time that might handicap such project. He pointed out that the Oregon Shipbuilding Corporation's use of the property is covered by a joint agreement between the Corporation, the City and the State and does not expire until the war is over, so in the event that the Commission should approve letting the War Shipping Board use the property the matter would have to be covered by a new lease and the old lease would have to be cancelled. Commissioner Chessman stated his approval of Mr. Liljenquist's request as did also Commissioner Schaupp. Chairman Banfield questioned the advisability of his voting in the matter because he is Chairman of the Operating Committee of the Portland Dock Commission which controls Portland dock facilities. He agreed, however, at the request of the other members of the Commission, to discuss the matter with Commissioner Bowes of the City of Portland and it was understood that the U.S. War Shipping Board would be allowed the use of the property if there are no objections on the part of the city.

The Commission had under discussion a request from the City of Pendleton for surveys of several proposed railroad underpass and overpass projects within the Pendleton city limits. The Engineer pointed out that there are no federal funds available at the present time for elimination of railroad grade crossings and that the post-war bill that is now pending in Congress does not provide for funds for such purpose. It was his thought that the time is not propitious to make the surveys because, in the first place, there appears to be no special funds available for this type of construction in the proposed post-war bill and secondly, men to conduct the surveys cannot be spared from their current assignments without delaying surveys of other projects which can be financed with federal moneys. He pointed out that a number of years ago surveys were made of a couple of these projects and suggested that the data gathered at that time might serve the city's purposes although the information now is rather obsolete. He also suggested that the city be informed of the facts with respect to the federal funds and that the Commission consider authorizing new surveys when additional funds become available for the construction of projects of this kind. After discussion the Commission approved the suggestions by unanimous vote and it was agreed that the information should be conveyed to the city by Commissioner Chessman when he is in Pendleton later in the week. The Engineer was instructed to write Commissioner Chessman in the meantime at Pendleton advising him of the facts.

The Engineer requested authority to submit to the Public Roads Administration for approval a partial program of survey projects, including plans, specifications, et cetera, for post-war highway improvements so that work on them can go forward without delay. He submitted a list of the projects, as follows, and pointed out that they are estimated to cost a total of $125,000.00 of which amount the Federal Government through the Public Roads Administration is being requested to assume $77,500.00 as its share of the cost:

OCT 13 1943

FIRST PARTIAL PROGRAM FOR SURVEYS, PLANS, SPECIFICATIONS AND ESTIMATES FOR POSTWAR HIGHWAY IMPROVEMENTS

County	Location and Termini	Contemplated Construction	Work To Be Done Now	Estimated Cost	Federal Funds Requested
Columbia	Goble-St.Helens Sec. of Col. R. Hwy. MP 41 to 29 (12.0 miles)	Widen and improve alignment	Survey & plans	$ 15,000	$ 9,300
Wash.	Beaverton-West Slope Sec.of Tualatin Hwy.,MP 1.5 to 3.5 (2 mi.)	Widen to four lanes	Survey & plans	1,700	1,050
Mult.	Denver Ave.-Columbia Blvd. Sec.of Pac.Hwy.E. in Portland (2 mi.)	Widen to four lanes	Survey & plans	2,000	1,240
Clack.	Harmony Hill-Oregon City Sec. of Cascade Second. Hwy., MP 8.8 to 13.8 (5 miles)	Widen and improve alignment. Provide grade separation & new bridge.	Survey, structure designs and plans.	5,000	3,100
Yamhill	Bringle Corner-McMinnville Sec. of Salmon River Hwy., MP 40.9 to 45.1 (4.2 miles)	Widen and improve alignment	Survey & plans	4,200	2,605
Marion	Middle Grove-Silverton Sec.of Salem Silverton County Road (11 miles)	Widen and improve alignment	Surveys & plans	11,000	6,820
Polk	Rickreall-Monmouth Sec. of Pacific Hwy.W., MP 59 to 65 (6 miles)	Widen and improve alignment.	Surveys & plans	6,000	3,720
Polk	Salt Creek School-Rickreall Sec. of Dallas-Coast Second. Hwy., MP 8.7 to 16.7 (8 miles)	Construct new sec. of highway	Complete making of surveys & plans	1,600	990
Lincoln	Cedar Creek-Siletz Sec. of Siletz Second.Hwy., MP 15 to 24 (9 mi.)	Construct on new alignment	Surveys & plans	9,000	5,580
Lincoln	Salt Creek-Alsea Crossing Sec. of Alsea Hwy., MP 36 to 43.5 (7.5 mi.)	Widen and improve alignment	Surveys & plans	7,500	4,650
Lane	Crow-Lorane Sec.of Territorial Second. Hwy., MP 24 to 39 (15 miles)	Widen and improve alignment	Surveys & plans	5,000	3,100
Lane	High St.Sec. of Coburg-Eugene County Rd. in Eugene. Pacific Hwy. E. to point north of Willamette River Crossing (1 mile)	Widen and improve alignment. Provide grade separation & new bridge.	Survey, structure designs and plans.	4,000	2,480

First Partial Program for Postwar Highway Improvements (Cont.):

County	Location and Termini	Contemplated Construction	Work To Be Done Now	Estimated Cost	Federal Funds Requested
Wasco	Tygh Valley-Deschutes River Sec. of Sherars Bridge Second. Hwy., MP 0 to 8 (8 miles)	Construct on new alignment	Survey & plans	$ 4,000	$ 2,480
Sherman	Fulton Canyon-Wasco Sec. of Fulton Canyon-Wasco Second. Hwy., MP 0 to 11 (5 miles)	Widen and improve alignment	Surveys & plans (Except MP 1.5 to 8.0)	3,000	1,860
Crook	Crooked River Dam Sec. of Crooked River Hwy. MP 18 to 22 (4 miles)	Construct on new alignment	Survey & plans	3,200	1,985
Crook	Prineville-Davis Ranch Sec. of Crooked River-Paulina Second. Hwy., MP 0 to 16 (16 miles)	Construct on new location	Survey & plans	5,000	3,100
Lake	Muddy Creek-Adel Sec. of Warner Second. Hwy., MP 13 to 29 (16 miles)	Construct on improved alignment	Survey & plans	6,400	3,970
Union	Elgin-Boswell Ranch Sec. of Wallowa Lake Hwy., MP 19.7 to 27.7 (8 miles)	Widen and improve alignment	Surveys & plans	7,500	4,650
Grant	Dry Creek-Long Creek Sec. of Kimberly-Long Creek Second. Hwy., MP 6 to 34 (28 miles)	Construct on improved alignment	Surveys & plans	10,000	6,200
Baker	Bridge Creek-Salisbury Sec. of Sumpter Second. Hwy., MP 10 to 0 (10 mi.)	Construct on improved alignment	Survey & plans	5,000	3,100
Harney	Burns-Crane Sec. of Burns Crane Hwy. MP 0 to 29 (29 miles)	Widen and resurface	Surveys & plans	8,900	5,520
				$125,000	$77,500

Funds

Federal Aid Secondary Funds (F. Y. 1941) - - - - - -	$ 24,400
" " " " (F. Y. 1943) - - - - - -	53,100
State Funds (38%) - - - - - - - - - - - - - - - - - -	47,500
	$125,000

1943

39417

After discussion and careful consideration of each item the Commission by unanimous vote approved all of the projects listed, subject to the condition that such approval covers surveys only and that no commitments whatsoever are being made as to construction.

The Commission had under discussion a request from Mr. Henry F. Severance, Post, Oregon, for the installation of a cattle guard on the Crooked River Secondary Highway near Paulina, in Crook County. Mr. Severance advises that fenced ranges and open range meet at this point and there is nothing to prevent his stock from bedding down on the highway, which is frequently done, with the result that, in many instances stock is severely injured and sometimes killed by highway traffic. The installation of the cattle guard, he said, would eliminate this condition. In the discussion of the matter Commissioner Schaupp expressed himself as in favor of such installations on highways in "out of way" places because it would conserve manpower in that it would relieve the necessity for herders. Commissioner Chessman expressed himself similarly. Motion was thereupon made by Commissioner Schaupp that Mr. Severance be allowed to install a cattle guard at the point desired if he will build it in conformity with a design prepared by the State Highway Engineer and at no cost to the state, and that he will maintain the guard in a condition satisfactory to the Engineer, such arrangement to be for the duration of the war only. The motion was seconded by Commissioner Chessman and received the unanimous vote of the Commission. The Commission referred the matter to the Engineer and the Attorney to work out the details. The matter is to be covered by a written agreement between Mr. Severance and the state.

The Attorney reported a request from Mr. William Hotchkiss, Valley Falls, Oregon, for permission to construct a culvert across the Fremont Highway near the town of Paisley for use in connection with his irrigation system. He advised that if the Commission approves this request and the culvert is installed according to legal requirements then the state would have to maintain it after it is built. The Commission deferred a decision in the matter pending investigation by the Engineer who is to discuss the matter with the Commission over the telephone when he is ready to report.

A letter was presented from the U. S. War Department, requesting permission to construct and maintain three waiting rooms on state highway right of way for the benefit and convenience of men in the armed service, two to be located on the right of way of the Crater Lake Highway, within the boundaries of Camp White Cantonment, and the other to be located on the Oregon Coast Highway, just north of the highway bridge at Florence. The Commission approved the request by unanimous vote, subject to the condition that the buildings be placed in locations satisfactory to the Engineer and be maintained in a sightly condition.

The Commission had under discussion the claim of Contractor C. J. Eldon, for reimbursement of unanticipated expenses incurred by him in connection with his contract No. 2557, for the construction of the Wright Ranch-Milo Section of the Tiller-Trail Highway, in Douglas County. Mr. Eldon alleges that he did not know at the time he submitted his bid for this project that he would be obliged to pay a federal war tax on freight shipments, which

aggregated the sum of $48.32 on this job; also, that because of wartime restrictions, he was required to pay an extra amount for his RC-3 asphalt, and his extra expense in connection therewith amounted to $211.61. He asked the Highway Commission to reimburse him in the amount of $259.93, covering both items. The Commission took the attitude that every bidder on public contracts must assume certain risks and, in this particular instance, it does not appear from the evidence that the state is justified in assuming the extra costs that have been incurred by Mr. Eldon. It also appeared to the Commission that the approval of Mr. Eldon's claim would open the way for contractors generally to file similar claims in the future, which eventually would cost the state a large sum of money. In view thereof, the Commission voted unanimously to deny the claim, on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

For a like reason the Commission denied the claim of the Eugene Sand and Gravel Company, for reimbursement for extra expense of shipping crushed material from Eugene to its rock production project on the Salt Creek Falls-Odell Butte Section of the Willamette Highway, contract No. 2604. This particular claim amounts to $550.00, and represents the federal transportation tax on the shipment of 14,000 cu. yds. of material, at $0.0375 per cubic yard.

The Commission also discussed the claim of Mr. John Copley for reimbursement for the cost of repairing his car that was damaged as a result of a defect in the bridge located on the Pacific Highway East, at Mile Post 90.09, near Albany. Mr. Copley requests reimbursement in the amount of $99.75. The Attorney advised that he has carefully studied the circumstances surrounding this accident and, from the information available to him, he is of the opinion that the state is not legally liable, because the facts disclose that the state highway department was not delinquent in maintaining the bridge, and the defect was not caused by neglectful maintenance on the part of highway-department employees. He gave as his further opinion that Mr. Copley could not recover damages legally. In view of the report, the Commission decided unanimously to disallow the claim, as a matter of policy.

The Commission discussed the matter of formally adopting the new route of the Old Oregon Trail Highway through the town of Hermiston, and the abandonment of the former route. The following resolution with respect thereto was adopted by the Commission by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

> WHEREAS, the Old Oregon Trail as heretofore located and routed through the town of Hermiston has been directed over a portion of Fourth Street and a portion of Main Street; and
>
> WHEREAS, for the purpose of affording a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Commission has found it necessary to relocate said highway into and through said town of Hermiston; and
>
> WHEREAS, by reason of said relocation and rerouting the use of Fourth Street and Main Street as streets of said town over which to route the Old Oregon Trail will be made unnecessary; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to relocate and reroute said section of said Old Oregon Trail and to abandon as streets of said town over which to route Old Oregon Trail traffic the portion of Fourth Street and Main Street hereinafter designated;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating as follows:

1. That the route and location of the Old Oregon Trail into and through the town of Hermiston shall be changed so that the route and location of said Old Oregon Trail in said town shall be as follows:

> Beginning at the intersection of First Street and Main Street in the town of Hermiston, thence in a southeasterly direction of a connection with the old route at the intersection of Fourth Street and the southerly city limits.

2. That that part of Fourth Street in said town beginning at the intersection of Fourth Street and Main Street and running thence southerly to the southerly city limits, and that part of Main Street from its intersection with First Street to Fourth Street shall no longer be streets of said town over which there shall be routed traffic using the Old Oregon Trail, and said sections of said streets, so far as Old Oregon Trail traffic is concerned, shall be permitted to revert to the exclusive jurisdiction of the municipal authorities of said town.

3. That Main Street from its intersection with East Seventh Street in said town to its intersection with the Old Oregon Trail as now located shall be and is designated as the street of said town over which to route traffic using the state highway known as the Hermiston Highway.

4. That the Engineer be and he hereby is instructed to erect or cause to be erected and thereafter maintained appropriate highway and traffic signals, signs or markers along said Old Oregon Trail as relocated, and along said street designated as the street over which there shall be routed Hermiston Highway traffic.

5. That there is attached hereto and by this reference made a part hereof a map* on which is shown colored in red the relocated Old Oregon Trail within the town of Hermiston, and there likewise is shown colored in green the portion of Main Street designated as the street of said town over which to route Hermiston Highway traffic, and there is shown colored in yellow the portion of Fourth Street which is relinquished by the State Highway

*(Map filed New Highway Routes File - No. 51)

OCT 12 1943

Commission to the jurisdiction and authority of the town of Hermiston and which street shall no longer be designated as a street of said town over which to route Old Oregon Trail traffic. *

6. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof delivered to the County Court of Umatilla County, and a like copy to the Mayor of the town of Hermiston and a like copy to the District Engineer of the Public Roads Administration, Portland, Oregon.

The Commission by unanimous vote also adopted the following resolution abandoning certain portions of the Columbia River Highway (old route), in Multnomah and Hood River Counties, which portions the Engineer advised are no longer of value from the state-highway standpoint in view of the fact that the highway has been reconstructed on new alignment:

WHEREAS, when the Columbia River Highway in Multnomah County was originally constructed the rights of way over which said highway was constructed were procured by Multnomah County and title thereto was taken in the name of said county; and

WHEREAS, said highway throughout its entire length in Multnomah County has been by law declared to be a state highway and as such is under the exclusive control and jurisdiction of the State Highway Commission; and

WHEREAS, the legislature of the State of Oregon enacted into law Section 100-132, O. C. L. A., which reads as follows:

> "That all rights of way owned or held by the several counties over and along any roads heretofore or hereafter adopted as state highways are hereby declared to be vested in the state of Oregon, by and through its state highway commission.
>
> "The provisions of this act shall not apply to any rights of way now owned or hereafter acquired by any city of this state for city streets.";

and

WHEREAS, the construction of Bonneville Dam by the Federal Government made necessary the relocation and reconstruction of a section of the Oregon-Washington Railroad & Navigation Company and the relocation and reconstruction of a section of the Columbia River Highway; and

---

*(Map filed Right of Way Abandonment and Retention File - No. 116.)

WHEREAS, by reason of relocation of railroad and relocation of highway, certain sections or parts of the highway right of way are no longer occupied by the highway but are occupied by the railroad and have become a part of railroad right of way; and

WHEREAS, in connection with the construction of said Bonneville Dam and the relocation and reconstruction of said railroad and said highway it was agreed that all title to or jurisdiction over the hereinafter described sections or parts of the original parts of the original right of way of the Columbia River Highway should be relinquished by the Highway Commission to the Railroad; and

WHEREAS, by the enactment of chapter 272, Oregon Laws 1943, it is provided that whenever, by reason of the relocation or realignment of a state highway, fragments or parcels of land originally within the right of way are no longer needed for right of way purposes, then such eliminated fragments or parcels of right of way shall revert to and title thereto shall vest in the abutting owner or owners, or in those holding fee title thereto; and

WHEREAS, the parcels of land hereinafter described constitute and are parts and fragments of the old right of way of said Columbia River Highway prior to the relocation of said highway as herein stated, and said fragments or parcels of land are no longer needed for right of way purposes and therefore, pursuant to the provisions of said chapter 272, Oregon Laws 1943, said fragments or parcels of land may revert to and title thereto vest in the Oregon-Washington Railroad & Navigation Company as the owner in which fee title is vested;

NOW, THEREFORE, the Oregon State Highway Commission in regular session assembled, all members being present and affirmatively voting, does hereby resolve as follows:

1. There is hereby eliminated from the right of way of the Columbia River Highway and the State Highway Commission does hereby relinquish to the Oregon-Washington Railroad & Navigation Company all of the State's right, title, or interest of every kind and character in and to the following described parcels of real property situated in Multnomah County, Oregon, to-wit:

Parcels 1

All those parts of the abandoned right of way of the Columbia River Highway situate in Government Lots Two (2) and Three (3) and the Southeast Quarter of the Northeast Quarter (S.E. 1/4 of N.E. 1/4) of Section Twenty-two (22), Township Two (2) North, Range Seven (7) East of the Willamette Meridian, Multnomah County, Oregon, that lie

northwesterly of the northwesterly lines of those certain strips of land heretofore granted to the State of Oregon and County of Multnomah for highway purposes by agreement dated November 6, 1941 and southeasterly of the northwesterly line of the right of way of the Oregon-Washington Railroad & Navigation Company, leased to the Union Pacific Railroad Company. Also,

Parcels 2

All those parts of said abandoned highway right of way situate in Government Lot One (1) of Section Twenty-two (22), Township Two (2) North, Range Seven (7) East of the Willamette Meridian in Multnomah County, and in the Northwest Quarter of the Northwest Quarter (N.W. 1/4 of N.W. 1/4) of Section Twenty-three (23) said township and range in Hood River County that lie southeasterly of the southeasterly line of those certain strips of land heretofore granted to the State of Oregon, County of Multnomah and County of Hood River for highway purposes by agreement dated February 19, 1938. Also,

Parcel 3

All those parts of said abandoned highway right of way, situate in Government Lot Four (4) of Section Fourteen (14) said township and range that lie northerly of the southerly right of way line of said Railroad Company, which line is the southerly line of said abandoned highway right of way, excepting therefrom however any part of said abandoned highway right of way in said Government Lot Four (4) included within the limits of those certain strips of land heretofore granted to the State of Oregon and County of Hood River for highway purposes by said agreement dated February 19, 1938. Also,

Parcel 4

All those parts of said abandoned highway right of way situate in Government Lots Two (2) and Three (3) in said Section Fourteen (14) that lie northwesterly of the northwesterly line of that certain strip of land heretofore granted to said State of Oregon and County of Hood River for highway purposes by said agreement dated February 19, 1938. Also,

Parcels 5

All those parts of said abandoned highway right of way situate in Government Lot One (1) of Section Thirteen (13),

said Township Two (2) North, Range Seven (7) East that lie westerly of the easterly right of way line of said Railroad Company and which line is also the center line of said abandoned highway right of way, excepting therefrom however any part of said abandoned highway right of way in said Government Lot One (1) included within the limits of that certain strip of land granted to the State of Oregon and County of Hood River for highway purposes by said agreement dated February 19, 1938.

There is attached hereto, marked Exhibit "A" and made a part hereof, a blueprint or map on which are shown the above described parcels of land, the new location of the highway, and the new location of the railroad.*

2. The Commission does hereby declare it to be the purpose of the State by this resolution to divest itself of all its right, title, or interest in or to the above described parcels of real property and to vest in the Oregon-Washington Railroad & Navigation Company all of such right, title, or interest, and for such purpose the Commission does hereby authorize the execution of a quitclaim deed in favor of the Oregon-Washington Railroad & Navigation Company quitclaiming to said company all of the State's rights, interest, or title in and to the real property hereinbefore described.

3. That this resolution be entered in the minutes and records of the Commission and a duly certified copy thereof delivered to Oregon-Washington Railroad & Navigation Company, a like copy to the Board of County Commissioners of Multnomah County, Oregon, and a like copy to the Public Roads Administration.

The Commission considered, and ordered filed, communications from the Portland Chamber of Commerce, City of Portland, Multnomah Community Club and the Baker County Chamber of Commerce, in which the Commission was encouraged in its program of acquisition of roadside scenic strips.

The Attorney presented for the Commission's consideration a form of stipulation concerning the case of the United States of America versus the State of Oregon, et al., arising out of the War Department's acquisition of a state-owned stock-pile site, within the boundaries of Camp Adair. He advised that the stipulation provides for the payment of $100.00 for the land only, and petitions for an order fixing the value of the land and for the distribution of funds, but it does not include the state's claim for materials stock-piled on the land appropriated, which materials were taken and used by the Army. The state, he said, must seek recovery for said materials by some other procedure. He recommended acceptance of the stipulation.

---

*(Map filed Right of Way Abandonment and Retention File - No. 117.)

The Commission approved the recommendation by unanimous vote, and thereupon signed the stipulation.

The Assistant Attorney brought up for discussion a right-of-way settlement with J. G. Patterson, along South Sixth Street, in Klamath Falls. He advised that the highway embankment in front of Mr. Patterson's premises will be about seven-feet high, and that the embankment slope will extend onto Mr. Patterson's property a distance of about ten feet, which is the width of the strip on which the state wants to obtain a slope easement. Mr. Patterson, he said, has indicated a willingness to give the easement to the state for the sum of $100.00; however, he insists that the state construct a rock wall along the frontage, which would cost about $1,200.00. He declared Mr. Patterson's demand exhorbitant, and not within reason, because, if the state constructed the rock wall, then it would not need the slope easement from Mr. Patterson. He advised that the property is not needed immediately, and recommended that the matter be allowed to rest until the Commission orders the construction of this project. The Commission approved the recommendation by unanimous vote.

The Attorney brought up for discussion the Commission's condemnation case with Harry W. Hopkins and wife, which arises out of the reconstruction of the Oregon Coast Highway, at Depoe Bay, in Lincoln County. It appears that when this case came to trial, there was a dispute relative to the description of the property, there being those who allege that the Hopkins's store building encroaches on the highway right of way, while others, including highway department engineers, allege that the right of way description does not include any part of the building. He advised that it would be helpful if the Commission would adopt another resolution clarifying this point of discussion and definitely excluding any part of the real property that is occupied by the Hopkins building. Commissioner Schaupp moved the adoption of the following resolution with regard thereto, which motion was seconded by Commissioner Chessman, and carried by the unanimous vote of the Commission:

> WHEREAS, the Highway Commission on the eighteenth day of December, 1940, adopted a resolution by which the Commission declared the necessity for the acquisition of certain real property then owned by the defendants Harriett Beatrix Hopkins and Harry W. Hopkins, which real property was described in said resolution as follows:
>
> A parcel of land lying in Lot 8, Block 6, of Depoe Bay, situated in Section 5, Township 9 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being described as follows:
>
> Beginning at the northwest corner of said Lot 8; thence South 89° 43' East along the north line of said lot a distance of 7.7 feet; thence South 4° 58' 30" East a distance of 50.2 feet to the south line of said lot; thence North 89° 43' West along said south line a distance of 4.1 feet to the southwest corner of Lot 8; thence

North 9° 08' West along the west line of said lot 50.7 feet to the point of beginning, containing 294 square feet.

AND, WHEREAS, in accordance with the terms and provisions of said resolution a condemnation proceeding was instituted in the Circuit Court of the State of Oregon for Lincoln County, which said proceeding is now pending and which proceeding was instituted for the purpose of acquiring the property described in the complaint and having the compensation and damages to be paid therefor assessed by a jury, which said real property described in the complaint is the same real property described in said resoluction; and

WHEREAS, it appears that there is disagreement between the defendants and the plaintiff with respect to the real property described in said complaint and described in said resolution, it being contended by the defendants that the real property described in said resolution and in said complaint includes real property upon which a portion of the store building owned by the defendants is situated; while on the contrary it is contended by the plaintiff that no part of the real property upon which defendants' building is situated is included in the real property described in the resolution and described in the complaint; and

WHEREAS, for the purpose of clarifying said issue with respect to the real property sought to be condemned the Commission directed that a description be prepared which will definitely exclude any part of defendants' real property occupied by defendants' store building; and

WHEREAS, there has been submitted to this Commission for consideration and approval the following description, to wit:

A parcel of land lying in Lot 8, Block 6 of Depoe Bay, situated in Section 5, Township 9 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being described as follows:

Beginning at the northwest corner of said Lot 8; thence South 89° 43' East along the north line of said lot a distance of 7.7 feet; thence South 4° 58' 30" East a distance of 50.2 feet to the south line of said lot; thence North 89° 43' West, along said south line a distance of 4.1 feet to the southwest corner of Lot 8, as determined by the easterly line of the Roosevelt Highway dedication, said corner also being 101.9 feet west of the Iron Pipe now accepted as the southeast corner of said Lot 8; thence North 9° 08' West along the west line of said lot 50.7 feet to the point of beginning, containing 294 square feet.

This parcel is being acquired for right of way and lies westerly of a line 47 feet easterly from the center line of the reconstructed Oregon Coast Highway, formerly called the Roosevelt Highway, and does not include any part of the Variety Store Building occupying a part of said Lot 8.

AND, WHEREAS, it appears that the two descriptions given above cover and include one and same parcels of real property and do not include any of the real property occupied by defendants' building; and

WHEREAS, after the filing of the complaint in said condemnation proceedings the State, pursuant to the provisions of Chapter 529, Oregon Laws, 1939, took possession of the real property described in the complaint and in said resolution and constructed thereon a highway; and

WHEREAS, it appears that an amended complaint should be filed for the purpose of clarifying disagreements with respect to the particular real property sought to be condemned and for the purpose of vesting in J. H. Devers, Chief Counsel for the Oregon State Highway Commission, certain authority with respect to the conduct of said condemnation proceedings;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, all members of the Highway Commission being present and affirmatively voting, as follows:

1. That the resolution adopted by this Commission on the eighteenth day of December, 1940, be and the same hereby is amended in the following particulars:

A. The property sought to be condemned and appropriated shall be and is described as follows:

A parcel of land lying in Lot 8, Block 6 of Depoe Bay, situated in Section 5, Township 9 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being described as follows:

Beginning at the northwest corner of said Lot 8; thence South 89° 43' East along the north line of said lot a distance of 7.7 feet; thence South 4° 58' 30" East a distance of 50.2 feet to the south line of said lot; thence North 89° 43' West along said south line a distance of 4.1 feet to the southwest corner of Lot 8 as determined by the easterly line of the Roosevelt Highway dedication, said corner also being 101.9 feet west of the Iron Pipe now

accepted as the southeast corner of said Lot 8; thence North 9° 08' West, along the west line of said lot 50.7 feet to the point of beginning, containing 294 square feet.

This parcel is being acquired for right of way and lies westerly of a line 47 feet easterly from the center line of the reconstructed Oregon Coast Highway, formerly called the Roosevelt Highway, and does not include any part of the Variety Store Building occupying a part of said Lot 8.

B. That J. M. Devers, Chief Counsel for the Oregon State Highway Commission, hereby is authorized and directed to file an amended complaint, in which amended complaint the real property sought to be acquired and condemned shall be described as given in the foregoing paragraph.

C. J. M. Devers, as Chief Counsel for this Commission, shall be and he hereby is authorized and empowered to take such action, do such things and make such commitments in the trial of said case as in his judgment will best preserve and promote the interests and welfare of the State and this Commission, and as will protect and preserve the lawful rights and interests of the defendants, consistent, however, with the Commission's declaration with respect to the area required.

D. That this resolution shall be entered in the minutes and records of the Commission as an amendment to said original resolution as of the 12th day of October, 1943.

The Commission recessed at 12:00 noon, for luncheon, and reconvened in the same room at 2:00 p. m. with the same persons present and participating.

Mr. Ralph Moody, Attorney, Salem, came before the Commission in regard to the claim of Contractor Homer G. Johnson, for extra compensation arising out of his contract No. 2390, with the State Highway Commission, for the construction of the Siletz-Toledo Section of the Siletz Secondary Highway, in Lincoln County. Mr. Moody advised that it was his intention to discuss the merits of this claim with the Commission at this meeting; however, due to the absence from the state of his associate Mr. Jay Bowerman, of Portland, who wishes to be heard on the subject, it would not be convenient to do so. He asked the Commission to postpone the hearing until its next meeting, when Mr. Bowerman will have returned from his eastern engagement. The Commission's Attorney advised that so far as he is concerned that will be satisfactory.

The Commission thereupon approved Mr. Moody's request. The Secretary was instructed to inform Mr. Moody when the date of the next meeting has been set.

The Commission considered and approved resolutions from the following counties and the City of Medford, with respect to certain state-owned real properties which heretofore have been abandoned by the state as rights of way because of highway relocations, rendering such properties of no value for state-highway purposes:

1. Resolution from the Clackamas County Court with respect to the abandonment of a portion of the old Cascade Highway, near the Clackamas Overcrossing.

2. Resolution from the Jackson County Court with respect to the abandoned section of the old Crater Lake Highway, north of Medford.

3. Letter from the City of Medford with respect to the abandonment of the old route of the Crater Lake Highway, within the city limits of Medford.

The Assistant Attorney presented the offer of Mr. A. Schubring to pay $250 for a small parcel of state-owned property at Tigard. He advised that this property is isolated, and is of no value to anyone except Mr. Schubring, who owns the abutting property. He recommended acceptance of the offer, notwithstanding that the price is slightly less than what the state paid for the property. The Commission approved the recommendation by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

Reconsideration was given by the Commission to the request of the Coos Bay Logging Company to purchase 2.2 acres of state-owned land, situate at the old Coos Bay ferry landing at North Bend. The State Parks Superintendent, who was present, recommended that the Commission do not sell this property, because it adjoins Simpson State Park and will be a convenience as a boat landing for people who patronize the park. The State Highway Engineer concurred in the recommendation. Motion was thereupon made by Commissioner Schaupp that the request of the Coos Bay Logging Company be denied. The motion was seconded by Commissioner Chessman, and declared by Chairman Banfield to have received the unanimous vote of the Commission.

The Commission discussed briefly matters pertaining to the acquisition of right of way along the new route of the Oregon Coast Highway, between Cannon Beach Junction and Cannon Beach, but deferred action thereon until its next meeting, in order to give County Judge Boyington, of Clatsop County, an opportunity to be heard on the subject.

The Commission, by unanimous vote, confirmed action as follows on certain State Park matters that were discussed with the State Parks

Superintendent during the progress of the Commission's Central Oregon trip, August 24 to 27, 1943, inclusive:

ACQUISITION OF JOHN DAY FOSSIL AREAS

The Commission authorized the Parks Superintendent to determine the necessary units to comprise the proposed John Day Fossil State Park. These units are located along the John Day Highway between Picture Gorge and Kimberly. The Commission asked for a report detailing the units in their relation to the park as a whole and requested that a description of the various units be prepared for the Right of Way Department that they may secure prices of the areas needed for the consideration of the Commission.

JOHN DAY WAYSIDE AREAS

The Commission authorized the Parks Superintendent to select the necessary timbered waysides between the junction of Camas Creek and the North Fork of the John Day River and Ukiah on the John Day Highway (Three Flags) and to prepare descriptions of said property that the Right of Way Department may secure options for the consideration of the Commission.

LAKE COUNTY CUTOVER WAYSIDES

The Commission authorized the Parks Superintendent to select the cutover bordering waysides between the west end of Drews Valley to the Lake-Klamath County line and to prepare descriptions of the necessary property for the Right of Way Department for negotiations as to cost for the consideration of the Commission.

PROPOSED CROWN POINT ADDITION

The Commission authorized the Parks Superintendent to negotiate for the NE¼ SW¼ of Section 30, and the west ten acres of the SW¼ SE¼ of Section 30, Township 1 North, Range 5 East. These two tracts connect Crown Point and the Crown Point loops. The area is particularly needed to eliminate signs and hot dog stands that the view from Crown Point to the east may not be despoiled. Descriptions will be prepared for the Right of Way Department for negotiation purposes.

PROPOSED SHORT SAND BEACH ADDITION

The Commission authorized the Parks Superintendent to prepare descriptions for the Right of Way Department for the purchase of cutover areas located in Short Sand Beach State Park described as follows: E½ NW¼ and that portion of the SW¼ NE¼, Section 6, Township 3 North, Range 10 West not already owned by the state for right of way purposes. This tract is a necessary unit and should have been bought with the standing timber. Lack of finances prevented its

acquisition. The purchase of the cutover area is necessary at this time.

CRASH OF BOMBER ON CAPE LOOKOUT

A four engined bomber landed on Cape Lookout State Park, doing minor damage to the park. Nine of the ten members of the crew were killed. The War Department Air Corps sent to the Parks Superintendent a Damage to Property Certificate requesting his signature as to damage done or not done. As the damage done to the park was of minor nature the Parks Superintendent recommended that no damage claim be made and the Commission approved the same.

BLY MOUNTAIN PROPOSED CUTOVER ACQUISITION

The Parks Superintendent outlined to the Commission the proposed acquisition of the cutover areas on Bly Mountain while passing through. Commissioner Schaupp stated that the property had recently been sold and that he doubted if the new owner would be willing to sell the bordering waysides; that he would try at a later date to contact the party to see what could be done. Further action was held in abeyance until Commissioner Schaupp's report is made.

PROPOSED ACQUISITION OF ANTELOPE CANYON SECTIONS

The Commission authorized the taking of options on four forties located in Antelope Canyon on the Klamath Falls-Lakeview Highway. These four forties are located between Drews Gap and Booth State Park. They are a complement to four forties already acquired and are necessary in the completion of the wayside between the two above points.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following State Park matters:

1. Proposal of Mr. Seneca Fouts, Portland, to sell to the state for the sum of $5,000, 160 acres of land, situate adjacent to the Columbia River Highway, at Mitchell Point, Hood River County:- The Parks Superintendent advised that Mr. Fouts originally asked $30,000 for this property, but has reduced his price to $5,000. He recommended against the purchase of the property, even at the reduced price, because the property is mountainous in character, has no direct bearing on the highway, and is not particularly suitable for state-park purposes. The Commission approved the recommendation.

2. Acquisition of wayside timber strips, in Douglas County:- The Parks Superintendent advised that he has effected an arrangement with the Douglas County Court for the preservation of 360 acres of wayside timber which the state has had under lease from the federal government since 1932. He advised that there are two

tracts, one containing 160 acres, located on the summit of Camas Mountain, between Roseburg and Coquille, and the other a 200-acre tract, adjacent to the Umpqua Highway at the end of the Elkton Tunnel. He explained that the former Highway Commission leased these properties from the federal government, under the Recreational Act of June 14, 1926, it being understood at that time that the state could purchase the property outright at some future time if it so desired; however, since then, the federal law has been amended so it is no longer possible for the state to purchase the properties, and it cannot acquire them except by exchange through the counties. The Douglas County Court, he said, has effected such an exchange, and is now ready to deed the two properties to the state at the rate of $1.00-per-thousand board feet for the timber standing thereon, or a total of $5,485. He recommended acceptance of this offer. After discussion the Commission approved the recommendation by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

3. Offer of the Henry Sengstacken Company, Marshfield, to sell to the state 140 acres of land adjoining Cape Arago State Park:- The Parks Superintendent advised that the Henry Sengstacken Company has offered to sell this tract to the state at the rate of $10.00 per acre, or a total of $1,400.00. The property, he said, has one mile of ocean frontage, and a portion of it will be needed as right of way for the Cape Arago Secondary State Highway, when such highway is extended southerly from its present terminus. He gave as his thought that, if the Commission approves this item, the road department should assume 50 per cent of the cost thereof, because of the value of this property from the right-of-way standpoint, the remainder of the purchase price to be assumed by the Parks Department. He advised that the area is not absolutely necessary to fill out the present park which already has a long frontage on the ocean; nevertheless, he is willing to assume 50 per cent of the purchase price if the Commission wants the property; notwithstanding that there are other park areas that he considers of more value from the parks standpoint. The Engineer advised that eventually the Cape Arago Secondary Highway will be extended down the coast, and probably will pass through this property; however, that is a long time in the future. The matter was discussed by the Commission at considerable length, during which the sentiment was expressed that the state should acquire all of the ocean-frontage property that it is possible to obtain, provided it is of value, and the price is not exhorbitant. In this particular instance, however, the Commission deferred its decision pending further investigation by the Parks Superintendent and the Engineer, and receipt of their joint recommendation with respect thereto.

4. Report on the sale of peaches and other fruit from The Cove Palisades State Park:- The Parks Superintendent advised that total receipts from sales aggregated $3,024.75, and that necessary expenditures, including labor, equipment, supplies, et cetera, amounted

to $2,355.49, leaving a net profit to the state of $669.26. The Commission approved the report and complimented the Parks Superintendent on his successful handling of this matter.

5. Financial report:-The Parks Superintendent submitted the following financial report on the activities of his department for the period of January 1 to September 30, 1943:

	1943 Budget	Credit	Gross Expenditures	Unexpended Balance
Acquisition:				
Coos County: L.J.Simpson (balance on Shore Acres)			$23,500.00	
Curry County: Newburgh State Park			2,892.96	
Linn County: Cascadia-Geisendorfer Account			450.00	
Tillamook County: Nehalem Sandspit-Peterson			12.50	
Legal Costs			263.92	
Total acquisition	$12,210.00		$25,119.38	$12,909.38 (Def.)
Betterment	none		395.68	395.68 (Def.)
Operation and Maintenance:				
Expenditures	46,757.28		28,697.43	18,059.85
Income:				
Sale of cinders-Round Butte		$4,000.00		4,000.00
Sales of fruit-The Cove State Park		1,827.26		1,827.26
Sale of danger trees-Salmon River Corridor		108.00		108.00
Rental of quarters		1,287.86		1,287.86
Transfer of balance from general fund-Champoeg Park		574.99		574.99
Total operation, etc.	46,757.28	7,798.11	28,697.43	25,857.96
Grand Total	$58,967.28	$7,798.11	$54,212.49	$12,552.90

The Commission approved the report by unanimous vote.

The Attorney brought up for discussion the proposed leasing of the Floras Lake State Park property, in Curry County, for use as a naval aircraft landing field. He advised that the Commission earlier in the year approved the leasing of the property under certain conditions which were later satisfied, and on July 7, 1943, executed a lease agreement with Curry County covering the matter; however, subsequent thereto, the Civil Aeronautics Administrator and the United States Navy revised portions of the county's resolution with respect thereto, in view of which it now seems necessary to amend the original lease agreement, to conform. The proposed change, he said, does not affect the conditions of the original lease, and, in view thereof, he recommended approval by the Commission. The Commission approved the recommendation, and thereupon, by unanimous vote, adopted the following resolution in regard thereto:

WHEREAS, this Commission on the seventh day of July, 1943, entered into a lease agreement with Curry County, by which there was leased to Curry County for airport purposes certain real property located in said County; and

WHEREAS, there is attached to said lease and for certain purposes made a part thereof a form of resolution prepared by the Government for adoption by the County Court in connection with the operation and maintenance of said airport; and

WHEREAS, subsequent to the execution of said lease and prior to the adoption of said resolution by the County the Civil Aeronautics Administrator and the United States Navy revised parts of said resolution, which revision has been incorporated in the resolution actually adopted by the County; and

WHEREAS, it was deemed advisable that the original lease be amended to conform to said revised resolution adopted by the County; and

WHEREAS, an agreement amendatory of said lease has been prepared and has been duly considered by the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED:

1. That said amendatory agreement be approved and its execution by this Commission, for and on behalf of the State, authorized.

2. That J. M. Devers, as Chief Counsel for the Commission, be and he hereby is authorized to present said amendatory agreement to Curry County for execution and thereafter make appropriate record and filing of two executed copies of said agreement in the records and files of the Commission at Salem, Oregon, and that at least one executed copy be delivered to the County and one to the Civil Aeronautics Administrator.

The Attorney requested instructions with regard to the issuance of a duplicate warrant to Mrs. F. E. Garle, in connection with a real-property settlement, the original warrant having been lost in the mail. He advised that the amount involved is only $100.00, but, in conformity with standard practice, a duplicate warrant cannot be issued until the payee has furnished a bond in an amount double the amount of the original warrant. Mrs. Garle, he said, does not feel that she should be required to pay for a commercial bond, and she does not like to ask her friends to sign a personal bond. Furthermore, the Secretary of State will not issue the duplicate warrant unless the bond is filed in his office. Mrs. Garle, he said, is entitled to the full amount of the purchase price of her property, and should not be required to go to the expense of correcting a situation over which she had no control. He suggested that the Commission could reimburse Mrs. Garle for the expense of the bond, by

means of a separate voucher. After discussion the Commission referred the matter back to the Attorney to work out a solution.

The Assistant Attorney presented an offer from a Mr. Sam Alderson to purchase, for the sum of $75.00, several old buildings that were acquired by the State Highway Commission from the State Land Board, in connection with the acquisition of right of way for the revision of the Pacific Highway between Wolf Creek and Grave Creek, in Josephine County. He advised that these are small, old, dilapidated buildings which are of no value whatsoever to the state, and recommended that Mr. Alderson's offer be accepted. The Commission approved the recommendation by unanimous vote.

The Attorney brought up for discussion the settlement for property that is needed from Mr. F. R. Salway as extra right of way in connection with the improvement of the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County. He advised that Mr. Salway is rather a difficult man to deal with, and, because he is demanding that the state do certain things that appear to be unnecessary, it very likely will be necessary to acquire the property by condemnation. He requested authority from the Commission to institute the condemnation proceedings if he cannot reach a satisfactory settlement with Mr. Salway in any other manner. The Commission approved the request by unanimous vote. (Resolution to be adopted at next meeting.)

A letter was presented from the Oregon Lumber Company requesting the privilege of operating their logging trucks, which are ten feet wide, over the John Day Highway, from Dixie Summit to Bates, for a period of six weeks, to enable them to market the timber from a small tract that the company has recently acquired. The Commission denied the request as a matter of policy, it being the thought of the Commission that the operations would create too great a hazard to other traffic.

The Commission discussed a letter from the Oregon State Building and Construction Trades Council, requesting a conference for discussion of labor and wage matters. The Engineer advised that he discussed this matter with a representative of this organization some time ago, and believes that he knows what they have in mind. He was instructed to confer with the Trades Council and to make a written report to the Commission on the results thereof. The question whether or not to discuss the matter further with representatives of this organization will then be decided.

A letter was presented from Mr. Elmo E. Smith, Mayor of the City of Ontario, inquiring whether or not, under a recently enacted federal law, the State Highway Commission is willing to help the cities of Oregon in planning for future street improvements. The Engineer advised that according to the act referred to, the federal money is limited to the planning of improvements to state highways into and through cities, and it is not for city streets, and that the bill that is now pending in Congress limits the expenditure of federal funds largely to cities and towns having 10,000 or more population. He was instructed by the Commission to convey such information to Mr. Smith.

The Engineer asked the Commission to confirm the oral authority previously granted him to attend, at state expense, a meeting of the "Advisory Committee of the Northwestern States Development Association," which was held in Boise, Idaho, on October 4 and 5, 1943. The Commission approved the Engineer's attendance at such meeting, with the understanding that the expense involved would not exceed $50.00.

In this connection, the Engineer requested authority to attend the Congressional hearings with respect to the post-war construction bill now pending in Congress, when such hearings are held, in Washington, D. C. The Commission considered it important that the Engineer attend these hearings, and thereupon approved the request by unanimous vote, upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp. Motion was made by Commissioner Schaupp that all members of the Commission should also attend the hearings, if possible. The motion was seconded by Commissioner Chessman, and carried by unanimous vote.

The Attorney reported receipt of a letter from Mr. Brewer A. Billie, City Manager of Astoria, requesting the installation of additional speed-limit signs at the highway entrances into Astoria, designating a speed limit of 15-miles-per-hour for vehicles during dim-out periods. Commissioner Chessman suggested that perhaps the reasons that prompted the request have been satisfied, in view of the fact that the dim-out regulations have been modified since the request was made. The Commission referred the matter back to the Attorney to ascertain whether or not the city still wants the signs.

The Commission reviewed the bids received at the morning session, for state highway construction work, and for the purchase of a building in Milton, Oregon. It was decided unanimously to reject the bid received for the Baker-Weiser Junction Rock Production Project, on the Old Oregon Trail; and to refer to the Engineer the bids received for the Umatilla Oil Depot Access Road Project, with authority to award the contract to the low bidder, when certain conditions have been satisfied. The Commission decided to accept the low bid in each instance for the remaining projects, and to reject the offer submitted for the purchase of the building in Milton.

At 3:00 p. m. Chairman Banfield made the following announcement of awards:

"Baker-Weiser Junction Rock Production Project on the Old Oregon Trail, in Baker and Malheur Counties. One bid was received for this project, being that of the Rogers Construction Company, Dayton, Washington, in the amount of $98,524.00. The Commission rejects this bid.

"Wren-Philomath Section of the Corvallis-Newport Highway, in Benton County. 1.1 mile of rock surfacing; also furnishing crushed rock in stock piles. R. O. Dail and Warren Brothers, Portland, submitted the only bid for this project, in the amount of $16,050.00. The Commission awards this contract to R. O. Dail and Warren Brothers, at their bid of $16,050.00.

"Redmond-Marks Creek Rock Production Project on the Ochoco Highway in Crook and Deschutes Counties. E. C. Hall Company, Eugene, submitted the low bid for this project, in the amount of $46,800.00. C. H. Wheeler, Portland, submitted the second-low bid, in the amount of $48,780.00. There were eight other bidders. The Commission awards this contract to E. C. Hall Company, Eugene, at their low bid of $46,800.00.

"Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties. E. C. Hall Company, Eugene, submitted the low bid for this work, in the amount of $55,000.00. T. W. Thomas, Ilwaco, Washington, submitted the second-low bid in the amount of $57,000.00. There were four higher bidders. The Commission awards this contract to E. C. Hall Company, Eugene, at their low bid of $55,000.

"Ashland-State Line Rock Production Project on the Pacific Highway, in Jackson County. E. C. Hall Company, Eugene, submitted the low bid for this project, in the amount of $23,900.00, and M. C. Lininger & Sons, Medford, submitted the next-low bid, in the amount of $31,160.00. There were three higher bidders. The Commission awards this contract to E. C. Hall Company, at their low bid of $23,900.00.

"Madras-Redmond Air Base Target Range Access Road Project, in Jefferson County. 1.42 miles grading, surfacing and oiling. Babler Brothers, Portland, submitted the only bid for this project, in the amount of $14,035.00. The Commission awards this contract to Babler Brothers, Portland, at their bid of $14,035.00.

"Cold Springs Rock Production Project on the Columbia River, Hermiston and Pendleton-Cold Springs Highways, in Umatilla County. Oscar E. Joelson, Eugene, submitted the low bid for this project, in the amount of $33,120.00, and E. C. Hall Company, Eugene, submitted the next-low bid, in the amount of $33,740.00. There were five other bidders. The Commission awards this contract to Oscar E. Joelson, Eugene, at his low bid of $33,120.00.

"Umatilla Oil Depot Access Road Project, in Umatilla County. 1.23 miles of grading, surfacing and oiling. Western Rock Company, Salem, submitted the low bid for this project, in the amount of $24,824.50; Newport Construction Company Portland, submitted the second-low, and only other bid, in the amount of $34,150.00. The Commission refers these bids to the Engineer with power to award the contract to the low bidder, when certain conditions have been satisfied.

Residence Building in Milton (formerly owned by Irene Troyer):

"The only bid received for this building was that of J. J. Howard, Milton, Oregon, in the amount of $60.00. The Commission rejects this bid."

The Attorney brought up for discussion the property settlement with J. A. Sansbury, concerning right of way needed for the proposed revision of the Oregon Coast Highway, at Gleneden Beach, in Lincoln County. He advised that he has secured an option from Mr. Sansbury, which provides for payment by the state of the sum of $3,500.00, which amount includes the sum of $1,200.00 for the remodeling of a house that, as the right-of-way line now exists, will encroach out into the right of way several feet. He suggested that it might be possible to reduce the width of the right of way about ten feet through the Sansbury property, if that would not be objectionable from the engineering standpoint, which would make the remodeling of the house unnecessary, and would save the state $1,200.00. He requested authority to consult with Mr. Sansbury on such basis. After discussion, the Engineer was instructed to ascertain definitely whether or not the width of the right of way can be reduced ten feet at this point without adversely affecting the proposed improvement. In the event there are no objections to such narrowing of the right of way, then the Attorney is to negotiate a new option with Mr. Sansbury on the basis of his report.

The Attorney also brought up for discussion a letter from Mr. L. M. Huntington, Attorney for Mr. Rey Early, President of the Arch Cape Land Company, with respect to the company's claim for damages that it alleges occurred to its property as a result of highway construction at Arch Cape Tunnel. He advised that Mr. Huntington has offered a compromise settlement in behalf of the company, which involves payment by the state of the sum of $3,000.00, for land and damages, and requires the state to clean up the premises. The Commission rejected the offer by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman; however, agreed to discuss the matter with Mr. Huntington at the next meeting of the Commission, if he wishes to be heard on the subject.

The Engineer presented a request from Guerin Brothers, contractors on the Clatsop County Airport, for permission to use the old state scalehouse at Warrenton Junction, in the weighing of materials for their project. He stated that the company will install its own scales and has declared its willingness to comply with all the

requirements that the Highway Commission may prescribe. Furthermore, the company will furnish the Highway Commission with a bond, in the amount of $500.00, to guarantee repairs to the state's property, should any damage occur thereto. In this connection, a letter was presented from L. M. Haynes, Civil Aeronautics Administration, endorsing the contractor's request. The Engineer recommended approval of the request for the duration of the current contract, provided the company furnishes the $500.00 bond. The Commission approved the recommendation by unanimous vote, and thereupon signed a form of permit covering the matter.

The Engineer brought up for discussion a slight modification of the plans for the Fern Creek-Monmouth Access Road in Polk County. He advised that the contract for this project was awarded on the basis of using the present road as to both grade and alignment, merely adding additional surfacing and constructing a new bridge at the Fern Creek crossing. As presently constructed, he said, the existing bridge is a little out of line, and it was his thought that when the new bridge is built it should be placed in the proper location, which could be done at no extra cost so far as the structure is concerned, but would involve an expenditure of about $15,000.00 for the approaches thereto. He requested authority for the additional expenditure, pointing out that while the road is now a county road it eventually will be designated a state secondary highway, inasmuch as it replaces the present secondary highway that has been closed through the Army Cantonment at Camp Adair, and it would be entirely wrong to build the bridge on improper alignment. He also pointed out the possibility of securing federal-access road moneys to pay the costs. After considerable discussion, the Commission by unanimous vote approved the change as recommended by the Engineer and authorized the use of state funds to finance the work, if federal funds cannot be obtained.

The Commission had under discussion a request from A. L. Harader and wife, Woodburn, to remove three oak trees which are located within the limits of the right of way of the Pacific Highway East, directly in front of the Harader's business establishment, known as "George's Place," in Woodburn. The Commission deferred a decision in this matter, pending inspection of the premises.

The Assistant Attorney brought to the attention of the Commission a proposed exchange of properties with the Union Pacific Railroad Company, on the Columbia River Highway, near Lindsey Creek, in Hood River and Multnomah Counties, the particular area being that which

was acquired by the state from Mr. and Mrs. Harper, north of the railroad right of way. He advised that the state acquired this property quite some time ago, and examination of the title record at that time showed that it was free and clear of encumbrances. It now appears that the railroad company has certain rights to the property, which it is willing to relinquish if the Highway Commission will let the railroad company have the use of certain state property on the opposite side of the railroad. If the Commission approves this transaction, he said, the state will acquire 4.42 acres, and will relinquish only 1.86 acres. He recommended approval of the exchange, in order to clear the state's title, and to forestall the sale of the railroad company's property to another buyer. The Commission approved the recommendation by unanimous vote.

The Assistant Attorney requested authority to purchase certain parcels of real property that are needed in connection with various highway improvements throughout the state. He presented a list of such properties together with offers that he recommended be made in connection therewith. After careful consideration of each item, the Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

10162-Mead, George W. Right of Way	5,868 sq.ft. at 30¢ minus, Building	$1,750.00 3,250.00 $5,000.00	McCallister
10943-Fillhour, Calvin M. Right of Way	242 sq.ft. at 20¢ plus Allowance- residence 2 feet from right-of-way line	$50.00 50.00 $100.00	"
11090-Miller, Annie Right of Way	1,600 sq. ft. at 25¢ Buildings	$ 400.00 1,600.00 $2,000.00	"

PORTLAND SECTION, SWAN ISLAND ACCESS ROAD

11031-City of Portland Right of Way	62,121 sq.ft.	$ 00.00	"
11035-City of Portland Right of Way	2,350 sq.ft.	00.00	"

TONGUE POINT SECTION, COLUMBIA RIVER HIGHWAY

10761-Jarvin, Livasa Right of Way	3,500 sq.ft. at $0.0714 House	$ 250.00 3,250.00 $3,500.00	Benson
	Less amt. paid for damages	500.00 $3,000.00	

LEWIS & CLARK BRIDGE-MILES CROSSING SECTION, OREGON COAST HIGHWAY

10985-Wooster, Grace D. Right of Way	770 sq.ft. at 2½¢	$ 19.25	Benson
10982-Truman, J. E. Right of Way	885 sq.ft. at 2½¢	$ 22.13	"

WARRENTON PARK-LEWIS & CLARK BRIDGE SECTION, OREGON COAST HIGHWAY

10888-Convill, James O. Right of Way Correction	25.96 acres at $25.00 Fencing, gates, anchor posts, severance damages, etc.	$ 649.00 1,278.25 $1,927.25	Benson
10888A-Convill, J. O. Right of Way	0.59 acre at $300.00 Fencing	$ 177.00 43.50 $ 220.50	"

SEASIDE-HUG POINT SECTION, OREGON COAST HIGHWAY

10340-Johnson, Chas. H. Right of Way	0.58 acre at $300.00+ Plus severance damages Plus allowance mov.cabin bldgs., const. fence & removing materials from area	$ 175.00 250.00 125.00 $ 550.00	Witt
	Plus moving chicken house estimated at	50.00	

BOYER-GRANDE RONDE SECTION, SALMON RIVER HIGHWAY

11091-H. D. Banks Scale Site	0.38 acre at $263.16 plus fencing	$ 100.00	Eason

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

11007-Krause, L. L. and Oscar Hanson Right of Way and Easement	1,080 sq.ft. at 5¢	$ 54.00	Landon
4462- Forrette, Roxey E. Right of Way	3,165 sq.ft. at 2¢	$ 63.30	"
4458- Krause, L. L. Right of Way	6,750 sq.ft. at $0.015 minus	$ 100.00	"
5166A-Priest, Frank Lee Heirs Right of Way and Easement	17,500 sq.ft. at $0.0339 plus	$ 600.00	"
11006-Brydon, Hugh and L. L. Krause Right of Way	77 sq.ft.	$ 00.00	"
4426-Carmichael, G. A. and James H. McVeigh Right of Way and Easement	1,000 sq.ft. in exchange for property to be acquired by state, valued at $600, and $500 in cash		"
5020-Krause, L. L. Right of Way	0.05 acre	$ 00.00	"
4105-Aufranc, Emile F. Right of Way	777 sq.ft. at 15¢	$ 116.55	Collins

(Cont. on next page)

OCT 13 1943

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY (Cont.)

4444-A Olson, Estate, Ann and Clarence L. Ruebush Right of Way	7,440 sq.ft. in exchange for property to be acquired by state from Frank L. Priest Estate, plus moving bldgs., $1,000 (Property valued at $600)		Landon
4044-Olson, Axel W. Right of Way	0.36 acre at $200 per acre plus mov. fish house and crab pot plus moving fence State to dismantle superstructure of trestle and turn over salvaged material to grantor	$ 72.00 125.00 18.00 $ 215.00	Collins
4384-Rheinhardt, Cecile F. & George A. Easterday Right of Way	72 sq.ft. at $0.07	$ 5.00	Landon

MCTIMMONDS VALLEY SECTION, KINGS VALLEY HIGHWAY

10832-Powell, Louise Walter and Eunice May Garrett Right of Way (Correction)	4.69 acres at $30 plus, Fencing, garden allowance, moving buildings	$ 140.00 633.00 $ 773.00	McChesney
11030-Waters, Alice, et al. Right of Way	0.47 acre at $30 plus and fencing	$ 14.70	"
11029-Fern, Albert, et al. Right of Way	0.39 acre at $30	$ 11.70	"
11056-McBeth, W. S. Right of Way	0.05 acre at $100 Fencing	$ 5.00 15.00 $ 20.00	"
11055-Maddux, Sara Right of Way	0.06 acre at $100 Fencing	$ 6.00 18.00 $ 24.00	"

OAKRIDGE REVETMENT PROJECT SECTION, WILLAMETTE HIGHWAY

11032-Noyen, Bert Right of Way Easement	0.59 acre	$ 00.00	Witt

(Cont. on next page)

OAKRIDGE REVETMENT PROJECT SECTION, WILLAMETTE HIGHWAY (Cont.)

11033-Jack, Victor Right of Way Easement	0.78 acre	$ 00.00	Witt
11034-Balderree, Ernest G. Right of Way Easement	0.34 acre	$ 00.00	"
11000-Dunn, John S. Right of Way Easement	0.09 acre	$ 00.00	"
11003-Jones, Claude R. Right of Way Easement	1.40 acre	$ 00.00	"

BUTTEVILLE ROAD-HUBBARD SECTION, WEST PORTLAND-HUBBARD HIGHWAY

10620-Stratford, Donald (Correction) Right of Way	43 rods fence at 43¢ 2.70 acres at $125.00	$ 18.50 337.50 $ 356.00	Benson

EUGENE-SPRINGFIELD JUNCTION SECTION, PACIFIC HIGHWAY

9230-Northwest Cities Gas Co. Right of Way	1,625 sq.ft. at 25¢	$ 405.75	Devers

EUGENE SECTION, PACIFIC HIGHWAY

10961-Gray, John W. Right of Way	3,744 sq.ft. at 25¢ Building	$ 936.00 2,064.00 $ 3,000.00	Parker

WAPINITIA-MAUPIN SECTION, WAPINITIA HIGHWAY

11038-Woodside, L. B. Stock Pile Site	1.0 acre	$ 20.00	Chandler

NYE-GRANT COUNTY LINE SECTION, PENDLETON-JOHN DAY HIGHWAY

9473-Sorensen, Theodore Park	Mineral rights	$ 5.00	Parker
9473-Ledgewood, Ed Park	Mineral, gas and oil rights	$ 5.00	"
9473-Rakestraw, W. M. Park	Mineral, gas, and oil rights	$ 5.00	"

(Cont. on next page)

OCT 1940

NYE-GRANT COUNTY LINE SECTION, PENDLETON-JOHN DAY HIGHWAY (Cont.)

9473-Lewis, Millard F. Park	Mineral, gas and oil	$ 5.00	Parker
9473-Bell, Elmer Park	Mineral rights	$ 5.00	"
9473-Donovan, Bernard	Mining Rights	$ 5.00	"

BROTHERS SECTION, CENTRAL OREGON HIGHWAY

11010-Helfrich, John Drainage Easement	0.73 acre	$00.00	Chandler

HOLDMAN SECTION, COLD SPRINGS-PENDLETON HIGHWAY

11067-Georgaras, Pete, and Pete Kosmos Stock Pile Site	2.75 acres at $20 per acre	$55.00	Cozad
11068-Tucker, Dale Stock Pile Site	1.84 acres at $20 per acre Plus Federal Land Bank fee	$36.80 5.00 $41.80	"

UMATILLA-WASHINGTON STATE LINE SECTION, COLUMBIA RIVER HIGHWAY

11069-Pollman, Wm., Estate (By Chas. Kik, contract purchaser)	1.38 acres at $20 per acre plus fencing	$27.60	Cozad
11070-Pearson, Laverne E. Stock Pile Site	5.35 acres at $20 per acre	$107.00	"

BAKER-DEAD OX FLAT, OLD OREGON TRAIL

11061-Wallaert, Earnest Stock Pile Site	2.5 acres at $20, plus fencing	$50.00	Benson
11060-Kivett, K. W. Stock Pile Site	0.77 acre at $50	$38.50	Cozad

SCOTTS BUTTE CREEK-JORDAN CREEK SECTION, I.O.N. HIGHWAY

6914A-Scott, Fred Stock Pile Site	3.3 acres at $50	$165.00	Cozad
10937-Malheur County Stock Pile Site & Gravel Pit	160 acres	GRATIS	Van Scoy

MALHEUR COUNTY LINE-ONTARIO SECTION, OLD OREGON TRAIL

11066-Panike, J. R., et al. Stock Pile Site	3.09 acre at $10.00	$30.90	Cozad

PLEASANT VALLEY-MALHEUR COUNTY LINE, OLD OREGON TRAIL

11058-Oregon Portland Cement Company Stock Pile Site	2.00 acre at $5.00	$10.00	Benson
11059-John Stringer Stock Pile Site	4.14 acre at $50.00	$207.00	Cozad

FOLLY FARM-CRANE SECTION, ROME-PRINCETON HIGHWAY

11025-Dunn, James E. Quarry	16.71 acres at $7.00	$116.97	Cozad
11036-Bennett, Jasper W. Quarry	5.41 acres at $10.00	$54.10	"
11037-Bogaert, August Quarry	9.54 acres at $7.00 Fencing	$66.78 62.00 $128.78	"
11026-Danforth, Asa H. Quarry	10.5 acres at $7.00	$73.70	"

HOOKER CREEK-JORDAN VALLEY SECTION, JORDAN VALLEY HIGHWAY

10931-S-Bar and Livestock Co. (W. R. Ross) Stock Pile Site and Hauling Road	4 acres State to fence	GRATIS	Cozad

JORDAN VALLEY-JORDAN CREEK SECTION, JORDAN VALLEY HIGHWAY

10900-A-Skinner, Thomas L. Drainage Easement	2400 sq. ft. at $0.01	$24.00	Cozad

MALLOY RANCH-HOOKER CREEK SECTION, I.O.N. HIGHWAY

10377A-Haylett, Maud Hauling Road Easement	0.67 acre at $20.00	$13.40	Cozad

---

The Assistant Attorney also requested authority to institute condemnation proceedings to acquire the following properties:

File No.	Name	Purpose Required	Recommended Offer
11027	Paul B. Peterson and D. P. Peterson	Quarry Site	$ 100.00
8917	Joseph Fracasso and Mary Ann Fracasso	Right of Way	1,250.00
7488	Etta Alexander and Pearl Hummel	" " "	16.90
10713	Dorcas I. Bazinette, et vir.	" " "	10.00
10757	J. A. Periman	" " "	10.00
10280	Mark Devlin Estate	" " "	650.00
6776	B. A. Young	" " "	320.70

After careful consideration, the Commission approved the request and the recommended offers. The following resolutions with regard thereto were adopted by the Commission by unanimous vote, upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the several parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Paul B. Peterson and D. P. Peterson, which property is located in the south half ($S\frac{1}{2}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 26, Township 28 South, Range 36 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 11027, which property is being acquired for the purpose of securing roadbuilding materials therefrom in connection with the Rome-Princeton Highway;*

Real property owned by Joseph Fracasso and Mary Ann Fracasso, which property is located in Lots 1, 2, 7, and 8, Block 106, Caruthers Addition to Portland, Multnomah County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 8917, and which property is being acquired for right of way purposes in connection with the Front Avenue project on the Pacific Highway West;*

Real property owned by Etta Alexander and Pearl Hummel, which property is located in Lots 13 and 14, Block 30, Crescent, situated in Section 30, Township 24 South, Range 9 East, W. M., Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 7488, and which property is being acquired for right of way purposes in connection with The Dalles-California Highway;*

Real property owned by Dorcas I. Bazinette, et vir., which property is located in the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 31, Township 24 South, Range 9 East, W. M., Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 10713, and which property is being acquired for right of way purposes in connection with The Dalles-California Highway;*

Real property owned by John A. Periman, et ux., which property is located in the northwest quarter ($NW\frac{1}{4}$) of Section 31, Township 24 South, Range 9 East, W. M., Klamath County, Oregon, and is more particularly described on the

attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 10757, and which property is being acquired for right of way purposes in connection with The Dalles-California Highway;*

Real property owned by the Mark Devlin estate, which property is located in Government Lots 1 and 2 and in the south half ($S\frac{1}{2}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 17, Township 3 North, Range 18 East, W. M., Gilliam County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 10280, and which property is being acquired for right of way purposes in connection with the Columbia River Highway*

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Attorney for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that J. M. Devers, Attorney for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission

*(The detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 39, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

WHEREAS, the Highway Commission, on the 18th day of May, 1939, adopted and entered in its records a resolution authorizing the acquisition by agreement, and in the absence of agreement by condemnation proceedings, of certain real properties, among which real properties were two parcels owned by B. A. Young and Lova Young; and

WHEREAS, because of the fact that said real property could not be acquired by agreement a condemnation proceeding was instituted in the Circuit Court of the State of Oregon for Douglas County; and

WHEREAS, subsequent to the adoption of said resolution and subsequent to the institution of said condemnation proceedings it was found necessary to acquire for right of way purposes an additional parcel of real property, which additional parcel is hereinafter described; and

WHEREAS, because of the necessity of acquiring said additional parcel of land and because of the fact that the Highway Commission has been unable to reach an agreement with the owners of said property for acquisition of the same by agreement it is necessary that the complaint heretofore filed be amended so as to include the said additional parcel;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the real property hereinafter described is necessary and is required for right of way purposes in connection with the further development, improvement, and reconstruction of the Pacific Highway in Douglas County, which said additional parcel of real property is described as follows, to wit:

> A parcel of land lying in Lot 1 of Section 36, Township 27 South, Range 6 West, W. M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to B. A. Young recorded in Book 96, Page 259, of Douglas County Record of Deeds; the said parcel being described as follows:

Beginning at a point on the northeasterly right of way line of the Southern Pacific railroad; said point being 100 feet distant westerly from (when measured at right angles to) the relocated center line of the Pacific Highway at Engineer's Station 1444+78.7; said point being also 2011.8 feet north and 1899.8 feet west of the southeast exterior corner of the W. C. Wagner D. L. C. #55 in Section 36, Township 27 South, Range 6 West, W. M.; thence along the northeasterly right of way line of said Southern Pacific railroad on a 704.7 foot radius curve left (the long chord of which curve bears North 73° 01' West 240.5 feet) a distance of 241.7 feet; thence North 42° 39' East a distance of 109.0 feet to a point which is opposite and 100 feet distant westerly from Engineer's Station 1447+00 of said highway center line; thence on a spiral curve to the right parallel to the center line of said Pacific Highway (the long chord of which curve bears South 46° 04' East 216.8 feet) a distance of 216.8 feet to the point of beginning; containing 0.23 acre.

2. That J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, be and he hereby is authorized and directed to amend the complaint now pending in the Circuit Court of the State of Oregon for Douglas County by incorporating therein the above described parcel of real property.

3. That this resolution be entered in the minutes and records of the Commission as of October 12, 1943.

The Commission considered the following requests for extensions of time within which to complete highway construction projects:

C. J. Eldon, contract No. 2557, for grading, surfacing and oiling the Wright Ranch-Milo Section of the Tiller-Trail Secondary Highway, in Douglas County, requested an extension of time from August 31, 1942, to September 3, 1943, within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: (1) delays on account of right-of-way difficulties, (2) labor shortage, (3) losses incident to priority rating, which made it difficult to secure repair parts for equipment, (4) adverse weather conditions, particularly heavy rains in the fall of 1942, which flooded his plant; and numerous delays caused by wartime conditions. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Clifford A. Dunn, contract No. 2603, for grading, surfacing and construction of bituminous macadam, on the Rome Flight Strip, adjacent to the I.O.N. Secondary Highway, in Malheur County, requested an extension of time of nine days, from June 15 to June 24, 1943, within which to complete this job. He attributed his failure to

complete the project within the specified time limit to adverse weather conditions. The Engineer advised that the primary cause of the contractor's overrunning the time limit was his failure to start work on the project until November 10, 1942, some seventy days after the award of the contract. He recommended nevertheless that the extension of time requested be granted without penalty, because the state has not incurred any extra engineering expense in connection therewith, and the delay has not inconvenienced the general traveling public. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Jed Wilson, contract No. 2608, for the Banzer Bridge-Washington County Line Rock Production Project, on the Nehalem Secondary Highway, in Columbia County, requested an extension of time of twenty days, from June 30 to July 20, 1943, within which to complete his job. He attributed his failure to complete the project within the specified time limit to breakdown of his equipment, and difficulties in securing repair parts. The Engineer advised that the reasons given by the contractor for the delay are substantially correct. He further stated that the state has not incurred extra engineering expense because of the delay, and the public has not been unduly inconvenienced thereby. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Oscar E. Joelson, contract No. 2610, for the Buchanan Rock Production Project, on the Central Oregon Highway, in Harney County, requested an extension of time of twenty-two days, from June 30 to July 22, 1943, within which to complete this job. He advised that his failure to complete the project within the specified time limit was due to delays encountered in securing repair parts for his equipment. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He further stated that the delay would not affect the state's oiling program; neither would the state incur any additional engineering expense by reason thereof. He recommended that the extension of time requested begranted without penalty. The Commission approved the recommendation by unanimous vote.

Tru-Mix Concrete Company, contract No. 2612, for grading, surfacing and oiling the Tolo-Camp White Access Road, in Jackson County, requested an extension of time of fifty-nine days, from June 30 to August 28, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions and to labor shortages. The Engineer advised that the reasons given by the contractor for the delay are substantially correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

A. H. Saxton and Son, contract No. 2616, for the stock-piling of maintenance materials on the Trent-Salt Creek Falls Section of the Willamette Highway, in Lane County, requested an extension of time of twelve days, from July 31 to August 12, 1943, within which to complete this job. They gave no reason for their failure to complete the project within the specified time limit. The Engineer advised that the principal reason for the overrun of the specified time limit was high-water in the Willamette River from which the contractors obtained materials. Conditions were such, they said, that it was not practical for the contractor to work the gravel bars, and even after operations were started it was necessary on several occasions for the work to be suspended on such account. He recommended, in view of the circumstances, that the extension of time requested by granted without penalty. The Commission approved the recommendation by unanimous vote.

Porter W. Yett, contract No. 2626, for grading and paving the Vanport Junction Section of the Swift Secondary Highway, in Multnomah County, requested an extension of time of seventy-five days, from May 31, to August 14, 1943, within which to complete this job. He attributed his failure to complete the project within the specified time limit to unusually high water conditions which interfered with the operations. The Engineer advised that the reason given by Mr. Yett for failure to complete the job on time is correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

J. F. Johnston, contract 2630, for the construction of the Baker Creek Bridge on the Scholls Secondary Highway, in Washington County, requested an extension of time of twenty-five days, from July 31, to August 25, 1943, within which to complete this project. He attributed his failure to complete the project within the specified time limit to delays in the delivery of needed materials. The Engineer advised that the contractor's statement as to the reason for the delay is correct. He recommended, in view thereof, that the extension of time requested by granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contracts Nos. 2557, 2603, 2608, 2610, 2612, 2626, 2630, 2639, and 2646, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission, on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway

projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2557, with C. J. Eldon, for grading, surfacing and oiling on the Wright Ranch-Milo Section of the Tiller-Trail Secondary Highway in Douglas County, completed September 3, 1943;

Contract No. 2603, with Clifford A. Dunn, for grading, surfacing and bituminous macadam on the Rome Flight Strip Project, in Malheur County, completed June 24, 1943;

Contract No. 2608, with Jed Wilson, for furnishing crushed rock in stockpiles on the Banzer Bridge-Washington County Line Section of the Nehalem Secondary Highway, in Columbia County, completed July 20, 1943;

Contract No. 2610, with Oscar E. Joelson, for furnishing crushed rock in stockpiles on the Buchanan Section of the Central Oregon Highway, in Harney County, completed July 22, 1943;

Contract No. 2612, with Tru-Mix Concrete Co., for grading, surfacing and oiling on the Tolo-Camp White Access Road Project in Jackson County, completed August 28, 1943;

Contract No. 2626, with Porter W. Yett, for grading and paving on the Vanport Junction Section of the Swift Secondary Highway, in Multnomah County, completed August 13, 1943;

Contract No. 2630, with Johnston Bros., for construction of a bridge over Baker Creek, on the Scholls Secondary State Highway, in Washington County, completed August 25, 1943;

Contract No. 2639, with Edlefsen-Weygandt Co., for grading and paving on the Yeon Avenue-Nicolai Street Access Road Project, in Multnomah County, completed August 30, 1943;

Contract No. 2646, with E. C. Hall Co. and J. C. Compton, for oiling on the Suver Road-Wells Road Section of the Independence-Granger County Road, in Benton and Polk Counties, completed September 3, 1943;

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the Standard Oil Company, surrendering the lease of certain property adjacent to the Oregon Coast Highway, in Gardiner;

Agreement with Umatilla County relative to the maintenance of the Umatilla Oil Depot Access Road;

Amendatory agreement with Curry County with respect to the use of Floras Lake State Park as a United States Naval Aircraft Landing Field;

Permit authorizing Guerin Bros., contractors, to use the state's scale site at Warrenton Junction;

Stipulation with the United States of America, relative to a small tract of state-owned land within the boundaries of Camp Adair Army Cantonment;

Quitclaim deed conveying unto the Union Pacific Company portions of the right of way of the old Columbia River Highway, in Multnomah and Hood River Counties;

Easement granting to the United States Government usage of certain state-owned property in Lincoln County;

Easement granting to the United States Forestry Service the right to use certain highway property adjacent to the Oregon Coast Highway, at Waldport Ranger Station;

Supplemental recreational application, with respect to the lease of government-owned lands situate in the SE¼ of the SE¼ of Section 1, Township 16 South, Range 7 West, W. M., in Lane County;

The Commission had under discussion the setting of a date for its next regular meeting, and decided to hold such meeting on November 8, 1943, unless such time interferes with attendance at the committee hearings on the post-war highway construction bill, in Washington, D. C. The Secretary was instructed to make the usual arrangements to hold the meeting in the auditorium of the Public Service Building, Portland. (Meeting date later set definitely as Monday, November 8, 1943.)

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:45 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

..., 194..

Portland, Oregon, November 8, 1943

The State Highway Commission met in regular session at 9:00 a. m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp arrived at 10:30 a. m.

Bids as follows, for highway construction work and for the sale of a building at Gardiner, were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the awards of contracts would be made at 2:30 p. m. in the same room:

OLD OREGON TRAIL
BAKER-WEISER JUNCTION ROCK PRODUCTION

Western Rock Company	$77,410.00
M. C. Lininger & Sons	78,710.00
Rogers Construction Company	90,070.50
C. H. Wheeler	91,638.00

CROOKED RIVER AND CROOKED RIVER-PAULINA SECONDARY HIGHWAYS
REPAIR OF FOUR BRIDGES

J. F. Johnston	$16,265.00
Norris & Philpott	17,904.00
Tom Lillebo	21,962.00
Lindstrom Bros.	23,772.50

OREGON COAST HIGHWAY
HUNTER CREEK-LONE RANCH CREEK ROCK PRODUCTION

R. O. Dail & Warren Bros., Inc.	$41,000.00
Rogers Construction Company	43,650.00

CENTRAL OREGON HIGHWAY
JUNTURA-HOPE ROCK PRODUCTION

R. O. Dail & Warren Bros., Inc.	$51,820.00
Western Rock Company	52,060.00
Rogers Construction Company	55,512.50
C. H. Wheeler	60,608.00

SERVICE STATION BUILDING IN GARDINER

No bids received

The Commission by unanimous vote approved the minutes of the Highway Commission meetings that were held on October 11 and 12, 1943.

The Engineer explained briefly the matters concerning which delegations were scheduled to appear at this meeting.

The Commission discussed the Engineer's letter of November 3, 1943, directed to Chairman Banfield, with respect to waterway conditions in Willow Creek, in the city of Heppner, concerning which Mayor Turner of Heppner complained to the Commission at the meeting in Heppner on October 25. (See letter in general files for details.) It appeared from the report that the overflowing of Willow Creek is not directly attributable to a constricted waterway under the bridge, but was probably caused by the lodging of debris in the Willow Creek channel at some point upstream from the bridge. In view of this report, the Commission decided unanimously not to take any corrective measures at the present time; however, instructed the Engineer to bear the matter in mind and observe the conditions during the next flood period.

The Engineer reported on the request of Mr. W. B. Snider, Paisley, for snow removal on a four-mile section of the Clover Flat County Road which extends southerly from the town of Paisley, the cost of which Mr. Snider stated would be paid by the county. He advised that there is insufficient snow-removal equipment available at the Paisley headquarters to handle any additional work of this kind, particularly in view of the Commission's agreement with the army authorities for removal of snow from emergency landing strips, one of which is located at Alkali Lake, and will be serviced from the Paisley headquarters. He pointed out that the request for the removal of snow from the county road mentioned by Mr. Snider was made by Mr. Snider as an individual and did not come from the county court which has not indicated as yet that it would pay for the work. After discussion, the Commission decided unanimously not to authorize the performance of such snow removal operations unless requested to do so by the county court and not then unless there is equipment available to do the work without handicapping similar operations on state highways, and assurance is given by the county court that the state will be reimbursed for the expense involved.

County Judge J. B. Kirk and County Engineer C. P. Fauerso, Wasco County, came before the Commission with regard to the claim of J. O. Chastain and others for damages to their irrigation flume which partially occupies the right of way of The Dalles-California Highway near Tygh Valley. Judge Kirk advised that the owners of this flume consider that it is the obligation of either the county or the state to maintain it, alleging an agreement covering the matter when the highway was reconstructed along this section; however, diligent search of the county and the state records fails to reveal any such written agreement and, while there may have been some such an arrangement it apparently never was reduced to writing. He said that this matter is of quite long standing and that the owners who are urging disposal of the case for all time have indicated a desire to be reasonable in their demands. Any arrangements to that end, he said, should be covered by written agreement. Judge Kirk went on to say that the county acquired the right of way for the

highway in the first instance and turned it over to the state at which time, the court feels, the county's responsibility ceased; also, that the existing flume which was constructed by the state as a replacement for an irrigation ditch that interfered with the highway improvement was not well supported and, as a result, slid out of line so that it no longer functions properly.

Mr. Fauerso gave as his thought that the owners have just cause for complaint and suggested that the matter could be satisfactorily disposed of if the flume were replaced with concrete pipe placed on proper footings.

Chairman Banfield inquired whether or not the county court would pay 1/3 of the cost of the repairs. Judge Kirk replied that he thought that the county court would be willing to cooperate to such extent but could not say definitely until he had consulted the other members. The Commission thereupon agreed to pay 1/3 of the cost to repair the flume with the understanding that that would definitely complete the state's obligation.

The matter of performance of the work was then discussed and it was decided definitely that it would not be done with state forces, inasmuch as state workmen cannot be spared for the purpose. It was mutually agreed that negotiations with the owners of the flume should be carried on by the county court and the results thereof transmitted to the Commission. If satisfactory, an appropriate form of agreement will then be prepared for execution by all parties.

Following the discussion of this matter Judge Kirk filed with the Commission a list of projects that the Wasco County Court wants the Commission to consider in the formulation of its post-war construction program.

The Secretary submitted a report on overweight violations that have been committed during the month of October by the following log haulers: Beryl Jackson, Garibaldi; Peter Murphy, Grand Ronde; G. R. Van Vleet, Cannon Beach; Harold D. Duncan, Seaside; Hugh H. Honnen, Falls Creek; and Currier Lumber Company, Springfield.

The Commission discussed these violations but decided to take no special action against the offenders, it being considered advisable to let the State Police handle the situation in accordance with previous understanding which requires the unloading of the excess weight in each instance. The Engineer was instructed to keep the Superintendent of the State Police advised of the weighmaster's schedule, particularly as to the commencement of weighing activities in a new or isolated district, so that arrangements can be made for a State Police Officer to be present when weighing operations are under way.

In this connection the Secretary reported receipt of a communication from the Oregon War Finance Committee relative to the overweight load that was observed by highway department weighmasters on September 18, 1943, on a truck owned by the Ostrander Logging Company. According to this letter the Finance Committee takes full responsibility for the violation because it was at their request that the overload occurred, the logs being used as an

exhibit during the Portland War Bond Invasion Exposition. The Committee asks the Highway Commission to intercede in its behalf so as to secure relief from the payment of the fine imposed by the Justice of Peace at Molalla. After discussion the Commission denied the request in view of its past efforts to secure the proper loading of logging trucks, and because it was thought that to do so would react adversely in the disposition of similar cases in the future; however, the Commission decided unanimously not to impose an additional penalty for this offense.

Mr. David Eccles, State Administrator, War Savings Staff, appeared before the Commission later in the session with respect to this matter. He advised that the fine imposed by the Justice of Peace amounted to $100.00; however, due to the fact that the fine was not paid when due, an extra $81.00 was added. He asked the Commission to intercede with the Justice in order that the Treasury Department may be relieved of payment of both fine and penalty and advised that the Justice of Peace has stated his willingness to do whatever the Highway Commission requests in the matter.

Chairman Banfield advised that it is now too late for the Commission to act. It was his thought that the Commission cannot overlook this offense without doing a gross injustice to other log haulers, and without deviating from the Commission's state wide policy with respect to the penalizing of such operators for overloading their equipment. Commissioners Schaupp and Chessman concurred. It was thereupon decided not to interfere with the imposition of the fine.

The Secretary also reported overweight violations committed during the month of October by freight carriers who are operating under emergency transportation permits. The Commission decided not to take special action against any of these carriers except the Los Angeles-Seattle Motor Express, whose equipment was observed by State Police Officers on October 19, with an unauthorized overweight load of general freight. It appears from the police report that the driver was arrested and brought before the Justice of Peace at Klamath Falls who allowed him to proceed with the overload upon being assured that a permit had been issued by the Highway Commission and was on file in the company's Seattle office, such information being confirmed by telephone to that office. The Secretary advised that inspection of the records reveals that no permit has ever been issued covering the equipment involved in this violation; hence, the information given by the truck driver to the Justice of Peace was untrue and not in conformity with the facts. He was instructed by the Commission to again check the records and to bring the facts to the attention of the District Attorney of Klamath County in the event the report is found to be correct.

In this connection the Commission had under discussion the adoption of a policy to be followed hereafter in connection with the granting of special permits for the movement of overweight and/or overdimension loads, other than logs, poles or piling, over state highways. The Secretary presented the following rules heretofore adopted by the former Highway Commission on June 12, 1941, and as slightly revised by the Engineer subsequent thereto:

1. Individual axle loads may exceed 18,000 pounds but shall not exceed 19,000 pounds.

2. The gross weight of any group of axles spaced eighteen (18) feet or less apart shall not exceed that determined by the formula 715 x (L+40), provided that the gross weight of any individual axle in such group shall not exceed 19,000 pounds. (This is equivalent to the gross weight provided by the formula 650 x (L+40) plus ten (10) per cent.)

3. The gross weight of any vehicle of combination of vehicles having an overall wheel base of more than eighteen (18) feet shall not exceed that determined by the formula 750 x (L+40), except that when "L" is 47' 9" or less than 47' 9" the formula 775 x (L+40) may be used.

4. The tire width of any individual wheel or axle shall be sufficient to provide one inch of tire width (manufacturer's rating) for each 600 pounds of the gross weight of such wheel or axle.

5. The maximum height of any vehicle and load shall not exceed fifteen (15) feet, where the overhead clearance permits such height.

6. The maximum width of vehicle and load shall not exceed twelve (12) feet and the maximum length of vehicle and load, involving an overwidth, shall not exceed sixty (60) feet.

7. (Incorporate rules concerning logs).

8. Any application to move any vehicle or combination of vehicles and loads exceeding the weights and dimensions set forth in the above rules must receive the consideration of the State Highway Commission.

After discussion the Commission by unanimous vote adopted such rules as its policy with respect to movements of this kind and authorized the Engineer to approve issuance of permits in conformity therewith, except that, as to Rule No. 8, the Commission further authorized him to pass on applications for permits covering movements that exceed the standard prescribed weight and dimension limitations without specific approval of the Commission, if, in his opinion, such movements can be made, in any specific instance, without undue hazard to the public and without excessive strain on the highway facilities.

The Engineer asked the Commission to confirm the authority previously given him by letter to advertise for bids to be received at the next meeting of the Commission, for the furnishing of maintenance materials for the Heppner-Spray Secondary Highway in Morrow County, which work is estimated to cost $19,500. The Commission confirmed such letter of authority by unanimous vote.

A letter was presented from Lt. Col. Ralph A. Tudor, District Engineer, U. S. War Department, concerning the reconstruction of the North Santiam Road between Mill City and Detroit. Colonel Tudor explains that the War Department is now preparing plans and specifications for the construction of the

Forest Highway Section which extends from a place known as Niagara to Detroit, such project being planned for immediate post-war construction, and inquires as to the plans of the Highway Commission to construct the remaining section between Niagara and the end of the present improved section at Gates, a distance of about four miles. The Engineer confirmed a statement by Colonel Tudor that the reconstruction of the state section is a vital prerequisite to the construction of the Forest Highway Section and recommended that the work be done at the same time that the army undertakes the construction of the Forest Highway Section, so as to insure the completion of both projects simultaneously. He estimated that the state's section would cost about $400,000.00 and advised that it is a meritorious project, well qualified for undertaking in the post-war program.

After considerable discussion the Commission voted unanimously to proceed with the construction of the state section as soon as the army and the Public Roads Administration commence the improvement of the Forest Highway Section, and ordered that Colonel Tudor be so informed.

A letter was presented from the Hood River County Court urging the Commission to complete the reconstruction of the Hood River Secondary Highway No. 281 north from Parkdale. The Commission denied the request for immediate undertaking; however, instructed the Secretary to inform the Court that the Commission will be pleased to consider the project in the formulation of its post-war construction program. He was also instructed to make similar replies to the following requests for highway improvements:

Request from L. W. Dierking, Homedale, Idaho, for the improvement of the Oregon Section of the road which extends from Adrian, Oregon, to Homedale, Idaho;

Request from Oregon Pacific Highway Association, Inc., for the preparation of plans and specifications for the improvement of the Pacific Highway as a post-war project.

Petition from tax payers of Sherman, Wasco, and Gilliam Counties, and letter from Barlows Gate Grange, for the improvement of Shearers Bridge Secondary Highway; also for the construction of a new highway extending westerly from Tygh Valley through Wamic, to connect with existing highway to Portland.

Mr. Ray Early, representing the Arch Cape Land Company, and his Attorney, Mr. Walter Huntington, Portland, came before the Commission with respect to the company's claim for damages that it alleges occurred to its property just south of Arch Cape Tunnel in Clatsop County, by reason of the construction of the Oregon Coast Highway at this point. Mr. Huntington offered the following compromise settlement of the claim:

1. The state to clean up all of the debris on the claimant's property, caused by the highway improvement.

2. The Arch Cape Land Company to deed to the state 3½ acres of land that the company believes the state needs to accommodate the highway fill.

3. The state to pay the Arch Cape Land Company the sum of $3,000.00 in cash as settlement in full of the claim.

The matter was discussed at some length during which the Attorney advised that the former Highway Commission agreed at one time to pay the company $1,500.00 for the 3½ acres and to clean up the premises if the company would agree to such settlement. He recommended that the Commission renew such offer, which, he said, is $1,500.00 less than the compromise offer suggested by Mr. Huntington. The Commission took the matter under advisement but agreed to give the Arch Cape Land Company its answer before the meeting adjourns. The matter was reconsidered following the departure of Messrs. Early and Huntington. Chairman Banfield then stated his willingness to settle with the company on the following basis: the state to pay to the company $500.00 an acre for the 3½ acres concerned and to clean up the company's premises; the company to deed the 3½ acres to the state and to accept such settlement as final. Commissioners Schaupp and Chessman stated their approval of such arrangement, making the decision unanimous. The Attorney was instructed to advise Mr. Huntington of the action taken.

The matter of allowing the Ostrander Railway and Timber Company to operate its logging trucks at grade across two secondary highways at Molalla in Clackamas County was discussed by the Commission. The Commission voted unanimously to deny the company such privilege in view of the report made by the Engineer on this subject at the previous meeting and declared such action as its general policy to be followed hereafter in the disposal of grade crossing matters.

A letter was presented from the Gardiner Lumber Company, Gardiner, Oregon, requesting the privilege of constructing a railroad spur track on the right of way of the Oregon Coast Highway from a point near the mouth of Smith River to the company's mill property in Gardiner, a distance of about 1 1/8 miles, with a grade crossing of the highway at the southerly end thereof. The Engineer advised that the encroachment of the spur track on the highway right of way as a temporary proposition would not be objectionable if the track were located a sufficient distance from the traveled portion of the roadway; however he recommended against permitting the company to construct its track across the highway at grade level because of the hazard that would be created to highway traffic. He recommended that the company be authorized to construct its track on the highway right of way as a temporary expedient provided it will conduct the track over the highway at the point of crossing by means of an overpass constructed in conformity with a design approved by himself. The Commission approved the recommendation by unanimous vote and referred the matter back to the Engineer and the Attorney to work out the details.

The Commission had under discussion a request from the Ci y of Lebanon for approval of the designation of the following described truck

by-pass route in the City of Lebanon, and of the installation of stop signs prohibiting traffic from entering such route without first coming to a stop:

> Beginning at the intersection of Main Street (Santiam Highway) and Milton Street, and extending east on Milton Street to Williams Street; thence north on Williams Street to Wheeler Street; thence west on Wheeler Street to its intersection with Main Street (Santiam Highway).

The Engineer advised that the city has already passed appropriate ordinances both as to the routing and the signing and is simply asking the Highway Commission to approve the same as is required by law. He recommended approval of the designation and the installation of the stop signs subject to the condition that Grant Street traffic shall not be required to stop before entering Williams Street and that Santiam Highway traffic shall not be required to stop at the Wheeler Street and Milton Street intersections. The Commission approved the recommendation by unanimous vote on the condition that the designation of this by-pass route will in no way obligate the state to maintain such route or to be in any way responsible for its maintainance. The Engineer was instructed to convey the action to the Lebanon City Council.

In this connection the question arose whether or not the Commission should make provision in its 1944 budget for the improvement of city streets that are not on state highway routes, as has been done during the past two years. In view of the fact that the 1943 Legislature adopted legislation which provides that a certain percentage of state highway funds shall hereafter be allotted to cities and towns for street improvements, the Commission decided by unanimous vote not to continue such street improvement program after this year and ordered that the cities be informed of the action taken.

The Engineer requested authority to purchase six tractor loaders of one-half-yard capacity for use by paving plant crews as a substitute for wheelbarrow men. He estimated the cost at $2,700.00 each or a total of $16,200.00, and recommended approval of the purchase because of the existing labor shortage. After discussion motion was made by Commissioner Chessman that the Engineer be authorized to purchase such equipment. The motion was seconded by Commissioner Schaupp and received the unanimous vote of the Commission.

The Commission also authorized the purchase of a second-hand truck trailer from Mr. Art Eldropp, Langlois, Oregon, at a cost of $850.00. The Engineer advised that this trailer can be used to good advantage by the Bridge Superintendent at Coquille in connection with the transportation of a pile driver which he uses on bridge work. The trailer that the Superintendent is now using, he said, is not standard and has no brakes; also, that a new trailer of the type that Mr. Eldropp has to offer would cost about $1,600.00 if it could be purchased, but none are available.

The Engineer requested instructions relative to the disposal of certain miscellaneous properties consisting of a cash register, candy jars and a

glass show case that have been salvaged from the Perkins Service Station at Gardiner which was recently acquired by the Commission. He estimated the value of the cash register at $3.00, the show case at $5.00 and the candy jars at nothing and suggested that this material be sold at private sales for whatever can be gotten for them. Commissioner Chessman suggested that the candy jars would be of value to the State Fish Commission. The Engineer was instructed to contact a representative of such Commission and to let them have the jars without cost if they can use them. As to the remaining articles, the Commission deferred a decision until later in the session at which time there was also considered by the Commission the matter of the disposal of the service station building which was advertised for sale at this meeting but for which no offers were received. At such time motion was made by Commissioner Schaupp that the Engineer be authorized to sell the building and its contents at private sale and to the state's best advantage. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The matter of continuing the special police guard that has been employed for some time past to guard the Umpqua River Bridge on the Oregon Coast Highway at Reedsport was discussed. The Engineer gave as his thought that special police guards on this structure no longer are necessary in view of the fact that an operator is maintained on this structure 24 hours per day who could act in such capacity if he were deputized as a special officer. He recommended that the services of the special police guard be dispensed with and that the Superintendent of the State Police be requested to deputize the bridge operator as a special officer, as was done in the case of the operators on the Interstate Bridge between Portland and Vancouver. The Commission approved the recommendation by unanimous vote provided the Superintendent of State Police will deputize the bridge operator.

The Engineer reported that on October 19, 1943, in conformity with authority previously given him by the Commission he awarded to the Western Rock Company of Salem, the contract for the construction of the Umatilla Oil Depot Access Road, bids for which were taken by the Commission on October 12, 1943, the bid of this company being the lowest submitted and the conditions of the award being satisfied. The Commission approved the award of this contract as reported.

The Commission discussed briefly and referred to the Engineer for investigation a letter from Mr. Ralph J. Staehli, Portland, suggesting a method of quickly weighing loads of logs. It was Mr. Staehli's thought that the device that he has in mind could be made available to the Highway Commission without delay and that its use would end for all time the constant argument as to the weighing of such loads in the woods.

The Secretary presented the application of the E. D. Hamacher Lumber Company, Klamath Falls, for permission to "skid" logs across the Klamath Lake Secondary Highway in Klamath County at different locations between mile posts 19.40 and 22.30. The Commission as a matter of policy denied the request by unanimous vote.

The Engineer asked the Commission to confirm authority granted by letter for C. B. McCullough, Assistant State Highway Engineer, to attend the meeting of the American Association of State Highway Officials which is to be held in Chicago, December 1, 2 and 3, 1943. The Commission by unanimous vote approved Mr. McCullough's attendance at this meeting if there are no objections on the part of Governor Snell as to the out-of-state travel expense. The Commission by unanimous vote also authorized the State Highway Engineer to attend at state expense the meeting of the Advisory Committee to the Northwest States Development Commission which is to be held in Spokane, Washington, November 16 and 17, 1943.

The Secretary presented a resolution from the County Court of Curry County with respect to the abandonment of the old right of way of the Oregon Coast Highway in the town of Brookings. The Commission approved the resolution and ordered it filed.

The Secretary also presented a letter from the City of Klamath Falls requesting state cooperation in the preparation of a general plan of arterial highway development within and around the City of Klamath Falls, for post-war undertaking. The Commission approved the request by unanimous vote as a matter of general policy which was heretofore established in connection with a similar request by the City of Eugene. The Engineer was authorized to assist the City of Klamath Falls to the same extent that the City of Eugene was aided in its problem.

A letter was presented from Mr. L. L. Lombard, Klamath Falls, requesting permission in behalf of the Knights of Columbus of that city to maintain "way stations" on state highway approaches to Klamath Falls for the benefit of men in the armed service. The Commission referred the matter to the Engineer for investigation, with authority to approve the request if this case is similar to those recently approved by the Commission at Camp White and at Florence and if the Knights of Columbus will meet the requirements.

County Judge Guy Boyington, Clatsop County, was present and discussed with the Commission matters pertaining to the acquisition of right of way and wayside areas along the new location of the Oregon Coast Highway between Cannon Beach Junction and Cannon Beach. Judge Boyington advised that Clatsop County approves of the Highway Commission acquiring sufficient land to accommodate the new highway between these two points but for several reasons objects strenuously to the taking of extra land beyond the limits of the right of way. He pointed out that the Crown Willamette Company, which owns a considerable part of the cut-over lands between Cannon Beach Junction and the summit westerly thereof, already has reforested a considerable portion of this area and plans to continue such reforestation work, in view of which, in his estimation, the state would gain nothing so far as road side beauties are concerned by acquiring title to such properties. He gave as his belief if the state acquires this property, that it should be under the control of the State Forester rather than the State Highway Commission, because under a new law the county will benefit by future timber sales which would not be possible if the land were under the control of the State Highway Commission.

It was his thought that the Legislature, when it authorized the Highway Commission to acquire parks and recreational areas, did not intend that the Commission should embark on a program of forest preservation which, in his estimation, rightfully belongs to the Forestry Department, but intended to limit the Highway Commission to the acquisition of strictly park areas and not the wayside strips. Judge Boyington also mentioned the hazard of fire, pointing out that if a fire originates on land owned by the Commission and spreads to other properties then, under the state law, the Highway Commission could be held responsible and would have to pay losses. He gave as his opinion that it would be unwise for the Commission to place itself in a position of that kind and that the Commission should limit its purchases of real property to strictly state parks and areas of value from the view standpoint. This matter was discussed at considerable length but no decision was reached, the Commission deferring its action pending a complete report from the Engineer who was instructed to inform the Commission just what land is needed and to furnish a map visually disclosing the area. Judge Boyington was informed that he would be given another opportunity to discuss the matter with the Commission again when the Engineer's report has been received. Commissioner Chessman stated his desire and intention to inspect the properties again before the Commission takes its final action. This concluded the discussion of this subject.

The Commission inquired as to the attitude of Judge Boyington with respect to the claim of the Arch Cape Land Company which was discussed with Messrs. Huntington and Early earlier in the session. Judge Boyington advised that he is not qualified to pass on the matter. He did state, however, that the right of way through this company's property was donated on the premise that the company would be given a roadway approach from the highway to the remainder of their property, although no special place was designated for the road. It was his thought that the company is entitled to the roadway.

Judge Boyington brought up for discussion the hauling operations of the state's contractor in connection with the improvement of the Oregon Coast Highway at the Astoria Airport. He advised that the contractor is securing materials from a source several miles up the Lewis and Clark River and that he is truck-hauling the materials over a paved county road, which is being severely damaged by the operations. It was his thought that the Federal Government should make good the damage by reimbursing the county for cost of repairs, and inquired as to the necessary procedure to secure such reimbursement. He was informed by the Engineer that according to prescribed procedure, the county should file its claim with the State Highway Department and that upon receipt of the claim a joint inspection of the road would be made by Engineers representing the state and the Public Roads Administration who would submit a recommendation with respect thereto. He suggested that the county should file its claim at once.

The Commission recessed for luncheon at 12:00 noon and reconvened at 1:30 p. m. in the same room with the same persons present and participating.

The Engineer presented a tentative program of survey projects involving work contemplated for construction in the post-war program, and requested authority to submit the list to the Public Roads Administration for approval

as to financing with federal funds. He explained that the surveys listed are estimated to cost $280,000, and that approval by the Commission of the making of the surveys does not commit the Commission in any way as to subsequent construction. After careful consideration of the individual items the Commission by unanimous vote approved them upon assurance by the Engineer that none of them involved work that is not contemplated for immediate undertaking when the war is over, and with the strict understanding that no commitment whatsoever is being made as to construction. The Commission thereupon authorized the Engineer to submit the following projects to the Public Roads Administration for approval:

SURVEY AND PLANS PROJECTS
CONTEMPLATED FOR CONSTRUCTION IN POST-WAR PROGRAM

(60% of cost to be paid by PRA out of federal funds previously allotted for construction projects.)

County	Highway	Section and Length	Est. Cost
Columbia & Washington	Vernonia-Timber County Road	Treharne-Sunset Camp(11.0 mi.)	$ 11,000
Washington	Hillsboro-Cornelius Pass County Road	Orenco-Cornelius Pass (7.5 mi.)	5,000
Multnomah	Columbia River	Parkrose-Bonneville (36.3 mi.)	10,000
Tillamook	Oregon Coast	Tillamook-Pleasant Valley (9.0 mi.)	5,000
Yamhill	Pacific Hwy. West	Newberg-McMinnville (4.5 mi.)	2,000
Yamhill	Three Mile Lane	Yamhill River Bridge (1.0 mi.)	3,000
Yamhill	Amity-Dayton	Grubb College-Dayton (4.3 mi.)	4,000
Mult., Wash., & Clack.	West Portland-Hubbard	Barbur Blvd.-Marion County Line (13.1 mi.)	5,000
Clackamas & Marion	Pacific Hwy. East	Pudding River (0.3 mi.)	1,000
Clackamas	Woodburn-Sandy	Eagle Creek-Sandy (5.5 mi.)	5,500
Marion & Polk	South River Co. Road	Independence Bridge (2.3 mi.)	3,000
Marion & Linn	Pacific Hwy. East	Steiwer Hill-Albany (12.1 mi.)	5,000
Lincoln	Oregon Coast	Siletz Bay-Newport (21.6 mi.)	8,000
Lane	Territorial	Benton Co. Line-Smithfield (10.0 mi.)	5,000
Lane	Eugene-Richardson	Noti-Veneta (5.0 mi.)	2,000
Lane	Pacific	Eugene (6th & High)-Springfield Junction (2.1 mi.)	3,000
Lane	Pacific	Judkins Point-Goshen (5.4 mi.)	2,500
Douglas	Elkton-Sutherlin	Elkton-Kellogg Bridge (4.2 mi.)	4,000
Coos	Oregon Coast	Marshfield-Coquille (16.4 mi.)	5,000
Douglas	North Umpqua Co. Road	Marks Creek-Idleyld (8.5 mi.)	4,000
Douglas & Josephine	Pacific	Glendale Junction-Grave Creek(12.0 mi)	5,000
Josephine	Rogue River Loop	Gunnell Road-Robertson Bridge (5.5 mi.)	5,000
Jackson	Crater Lake	Antelope Cr.-Cascade Gorge(30.0 Mi.)	35,000
Jackson	Little Butte	McCallister Springs-Fish Lake (9.0 mi.)	6,000

[illegible] 3 1940

Surveys and Plans Projects (cont.):

County	Highway	Section and Length	Est. Cost
Wasco	Mill Creek Co. Road	The Dalles-Forks (7.0 mi.)	$ 5,000
Wasco	Fifteen Mile Creek County Road	E. Unit, Petersburg, Fairbanks (3.0 mi.)	2,000
Gilliam	Columbia River	John Day River-Quinton (9.6 mi.)	2,000
Jefferson & Wasco	Warm Springs	Forest Boundary-Warm Springs Agency (24.9 mi.)	5,000
Jefferson	The Dalles-California	Madras-Crooked River (18.7 mi.)	1,000
Crook & Jefferson	Madras-Prineville	Madras-Prineville (30.1 mi.)	6,000
Deschutes	Cline Falls	Cline Falls-Tumalo (10.1 mi.)	3,000
Harney & Lake	Lakeview-Burns	Wagontire-Valley Falls (61.5 mi.)	12,000
Klamath	The Dalles-California	Modoc Point-Algoma (10.3 mi.)	2,000
Klamath	Klamath Lake	Aspen Lake Jct.-Wocus Marsh (10.0 mi.)	10,000
Umatilla	Athena-Holdman	Gerking School-Holdman Jct. (14.6 mi.)	10,000
Umatilla	Weston-Elgin	Weston-McDougall (15.0 mi.)	3,000
Union	Island City-Summerville Co. Road	West Ranch-Summerville (4.5 mi.)	1,000
Wallowa	Enterprise-Lewiston	2 Sections, MP 0.0-9.5 and 21.0-44.0 (32.5 mi.)	22,000
Wallowa	Little Sheep Creek	Joseph-Hayden Gulch (16.0 mi.)	8,000
Union	Cove	Cove-Union (8.5 mi.)	5,000
Baker	Baker-Homestead	Love Bridge-Black Bridge (15.0 mi.)	15,000
Baker	Baker-Homestead	Halfway Jct.-Robinette (4.3 mi.)	4,000
Grant & Harney	John Day-Burns	Silvies-Poison Creek (23.2 mi.)	15,000
Harney	Diamond Valley	Crane-Rome Junction (11.2 mi.)	5,000
			$280,000

In the discussion of this matter the Commission instructed the Engineer not to authorize any new surveys and not to ask the Commission to approve any new surveys hereafter, except those needed for projects that are being seriously considered for construction during the first three years immediately following the war, or unless the survey is of an emergency nature requiring immediate attention.

The Commission discussed with the Engineer bids received at the morning session for several highway construction projects and decided by unanimous vote to reject all bids received for the Juntura-Hope Rock Production Project in Malheur County and to award contracts for the remaining projects to the low bidder in each instance.

Attorneys Ralph Moody, Salem, and Jay Bowerman, Portland, appeared before the Commission in regard to the claim of Contractor Homer G. Johnson for extra compensation arising out of his contract No. 2390 with the Commission, for the construction of the Siletz-Toledo Section of the Siletz Secondary Highway, in Lincoln County. Mr. Johnson was also present.

Mr. Moody made a strong plea in behalf of Mr. Johnson, alleging that Mr. Johnson suffered considerable losses in connection with this job which are directly attributable to misrepresentations made to him by the highway department engineers, in that mention was made in the specifications that a probable source of materials was a gravel deposit in the vicinity of the town of Siletz, whereas, after the pit was opened up, it was found that the quantity of material obtainable therefrom was far less than that required to complete the job. Mr. Johnson, he said, selected this gravel pit in preference to others that were suggested in the specifications because he had faith in the engineers and when it developed that the gravel required was not available at this source, it was necessary for him to change to a new location, which necessitated a much longer haul and added greatly to his expense. Mr. Moody recalled that there were seven bidders for this work, and advised that he has interviewed six of them, all of whom stated that their bids were based on the use of the same pit on which Mr. Johnson based his bid. The seventh bidder, he said, was Mr. Milne, whose bid on the surfacing materials was about $10,000 higher than that of Mr. Johnson, which is accounted for by the fact that he anticipated the use of the state's quarry at Agate Beach, which he was then operating under another contract. He pointed out that Mr. Milne was in a position to submit a lower bid than Mr. Johnson based on the use of the Agate Beach quarry, because he could use his existing setup; furthermore, according to the specifications Mr. Johnson was not allowed the use of this quarry unless he could make satisfactory arrangements therefor with Mr. Milne.

Mr. Moody cited the court case of Pyle vs. Kernan (148 Oregon Reports, Page 666), evidence in connection with which, he pointed out, reveals that the State Highway Commission has the power to adjust a contract if it determines that an honest mistake has been made in connection therewith. He declared that Mr. Johnson's contract is in the same category, and urged the Commission in view thereof to approve Mr. Johnson's claim for extra compensation, which he declared is morally right and just, inasmuch as Mr. Johnson acted in good faith on representations made by the highway department's engineers.

Mr. Bowerman endorsed the statements made by Mr. Moody. He emphasized the fact that the state's quarry at Agate Beach was suggested in the State's specifications and gave as his opinion that such suggestion was a misrepresentation because the quarry was being operated by another contractor at the time of the award of the contract to Mr. Johnson; hence, was not available to him. It was his thought that Mr. Johnson is entitled to reimbursement for the excess cost of his job without the expense of court appeal.

Chairman Banfield advised that the former Highway Commission, and also the present Commission both previously passed on this claim and rendered decisions with regard thereto. However, in view of the presentation made at this time, the Commission will again review the case and will advise as soon as a definite decision has been reached.

The matter was reconsidered by the Commission following the departure of Mr. Johnson and his attorneys, at which time the Commission voted

unanimously not to change its previous decision denying the claim. The Attorney and the Engineer were instructed to prepare an appropriate letter notifying the contractor that "the answer is still 'no'."

At 2:30 p. m. Chairman Banfield announced the following awards of contracts, bids for which were received at the morning session, such awards having been previously approved by the Commission by unanimous vote:

"Baker-Weiser Junction Rock Production Project on the Old Oregon Trail in Baker and Malheur Counties. Western Rock Company, Salem, submitted the low bid for this project, in the amount of $77,410.00, and M. C. Lininger & Sons, Medford, submitted the next-low bid, in the amount of $78,710.00. There were two higher bidders. The Commission awards the contract to the Western Rock Company, at its low bid of $77,410.00.

"Repair three bridges on Crooked River Highway and one timber bridge on the Crooked River Secondary Highway, in Crook County. J. F. Johnston, Newberg, submitted the low bid for this project, in the amount of $16,265.00, and Norris & Philpott, Portland, submitted the second-low bid, in the amount of $17,904.00. There were two higher bidders. The Commission awards this contract to J. F. Johnston, Newberg, at his low bid of $16,265.00.

"Hunter Creek-Lone Ranch Creek Rock Production Project on the Oregon Coast Highway, in Curry County. R. O. Dail & Warren Bros., Portland, submitted the low bid for this project, in the amount of $41,000.00; Rogers Construction Co., Dayton, Washington, submitted the second-low, and only other bid, in the amount of $43,650.00. The Commission awards this contract to R. O. Dail & Warren Bros., Portland, at their low bid of $41,000.00.

"Juntura-Hope Rock Production Project on the Central Oregon Highway, in Malheur County. R. O. Dail & Warren Bros., Portland, submitted the low bid for this project, in the amount of $51,820.00. Western Rock Company, Salem, submitted the second-low bid, in the amount of $52,060.00. There were two higher bidders. The Commission rejects all bids submitted for this job.

Standard Oil Service Station Building in Gardiner, in Douglas County (formerly operated by Perkins and Helgerson):

"The Commission received no bids for this building."

Mr. John A. Laing, Chairman, and Dr. E. B. McDaniel, member, of the Highway Advisory Committee on Travel Matters came before the Commission at this time and reported the recommendations of the committee with respect to the Highway Department's Advertising Budget for the year 1944. Mr. Laing advised that the committee held a meeting on Friday, November 5, which was attended by seven committee members, all of whom are in agreement with respect to the committee's recommendation, except for one item, that being an amount

of $10,000 for magazine advertising. Opposed to such advertising, he said, were Dr. McDaniel and Mr. Sterling, Mr. Sterling's objection being offered later inasmuch as he was not present at the meeting. Both of these gentlemen, he said, are definitely of the opinion that such advertising is not necessary and should be deferred until the war is over and normal travel is resumed. The balance of the committee, he said, feels that the state is very much interested in keeping its products before the public so they will be in the minds of the people when times return to normal. He submitted for the Commission's consideration the following budget and advised that with the exception of the item of magazine advertising the program received the approval of all members present at the meeting:

BUDGET REQUIREMENTS TRAVEL & INFORMATION DEPARTMENT
For Calendar Year 1944

Supervision and General Expense	
Salaries	$ 7,000.00
Travel, Stationery, Supplies & Miscellaneous	1,000.00
Magazine Advertising	10,000.00
Specialty Advertising	3,000.00
Literature Distribution	300.00
Maps	2,750.00
Booklets	1,450.00
Cuts and Mats	250.00
Photographs	250.00
Postage and Express	1,000.00
Photographic Laboratory Charges	1,500.00
Total	$28,500.00

Dr. McDaniel explained his objection to the item of magazine advertising. After discussion Chairman Banfield thanked the committee for its interest and cooperation and advised that the Commission will be pleased to study the recommended budget and will advise later whether or not it approves. The matter was reconsidered by the Commission following the departure of Mr. Laing and Dr. McDaniel. Commissioner Chessman expressed himself in favor of advertising in magazines notwithstanding existing conditions, in order to keep people throughout the nation advised as to the resources of the state. He referred to such advertising as "planting the seed for future returns". Commissioner Schaupp expressed himself similarly as did also Chairman Banfield. The Commission thereupon by unanimous vote approved the budget recommended by the Advisory Committee in its entirety, including the $10,000 allotted for magazine advertising if it is possible to secure such advertising, and left it with the Advisory Committee to pass on such feature.

The Engineer reported that in conformity with instructions given him by the Commission at the previous meeting he contacted the Public Roads Administration relative to the securing of federal funds with which to finance the improvement of the northern end of the Siletz-Toledo Secondary Highway where extensive log hauling operations are being carried on, and is now in receipt of a letter advising that federal timber access road monies are available

to the extent of $33,000, which represents about 50% of the cost of the entire project, and that the local representative of the War Production Board has indicated that he will endorse the project on the basis of the state paying 50% of the total cost. He requested authority to accept the government's offer and to advertise the project for bids to be received as soon as plans and specifications can be prepared. The Commission by unanimous vote approved the project on the basis outlined by the Engineer and thereupon authorized the Engineer to advertise it for bids.

The Engineer reported the results of an investigation of the request of Mr. William Hotchkiss, Paisley, Oregon, for permission to install an irrigation pipe across the Fremont Highway near Valley Falls, as instructed by the Commission at the previous meeting. He advised that Mr. Hotchkiss really wants to install two concrete pipes across the highway which could be done at the cost of about $275.00. He recommended approval of the request if Mr. Hotchkiss will pay for the original installation, and that the work be done by state forces because, according to the Attorney, it will be the responsibility of the state to maintain the pipes after they are placed. The Commission approved the recommendation by unanimous vote subject to the condition that Mr. Hotchkiss will deposit with the Commission in advance, a certified check in the amount of the estimated cost of the work.

The Attorney presented for the Commission's approval and execution a deed quitclaiming unto the City of Portland the state's interest in certain property located adjacent to the Lower Columbia River Highway within the Portland city limits. He explained that the state has no interest in this property and became joint owner of the tract with the city by mistake which was not discovered until the deed had been recorded, so in order to clarify the situation it is now necessary for the state to execute a quitclaim deed. In view of this explanation the Commission signed the deed.

The Attorney reported an offer of settlement by the defendants in the Algoma flood case at Klamath Falls. He advised receipt of a letter from the attorneys for the defendants offering to pay the state $25,000 as settlement in full of the state's claim, which, he pointed out, is $10,000 less than the amount that the Commission previously agreed to accept. After careful consideration of this matter the Commission decided unanimously to refuse such offer and instructed the Attorney to inform the defendants that the Commission feels that it cannot accept less than $35,000 in full settlement of its claim, which amount is considerably less than the amount of the claim as originally presented.

The Engineer reported that in conformity with instructions given him by the Commission at the previous meeting he has discussed with the State Parks Superintendent the advisability of acquiring the Henry Sengstacken ocean frontage property just south of Cape Arago State Park in Coos County and that it was mutually agreed to recommend to the Commission that this property be not purchased at this time. The State Parks Superintendent, who was present, indicated his concurrence with the report. The Commission approved the report and so ordered.

The Assistant Attorney requested instructions relative to the acquisition of the Livasa Jarvin property at Astoria. He explained that the Commission at a previous meeting authorized the purchase of this property for the sum of $3,500 which at that time was acceptable to the owner who signed an option on such basis; however, the lady now refuses to sign the deed unless the Commission will pay her an additional $500, making a total purchase price of $4,000. He recommended payment of the increased amount as did also the Commission's Chief Counsel, in view of the fact that the property is located in a place where there is danger of serious slides, and unless the Commission takes quick action in the matter it probably will cost the state considerably more in damages because the slide condition was caused by the adjacent highway construction. It appears that the slide is now moving and immediate action by the Commission is necessary unless the Commission wishes to take a chance on additional claims. After discussion the Commission voted unanimously to pay the extra amount.

The Commission approved and by unanimous vote adopted the following resolution authorizing the Attorney to pursue condemnation proceedings to acquire right of way across property owned by F. R. Salway in Lincoln County which matter was discussed at the previous meeting:

> WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

> Real property owned by F. R. Salway, which property is located in Government Lot 4 of Section 5, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheet and designated as Parcels Nos. 1 and 2, and is further identified in the records of the Highway Commission as file R 4251A, and which property is being acquired for right of way purposes in connection with the Oregon Coast Highway.*

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purpose hereinabove set forth, and the said properties are being acquired for the express and specific purpose in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Attorney for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner and/or with the tenants or persons in possession, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached, then it is hereby further resolved that J. M. Devers, Attorney for the State Highway Commission, be and he hereby

is requested to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

---

*(The detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the ori inal resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 40, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

Commissioner Schaupp presented a letter from Mayor John H. Houston, Klamath Falls, inquiring in behalf of Mr. Cantrall of the City Cemetery Committee whether or not the Commission plans to use all of Lots 7, 8, 9 and 10 of Block 2, Westover Terraces, Klamath Falls, in the proposed development of the Greensprings Highway at that point. It appears that the committee is desirous of securing a portion of these lots for use in connection with the development of a memorial park provided the Highway Commission does not need the property. This matter was referred by the Commission to the Engineer for investigation and report.

A letter was presented from Mr. Alfred A. Loeb, Portland, in which complaint is made that log haulers operating over state highways are not tying their loads with three binder chains as is required by the provisions of their P. U. C. permits, and suggesting that something should be done to enforce such provision as a precaution against the loss of logs and accidents occurring to other highway traffic. The Secretary advised that in conformity with instructions previously given him by the Commission he inquired of a number of logging operators why three binder chains were not being used on their loads and ascertained that the principal reason was that such chains are very difficult to obtain due to war time conditions, and that the use of cables for such purpose is impractical. He was instructed to convey such information to Mr. Loeb and to inform him further that the Commission is endeavoring to obtain compliance with this requirement as best it can and intends to follow up as cases of noncompliance therewith are reported.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission and asked the Commission to confirm them and the amount allocated for each. After due consideration and upon assurance by the Engineer that none of the surveys listed involve highway improvements that are not contemplated for construction during the 3-year period immediately

following the war, the Commission by unanimous vote authorized and instructed the Engineer to make such surveys on various sections of the highways in this state, which said sections of highways together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditure are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	216-1413	Jefferson	Redmond-Madras Target Area Access Road	1st - $225.00
Reconnaissance	11-1414	Gilliam & Morrow	Arlington-Boardman Section, Columbia River Highway	1st-$1,300.00
Stockpile, Quarry & Plans	1-1434	Baker & Malheur	Baker-Dead Ox Flat Section, Old Oregon Trail Highway	1st - $500.00
Stockpile, Quarry & Plans	21-1464	Lincoln	Waldport Maintenance Material Project, Oregon Coast and Alsea Highways	1st - $400.00
Plans	29-1444	Tillamook	M.P. 67 to 81, Oregon Coast Highway	1st - $700.00
Plans	26-1468	Multnomah	Denver & Union Avenues to Housing Project at Old Peninsula Golf Course	1st - $300.00
Plans	30-1449	Umatilla	Milton-Washington State Line Section, Oregon-Washington Highway	1st - $200.00
Stockpile, Quarry & Plans	30-1450	Umatilla	Cold Springs Rock Production Project, Columbia River, Pendleton-Cold Springs and Hermiston Highways	1st - $250.00
Plans	121-1465	Lincoln	Euchre Mountain Section, Siletz Secondary Highway	1st - $300.00
Plans	34-1434	Washington	Davies-Sylvan Section, Wolf Creek Highway	2nd-$4,000.00 Total to date $10,000.00
Location	34-1435	Washington	Connection, West Portland-Hubbard Highway to Wolf Creek Highway near Cedar Mills	1st-$7,000.00
Plans	26-1465	Multnomah	Front Avenue from Interstate Avenue to Barbur Boulevard	3rd-$13,000.00 Total to date $22,000.00

FEB. 3 1943

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Prospect.	13-1425	Harney	Burns-Crane Section, Burns-Crane Highway	1st - $500.00
Reconnaissance	15-1445	Jackson	Trail-Prospect Section, Crater Lake Highway	1st-$1,900.00
Plans	22-1458	Marion & Linn	Steiwer Hill-Albany Section, Pacific Highway	1st-$1,000.00
Location	133-1433	Wasco	White River School-Shearers Bridge Section, Shearers Bridge Secondary Highway	1st-$1,938.00
Prospect.	101-1435	Baker	Union County Line-Baker Section, Medical Springs Secondary Hwy.	1st - $250.00
Prospect.	1-1436	Baker	Ruckles Creek-Middle Bridge Section, Baker-Homestead Highway	1st - $400.00
Prospect.	13-1424	Harney	Burns Buchanan Section, Central Oregon Highway	1st - $300.00
Bench Marks	19-1431	Lake	Alkali Lake Flight Strip, Lakeview-Burns Highway	1st - $100.00
Plans	22-1457	Linn	City of Lebanon, Storm & Sewer Project	1st - $100.00
Stockpile, Quarry & Plans	25-1413	Morrow	I.O.N.-Heppner Section, Heppner Highway	1st - $300.00
Stockpile, Quarry & Plans	125-1414	Morrow	Rhea Creek-Chapman Creek Section, Heppner-Spray Highway	1st - $350.00
Plans	26-1470	Multnomah	Connection, North side of Bybee Blvd. at east end of Bybee Overcrossing project to east side of Pacific Highway East	1st - $100.00
Plans	127-1424	Polk	Burns Corner Section, Dallas-Kings Valley Highway	1st-$1,200.00
Plans	30-1451	Umatilla	Meacham Section, Old Oregon Trail Highway	1st - $300.00

, 1945

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Stockpile, Quarry & Plans	131-1426	Union	Union-Baker County Line Section, Medical Springs Secondary Hwy.	1st - $250.00
Plans	24-1441	Marion	Salem-Hayesville School Section, Pacific Highway East	2nd - $950.00 Total to date $1,800.00
Location & Plans	26-1469	Multnomah	Portland-Bonneville Section, Columbia River Highway	1st-$10,000.00

In the discussion of this matter the Commission reaffirmed its previous decision not to approve surveys for projects that are not to be included in the 3-year post-war construction program. The Engineer was instructed accordingly and was further advised that the Commission does not expect to approve surveys for projects other than those involved in such 3-year post-war program, unless the survey is of an emergency nature.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

McNutt Brothers, Contract No. 2572, for surfacing and construction of bituminous macadam on the Grave Creek-Jumpoff Joe Section of the Pacific Highway in Josephine County, requested an extension of time from September 30, 1942, to October 11, 1943, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: (1) difficulties in securing the gravel pit which was to be furnished by the state, (2) adverse weather conditions during the winter and spring months of 1942-43, (3) shortage of both skilled and unskilled labor due to war time conditions. The Engineer advised that the reasons given by the contractor for over-running the time limit are substantially correct, although the principal reasons for the delay were difficulties encountered in crushing rock and the contractor's inability to secure competent help. He recommended in view of the circumstances, that the extension of time requested be granted without penalty, notwithstanding that the state incurred extra expense for engineering supervision and that the traveling public was somewhat inconvenienced by the delay. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

E. C. Hall Company and J. C. Compton, Contract No. 2595, for construction of bituminous macadam surfacing on Section "A", Monmouth-Benton County Line Section of the Pacific Highway West in Polk County, requested an extension of time from July 31 to September 30, 1943, within which to complete this job. They attributed their failure to complete the contract within the specified time limit to adverse

weather conditions. The Engineer advised that this job was performed as expeditiously as weather and labor conditions would permit so, in his estimation, the contractors should not be penalized for over-running the time limit. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

E. C. Hall Co., J. C. Compton & McNutt Bros., Contract No. 2596, for construction of Unit "B" of the Monmouth-Benton County Line Section of the Pacific Highway West in Polk County, requested an extension of time of 60 days from July 31 to September 30, 1943, within which to complete this job. They alleged that extremely bad weather conditions during the spring months hindered construction operations and was directly responsible for over-running the specified time limit. The Engineer advised that the reasons given by the Contractors for failure to complete the job on time are correct; furthermore, the contractors experienced difficulty in securing competent labor. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Eugene Sand & Gravel Company, Contract No. 2604, for furnishing crushed materials in stock piles for use on the Salt Creek Falls-Odell Butte Section of the Willamette Highway in Klamath and Lane Counties, requested an extension of time of 70 days from July 31 to October 9, 1943, within which to complete this job. The Engineer advised that the contractor experienced difficulties in securing suitable railroad cars on which to ship material from its plant in Eugene; also, that the company was hindered in trucking the material over the hauling roads because of snow conditions. He recommended that the extension of time requested be granted without penalty. The recommendation was approved by the Commission by unanimous vote.

M. C. Lininger & Sons, Contract No. 2619, for furnishing crushed rock for the Chemult Rock Production Project on The Dalles-California Highway in Klamath County, requested an extension of time of 34 days from July 21 to September 23, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing labor and to breakdown of equipment. The Engineer advised that the state has suffered no loss due to the contractors' failure to complete the job on time and recommended, in view thereof, that the extension of time requested be granted without penalty. The recommendation was approved by the Commission by unanimous vote.

The Engineer reported that contracts Nos. 2595, 2596, 2604, 2616, 2619, and 2636, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications

thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission, on motion of Commissioner Chessman, which was seconded by Commissioner Schaupp:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2595, with E. C. Hall Co. and J. C. Compton, for bituminous macadam surfacing on Section "A", Monmouth-Benton County Line Section of the Pacific Highway West in Polk County, completed on September 30, 1943;

Contract No. 2596, with E. C. Hall Co., J. C. Compton and McNutt Bros., for grading and bituminous macadam surfacing on Section "B", Monmouth-Benton County Line Section of the Pacific Highway West in Polk County, completed on September 30, 1943;

Contract No. 2604, with Eugene Sand & Gravel Co., for furnishing crushed material in stockpiles on the Salt Creek Falls-Odell Butte Section of the Willamette Highway in Klamath and Lane Counties, completed on October 9, 1943;

Contract No. 2616, with A. H. Saxton & Son, for furnishing crushed material in stockpiles on the Trent-Salt Creek Falls Section of the Willamette Highway in Lane County, completed on August 12, 1943;

Contract No. 2619, with M. C. Lininger & Sons, for furnishing crushed material in stockpiles on the Chemult Section of The Dalles-California and Willamette Highways in Klamath County, completed on September 23, 1943;

Contract No. 2636, with D. C. and A. L. Williams, for furnishing crushed material in stockpiles on the Weston Section of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, completed on September 24, 1943;

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with George H. Wells Company for furnishing and placing 200 to 300 tons of asphalt material adjacent to railroad tracks on Main Street, in town of Milton;

Modification of project agreement with Public Roads Administration covering Boardman Flight Strip;

Modification of project agreement with Public Roads Administration covering Rome Flight Strip;

Project agreement with the Public Roads Administration covering Aurora Flight Strip;

Modification of project agreement with the Public Roads Administration covering the Siletz-Toledo Section;

Bargain and sale deed conveying unto August L. Schubring and wife 19,840 square feet of land in Washington County;

Quitclaim deed conveying to the City of Portland certain property adjacent to the Lower Columbia River Highway within the Portland city limits. (This deed is to correct a deed in which the State Highway Commission was inadvertantly included as grantee.)

Acceptance of revokable permit from U. S. of America, covering use of government-owned property near Astoria, in Clatsop County.

The Commission had under discussion the setting of a date for its next regular meeting for the receiving of bids and decided to hold such meeting in Portland on Tuesday, December 21, 1943. The Secretary was instructed to make the usual arrangements to hold this meeting in the auditorium of the Public Service Building. (Later changed to Thursday, December 23, 1943.)

There being no further business to come before the Commission at this time, the meeting adjourned at 4:40 p. m.

T H Banfield
Chairman

State Highway Engineer

Secretary

Commissioner

Commissioner

Portland, Oregon, December 23, 1943

The State Highway Commission was scheduled to meet in regular session at 9:00 a. m., in the auditorium of the Public Service Building, Portland. Due to the illness of Commissioner Chessman and the unavoidable detention of Commissioner Schaupp, Chairman Banfield announced at 9:00 a. m. that the opening of bids, scheduled for that hour, would be postponed until 11:15 a. m., and that no official business would be transacted until the arrival of Commissioner Schaupp. Commissioner Schaupp arrived at 11:00 a. m. and the Chairman declared the Commission in session. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney

The first order of business was the appointment of Oscar Cutler as Acting Secretary, due to the absence of the Commission's Secretary, H. B. Glaisyer The following resolution was adopted with regard to the matter:

WHEREAS, H. B. Glaisyer, the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission, will be absent from the State of Oregon for the period beginning December 22, 1943, and ending January 6, 1944; and

WHEREAS, it is necessary that someone be appointed to serve as Acting Secretary during the absence of the said H. B. Glaisyer; and

WHEREAS, Oscar Cutler is, in the opinion of the Commission, qualified to perform the duties of such office and serve as Acting Secretary during the absence of the regular Secretary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That Oscar Cutler be and he hereby is appointed as Acting Secretary to the Oregon State Highway Commission, and that he serve in such capacity during the period beginning December 22, 1943, and ending January 6, 1944.

2. That as such Acting Secretary the said Oscar Cutler is hereby authorized and empowered to do and perform all of the duties appertaining to the said office for said period.

Bids, as follows, for highway construction projects, were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the award of contracts would be made at 4:00 p. m.:

PACIFIC HIGHWAY EAST
CONSTRUCTION OF PEDESTRIAN WALKWAY NEAR MILWAUKIE

Birkemeier & Saremal	$1,401.00
Tower Sales & Erecting Co.	1,442.50
Norris & Philpott	1,594.00
C. W. Reeve	1,658.80
Archie R. Averill	1,710.00
John G. Lundstrom	2,893.96

THE DALLES-CALIFORNIA HIGHWAY
METOLIUS-REDMOND ROCK PRODUCTION

M. C. Lininger & Sons	$30,055.00
D. C. & A. L. Williams	31,900.00
Babler Bros.	34,800.00
T. W. Thomas	36,750.00
Rogers Construction Co.	37,120.00
P. B. Doherty	46,400.00

CENTRAL OREGON HIGHWAY
BROTHERS-HARNEY COUNTY LINE ROCK PRODUCTION

M. C. Lininger & Sons	$65,417.00
J. A. Terteling & Sons	77,080.00
McNutt Brothers	81,085.00
Babler Bros.	82,000.00
T. W. Thomas	82,000.00
Rogers Construction Co.	92,946.00

PENDLETON-JOHN DAY HIGHWAY
UMATILLA COUNTY LINE-LONG CREEK ROCK PRODUCTION

M. C. Lininger & Sons	$39,640.00
P. B. Doherty	43,800.00
Rogers Construction Co.	45,000.00

ACCESS ROAD PROJECT
KLAMATH FALLS AIR STATION
GRADING AND SURFACING

Clifford A. Dunn	$88,364.00
Babler Bros.	89,996.00

SILETZ SECONDARY HIGHWAY
KERNVILLE-EUCHRE MOUNTAIN SECTION
GRADING, SURFACING AND ROCK PRODUCTION

J. S. Risley	$56,985.00
Rogers Construction Co.	75,010.00
T. W. Thomas	82,370.00

OCT 1943

I. O. N. HIGHWAY
IDAHO STATE LINE-MOLLOY RANCH SECTION
GRADE WIDENING, SURFACING AND OILING

Morrison-Knudsen Co., Inc.	$39,420.00

JORDAN VALLEY SECONDARY HIGHWAY
HOOKER CREEK-JORDAN CREEK SECTION
GRADING, SURFACING AND OILING

Rogers Construction Co.	$149,587.00
Morrison-Knudsen Co., Inc.	166,367.00
E. C. Hall Co. & J. C. Compton	166,527.50
McNutt Brothers	178,661.50
E. B. Bishop	179,791.00
Babler Bros.	198,370.00

I. O. N. HIGHWAY
JORDAN CREEK-SCOTTS BUTTE CREEK SECTION
GRADE WIDENING, GRAVEL BASE, ROADBED TOPPING AND OILING

Rogers Construction Co.	$385,937.00
E. C. Hall Co. & J. C. Compton	405,469.00
McNutt Brothers	438,240.00
E. B. Bishop	495,488.00
Morrison-Knudsen Co., Inc.	511,945.00
Babler Bros.	533,468.00

CENTRAL OREGON HIGHWAY
JUNTURA-HOPE ROCK PRODUCTION

Chester T. Lackey	$42,140.00
J. A. Terteling & Sons	43,226.00
Western Rock Company	49,075.00
R. O. Dail & Warren Bros.	51,720.00
Rogers Construction Co.	53,320.00

HEPPNER AND LEXINGTON-ECHO HIGHWAYS
LEXINGTON ROCK PRODUCTION

Oscar E. Joelson	$33,800.00
M. C. Lininger & Sons	35,800.00
Rogers Construction Co.	35,972.00
J. A. Terteling & Sons	37,000.00
D. C. & A. L. Williams	39,000.00
P. B. Doherty	39,200.00

The Highway Commission confirmed the authority previously granted the Engineer to complete the 1943 agreements for maintenance in cities during the year of 1944.

In connection with the 1943 act by which the Legislature appropriated certain of the state highway funds to the cities, the Commission approved forms of resolutions required to carry out the provisions of the law, as follows

WHEREAS, it is provided by Chapter 371, Oregon Laws, 1943, that:

> "Beginning with the year 1943 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 5 percent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year, and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A., and under the provisions of section 115-528, O. C. L. A., and under the provisions of section 110-1705, O. C. L. A., and from fines and penalties assessed and collected for violations of the motor vehicle and transportations laws, and which have been paid to the state treasurer, which appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year."

AND, WHEREAS, pursuant to the laws of the State of Oregon there was credited to the state highway funds by the State Treasurer for the calendar year_____, the sum of $_____; and

WHEREAS, by applying the factors of allocation provided for in said act the State Highway Commission has apportioned to the several cities of the State their respective shares in said state highway funds;

NOW, THEREFORE, the State Highway Commission does hereby certify to the Honorable Robert S. Farrell, Jr., Secretary of State of the State of Oregon, the following apportionment or appropriations out of said state highway fund for the calendar year_____; to wit:

City	Amount
_____	_____
_____	_____

That of the above enumerated cities the following cities are incorporated cities of the State of Oregon having a population less than 1,000:_____

_____ 3, 1943

That before said last named cities may expend funds apportioned to them out of said state highway fund they must first qualify by submitting to the State Highway Commission for approval plans for the expenditure of such funds.

That a certified copy of this resolution and certificate be delivered to the said Secretary of State for his use and guidance in the administration of said law.

That this resolution be entered in the minutes and records of the Commission as of _____.

_____

WHEREAS, by and under the provisions of Chapter 371, Oregon Laws, 1943, there is appropriated annually out of the state highway fund sums of money, which sums so appropriated are by the terms of said act dedicated for the "construction, reconstruction, improvement, repair and maintenance of city streets which have not been designated as connecting links between state highways by the State Highway Department in the manner provided by law"; and

WHEREAS, said act provides "that cities of less than 1,000 population may not expend funds allocated to them hereunder, unless and until plans for such expenditure have been submitted to the State Highway Commission and received the written approval thereof" and

WHEREAS, _____ is an incorporated city of the State of Oregon having a population of less than 1,000; to wit, has a population of _____; and

WHEREAS, in response to the requirements of said act there has been apportioned by the State Highway Commission to said city for use and disbursement under the terms of said act, for the calendar year of _____, the sum of _____; and

WHEREAS, it is the purpose of said city to conform in all respects to and with the provisions of said law and therefore and for that purpose there is submitted to the State Highway Commission for its approval plans, estimates and specifications which have heretofore been approved by the municipal authorities of said city;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. There hereby is created a fund to be known as the "State Tax Street Fund", into which fund shall be paid and credited all of the money allocated to and received by said city by virtue of the provisions of said law.

2. That said sum of $_____allocated to said city and made available for expenditure during the calendar year 194__ is hereby set aside and dedicated for the street projects hereinafter designated.

3. That the following named streets hereby are selected and designated as the streets to be improved during said calendar year and the cost thereof to be paid out of said street fund; to wit: _____

_____

4. That the type, character and extent of street construction, reconstruction, repair, improvement and maintenance proposed with respect to said above named streets shall be _____

_____

5. That _____ as mayor or city manager of said city be and he hereby is instructed and authorized to submit to the State Highway Commission for its written approval the said proposed plans and that said submission be by a certified copy of this resolution.

6. That upon receipt of the written approval of said plans and projects all necessary steps shall be taken and all procedure adopted necessary for the accomplishment of said street improvement, all of which work shall be done in strict conformance with the plans and specifications approved by the State Highway Commission and in compliance with the provisions of said law.

7. That this resolution shall be entered in the proper and appropriate records of said city and a duly certified copy thereof prepared for delivery by the said mayor or city manager to the State Highway Commission.

Dated this _____day of _____, 194__.

City of _____

Attest: By_____

_____ By_____

City Recorder

By_____

_____

_ 23 1943

WHEREAS, under the provisions of Chapter 371, Oregon Laws, 1943, there has been by this Commission apportioned to _____ for use and disbursement during the calendar year _____for street purposes as provided in said law the sum of $_____; and

WHEREAS, said city being a city of less than 1,000, to wit: a city of _____, has submitted to this Commission for approval plans for the expenditure of said sum of $_____ during said calendar year; and

WHEREAS, said plans and projects, having been submitted by this Commission to the State Highway Engineer for examination and approval, have been approved by him;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the following named streets of the city of _____ proposed for improvement by said city as evidenced by a certified copy of a resolution adopted by said city and served on this Commission be and said streets hereby are approved and thereby qualified for funds apportioned to said city by this Commission under the provisions of said law, the streets so approved being as follows: _____

_____.

2. That the type, plan and character of improvement suggested in said resolution be and said plans, type and character of improvement hereby are approved.

3. That by the adoption of said resolution said city shall be deemed to have qualified under the provisions of said law and is therefore entitled to receive the funds apportioned to said city by this Commission.

4. That a certified copy of this resolution be delivered to the mayor of said city and a like certified copy delivered to the Secretary of State for such purpose as it may serve in connection with the administration of said act.

5. That this resolution shall be entered in the minutes and records of the Commission as of the _____day of _____, 194__.

_____

The Commission approved an estimated expenditure of $33,000 for the improvement of the Rhea Creek-Chapin Creek Section of the Heppner-Spray Secondary Highway, in Morrow County.

The Commission denied the request of the Pacific Plywood Corporation for the construction of a sidewalk along the Salmon River Highway westerly from Willamina a distance of about one-fourth mile to the company's plant.

The Commission likewise denied the request of the City of Willamina for the widening of the Willamina River Bridge at Willamina. All such projects must wait for proper consideration after the war. Chairman Banfield stated that no project of this kind can be built in wartime without the express approval of the Army, Navy or the War Production Board.

The Commission took similar action with reference to the Klamath Falls City Council's request for the immediate improvement of South Sixth Street, Klamath Falls.

Similar action was taken with reference to the request of Gilliam-Wheeler Pomona Grange No. 7, for the improvement of the Wasco-Heppner Secondary Highway, between Condon and Moro.

The Commission considered and signed project agreements with the Public Roads Administration, as follows:

Agreement covering the Astoria Airport Section
Agreement covering the Monmouth-Pedee Section

The Commission instructed the Secretary to advise the Nyssa Chamber of Commerce that the oiling of certain highways connecting Adrian with U. S. 95 would be considered as a postwar project, but that no commitments would be made at this time.

The Commission next considered the Maintenance Budget, and requested the Engineer to make a detailed report, approving in the meantime such expenditures as are necessary to carry on maintenance work on the highway system until the report can be considered.

Based on the opinion of the Chief Counsel, the Engineer was advised to inform the State Budget Director that the State Highway Commission is without authority to operate bus service for state employees between Portland and Salem.

The Commission considered and signed a settlement with the City of Corvallis for a claim for the maintenance and repair of certain water pipe lines disturbed during highway construction north of the Corvallis city limits.

The Commission accepted as a compromise settlement of its claim against the P & M Lumber Company, the sum of $600.00 for damages to a bridge at Mile Post 226.76 on the Pacific Highway.

The Engineer reported to the Commission that stop signs are no longer considered necessary at railroad grade crossings where automatic signals are maintained. After careful consideration the Commission ordered such stop signs removed.

The Commission considered the request of the City of St. Helens for establishment of a 25-mile-per-hour speed limit along the Lower Columbia River Highway through West St. Helens. No action was taken, because the establish-

ment of speeds on state highways in cities is a function of the State Speed Board, of which the Chairman of the Highway Commission is a member.

On the recommendation of the Engineer, the Highway Commission established a 25-mile-per-hour speed limit on the Airport Detour Road at Astoria during the period that this road is used as a detour for U. S. 30. The Commission adopted the following resolution with respect thereto:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast

Highway number: 9 Route number: U. S. 101

Location of Termini	Established Speed
M.P. 5.37 (Lewis & Clark River Bridge to M.P. 7.07 (Approximately E. City Limits of Warrenton	25 miles per hr.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

The Commission denied the request of Oretown Grange Number 354 for state aid in moving a church building back from the highway, in order to provide parking space for automobiles.

The Commission approved payment of $100 toward the cost of constructing a drainage ditch opposite Mile Post 276.97 on the John Day Highway, with the understanding that Malheur County and the Warm Springs Irrigation District will each pay $50 toward this project, based upon the recommendation of the Engineer that the drainage facilities would be of benefit to the highway. The Chief Counsel was instructed to prepare the necessary agreement.

The Commission considered the request of Leonard and Slate for increased compensation in connection with the operation of the Wilsonville Ferry. The Secretary was instructed to advise Leonard and Slate that if they appeared before the Commission personally, the Commission would discuss this matter with them.

The Commission considered the request of the City of Willamina for engineering assistance in the establishment of street grades along the route of the state highway in the city. The Engineer was instructed to provide this service.

The request of Ishams Transfer and Storage for permission to use the state scales at Grants Pass for the weighing of chrome ore was denied and the Secretary was instructed to advise them of the Commission's action.

The Commission accepted the offer of Roy Montague, Arlington, to pay $15 for an old water tank owned by the State Highway Department, located about four miles east of Arlington.

The Commission authorized the purchase of one pneumatic wood-boring air drill, at an estimated cost of $190.

The Commission approved renewal of present contracts with the Hospital Associations.

The Engineer reported that he had been unable to purchase the truck scales authorized by the Commission, because of the refusal of the War Production Board to release the scales; therefore, consideration of Glenwood as a suitable scale site will have to be deferred.

F. H. Brundage, Western Log and Lumber Administrator, War Production Board, requested by letter reconsideration by the Commission of its refusal to grant a permit to the Byerly Logging Company for permission to operate logging trucks with excessive overhang. The Engineer reported that such operation was inimical to the safety of the public, because in swinging around the curves the rear of the load would encroach upon the opposite traffic lane; furthermore, the long overhang caused the logs to oscillate up and down, which increased the impact on the rear axle. The Commission discussed various ways and means of overcoming these difficulties by various safeguards, but was advised by the Chief Counsel that he could find nothing in the law that would permit the Commission to grant the request for the additional overhang, over and above that specified under the law. On the basis of this information the Commission again denied the request.

The Engineer reported briefly on his personal inspection of the proposed crossings at grade of the Ostrander Railway & Timber Company's new logging road on state routes 211 and 215. In both cases the Engineer reported that he found the sight distance quite impaired and it was his considered opinion that the crossings would be hazardous to the general public and he recommended that the request for grade crossings be denied. He further stated that if the Commission did approve grade crossings, flagmen would be required to safeguard the traveling public, and all logging trucks required to stop before entering or crossing these highways. He gave as his thought that the cost of watchmen and the cost of stopping the trucks would equal an annual sum which would in a short time amortize the cost of grade separation structures, which he estimated at about $50,000. Shortly afterward, Mr. Charles McCulloch, Attorney for the Ostrander Railway & Timber Company, appeared and again requested that the Ostrander Railway & Timber Company be permitted to cross the highways at grade. He gave as his thought that it might be possible to work out an agreement wherein the lumber company would be permitted to operate grade crossings for the duration of the war and install separation structures thereafter, when labor and materials would be more available. The Engineer was instructed to meet with Mr. McCulloch and the engineers of the Ostrander Railway & Timber Company on the ground, and discuss the proposition in more detail and the Engineer to report back his findings to the Commission at the next meeting.

The Commission considered complaints concerning the weighing of logging trucks and overweight violations committed by log haulers, and discussed the advisability of imposing special penalties on log haulers for overloading. No definite action with regard to this matter was taken by the Commission. After a discussion of the subject the Commission instructed the Engineer and Attorney or their representatives to contact the officials in the State of Washington who are charged with the enforcement of Washington's laws and regulations relative to log hauling, and make a report to the Commission

at its next regular meeting. The Commission authorized the payment of expenses of the engineers and attorney for travel in the State of Washington, if such travel is necessary, subject to the usual approval by the Governor.

Bruce Spaulding, Attorney, and William Swindells, representing the Willamette Valley Lumber Company of Dallas, likewise appeared and made a request for a proposed grade crossing for a logging road in the vicinity of Dallas. The Engineer was instructed to make a personal inspection with these gentlemen, on the ground, and report back to the Commission at the next meeting.

The Commission then considered communications received since the last meeting.

With reference to the letter from School District 138, Wauna, Oregon, requesting operation of a small waiting room on the Lower Columbia River Highway one-half mile west of Taylorville, for the benefit of school children and others who take the bus at that point, the Commission decided that the erection of waiting rooms of this kind was not the responsibility of the Commission.

The Commission denied action requested by the Redwood Empire Association opposing the proposed increase in the tax levy on passenger and pullman fares, as being a question beyond the jurisdiction of the Highway Commission.

A letter from the Manzanita Community House, Inc., endorsing a proposal for a wild game preserve on Neahkahnie Mountain was presented. Action on the letter was deferred until Commissioner Chessman could be present.

The Highway Commission considered the suggestions of Harry Hansen of Junction City and C. E. Moyer of Dillard and decided not to present a request to the Army Engineers for revetment projects on the Willamette Highway, near Junction City and on the Umpqua River at Dillard, for the reason that the highway department is not particularly concerned, and there appears to be no hazard to the highway at these points.

The Commission further stated that they would only take up these matters with the Army Engineers when it directly concerned the highways.

No action was taken on the request of the Columbia County Court to designate the Scappoose-Vernonia County Road as a secondary highway.

Communications from the Reverend Luke Powleson and Mayor C. A. Meeker, expressing appreciation of the Commission's activities, were ordered filed for the record.

Upon recommendation of the Assistant Attorney the issuance of permits for the utilization of right of way for "victory gardens" was approved for the calendar year 1944.

The Commission approved and accepted the amended offer of Sam Alderson for the purchase of buildings on the Wolf Creek-Grave Creek Section of the Pacific Highway.

The claim of George W. White for alleged damages to crops on property acquired from him for right of way for the Wolf Creek Highway, was referred to the Engineer for investigation of the drainage facilities.

The Attorney presented a letter from Dr. Moser's attorney, Neil Allen, Grants Pass, suggesting that the Highway Commission abandon its condemnation in connection with a gravel pit which Dr. Moser owns, and in lieu thereof execute a lease for the maintenance of the stock piles and for such gravel as has been or may be taken, at an agreed price per cubic yard. This matter was referred to the Engineer with a request for investigation and recommendation with reference to this offer.

The Commission did not approve the deeding to Marion County of a strip of land acquired by the state as right of way for a county road to replace a section of the old county road across the Aurora Flight Strip, in view of the fact that there might be some change there in the future. There appears to be no necessity for immediate action.

The Commission decided not to employ special counsel to assist the Chief Counsel in the condemnation of part of the Public Market property along the route of Front Street in the City of Portland.

The State Parks Superintendent reported on several matters which he had had under discussion with Chairman Banfield with reference to the purchase of additional property for parks. The matter was deferred until Commissioner Chessman could be present.

The State Parks Superintendent was instructed to appear at the next meeting of the Highway Commission, at which time the several matters which he had in mind could be presented before the entire Commission.

The Commission approved the following surveys authorized by the Engineer since the last meeting:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Prospect.	12-1432	Grant	Wheeler County Line-Flat Creek Section, John Day Highway	1st - $350.00
Plans & Relocation	12-1433	Grant	Soda Mountain-Harney County Line Sec., John Day-Burns Hwy.	1st - $500.00
Prospect.	113-1426	Harney	Crane-Diamond Section, Diamond Valley Secondary Highway	1st - $200.00

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Prospect.	12-1430	Grant	John Day-Harney Co. Line Sec., John Day-Burns Highway	2nd - $200.00 Total to date $500.00
Prospect.	13-1422	Harney	Grant Co. Line-Burns Section John Day-Burns Highway	2nd - $200.00 Total to date $700.00
Prospect.	13-1424	Harney	Burns-Buchanan Section, Central Oregon Highway	2nd - $200.00 Total to date $500.00
Retracing Center Lines	22-1458	Linn	Steiwer Hill-Murder Creek Section, Pacific Hwy. East	2nd-$1,000.00 Total to date $2,000.00

The Commission considered and ordered the extensions of time for the completion of highway contracts as follows:

A. C. Suhre, dba Bend Sand and Gravel Company, Contract No. 2565, for the Redmond Rock Production Project, in Crook and Deschutes Counties, requested an extension of time from August 31, 1943, to October 11, 1943. The Engineer advised that the contractor had difficulty in obtaining equipment and parts, and also experienced difficulty in producing material from the specified pit, and on his own volition moved to another pit. Inasmuch as the state maintenance work was not delayed in any manner, the Engineer recommended that the extension be granted without penalty. Mr. Schaupp moved that the recommendation be approved. It was so ordered by Chairman Banfield.

Chester T. Lockey, Contract No. 2600, for the Dead Ox Flat-Cairo Junction Rock Production Project, in Malheur County, requested an extension of time from April 30, 1943, to October 16, 1943. The Engineer reported that he had examined the contractor's claim and the delay was due to shortage of labor, difficulty in getting repair parts, and government work that the contractor had on the airport at Ontario. He recommended that the extension be granted without penalty. Mr. Schaupp moved that the recommendation be approved and it was so ordered by Chairman Banfield.

P. B. Doherty, Contract No. 2632, for the Alsea Mountain Rock Production Project, in Benton County, requested an extension of time from September 30, 1943, to November 24, 1943. The contractor gave as his reason the shortage of labor and inability to secure hauling equipment. The Engineer stated that the delay in the completion of the work did not cost the state extra money, and the reason given by the contractor was substantially correct, and he

recommended that the extension of time be granted without penalty. Mr. Schaupp moved that the recommendation be approved, and it was so ordered by Chairman Banfield.

Newport Construction Company, Contract No. 2641, for grading and paving the North Bend Airport Road, in Coos County, requested an extension of time from October 31, 1943, to November 1, 1943. The Engineer reported that the contractor was delayed in performing the work by reason of his contract on the North Bend Airport. He pointed out that the extension of time was for one day only, and recommended that it be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. Mr. Schaupp moved that the recommendation be approved, and it was so ordered by Chairman Banfield.

C. H. Grimstad and T. Vanderveldt, Contract No. 2647, for sidewalk construction between Miles Crossing and the Lewis and Clark Bridge on the Oregon Coast Highway, in Clatsop County, requested an extension of time from September 30, 1943, to October 30, 1943. The Engineer reported the contractor had difficulty in securing labor and matetials and recommended that the extension of time be granted without penalty. Mr. Schaupp moved that the recommendation be approved, and it was so ordered by Chairman Banfield.

The Engineer reported that contracts No. 2483, 2565, 2600, 2641, 2647 and 2655, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2483, with Leonard & Slate, for grading, surfacing and oiling on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway in Union County, completed on July 30, 1943.

Contract No. 2565, with A. C. Suhre (Bend Sand & Gravel Co.), for furnishing crushed gravel in stockpiles on the Redmond Section of the McKenzie, Ochoco, The Dalles-California and Redmond-Bend Highways in Crook and Deschutes Counties, completed on October 11, 1943.

Contract No. 2600, with Chester T. Lackey, for furnishing crushed gravel in stockpiles on the Dead Ox Flat-Cairo Junction Section of the Old Oregon Trail and Central Oregon Highways in Malheur County, completed on October 16, 1943.

Contract No. 2641, with Newport Construction Co., for grading and paving on the North Bend Airport Access Road in Coos County, completed on November 1, 1943.

Contract No. 2647, with C. H. Grimstad & T. Vanderveldt, for construction of an oiled-rock footpath on the Miles Crossing-Lewis & Clark River Section of the Oregon Coast Highway in Clatsop County, completed on October 30, 1943.

Contract No. 2655, with Babler Bros., for grading, surfacing and oiling on the Madras-Redmond Air Base Target Range Access Road in Jefferson County, was completed on November 6, 1943.

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Assistant Attorney requested authority to purchase certain parcels of real property that are needed for various highway improvements. He submitted a list of such properties and suggested offers in connection with each. After careful consideration of each item the Commission approved the request and the offers recommended. The following resolution with respect thereto was adopted by the Commission by unanimous vote of the Commissioners present upon motion of Commissioner Schaupp:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete

the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FAIRVIEW TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY

7547-Chase, M. and Anna Right of Way	4,500 sq.ft. at 10¢	$450.00	Parker
	1,774 sq.ft., concrete floor at 20¢	354.80	
	1,500 sq.ft. graveled surface	75.00	
	Damage to remainder of property	400.00	
	Destruction shed, cannot be utilized	100.00	
	Dismantling, removing, reconstructing buildings, tanks (gas), pumps, etc.	3,620.20	
		$5,000.00	

LITTLE LUCKIAMUTE RIVER-MONMOUTH SECTION, BRIDGEPORT-MONMOUTH HIGHWAY

11097-Fern, Henry Right of Way	0.37 acre at $100.00	$37.00	McChesney
	60 rods fence at 75¢ per rod	45.00	
		$82.00	
11096-Ennis, Gilbert Right of Way	2.04 acres at $100.00	$204.00	"
	130 rods fence at $1.50 per rod	195.00	
		$399.00	
11098-Ennis, Gilbert Right of Way	0.38 acre at $100.00	$38.00	"
11099-Dixon, E. S. Right of Way	0.43 acre at $100.00	$43.00	"
	60 rods fence at 75¢ per rod	45.00	
		$88.00	

BUTTEVILLE ROAD-HUBBARD SECTION, WEST PORTLAND-HUBBARD HIGHWAY

3222-B-Jeskey, William and Maude Easement	Payment for falling, damaging and injuring additional trees not included in original flight strip easement	$350.00	Witt
3222-A-Jeskey, William and Maude Right of Way	9.81 acres at $125.00	$1,226.25	"
	8.27 acres at $62.50	516.88	
		$1,743.13	

EUCHRE MOUNTAIN SECTION, SILETZ HIGHWAY

11158-C. D. Johnson Lbr. Co. Right of Way & Slope Easement	2.4 acres	$00.00	Landon
	200 foot slope	00.00	
		$00.00	

MCKENZIE RIVER BRIDGE SECTION, MCKENZIE HIGHWAY

11088-Harris, Lawrence T. Park	4.0 acres	GRATIS	Parker

WOLF CREEK-GRAVE CREEK SECTION, PACIFIC HIGHWAY

10432-A -State Land Board Restriction of Access (Correction)	146.08 acres at $3.52	$513.50	DeSouza

LEXINGTON-HEPPNER SECTION, HEPPNER HIGHWAY

11136-Oregon-Washington Quarry Site and Stockpile Site	Joint Land Bank and Newt O'Hara 8.81 acres at $27.50 per acre plus fencing	$242.17	Cozad

IONE-HEPPNER SECTION, HEPPNER HIGHWAY

11137-Evans Brothers Stock Pile	1.27 acres at $25.00 And fencing	$31.75	"
11135-Cutsforth, O. W. Stock Pile	1.38 acres at $25.00 And fencing	$34.50	"

LEXINGTON-UMATILLA COUNTY LINE SECTION, LEXINGTON-ECHO HIGHWAY

11154-Nichols, Thomas H. Stock Pile	0.93 acre at $20.00 Fencing	$18.60	"

RHEA CREEK-CHAPIN CREEK SECTION, HEPPNER-SPRAY HIGHWAY

11151-Wright, Walter W. Quarry and Stock Pile Site	6.00 acres at $20.00 106 rods fence at $1.00 Release of mortgage - Federal Land Bank	$120.00 106.00 7.50 $233.50	"
11153-Bechdolt, W. W. Stock Pile Site	0.41 acre at $25.00	$10.25	"
11152-Stevens, Harold,& Morrow County Stock Pile Site	0.83 acre at $20.00	$16.60	"
11150-Stephens, Arthur Stock Pile Site	0.71 acre at $25.00 Release of mortgage - Federal Land Bank	$17.75 5.00 $22.75	"

[illegible] 23 1943

FOLLY FARM-CRANE SECTION, ROME-PRINCETON HIGHWAY

11027-Peterson Bros. Quarry Site	12.2 acres at $7.00 (20 year lease)	$85.40	Cozad

JORDAN VALLEY SECTION, I. O. N. HIGHWAY

11054-Malheur County Maintenance Site	2.91 acres	$1.00	"

JORDAN CREEK-JORDAN VALLEY SECTION, JORDAN VALLEY HIGHWAY

10897-Fraser, Wm. M. Right of Way	0.06 acre	$10.00	Parker
10932-Fraser, Wm. M. Haul Road Easement	1.13 acre	$00.00	"

BURNS-CRANE SECTION, DIAMOND VALLEY HIGHWAY

11160-Heinz, Chester Cinder Pit	40.0 acres - Ground Lease- Dec. 6, 1943 to July 1, 1944	$30.00	Van Scoy

---

The Assistant Attorney also requested authority to acquire by condemnation the following properties which are needed in connection with the construction of the Klamath Falls Air Station Access Road and the Siletz Bay-Newport Section of the Oregon Coast Highway:

File 11168-Ellen A. Hannon	Recommended offer if state builds fence	$250.00
	" " if owner builds fence	700.00
File 4050 -Frank Sijota, et ux.	Recommended offer	$225.00

After consideration of both properties the Commission approved the request and the recommended offers. The following resolution with regard thereto was adopted by the Commission upon motion of Commissioner Schaupp, which was seconded by Chairman Banfield:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites,

gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Ellen A. Hannon, which property is located in the south half ($S\frac{1}{2}$) of the south half ($S\frac{1}{2}$) of Section 15 and in the north half ($N\frac{1}{2}$) of the north half ($N\frac{1}{2}$) of Section 22, Township 39 South, Range 9 East, W. M., Klamath County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 11168, which property is being acquired for right of way purposes in connection with the Klamath Falls Air Station Access Road;*

Real property owned by Frank Sijota and Elizabeth Sijota, which property is located in the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) (Lot #6) of Section 10, Township 8 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file

R 4050, and which property is being acquired for right of way purposes in connection with the Oregon Coast Highway.*

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resoltuion set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That George Neuner, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

*(The detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 41, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

Major Day, of the U. S. Army, requested the Highway Department to instruct army personnel in the operation of certain drawbridges along the Oregon Coast Highway, to the end that, in the event of a commando raid, the Army could open the bridges, which would constitute an effective road block against the enemy. Major Day stated that the Army had no intention of opening the bridges without a competent man from the Highway Department being present, save and except in times of real emergency when it becomes necessary to delay enemy action. Under these circumstances, the Commission approved the request, and instructed the Engineer to arrange for the necessary instruction.

Appearing for the Committee on Roadside Beautification and Timber Acquisition of the Portland Chamber of Commerce were A. A. Loeb, Arthur Moulton, and Art Kirkham, of Portland. They stated that it was their opinion that the Association of Oregon Counties, which recently passed a resolution against the Commission's acquiring additional wayside strips, had acted without full knowledge of the Commission's procedure and objectives, and that the committee would endeavor to inform the members of the Association of Oregon Counties of the correct objectives of the Commission and its program to carry it out. It was their thought that when the Association fully realized the benefits to be derived from the Commission's action, no further protests would be made.

The Corvallis City Planning Commission, consisting of T. J. Starker, Forestry Department, O. S. C., Charles Whiteside, Whiteside Theatre, and Vic Goodnight, City Engineer, appeared before the Commission at this time. Mr. Goodnight explained to the Commission the objective of the City Planning Commission of Corvallis, relative to the relocation of U.S. 99W through the city. Mr. Goodnight stated that the Engineering Department was well acquainted with the Planning Commission's idea of relocating the Pacific Highway West along the water front in Corvallis.

The Engineer pointed out that among the difficulties of this location is the presence of certain railroad-spur tracks on the street servicing industries adjacent to the street. Mr. Goodnight agreed that this was true and asked the Highway Commission to designate the water front location as the future location of the Pacific Highway, to the end that the Planning Commission of Corvallis might, on this definite commitment, work out the problem of the removal of the track, and the reestablishment of the industries. Chairman Banfield replied that the Highway Commission could not obligate itself on a location of this kind for such a long time ahead, and suggested that the City Council of Corvallis and its Planning Commission try and settle these problems and arrange to clear the right of way of the railroad tracks and then present the matter again to the Commission.

After further conference on the subject, the State Highway Engineer was ordered by the Commission to confer with the City Council and the Planning Commission of Corvallis with relation to the plan, and Mr. Goodnight offered to furnish the Engineer with estimates of cost of the proposed work.

At 4:15 p. m. Chairman Banfield announced the following awards of contracts, bids for which were received at the morning session, such awards having been previously approved by vote of the Commission:

Construction of a Pedestrian Walkway on the Southern Pacific Undercrossing Structure on the Pacific Highway East near Milwaukie in Clackamas County. Birkemeier & Saremal, Portland, submitted the low bid for this project, in the amount of $1,401.00, and Tower Sales & Erecting Co., Portland, submitted the next-low bid, in the amount of $1,442.50. There were four higher bidders. The Commission awards the contract to Birkemeier & Saremal, at their low bid of $1,401.00.

Metolius-Redmond Rock Production Project on The Dalles-California Highway, in Deschutes and Jefferson Counties. M. C Lininger & Sons, Medford, submitted the low bid for this project, in the amount of $30,055.00; D. C. & A. L. Williams, Madras, submitted the second-low bid for this project, in the amount of $31,900.00; and Babler Bros., Portland, submitted the third-low bid, in the amount of $34,800.00. There were three higher bidders. The Commission awards the contract to D. C. &.A. L. Williams, at their second-low bid of $31,900.00.
*(See explanation hereinafter given.)

Brothers-Harney County Line Rock Production Project on the Central Oregon Highway, in Deschutes and Lake Counties. M. C. Lininger & Sons, Medford, submitted the low bid for this project, in the amount of $65,417.00, and J. A. Terteling & Sons, Boise, Idaho, submitted the next-low bid, in the amount of $77,080.00. There were four higher bidders. The Commission awards the contract to M. C. Lininger & Sons, at their low bid of $65,417.00.

Umatilla County Line-Long Creek Rock Production Project on the Pendleton-John Day Highway, in Grant County. M. C. Lininger & Sons, Medford, submitted the low bid for this project, in the amount of $39,640.00, and P. B. Doherty, Portland, submitted the next-low bid, in the amount of $43,800.00. There was one higher bidder. The Commission awards the contract to M. C. Lininger & Sons, at their low bid of $39,640.00.

Klamath Falls Air Station Access Road Project, in Klamath County. 1.02 miles grading and rock base; and 2.76 miles bituminous macadam wearing surface. Clifford A. Dunn, Klamath Falls, submitted the low bid for this project, in the amount of $88,364.00, and Babler Bros., Portland, submitted the second-low, and only other bid, in the amount of $89,996.00. The Commission refers these bids to the Engineer with power to award the contract to the low bidder, when certain conditions have been satisfied.

Kernville-Euchre Mountain Section of Siletz Secondary Highway, in Lincoln County. 0.33 mile of grading and 7.45 miles of surfacing; also furnishing crushed rock in stock piles. J. S. Risley,

Milwaukie, submitted the low bid for this project, in the amount of $56,985.00, and Rogers Construction Co., Dayton, Washington, submitted the next-low bid, in the amount of $75,010.00. There was one higher bidder. The Commission awards the contract to J. S. Risley, at his low bid of $56,985.00.

Idaho State Line-Molloy Ranch Section of the I.O.N. Highway, in Malheur County. 2.26 miles grade widening, surfacing and oiling. Morrison-Knudsen Co., Inc., Boise, Idaho, submitted the only bid for this project, in the amount of $39,420.00. The Commission awards this contract to Morrison-Knudsen Co., Inc., at their low bid of $39,420.00.

Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway, in Malheur County. 5.08 miles regrading and rock subbase; and 10.15 miles surfacing and oiling; also furnishing crushed rock in stock piles. Rogers Construction Co., Dayton, Washington, submitted the low bid for this project, in the amount of $149,587.00, and Morrison-Knudsen Co., Inc., Boise, Idaho, submitted the next-low bid, in the amount of $166,367.00. There were four higher bidders. The Commission awards this contract to Rogers Construction Co., at their low bid of $149,587.00.

Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway, in Malheur County. 12.82 miles grade widening; 20.10 miles gravel base; and 34.56 miles roadbed topping and oiling; also furnishing crushed material in stock piles. Rogers Construction Co., Dayton, Washington, submitted the low bid for this project, in the amount of $385,937.00, and E. C. Hall Co. and J. C. Compton, Eugene and McMinnville, submitted the next-low bid in the amount of $405,469.00. There were four higher bidders. The Commission awards this contract to Rogers Construction Co., at their low bid of $385,937.00.

Juntura-Hope Rock Production Project on the Central Oregon Highway, in Malheur County. Chester T. Lackey, Ontario, submitted the low bid for this project, in the amount of $42,140.00, and J. A. Terteling & Sons, Boise, Idaho, submitted the next-low bid in the amount of $43,226.00. There were three higher bidders. The Commission awards this contract to Chester T. Lackey at his low bid of $42,140.00.

Lexington Rock Production Project on the Heppner and Lexington-Echo Highways, in Morrow County. Oscar E. Joelson, Eugene, submitted the low bid for this project, in the amount of $33,800.00, and M. C. Lininger & Sons, Medford, submitted the next-low bid in the amount of $35,800.00. There were four higher bidders. The Commission awards this contract to Oscar E. Joelson, at his low bid of $33,800.00.

*NOTE: M. C. Lininger & Sons were low bidders on the following projects: Metolius-Redmond Rock Production Project; Brothers-

Harney County Line Rock Production Project; and the Umatilla County Line-Long Creek Rock Production Project. M. C. Lininger & Sons qualified their bid by the provision that they would accept the award of only two projects at this letting. On the Brothers-Harney County Line Rock Production Project, M. C. Lininger & Sons were $11,663 below the next bidder; and on the Umatilla County Line-Long Creek Rock Production Project, M. C. Lininger & Sons were $4,160 under the next low bidder; whereas on the Metolius Rock Production Project M. C. Lininger & Sons were only $1,845 under the next-low bidder, namely D. C. and A. L. Williams. Therefore, since the bid was qualified, and the bidder would only accept two projects, the Commission found it to the best interests of the state to award the Brothers-Harney County Line Rock Production Project and the Umatilla County Line-Long Creek Rock Production Project to M. C. Lininger & Sons, and to award the Metolius-Redmond Rock Production Project to D. C. and A. L. Williams, of Madras.

The Attorney reported that he had received payment of $30,000.00 as complete settlement for damages in connection with the Algoma flood suit, in Klamath County, which had been in process of negotiation for some time, and which amount had been previously approved by the Commission as a compromise settlement for the claim of approximately $50,000, by reason of the waters of Klamath Lake breaking through a dike and inundating the highway. The Attorney presented the formal release, which was signed by the two Commissioners present. The following resolution was thereupon adopted by the Commission:

RESOLVED, that in the best interests of the State of Oregon and of Oregon State Highway Commission, settlement of that certain law action No. 5338, now pending in the Circuit Court of the State of Oregon for the County of Klamath, wherein State of Oregon, by and through its State Highway Commission, appears as plaintiff, and California-Oregon Power Company, a corporation, et al., appear as defendants, for the sum of Thirty Thousand Dollars ($30,000.00) be and the same is hereby approved.

RESOLVED FURTHER, That upon receipt of said sum of $30,000.00, the members of this Commission, and the Secretary thereof, shall forthwith execute, acknowledge and deliver to the defendants in said action a release in manner and form as follows, to wit:

"RELEASE

In consideration of the payment to the undersigned, STATE OF OREGON, acting by and through its State Highway Commission, of the sum of THIRTY THOUSAND DOLLARS ($30,000.00), receipt whereof is hereby acknowledged, the undersigned, pursuant to resolution of said Oregon State Highway Commission unanimously adopted at its regular session held in Portland, Multnomah County, Oregon, on the 23rd day of December, 1943, does hereby release, acquit and forever discharge California-Oregon Power Company, a

corporation, Southern Pacific Company, a corporation, Central Pacific Railway Company, a corporation, Theodore R. Hughey, J. C. Boyle, H. P. Bosworth, and L. W. Hutchinson, their respective officers, agents, employees, heirs, executors, administrators or assigns of and from any and all claims, demands or causes of action of every nature whatsoever, which it ever had or now has against all or any of said named parties.

For said consideration the undersigned does hereby direct entry of judgment of nonsuit with prejudice in that certain law action No. 5338, now pending in the Circuit Court of the State of Oregon for the County of Klamath, wherein the State of Oregon, by and through its State Highway Commission, composed of Henry F. Cabell, Huron W. Clough, and Herman Oliver, (said individuals being the predecessors in office of the undersigned, Oregon State Highway Commissioners) appears as plaintiff, and said California-Oregon Power Company, and the other above named parties, appear as defendants, the subject matter of said action being included in and fully covered by the release herein.

It is understood and agreed that this settlement is made in compromise of disputed claims, and that said payment is not to be considered as an admission of liability on the part of any of said last named parties, by each of whom liability is expressly denied.

EXECUTED IN SIX ORIGINALS THIS_____day of December, 1943.

STATE OF OREGON
Acting by and through its State Highway Commission, composed of T. H. Banfield, Chairman, Arthur W. Schaupp, Member, and Merle R. Chessman, Member.

T. H. BANFIELD
Chairman

ARTHUR W. SCHAUPP
Member

MERLE R. CHESSMAN
Member

ATTEST: OSCAR CUTLER
Acting Secretary

APPROVED:

J. M. DEVERS
Attorney for Oregon State Highway Commission.

1943

RESOLVED FURTHER, that the members of this Commission, together with the Secretary and Attorney therefor, be and they are hereby authorized and directed to execute, file and deliver on behalf of the State of Oregon, acting by and through the Oregon State Highway Commission, any and all papers, pleadings or motions necessary to release and discharge fully all of the defendants in said above mentioned action from all liability arising out of the subject matter thereof, and to cause judgment of nonsuit with prejudice to plaintiff to be entered in said cause.

The Commission considered and signed the following agreements:

Agreement with the Ostrander Railway and Timber Company covering the construction of an overhead crossing near Canby, in Clackamas County;

Release acknowledging receipt of payment of $30,000.00 as complete settlement for damages in connection with the Algoma flood suit, in Klamath County, (California-Oregon Power Company and Southern Pacific Company, et al.);

Agreement with F. G. Brown, Crystal, Oregon, providing for snow removal on the Klamath Lake Secondary Highway;

Agreement with Ray Fromm, covering grazing of sheep in Humbug Mountain State Park, Curry County;

Agreement with Vernon Turner for grazing sheep in Cape Sebastian State Park, Curry County;

Agreement with City of Long Creek and Alton McBride and wife for lease of Long Creek Maintenance Headquarters;

Satisfaction of mortgage covering property in Marion County which the state has sold to Leo and Zelma A. White;

Agreement with Coast Guard covering the use of state park property in Lincoln County for a lookout station and dog kennels;

Agreement with E. Chester covering construction of a lumber hauling road across Bald Peak State Park;

Letter agreement with City of Corvallis disposing of city's claim for repairing pipe lines during state highway construction north of Corvallis;

Agreement with Public Roads Administration covering Astoria Airport Section;

Agreement with Public Roads Administration covering Monmouth-Pedee Section;

Rental agreement with Henry H. Marr covering rental of Maud Williamson residence, in Williamson Park, Yamhill County;

Agreement with Henry Zorn covering rental of 70 acres of Champoeg State Park property, Marion County.

The Commission set January 11 and 12, 1944, as the next regular meeting date.

There being no further business to come before the Commission at this time, the meeting adjourned at 5:00 p. m.

State Highway Engineer

Acting Secretary

Chairman

Commissioner

Portland, Oregon, January 11, 1944

The State Highway Commission met in regular session at 10:00 a. m. in Room 615, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:30 a.m.)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission, by unanimous vote, approved the minutes of the meetings held on November 8 and December 23, 1943.

[illegible] 1943

S. H. Boardman, State Parks Superintendent, was present and reported on the following park matters:

1. Park matters discussed with Chairman Banfield on November 10, 1943:-The Parks Superintendent reviewed for the benefit of Commissioners Schaupp and Chessman the following matters, (items 1A to 1H), which were tentatively approved by Chairman Banfield on November 10:

1A. RENEWAL OF RAY FROMM'S SHEEP LEASE

Mr. Ray Fromm's sheep lease at Humbug Mt. State Park in Curry County was renewed for one year. Mr. Fromm is given the right to pasture in the park fifty sheep. The annual charge is fifty cents per head.

1B. RENEWAL OF VERNON TURNER'S SHEEP LEASE

Mr. Vernon Turner's Sheep Lease at Cape Sebastian in Curry County was renewed for one year. Mr. Turner is given the right to pasture in the park forty sheep. The annual charge is fifty cents per head.

1C. RENEWAL OF HENRY ZORN'S FARMING LEASE

Henry Zorn of Aurora has been farming a seventy-acre unit of Champoeg Park. He farmed it under a lease given to him by the Champoeg Park Commission for a term of three years. This lease is about to expire and Mr. Zorn is requesting the Commission for an extension of this lease for a period of five years. The matter was discussed by Chairman Banfield and the Parks Superintendent and a decision was reached wherein Mr. Zorn's lease would be extended for one year. A payment of three dollars per acre covering the seventy-acre tract was decided upon.

1D. I'CKENZIE HIGHWAY O & C

The Department of the Interior, O & C Division, Portland, Oregon, W. H. Horning, Chief Forester, was to be petitioned at the recommendation of Chairman Banfield for the retention of that part of Section 31, Township 16 South, Range 3 East, W.M., located between the north boundary of the McKenzie River and the south line of the north half of Section 31. This portion of Section 31 is a wooded tract which the McKenzie Highway traverses. A forty to the west of this tract, the recently acquired Ben Dorris property, begins and extends for three quarters of a mile, the highway traversing the same. With the addition of the O & C tract, practically two miles of continuous timbered waysides are preserved. A provision of the forestry law permits the O & C Department to set aside the petitioned property for its wayside values.

1E. DOUGLAS COUNTY DONATION

The Douglas County Court, composed of Judge Busenbark, Commissioners Roadman and Hutchenson, offered to the State Highway Commission a 120-acre tract of land located on the Pacific Highway three miles south of Canyonville, the tract being described as the $N\frac{1}{2}$ $NW\frac{1}{4}$ and the $SW\frac{1}{4}NW\frac{1}{4}$ of Section 12, Township 31 South, Range 5 West, W.M. The tract was to be donated to the Commission for future line changes and wayside development. Upon investigation of the property by the Parks Superintendent, it was found that the $SW\frac{1}{4}$ $NW\frac{1}{4}$ of Section 12 was not needed for road or wayside purposes. Chairman Banfield recommended that this forty be eliminated and that the eighty acres comprising the $N\frac{1}{2}$ $NW\frac{1}{4}$ be accepted.

1F. REQUEST TO LEASE WILLIAMSON PROPERTY

George W. Marr, Sr., of Salem, requested a 99-year lease on the Maud Williamson park property located on the Salem-Dayton Highway, also described as Highway 221. Mr. Marr wishes to construct a store and a group of cabins, the cabins to be rented on a yearly basis. For this privilege he would care for the remainder of the park. The park was given as a recreational memorial by Maud Williamson and never to be commercialized. It consists of twenty acres of beautiful wayside timber. Chairman Banfield denied Mr. Marr's request.

1G. REQUEST TO LEASE OR BUY WILSON RIVER AREA

James C. Caine, realtor of Portland, on behalf of a client, requested the leasing or purchase of a four-acre tract located on the Wilson River Highway, the same being located in Section 36, Township 1 North, Range 8 West, W. M. The area is located about 15 miles east of Tillamook. Waysides along the Wilson River Highway have been acquired for timber coverage, the reforesting of the burnt over areas. To sell any part of the acquired areas would defeat the purpose of the acquisition. Chairman Banfield denied Mr. Caine's request.

1H. OFFER OF JUDGE HARRIS PROPERTY

Through a previous order of the Commission, the Parks Superintendent made an investigation of a four-acre tract located on the McKenzie Highway which Judge L. T. Harris of Eugene wishes to donate to the State. This tract is located on the McKenzie Highway at what is known as the hamlet of McKenzie Bridge, being about fifty miles from Eugene. The tract was the summer home of Judge Harris. The property is situated within a summer residential district, many fine summer homes extending on either side of the Harris property. One residence has been built within ten feet of the north line of the Harris property. To develop the Harris property into a recreational area, the public to participate in its park features,

would defeat the privacy of the summer homes that have been built up in the area. A mile to the west of this proposed park the U. S. Forest Service has developed a recreational area. It has all of the facilities of a fine wayside park. To develop the Harris area for recreational purposes would be a duplication unnecessary for the public needs. At the suggestion of the Parks Superintendent, Chairman Banfield recommended that the Parks Superintendent confer with Judge Harris detailing the foregoing, suggesting that the tract be sold and another bought at a more advantageous location from a recreational standpoint. (Mr. Boardman reported that he later discussed the above arrangement with Judge Harris who offered objections thereto. It was Judge Harris' wish, he said, that the State accept the four-acre tract as a public recreational area and that the development of the same be left to the discretion of the State Highway Commission, both as to time and extent; also, that the area be named Jennie B. Harris State Park in memory of his wife. In view of this report, the Commission voted unanimously to accept the four-acre tract and to name it Jennie B. Harris Park.)

The action taken by Chairman Banfield on all of the above matters was approved by the unanimous vote of the Commission.

2. Request of United States Coast Guard to maintain shelters in certain state parks:-The Parks Superintendent advised that the shelters are small buildings, 6' x 6' in dimension, and that the Coast Guard is simply asking the privilege of maintaining them on the state's property for the duration of the war, the locations being at Ecola State Park, Short Sand Beach, Whale Cove, Boiler Bay, Humbug Mountain, Cape Sebastian, and Harris Beach. The state, he said, will be under no obligation whatsoever concerning them, and the shelters will be removed when they are no longer needed for the purpose intended. He recommended approval of the request. The Commission approved the recommendation by unanimous vote, and ordered that the matter be covered by written agreement between the Commission and the Coast Guard.

3. Water right in Williamson State Park:-The State Parks Superintendent advised that a Mrs. Albert Williamson owns a water share of the Hopewell Water Company which serves this park, and has offered to sell her rights to the state for the sum of $150.00. He recommended acceptance of this offer, because the water is needed for servicing the park. The Commission approved the purchase by unanimous vote.

4. Purchase of Pfeiffer residence in Cascadia State Park:-The Parks Superintendent advised that when the state acquired this park there were two privately owned cottages being maintained on the premises, one owned by Mr. Pfeiffer and the other by Dr. Poling, both of whom were allowed the use of the state's property as a temporary proposition. Mr. Pfeiffer, he said, has since died and his heirs are now offering the building to the state for the sum

of $400.00. He further advised that the Pfeiffer building is a 3-room cottage and that he does not need it for park purposes. The Attorney advised that both buildings are being maintained on the state's property by tolerance only, and that the Commission can require them to be removed whenever it wants to. After discussion the Commission decided not to purchase either of the buildings and instructed the Attorney to discuss with Mr. Willard Marks, Albany, Attorney for the owners, the matter of the removal of the buildings from the state's premises.

5. Request of Civil Aeronautics Administration for right of way for a road across a state park in Curry County:- The Parks Superintendent advised that the Civil Aeronautics Administration is asking the state to deed to Curry County a sixty-foot right of way for an access road across state park property, extending from the Oregon Coast Highway to the Curry County Airport. He recommended approval of this request, as did also the Engineer who advised that if the Commission will donate the right of way the Civil Aeronautics Administration will construct the road which will be of value to the state park. The Commission voted unanimously to deed the right of way to the county for the purpose intended.

6. Proposed bill providing federal aid for state parks:- It was explained by the State Parks Superintendent that this bill provides for a federal appropriation of $1,000,000 for park purposes and that he has been requested to advise the attitude of the State Highway Commission with respect thereto. He explained the provisions of the bill and requested instructions. The Commission decided unanimously not to take any action on the matter.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such parcels, together with offers that he recommended be made in connection with each. After careful consideration of each item the Commission approved the request and thereupon adopted the following resolution with regard thereto, by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as

bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

HEBO-NESKOWIN SECTION, OREGON COAST HIGHWAY

11157-Rosenberg, H.H., Estate & Henry Heisel Stock pile Haul road Easement	2.21 acres at $100.00 0.16 acre at $156.20 Federal Land Bank Fee	$221.00 25.00 7.50 $253.50	Witt

MARSHFIELD SECTION, OREGON COAST HIGHWAY

5083 -Coos County Right of Way	7,056 sq. ft. at $0.012 plus per sq. ft.	$85.00	"
11057-Port Coos Bay Drainage Ditch Easement		GRATIS	"

LAKESIDE-NORTH BEND SECTION, OREGON COAST HIGHWAY

11092-Pinkerton, Ray R. Scale Site	0.55 acre at $100.00 Damage for cutting frontage off property	$55.00 45.00 $100.00	McChesney

MYRTLE POINT-BRIDGE SECTION, COOS BAY-ROSEBURG HIGHWAY

10933-Magill, Verner J. Easement	3.63 acres at $55.10 State to repair any damaged fences	$200.00	"

ROOLBURN SECTION, PACIFIC HIGHWAY

11159-Marion County Maintenance Site	2.22 acres at $450.45	$1,000.00	Benson

BOYD-MADRAS SECTION, THE DALLES-CALIFORNIA HIGHWAY

1323 -Kennedy, Chester Stock Pile	0.844 acre, 10-yr. lease at $2.00 per year	$20.00	DeSouza

JULY 194

BAKER-DEAD OX FLAT SECTION-OLD OREGON TRAIL

1578-A-Hindman, Charles Stock Pile	Approx. 1.0 acre at $250.00	$250.00	Cozad

ARLINGTON-CONDON SECTION, JOHN DAY HIGHWAY

838 - Krebs Bros. & S. T. Smythe Stock Pile	0.82 acre, 5-yr. lease at $2.00 per year.	$10.00	DeArmond

DAD'S CREEK-DIXIE SUMMIT SECTION, JOHN DAY HIGHWAY

11064-Griffin, Edwin Ray Stock Pile	2.9 acres at $25.00 45 rods fence at $1.50 per rod	$ 72.50 67.50 $140.00	McChesney
11062-Forrest, Orrin Stock Pile	8.52 acres at $23.47 plus per acre	$200.00	Cozad

CAMP ADAIR-MONMOUTH SECTION, PACIFIC HIGHWAY WEST

10365-B-Elkins, A. E. Right of Way	1.52 acres at $150.00	$228.00	Devers

FAIRVIEW TO TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY

11124-Schmidt, T. Frank Right of Way	0.50 acre at $1,000.00 Lawn, stove, fish pond, move water pipe, driveway, leveling yard, inconvenience and supervision during moving, moving shrubbery Summer house, garage and house to move. (Moving est'd.$2,500.00)	$500.00 714.20 $2,500.00 $3,714.20	Parker

SEASIDE-HUG POINT SECTION, OREGON COAST HIGHWAY

10341-Bartels, Paul Right of Way	Approx. 7.0 acres at $20.00	$140.00	Witt

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

4199 -Stephenson, Charles E. Right of Way	0.19 acre at $100.00	$19.00	Collins
4380 -George, Katherine Right of Way & Slope Easement	985 sq. ft. Moving buildings (Est'd.) Moving fence	$ 00.00 2,650.00	Landon

JUN 11 1941

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY (Cont.)

4380 -George, Katherine Right of Way Slope Easement	81 sq. ft. (land) 25 foot slope easement Moving fence	00.00 00.00 00.00	Landon
4380 -George, Katherine & Thomas Hutchinson Right of Way & Slope Easement	730 sq. ft. 1,875 sq. ft. 20-foot slope easement	00.00 00.00 00.00	"
5017 -Strake, John J. Right of Way	1.89 acres at $400.00 Damages in lieu of constructing driveway Moving building (Est'd.)	$756.00 144.00 200.00 $1,100.00	"
4110 -Abbott, Helen C. Right of Way Slope Easement	54 sq. ft. 10-foot slope easement at 18½¢ sq. ft. (approx.)	$10.00	Collins
4118 -Young, Jake & Geo. V.D. Fortner Slope Easement	15-foot slope easement 750 sq. ft.	00.00	"
4104 -Wisniewski, Charles, and Wilson E. Parks Right of Way	389 sq. ft. at 20¢	$77.80	"
5156 -Eyerly, E. E. Right of Way	0.306 acre at $1,000.00	$306.00	Landon

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY

11144-Mayberry, Kathryn Grade change	Damages allowed: Loss of trees, shrubs and replanting, reseeding lawn and parking strip	$100.00	Witt

SANTIAM RIVER-ALBANY SECTION, PACIFIC HIGHWAY EAST

10649-Rogers, Bert, Estate Right of Way	26,136 sq. ft. at 2¢ Trees, shrubs and front yard	$522.72 200.00 $722.72	Collins

MILTON-WASHINGTON STATE LINE SECTION, OREGON-WASHINGTON HIGHWAY

10584-Jourdan, Sedonie and Carnott T. Brown Right of Way (Supplemental Report)	D. 1.13 acres at $150.00 Trees, allowance for wrecking and removing pump house, barn; new well, moving house, concrete foundation, new septic tank	$169.50 $1,330.50 $1,500.00	Landon

JUN 11 1941

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY

11040-Vandeventer, Amy and Howard J. Miller	8.42 acres at $130.00		$1,094.60	Benson
Right of Way	227 rods fence at $1.50		340.50	
	4 gates at $20.00		80.00	
	Move 2 hoghouses		100.00	
	Severance damage to 18.0 acres (value $2340.00)		500.00	
			$2,115.10	

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY

9717 -Headings, John P.	3.33 acres at $100.00		$333.00	DeSouza
Right of Way	215 rods fence at $1.25		268.75	
	12 oak trees at $20		240.00	
	Damages		300.00	
	Payment to owner for acquiring and placing drainage tile		100.00	
			$1,241.75	
	If crop is destroyed by State, add $66.60			

Consideration was given by the Commission to the matter of acquiring wayside strips. During the discussion the question arose whether or not such strips should be continuous in character throughout the length of the highway, and how far they should extend back from the right-of-way line. It appeared to be the consensus of opinion that strips should not be continuous and that they should not extend more than one-fourth mile from the highway. However, definite action in the matter was deferred until later. (See following day for action taken on specific parcels.)

The Engineer reported on the request of the City of Klamath Falls Cemetery Committee for the use of a portion of Lots 7, 8, 9, and 10, Block 2, Westover Terraces, in connection with the proposed development of a Memorial Park at this location. He advised that investigation reveals that all of these lots will be needed for the proposed improvement of the Green Springs Highway so will have to be retained by the state. The Secretary was instructed to so inform Mayor John H. Houston.

The Engineer advised receipt of a request from Lt. Col. Ralph A. Tudor, District Engineer, United States War Department, requesting the Highway Commission's approval of the location and type of traffic signs, signals, et cetera, which he proposes to install on county roads leading to the Salem Army Airport, prohibiting vehicular traffic from using these roads during the landing or taking off of planes on the north and south airfield runway. He advised that the matter has been given very careful study and that it is his recommendation that the request be granted, subject to the following:

1. That the "west" signal, which the Army Engineers have located on a curve, be moved one hundred feet westerly, which will place it on a tangent and will afford better visibility to approaching vehicular traffic.

2. That the advance warning signs be placed at a distance of two hundred feet from the signal.

3. That in addition to the signs warning traffic to stop for a red light certain additional pavement markers and signs be included in conformity with the standard practice.

He explained further that while this installation is being made on county roads over which the Commission has no jurisdiction, the law requires approval by the Highway Commission with respect to the location and the type of signs. The Attorney confirmed the Engineer's statement and advised that the Commission would not be assuming any responsibility if it approved the installation. With this assurance, the Commission voted unanimously approving the project as recommended by the Engineer, and instructed the Secretary to convey such information to the Marion County Court. The Commission also approved the Engineer's letter, directed to the Marion County Court, pertaining to the same subject. (See letter dated January 14, 1944, in General Files)

The Commission discussed briefly and ordered filed a report from the Engineer on the rental of state-highway equipment to contractors and to the United States Army, during the period June, 1942, to January 1, 1944. According to the report rentals in the amount of $88,457.79 have been received and there is now due and payable as of January 1, 1944, from contractors, the amount of $4,888.74. (See detailed report in General Files).

The Commission adjourned at 12:00 o'clock noon, and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

Messrs. Chas. H. Leonard and Fred H. Slate came before the Commission at this time in regard to their contract for operating the Wilsonville Ferry, Contract No. 2350. They asked the Commission for additional compensation in connection with this operation to offset increased costs. They presented a letter dated January 11, 1944, in support of their oral request. (See letter in General Files.) The matter was discussed at considerable length and as a result thereof the Commission voted unanimously not to grant the contractors' request, but on the other hand to require Leonard and Slate to fulfill their obligations in accordance with the provisions of their contract. The Engineer and the Attorney were instructed by the Commission to follow up the matter and to see that the ferry operations are continued in conformity with the provisions of the contract.

Mr. H. K. Williams, Chairman of the Oregon Petroleum Transportation Advisory Committee, Major M. E. Ericksen, and Lt. E. C. Richardson, of the Army Air Corps, came before the Commission in regard to securing a weight tolerance for the transportation over state highways of gasoline and other

petroleum products. Mr. Williams was spokesman. He requested such weight tolerance for the duration of the war basing his arguments on the fact that there is a shortage of equipment units for the transportation of such products, necessitating the use of equipment that meets the legal requirements in the state of California but is larger than that allowed by law in the State of Oregon. He pointed out that full capacity must be carried in the equipment in order to avoid surge in the tank compartments which would cause leaks, and that by loading to full capacity there would result in some instances an overweight load. He gave as his thought that a two-per-cent weight tolerance would be sufficient to accommodate all movements of this kind. In support of his arguments he presented a copy of the safety regulations promulgated by the Interstate Commerce Commission, which reads as follows:

MOTOR CARRIER
SAFETY REGULATIONS
REVISED
PART 7
Transportation of Explosives and
Other Dangerous Articles
INTERSTATE COMMERCE COMMISSION
Page 16

7,3074 Outage.--No Type A cargo tank or compartment thereof used for the transportation of any inflammable liquid shall be completely filled. The free space (outage) in a Type A cargo tank or compartment thereof used in the transportation of inflammable liquids for distances of 100 miles or more shall not be less than 3 percent of its volume, and in any case the free space shall not be less than 1 percent; sufficient space shall be left vacant in every case to prevent leakage from or distortion of such tank or compartment by expansion of the contents due to rise in temperature in transit. Containers comprising Type B cargo tanks shall be filled in accordance with the regulations for shippers of this Commission.

The Engineer advised that, when the truck is loaded at low temperatures, the petroleum products occupy a less volume therein, causing surge and damaging the equipment. When the equipment is filled to near-capacity, the load is heavier, due to a lower specific gravity of the material. He, therefore, recommended the granting of the two per cent weight tolerance requested by Mr. Williams for the operation of legal-sized equipment transporting petroleum products operating over any highway throughout the state.

The Engineer also stated that the Honorable Joseph B. Eastman, Director of the Office of Defense Transportation, Washington, D. C., had written the Governor and requested permission for the operation of equipment transporting petroleum products, which equipment is legal in California but not legal in Oregon. He requested permission to bring such equipment from the Oregon-California line on US97 to Klamath Falls and from the Oregon-California line on US99 to Medford and thence over ORE62 to Camp White. The Engineer recommended that the permit be granted subject to the following

conditions: (1) That the gross weight shall not exceed that determined by the formula W=800 (L + 40) wherein W represents the gross weight in pounds and L represents the length in feet between the first and last axles of the combination of vehicles; and (2) That the weight on any set of tandem axles shall not exceed 32,000 pounds. The Engineer furthermore recommended that the two per cent tolerance due to the variation in loading temperatures be granted in connection with such movements. The Engineer reported that he had carefully examined the carrying capacities of the highways and bridges over which this special type of equipment would be operated and certifies that they are capable of withstanding such weights without being unduly overstressed.

This matter was discussed at considerable length during which Mr. Williams and both Air Corps officers agreed not to interfere with any penalty that may be imposed on carriers for violations. Mr. Williams also agreed to see to it that the carriers provide ample insurance to protect the State of Oregon and its Governor and its State Highway Commission jointly and separately from liability in the event of accidents occurring. As a result of the discussion the Commission approved the Engineer's recommendation, subject to further approval by Governor Earl Snell, as is required by statute, it being understood that permits issued in conformity therewith shall be revokable in character and shall be effective only for the duration of the war. The following resolutions with regard thereto were thereupon adopted by the Commission by unanimous vote:

> WHEREAS, it has been represented to the Highway Commission that the variation in the temperature of petroleum products affects the specific gravity of the commodity to such an extent that the load capacity of the vehicle on which such products are transported is impaired under certain conditions; and
>
> WHEREAS, limitations which have been imposed on equipment output and other emergency conditions make the movement of capacity loads over highways adequate with respect to structural details and design imperative; and
>
> WHEREAS, if trucks are not loaded to capacity a surge movement is caused which may result in impairment of equipment; and
>
> WHEREAS, war-time emergency demands that for the duration there be a maximum utilization of equipment used for the transportation of petroleum products to the armed forces and to the civilian population; and
>
> WHEREAS, by the enactment of Chapter 266, Oregon Laws, 1943, the Highway Commission, with the approval of the Governor, is authorized "to permit the movement over state highways of vehicles or combination of vehicles having a length and combined and gross weight in excess of all statutory limitations"; and
>
> WHEREAS, the Governor has approved of action by the Highway Commission within the meaning and purpose of said act;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That for the duration of the war, and so far as the Commission has authority so to do, the Commission will deem and consider lawful the movement over certain state highways of a vehicle or combination of vehicles carrying a load of petroleum products which does not exceed by two per cent the maximum gross load capacity fixed by law or fixed in any permit issued by the Commission under the terms of Chapter 266, Oregon Laws, 1943.

2. That a certified copy of this resolution be given to Charles P. Pray, Superintendent of State Police.

3. That this resolution be entered in the minutes and records of the Commission as of January 11, 1944.

WHEREAS, Joseph B. Eastman, Director, Office of Defense Transportation, Washington, D. C., has called to the attention of the Highway Commission the shortage of equipment units used for the transportation of petroleum products and has likewise called to the attention of the Commission the inability of certain petroleum transport companies to load to capacity their equipment operating from the State of California into the State of Oregon because of the variation in the laws of the two states; and

WHEREAS, application has been made for permission to bring transportation units from California into Oregon, the overall length of which units or combinations shall not exceed sixty feet and the gross weight of which shall not exceed a maximum weight determined by the formula W = 800 (L + 40), wherein W equals the weight in pounds and L equals the length in feet between the first and last axles of the combination of vehicles, and in connection with which vehicle the weight on the tandem axles shall not exceed 32,000 pounds; and

WHEREAS, the roads or sections of roads over which the said Director, Office of Defense Transportation, and certain transport carriers have requested permission to move such equipment are: the section of U. S. 97 between the California line and Klamath Falls, the section of U. S. 99 between the California line and Medford, and the section of Oregon 62 between Medford and Camp White; and

WHEREAS, the State Highway Engineer has reported to the Commission that an inspection of the pavements and bridges on said roads discloses that said roads and bridges will not be unduly stressed by the additional weight which such vehicles and loads

will impose, and has further advised the Commission that the geometric design of the said sections of said highways are such as to permit with safety to the general public the movement thereover of a vehicle or combination of vehicles having an overall length of not to exceed sixty feet; and

WHEREAS, by the enactment of Chapter 266, Oregon Laws, 1943, the Highway Commission is authorized, with the approval of the Governor, to permit the movement over state highways of vehicles or combinations of vehicles having a length and combined and gross weight in excess of all statutory limitations; and

WHEREAS, the Governor of the State of Oregon has approved of the granting of the request of Joseph B. Eastman, Director, Office of Defense Transportation, and of the application of motor transport carriers transporting motor fuels into the State of Oregon;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That for the duration a revocable permit shall be issued for the movement of certain motor-fuel-carrying vehicles over the following sections of state highways:

The section of U. S. 97 between the California line and Klamath Falls,
The section of U. S. 99 between the California line and Medford, and
The section of Oregon 62 between Medford and Camp White.

2. That a permit issued pursuant to this resolution shall require that the overall length of the vehicle or combination of vehicles shall not exceed sixty feet and the gross weight shall not exceed a gross weight determined by the formula W = 800 (L +40), wherein W equals the weight in pounds and L equals the length in feet between the first and last axles of the combination of vehicles, and said permit shall provide further that the weight on the tandem axles shall not exceed 32,000 pounds. Except as changed or expressly provided in such permit the statutory requirements and limitations shall be in full force and effect.

3. That a certified copy of this resolution be given to Mr. Charles P. Pray, Superintendent of State Police.

4. That this resolution be entered in the minutes and records of the Commission as of January 11, 1944.

JAN 1. 1944

The Commission had under consideration the adoption of maintenance and minor betterment budgets for the year 1944. The following budgets covering these features were presented by the Engineer, who explained the individual items. He recommended approval of the Budgets, and that he be authorized to make expenditures as may be necessary in connection with each:

MAINTENANCE BUDGET FOR 1944

PRIMARY AND SECONDARY HIGHWAYS

Miles Maintained	*7,150
Average Number Employees	1,300
Section Maintenance Costs	
Roadway Surface	$1,026,110.00
Shoulders	147,100.00
Drainage	253,135.00
Structures	49,855.00
Roadside	328,405.00
Traffic Service	340,140.00
Contingencies	61,255.00
Total Section Maintenance	$2,206,000.00
Extra Gang Maintenance	1,934,000.00
Total General Maintenance	$4,140,000.00
Maintenance of County Roads	27,000.00
Maintenance of City Streets	25,000.00
District Maintenance Offices	145,000.00
Special Maintenance	**1,600,000.00
Contingencies	100,000.00
Grand Total, Maintenance	$6,037,000.00

*Miles maintained do not include county roads or city streets not on highway system.

** Includes $928,000.00 for uncompleted rock production projects contracted in 1943.

JUL 11 1944

MINOR BETTERMENT BUDGET FOR 1944

PRIMARY AND SECONDARY HIGHWAYS

Minor Betterment $78,000.00

The Minor Betterment Budget has been cut 80% since 1941.

The work planned for 1944 consists of:

1. Digging drain tunnels and deep ditches in slides
2. Replacing failed wooden culverts with concrete
3. New culverts and drain ditches required for drainage
4. Constructing road approaches where owner supplies culvert pipe
5. Placing a few fog posts
6. Placing wire mesh to stop raveling slope
7. Building curb at dangerous spot on Columbia River Highway
8. Graveling 2 miles on John Day Highway to cure frost boils and soft spots
9. Filling basement holes on 6th Street in Klamath Falls
10. Oiling shoulders in Gresham
11. Placing cinders on Crane-Diamond Valley Highway.

After careful consideration and full discussion of each item, the Commission, by unanimous vote, adopted both budgets as recommended, on motion of Commissioner Chessman which was seconded by Commissioner Schaupp. The Engineer was thereupon authorized to make expenditures in conformity therewith, including the contracting of the special maintenance projects, as follows:

MAINTENANCE ROCK PROJECTS

Division No. 2		
Albany - Lyons	13,000 cu. yds.	$45,000.00
Blodgett - Pioneer Mtn.	10,000 cu. yds.	35,000.00
Seal Rock - Lane County Line	10,000 cu. yds.	35,000.00
Division No. 3		
McKenzie Bridge - Belknap Springs	13,000 cu. yds.	39,000.00
Division No. 4		
Chemult - Fort Klamath	14,800 cu. yds.	44,000.00
Bend - Camp Abbot	4,800 cu. yds.	17,000.00
Fremont Highway, M.P. 110 - M.P. 130	10,000 cu. yds.	40,000.00
Klamath Falls - Lakeview M.P. 26 - M.P. 50	9,600 cu. yds.	38,000.00
Lakeview - Burns, M.P. 20 - M.P. 45	7,500 cu. yds.	30,000.00

MAINTENANCE ROCK PROJECTS (Cont.)

Division No. 5

La Grande - Meacham	15,000 cu. yds.	$45,000.00
Kimberly - Dayville	14,000 cu. yds.	42,000.00
Heppner - Spray	10,000 cu. yds.	33,000.00
Medical Springs	11,500 cu. yds.	39,000.00
Total	143,200 cu. yds.	$482,000.00

RE-OILING AND PAINTING PROJECTS

Division No. 2

Albany - Lyons, B-2		$20,000.00

Division No. 3

Coos Bay Bridge Painting		60,000.00

Division No. 5

I.O.N. Highway Re-oiling		42,000.00
	Total	$122,000.00
		$604,000.00

The Commission also considered the adoption of a general highway-department budget for the year 1944. The Engineer submitted a proposed budget as follows, and explained each item contained therein:

OREGON STATE HIGHWAY COMMISSION
Estimates of Receipts and Expenditures, Year 1944
State Highway Fund

RECEIPTS

State Funds:	1944 (Estimated)
Motor vehicle license fees and operators' fees	$ 3,000,000
Gasoline tax	8,000,000
Motor transportation fees	1,600,000
Fines for traffic law violations	50,000
Cash discounts	3,000
County cooperation	—
Miscellaneous cooperative funds	—
Sub-total, State Funds	$12,653,000

(Continued on next page)

JAN 1 1944

Highway Department Budget, Year 1944 (Cont.):

RECEIPTS

Federal Cooperative Funds:	1944 (Estimated)
1940 and prior federal funds	$ 119,000
1941 federal funds	373,000
1942 federal aid funds ($1,648,000)	172,000
1942 FLH funds ($64,000)	9,000
1942 federal secondary funds ($288,000)	104,000
1942 federal grade separation funds ($229,000)	23,000
1943 federal aid funds ($1,649,000)	982,000
1943 federal secondary funds ($288,000)	88,000
1943 federal grade separation funds ($229,000)	54,000
Access road federal funds ($4,120,000)	1,264,000
Federal strategic highway funds ($1,250,000)	1,000,000
Federal flight strip funds ($1,000,000)	327,000
Federal advance engineering funds ($165,000)	50,000
Sub-total, Federal funds	$ 4,565,000
Estimated total receipts	$17,218,000
Less contributions to State Police	425,000
Less contributions to Counties (15.7%)	2,313,000
Less contributions to Cities (5%)	737,000
Net receipts for highway purposes	$13,743,000
First of year balance	4,518,000
Estimated total available funds	$18,261,000

EXPENDITURES

Capital Outlays:	
1940 and prior federal projects	$ 30,000
1941 federal projects	50,000
1942 federal aid projects	---
1942 FLH projects ($146,000)	---
1942 federal secondary projects ($459,000)	75,000
1942 federal grade separation projects ($321,000)	---
1943 federal aid projects ($1,936,000)	150,000
1943 federal grade separation projects ($255,000)	---
Access road projects ($4,120,000 Fed., $158,000 State)	700,000
Federal strategic highway projects	1,170,000
Federal flight strip projects	---
WPA highway projects	---
State construction (primary)	40,000*
State construction (secondary)	75,000*
(Sub-total)	$ 2,290,000

(Continued on next page)

JUL 1 1944

Highway Department Budget, Year 1944 (Cont.):

EXPENDITURES

	1944 (Estimated)
Capital Outlays (Cont.)	$ 2,290,000
Cooperation in forest road work	---
Minor betterments (primary)	60,000*
Minor betterments (secondary)	18,000*
Surveys (primary)	300,000
Surveys (secondary)	75,000
Surveys (county roads)	25,000
Engineering county construction	---
Property acquisition, general expense	40,000
Purchase of real property:	
For rights of way, general	385,000*
For right of way on Front Avenue ($800,000)	115,000
For quarries and gravel pits	10,000
For stockpile sites	5,000
For parks	115,000*
For flight strips and miscellaneous sites	---
Construction of buildings and improvements:	
In parks (general)	2,000*
In parks (roadways)	---
At maintenance stations	10,000*
On other properties	13,000*
Equipment:	
Purchase and betterment of equipment	140,000*
Sale and depreciation credits	Cr. 200,000
Contingencies, construction	200,000*
	$ 3,603,000
Maintenance:	
Special maintenance (primary)	$ 1,500,000*
Special maintenance (secondary)	100,000*
General maintenance (primary)	3,200,000
General maintenance (secondary)	940,000
Maintenance of county roads	27,000
Maintenance of city streets	25,000
District maintenance superintendence	145,000
Contingencies, maintenance	100,000*
	$ 6,037,000

(Continued on next page)

Highway Department Budget, Year 1944 (Cont.):

EXPENDITURES

Operation:	1944 (Estimated)
Administration and general supervision	$ 430,000
Planning and traffic surveys	60,000
Travel and information bureau	28,000
Radio communication system	8,000
R-W, quarry and stockpile leases	Cr. 10,000
Park operation and maintenance (general)	46,000
Park maintenance (roadways and minor parks)	5,000
Maintenance station operation	35,000
Truck load inspection	60,000
Guarding highway structures	60,000
Drawbridge and ferry operation	80,000
Research and special investigation	10,000
Increase in revolving fund	—
Miscellaneous general expense	75,000
	$ 887,000
Service and Clearing Accounts:	
Equipment, repair shops and storerooms (charges)	$ 1,300,000
Equipment, repair shops and storerooms (credits)	Cr.1,300,000
Other service and clearing accounts (net)	—
Debt service:	
Bond maturities	$ 1,915,000
Bond interest	309,000
Service charge on bond payments	2,000
Estimated total expenditures	$12,753,000
Unexpended balances	$ 5,508,000*

*These are unobligated amounts, except for 1943 carry-over of $65,000 in State Construction and $1,000,000 in Special Maintenance.

After a full discussion of this matter, the Commission indicated its approval of the entire budget except the amounts set up for the following items:

State Parks
Guarding of highway structures
Operation of drawbridges and ferries

JUL 1 194

The Commission deferred a definite decision with respect to the entire budget pending additional information on these items, to be furnished by the Engineer on the following day.

The Commission adjourned at 5:00 p. m., with the understanding that the meeting would be resumed at 9:00 a. m. the following morning in the same room.

Portland, Oregon, January 12, 1944

The State Highway Commission reconvened at 9:00 a. m. in Room 615, Imperial Hotel, with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

The Commission resumed its discussion of the proposed general budget for 1944.

In this connection the advisability of continuing the guards that are now being maintained on certain highway structures was discussed. The question arose, "Will the state be amply protected if the guards are discontinued and the bridges insured against damage?" It was the thought of the Commission that it would be satisfactory to do away with the guards if and when the structures are insured. A motion to that effect was made by Commissioner Schaupp and seconded by Commissioner Chessman. Chairman Banfield declared the motion adopted by the unanimous vote of the Commission. The Engineer was thereupon instructed to ascertain how much the insurance would cost and report back to the Commission at the next meeting, when a decision will be reached whether or not to purchase the insurance.

The amount to be expended in 1944 for acquisition of parks and for park operation was also considered. After full discussion of this matter the Commission tentatively approved the amounts listed for such purposes subject to correction. The Parks Superintendent was instructed to revise his proposed budget of park operations to show opposite the several budget items, the amounts actually expended during 1943 for such items. It was understood that whatever amount the Commission approves for acquisition of parks, no purchases of park areas shall be made until the Commission has had an opportunity to pass on the transactions, which is in accordance with previously established policy.

The Commission questioned the amount of the increase in the budget for operating drawbridges and ferries as compared with the actual expenditures for such purposes during 1943. The Engineer was instructed to give this item more study and report back to the Commission.

Approval of the total budget for general purposes was then considered. Chairman Banfield suggested that the budget as submitted by the Engineer be approved subject to correction in the amounts listed therein for the following items:

Guarding highway structures
Operation of drawbridges and ferries
State Parks

The suggestion was approved by Commissioners Schaupp and Chessman whereupon Chairman Banfield declared the budget adopted by unanimous vote of the Commission subject to correction of such items.

The Commission next discussed matters pertaining to the postwar construction program. In this connection the Engineer submitted a list of projects for both primary and secondary highways, from which the Commission after careful consideration tentatively selected the following as a partial program for postwar moneys. It was understood that the Commission is making no definite commitments whatsoever with respect to construction of any of these projects and that the selection of projects at this time is simply to authorize the Engineer to complete the surveys and to do what is necessary to secure approval of the projects by the Public Roads Administration; and to authorize the Attorney to proceed with the securing of options for right of way as may be needed, it being understood that no option shall be closed until the project for which it is being acquired has been approved by the Public Roads Administration, and not then unless approved by the Commission.

PROJECTS TENTATIVELY SELECTED BY HIGHWAY COMMISSION
FOR SUBMISSION OF PLANS TO FEDERAL GOVERNMENT

ARRANGED BY HIGHWAY ROUTES

The purpose of the Commission in submitting plans at this time is to obtain federal commitment on rights of way purchases to insure reimbursement if, and when, the projects are constructed.

Route and Section	Miles	Kind of Work	Estimated Cost	County
I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS				
U. S. Route No. 99E (Pacific East):				
Pudding River Bridge	0.29	Gr., Pav. & Struc.	$ 165,000	Marion & Clackamas
Steiwer Hill-Santiam R.	6.1	Grading	183,000	Marion
Steiwer Hill-Albany	10.3	Paving	506,000	Marion & Linn
Santiam River Bridge			250,000	Marion & Linn
Santiam River-Albany	4.2	Grading	235,000	Linn
Jefferson Jct. O'Xing		Structure	50,000	Linn
Halsey-Harrisburg	8.47	Grad. & Pav.	542,000	Linn
			$1,931,000	

JUL 1944

I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
U. S. Route No. 99W (Pacific West):				
Steel Br. West Approach		Gr., Pav. & Struc.	$ 900,000	Multnomah
Barbur Blvd.-Sheridan St.	0.8	Grad, & Pav.	277,000	"
Grover Street Overpass		Gr., Pav. & Struc.	33,000	"
Kelly St. O'Xing & Ramps		Structure	307,000	"
Barbur Blvd. Tunnel			147,000	"
Hooker Street Overpass		Structure	47,000	"
East Entrance Steel Br.		Gr., Pav. & Struc.	417,000	"
Steel Bridge-Albina	0.8	Grad. & Pav.	543,000	"
Broadway Underpass		Structure	67,000	"
Interstate Ave. Gr. Sep.		Grad., Pav. & Struct.	248,000	"
Newberg-McMinnville	4.04	Gr. & Pav. (5 Sec.)	467,000	Yamhill
			$3,453,000	
U. S. Route No. 99 (Pacific):				
Eugene (Broadway & High to Walnut)	1.0	Grad. & Pav.	$ 363,000	Lane
Eugene (Judkins Pt.-Springfield)	0.7	Grad. & Pav.	130,000	"
Wolf Creek-Grave Creek	4.8	Surf. & Bit.Mac.	135,000	Josephine
Wolf Creek-Grave Creek	4.8	Grading	444,000	"
Grave Creek Bridge			40,000	"
Ashland	0.12	Grad. & Pav.	65,000	Jackson
			$1,177,000	
U. S. Route No. 30 (Columbia River & Old Oregon Trail):				
Parkrose-Troutdale	10.0	Grad. & Pav.	$ 800,000	Multnomah
Troutdale-Corbett (526-535)	0.17	Grad. & Top.	190,000	"
Troutdale-Corbett (540-572)	0.59	Grad. & Top.	139,000	"
Troutdale-Corbett (572-615)	0.81	Hydr. Emb. & Top.	100,000	"
Corbett-Tunnel Point	1.13	Hydr. Emb. & Top.	243,000	"
Island Section	1.34	Grad. & Top.	150,000	"
Island-Coopey Station	3.22	Gr., Hyd. Emb. & Top.	555,000	"
Coopey Sta.-Mult. Falls	2.47	Hydr. Emb. & Top.	456,000	"
Oneonta-Dodson	1.96	Gr., Hyd. Emb. & Top.	489,000	"
Sandy R. Br. Structure			240,000	"
Jordan Overcrossing		Structure	110,000	"
Bridal Veil Culvert			20,000	"

I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
U. S. Route No. 30 (Columbia River & Old Oregon Trail) - Continued:				
Bridal Veil Overcrossing		Structure	$ 135,000	Multnomah
Wahkeena Structure			6,000	"
Multnomah Structure			50,000	"
Oneonta Structure			20,000	"
Horse Tail Structure			20,000	"
Dodson Overcrossing		Structure	88,000	"
Troutdale-Dodson	17.5	Surf. & Bit. Mac.	486,000	"
John Day R.-Quinton	9.57	Grad., Surf. & Bit. Mac.	510,000	Gilliam
			$4,812,000	
U. S. Route No. 101 (Oregon Coast):				
Astoria (Bond St.-Commercial St.)	0.1	Grad. & Pav.	$ 65,000	Clatsop
Circle Br.-Hug Point	7.4	Clearing	160,000	"
Circle Br.-Elk Point	1.88	Grad., Surf. & Bit. Mac.	338,000	"
Elk Point-Silver Point	4.4	Grad., Surf. & Bit. Mac.	485,000	"
Silver Point-Hug Point	1.9	Grad., Surf. & Bit. Mac.	200,000	"
Tillamook-Pleasant Valley	6.1	Grad. & Pav.	762,000	Tillamook
Oceanlake	0.7	Grad., Surf. & Bit. Mac.	40,000	Lincoln
Spencer Cr.-Moloch Cr.	1.85	Grading	210,000	"
Moloch Cr.-Agate Beach	1.42	Grading	191,000	"
Miner Cr.-Agate Beach	4.4	Surf. & Oiling	135,000	"
Agate Beach-Newport	3.0	Grad., Surf. & Oil.	284,000	"
Spencer Creek Bridge			30,000	"
North Bend-Marshfield	2.32	Grad. & Pav.	435,000	Coos
N. Unit, Marshfield-Coquille	7.0	Grad. & Pav.	715,000	"
Shingle House Slough Br.			25,000	"
Davis Bridge			36,000	"
S.P. Undercrossing		Structure	20,000	"
Gold Beach	0.56	Grad. & Paving	143,000	Curry
			$4,274,000	
U. S. Route No. 97 (The Dalles-California):				
Madras-Juniper Butte	10.4	Surf. & Oiling	$ 220,000	Jefferson
Juniper Butte-Crooked River	7.0	Grad., Surf. & Oil	283,000	"

JUNE 1944

I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
U. S. Route No. 97 (The Dalles-California) - Continued:				
Lapine-Crescent		Grad., Surf.& Oil.	$310,000	Klamath & Deschutes
N. Unit, Chemult-Chiloquin		Grad. & Top.	603,000	Klamath
Modoc Pt.-Barclay Sprs.	4.41	Grad., Surf. & Bit. Mac.	430,000	"
Barclay Springs-Algoma	4.83	Grad., Surf. & Bit. Mac.	630,000	"
			$2,476,000	
U. S. Route No. 20 (Santiam & Central Oregon):				
Buchanan-Juntura	34.11	Regr., Surf. & Oil.	$ 500,000	Harney & Malheur
			$ 500,000	
U. S. Route No. 28 (Ochoco & John Day):				
W. Prineville	1.4	Grading	$ 67,000	Crook
Crooked River Bridge			42,000	"
Prairie City-Dixie Summit	8.5	Surf. & Oiling	123,000	Grant
Unity-Ironside	24.2	Surf. & Oiling	246,000	Malheur & Baker
			$ 478,000	
U. S. Route No. 395 (Pendleton-John Day):				
Beech Creek	3.42	Grad., Surf. & Oil.	$ 113,000	Grant
			$ 113,000	
State Route No. 2 (Wolf Creek):				
Davies-Vadis	7.68	Grading	$ 235,000	Washington
N. Plains-Gardiner Ranch	3.40	Grad. & Struct.	275,000	"
Gardiner Ranch-Berger Ranch	4.45	Grad. & Struct.	195,000	"
Berger Ranch-Barnes Road	4.1	Grad. & Struct.	180,000	"
Barnes Road-Sylvan	2.5	Grad., Pav. & Struct.	270,000	"
Davies-North Plains	7.5	Surf. & Oiling	216,000	"
N. Plains-Barnes Road	12.0	Paving	540,000	"
Vadis Overcrossing		Structure	60,000	"
Merle Undercrossing		Structure	75,000	"
			$2,046,000	

JUN 13 1944

I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
State Route No. 6 (Wilson River):				
Mills Bridge-McNamars	22.0	Bit. Macadam	$ 300,000	Tillamook
			$ 300,000	
State Route No. 8 (Tualatin Valley):				
West Slope-Beaverton	2.5	Gr. & Pav. Widening	$ 195,000	Washington
			$ 195,000	
State Route No. 11 (Oregon-Washington):				
Milton-Wash. State Line	4.8	Gr., Surf. & Bit. Mac.	$ 483,000	Umatilla
			$ 483,000	
State Route No. 18 (Salmon River):				
Pringle Cor.-McMinnville	5.35	Grad. & Pav.	$ 330,000	Yamhill
			$ 330,000	
State Route No. 50 (Mt. Hood):				
Zigzag River Bridge			$ 20,000	Clackamas
			$ 20,000	
State Route No. 58 (Willamette):				
N. Unit, Judkins Pt.-Goshen		Grad. & Pav.	$ 250,000	Lane
Judkins Pt.-Goshen, S. Unit		Grad. & Pav.	719,000	"
Pleasant Hill-Lost Creek	5.19	Gr., Surf. & Oil.	280,000	
			$1,249,000	
State Route No. 66 (Klamath Falls-Lakeview):				
6th St. (Owens St.-U.S.R.S. Canal)	1.75	Grad. & Bit. Mac.	$ 430,000	Klamath
			$ 430,000	
State Route No. 82 (Wallowa Lake):				
Elgin-Boswell Ranch	7.5	Gr., Surf. & Oil.	$ 255,000	Union
			$ 255,000	

JUN 13 1944

I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
State Route No. 217 (West Portland-Hubbard):				
Barbur Blvd.-Boones Ferry Road	3.7	Grad. & Pav.	$ 203,000	Multnomah & Washington
			$ 203,000	
Warm Springs Highway - No Route No.:				
Wapinitia Hwy.-For. Bdry.	7.0	Grading	$ 270,000	Wasco
Mill Creek-Miller Flat	8.3	Grading	105,000	Wasco & Jefferson
Mill Creek Bridge			150,000	Wasco
Wapinitia Hwy.-Agency	32.0	Surf. & Oiling	447,000	Wasco & Jefferson
			$ 972,000	
Total, Projects on F. A. System and in Urban Areas			$25,697,000	

II. PROJECTS ON SECONDARY ROADS

DIVISION NO. 1

Vernonia-Sunset Camp Co. Road:				
Treharne-Sunset Camp	8.5	Grad., Surf. & Oil.	$ 101,000	Columbia & Washington
Cornelius Pass Co. Road:				
Orenco Section	8.0	Grad., Surf. & Oil.	$ 152,000	Washington
Farmington No. 142:				
Campbell Br.-Hazeldale	4.56	Gr. Wid., Surf. & Oil.	$ 98,000	Washington
Hillsboro-Silverton No. 143:				
Scholls-Newberg	8.0	Surf. & Oiling	$ 61,000	Washington
Mt. Hood No. 26:				
Fikes Undercrossing	0.5	Gr., Oil. & Struct.	$ 78,000	Hood River
Hood River No. 281:				
Woodworth Acres-Bailey Rd.	2.20	Grad., Surf. & Oil.	$ 98,000	Hood River

II. PROJECTS ON SECONDARY ROADS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
Woodburn-Sandy No. 161:				
Eagle Creek-Sandy	6.5	Grad., Surf. & Oil.	$ 218,000	Clackamas
DIVISION NO. 2				
Three Mile Lane No. 152:				
McMinnville Bridge	1.5	Grad., Pav. & Struct.	$ 230,000	Yamhill
Amity-Dayton No. 155:				
Grubb College-Dayton	4.3	Grad., Surf. & Oil.	$ 165,000	Yamhill
Salem-Silverton Co. Road:				
Middlegrove-Silverton	9.0	Gr., Surf. & Bit. Macadam	$ 390,000	Marion
North Santiam No. 162:				
Niagara Section	3.7	Grad., Surf. & Oil.	$ 395,000	Marion
DIVISION NO. 3:				
Territorial No. 200:				
Smithfield-Elmira	6.0	Surf. & Oiling	$ 183,000	Lane
Veneta-Crow	3.6	Grad., Surf. & Oil.	175,000	Lane
			$ 358,000	
North Umpqua County Road:				
Marks Ranch-Glide	4.0	Grad., Surf. & Oil.	$ 158,000	Douglas
Tiller-Trail No. 230:				
Milo-Tiller	5.5	Grad., Surf. & Oil.	$ 128,000	Douglas
Sams Valley No. 271:				
Ramsey Canyon-Crater Lake Highway	11.3	Grad., Surf. & Oil.	$ 205,000	Jackson
Rogue River Loop No. 260:				
Gunnell Rd.-Robertson Br.	5.4	Grad., Surf. & Oil.	$ 192,000	Josephine

JUL 1 194-

II. PROJECTS ON SECONDARY ROADS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
DIVISION NO. 3 - CONTINUED				
Cape Arago No. 240:				
Sunset Bay-Cape Arago	4.0	Grad., Surf. & Oil.	$ 135,000	Coos
Cape Blanco No. 250:				
Hughes Ranch-Lighthouse	1.42	Grad. & Topping	$ 23,000	Curry
DIVISION NO. 4				
Fulton Canyon No. 301:				
Fulton Canyon	1.5	Grad., Surf. & Oil.	$ 54,000	Sherman
Sherars Bridge No. 290:				
Tygh Valley-Sherman Co.L.	8.7	Grad., Surf. & Oil.	$ 90,000	Wasco
Madras-Prineville No. 360:				
Madras-Lamonta	9.5	Grad. & Topping	$ 102,000	Jefferson
Jefferson Co. Line-Lytle Creek	4.6	Grad. & Topping	82,000	Crook
Prineville R. R. U'Xing	0.5	Grad. & Struct.	30,000	"
Madras-Prineville	26.0	Surf. & Oiling	258,000	Jefferson & Crook
			$ 472,000	
Tumalo-Cline Falls No. 373:	10.1	Grad., Surf. & Oil.	$ 100,000	Deschutes
Tumalo-Deschutes No. 374:	3.9	Grad., Surf. & Oil.	$ 60,000	Deschutes
Midland No. 420:				
Midland Section	4.0	Grad., Surf. & Oil.	$ 225,000	Klamath
DIVISION NO. 5				
Wasco-Heppner No. 300:				
Gilliam Co. Line-Eight mile	14.0	Surf. & Oiling	$ 150,000	Morrow

JULY 1944

II. PROJECTS ON SECONDARY ROADS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
Shaniko-Fossil No. 291:				
Porcupine Butte-Chichester Gulch	3.37	Grad. & Topping	$ 60,000	Wheeler
Heppner-Spray No. 321:				
Ruggs-Jones Mill	15.0	Surf. & Oiling	$ 100,000	Morrow
Lexington-Echo No. 320:				
Lexington-Jarman	20.1	Oiling	$ 200,000	Morrow
Athena-Holdman No. 334:				
Gerkin School-Holdman Jct.	14.7	Surf. & Oiling	$ 210,000	Umatilla
Weston-Elgin No. 330:				
Weston-McDougall	12.0	Grad., Surf. & Oil.	$ 287,000	Umatilla
Enterprise-Lewiston No. 11:				
Washington Line-Flora	9.5	Grad., Surf. & Oil.	$ 202,000	Wallowa
Island City-Sommerville Co. Road:				
West Ranch-Sommerville	5.0	Grad., Surf. & Oil.	$ 125,000	Union
Baker-Homestead No. 12:				
Ruckles Cr.-Middle Br.	2.52	Regrading., Surf. & Oiling	$ 83,000	Baker
Halfway-Cornucopia No. 413:				
Halfway-Carson	5.2	Surf. & Oiling	$ 80,000	Baker
Sumpter Valley No. 410:				
Salisbury-Calif. Gulch	5.0	Grad., Surf. & Oil.	$ 155,000	Baker
Adrian Spurs:				
Adrian-Parma No. 452		Oiling		
Adrian-Arena Valley No. 453		Grad., Surf. & Oil.	$ 75,000	Malheur
Adrian-Caldwell No. 454		Grad., Surf. & Oil.		

JAN 19 [illegible]

II. PROJECTS ON SECONDARY ROADS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
DIVISION NO. 5 - CONTINUED				
Kimberly-Long Cr. No. 402:				
Dry Creek-Monument	9.0	Grad., Surf. & Oil.	$ 214,000	Grant
John Day-Burns No. 48:				
Soda Mt.-Silvies	7.19	Regrad., Surf. & Oiling	$ 213,000	Grant
Crow Flat-Poison Cr.	10.0	Grad., Surf. & Oil.	205,000	Harney
			$ 418,000	
Burns-Crane No. 24:		Surf. & Oiling	$ 305,000	Harney
Total, Projects on Secondary Roads			$6,850,000	
Grand Total (F. A. System, Urban and Secondary)			$32,547,000	

The Engineer brought up for discussion the matter of apportioning highway funds throughout the state by highway divisions. He explained that for the past several years funds have been allocated to the several divisions on the following formula:

60 per cent in proportion to population
30 per cent in proportion to mileage of primary and secondary highways
10 per cent in proportion to area

He suggested that the Commission might wish to change this formula in view of the possibilities of a change in the Federal Government's formula for the allocation of federal funds. He recommended the following formula for the apportionment of federal funds:

1. For municipal funds:

100 per cent in proportion to urban population (Cities of 10,000 or more)

2. For regular federal aid and secondary funds:

25 per cent in proportion to rural population (includes cities under 10,000)

25 per cent in proportion to area

50 per cent in proportion to need (cost to complete primary and secondary state highways)

The Commission discussed the matter at some length, but decided not to take action until it has had time to give it more study.

Reconsideration was given by the Commission to the matter of acquiring right of way strips, particularly along the Wolf Creek Highway, the Oregon Coast Highway and the Pendleton-John Day Highway. The Assistant Attorney presented a list of properties for which options have been obtained, being properties that the Commission inspected personally during its several trips throughout the state in the interests of the postwar program. In the discussion it was pointed out that the list as submitted does not represent all of the holdings in these particular localities for which negotiations are being carried on, in view of which the Commission decided to defer action until options on all of the properties have been acquired.

The Assistant Attorney reported on the application of Mr. R. H. Thom for trapping privileges on the property acquired from Gordon Smith west of Stanfield, Umatilla County, on which is located a small lake. He suggested if the Commission wished to avoid the necessity of granting or rejecting applications for either hunting or trapping privileges in this area, it could either designate the property a wild bird and game refuge under the provisions of Section 82-602, O. C. L. A., or sell the property, which is not needed for state highway purposes. The Engineer confirmed such statement as to the value of the property from the highway standpoint. After discussion, the Commission decided unanimously to sell the property. The Attorney was thereupon instructed to advertise it for bids.

The matter of rental of a state-owned residence building in Pendleton was brought up for discussion by the Assistant Attorney. He advised that the housing situation in Pendleton is quite serious, and that one of the highway department maintenance men, who is headquartered at this place, is having difficulty in finding a suitable place for his family, who now reside in Baker, and it appears that the services of this man will be lost to the department if he cannot obtain the use of the state's building. It also appears that the present renter of the building is willing to move but likewise is having difficulty finding a suitable home. The question arose whether or not the Commission should take an arbitrary attitude in the matter and evict the present renter. It was the opinion of the Commission that the building should be made available to the maintenance man, on condition that he pay $30.00 per month rental for the use of the property. Motion to that effect was made by Commissioner Schaupp and was seconded by Commissioner Chessman. Chairman Banfield declared the motion carried by unanimous vote.

The Commission adjourned at 12:00 o'clock noon and reconvened at 1:30 p. m. in the same room, with all members of the Commission, the Engineer, the Attorney and the Secretary present.

The Attorney reported an offer from Mary Palandri to purchase, for the sum of $750.00 state-owned property described as Lot 6, of Block 1, Caruthers Addition to the City of Portland, which property was acquired in connection with acquisition of right of way for the Front Avenue Project. He

said that the property is appraised at $750.00 and advised that it is not needed for highway purposes. He recommended sale of the property at the price offered. The Commission approved the recommendation unanimously.

The Engineer requested authority for Assistant State Highway Engineer, Mr. C. B. McCullough and Bridge Engineer, G. S. Paxson, to make a trip to Seattle at state expense in connection with bridge matters. He estimated the expense involved would not exceed $30.00, in view of the fact that Mr. McCullough's expenses will be paid by the federal government. The Commission approved the request.

The Commission discussed the matter of penalizing operators of logging and commercial trucks for overloading and, in connection therewith, a report from the Engineer and the Attorney on the practice that is followed in the State of Washington with respect thereto. It appeared from the report that Oregon is more liberal with respect to the weight of loads, and the penalty for overloading is less severe in Oregon than it is in the State of Washington. It appeared to the Commission that the solution of the overloading problem is the removal of the excess weights; however, a definite decision with regard thereto was deferred pending consultation with Governor Earl Snell and representatives of other departments concerned. Commissioner Chessman offered to consult the Governor with regard to the meeting date. The Engineer was instructed to invite the following persons to such meeting: Mr. Charles P. Pray, Superintendent of the Department of State Police; Mr. George Flagg, Public Utilities Commissioner of Oregon; and F. H. Brundage, Western Log and Lumber Administrator, War Production Board. (The conference was later set for Tuesday, January 18, 1944.)

The Secretary submitted a report on overweight violations that have been committed during the previous month by carriers who are operating under war time emergency permits. Action on this matter was deferred by the Commission pending the conference with Governor Snell.

Like action was also taken on reports submitted by the Engineer on overweight violations committed by log haulers in the Eugene-Springfield area, and on drastic overload violations committed by certain individual log haulers.

A petition was presented from persons residing in the vicinity of Corvallis requesting sidewalk construction along the Albany-Corvallis Highway in the vicinity of the Fairplay School, so as to eliminate the pedestrian traffic hazard which, it is alleged, exists at this place. The Engineer estimated that this sidewalk would cost about $9,000.00. After discussion the Commission decided to defer consideration of this project until the war is over and normal conditions return. The Attorney was instructed to advise the Commission as to its responsibility with respect to sidewalk construction,

The Secretary presented a letter from the Harney County Court expressing appreciation for the extra maintenance work that has been performed

by highway crews on the Crane-Folly Farm Secondary Highway and requesting the allocation of additional funds for similar purposes on the Princeton-Diamond Secondary Highway. He was instructed to advise the Court of the amount set up in the 1944 Budget for such purposes.

A letter was presented from the City of Woodburn requesting a survey of Young Street in Woodburn to enable the City to acquire certain right of way for slope easements as may be required to provide a uniform right of way prior to the time the City asks the Highway Commission to designate this street as a state secondary highway. The Engineer advised that very little engineering work would have to be done, and that the cost would be nominal. He recommended approval of the request. After discussion the Commission by unanimous vote approved the performance of such engineering work subject to the strict understanding that the Commission is making no commitments whatsoever with respect to construction or otherwise.

The Commission discussed the employment of an agency to handle advertising for the Travel and Information Department during 1944, the question being whether the arrangement with Botsford, Constantine, and Gardner, who have performed this function for several years past, should be continued or the services of another agency secured. The Commission decided to accept the recommendation of the Advisory Committee on Travel Matters with respect thereto.

Consideration was given by the Commission to the claim of the Bend Lions Club for reimbursement for the cost of repairing a service men's shelter which the club has been maintaining on the right of way of The Dalles-California Highway within the city limits of Bend and which was damaged by Mr. Roscoe Sansom, an employee of the State Highway Department. The Engineer advised that the shelter was located on the portion of the street that is under the control of the state but the club had no authority to locate it there; further, that Mr. Sansom was not on duty at the time of the accident, and was using a state truck without authority. He gave as his thought that the state is not liable. He further stated that he has deducted from the amount due Mr. Sansom as wages the sum of $15.00 to pay for the truck repairs, and that the Bend Lions Club has requested the balance due Mr. Sansom, amounting to $22.00, to apply on the cost of repairing the shelter. Mr. Sansom, he said, disappeared after the accident and his present whereabouts is unknown; however, his wife still resides in Bend. The question arises whether the $22.00 should be paid to the Lions Club or should be forwarded to Mr. Sansom's wife. It was the Commission's decision that the $22.00 due Mr. Sansom should be sent to Mrs. Sansom and it was so ordered. The Attorney was instructed to inform the Bend Lions Club by letter giving reasons why it was necessary for the Commission to take such action.

The Commission by unanimous vote authorized payment of membership dues for 1944 in the American Association of State Highway Officials and in the American Road Builders Association, amounting to $450.00 and $5.00, respectively.

The Attorney reported the need for the Commission to adopt a resolution with respect to the formal revision and relocation of a portion of

the Oregon Coast Highway between Warrenton Park and Lewis and Clark River Bridge, near Astoria, because of the condemnation proceedings that the United States of America has instituted in order to acquire title to a portion of the Oregon Coast Highway between these termini. He presented a form of resolution covering the matter and advised that everything contained therein was considered, acted upon and adopted by this Commission at its meeting on July 7, 1943, but through inadvertence a formal resolution was not prepared or entered in the minutes. He recommended, in view thereof, the adoption of the resolution at this time, nunc pro tunc, as of July 7, 1943. After discussion the Commission approved the recommendation and thereupon adopted the following resolution by unanimous vote, upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp:

WHEREAS, the United States of America, represented by the United States Navy, disclosed to the Highway Commission that as a war measure it is necessary to revise and relocate a portion of the Oregon Coast Highway; namely, that portion beginning in Warrenton Park, thence in an easterly direction to the Lewis and Clark River Bridge; and

WHEREAS, it is required by the United States Navy that said revision and relocation be made so that the runways of the Astoria Airport may be extended; which extension will include a part of the said highway right of way; and

WHEREAS, for the purpose of acquiring title to a portion of the right of way of said highway between said termini the United States of America has instituted and is prosecuting a condemnation proceeding, which action is pending in the District Court of the United States for the District of Oregon;and

WHEREAS, for the purpose of cooperating with the United States Navy the Highway Commission authorized the State Highway Engineer to make the necessary survey or surveys for the selection and determination of a route over which to construct a new section of the Oregon Coast Highway which has been made necessary by reason of the appropriation of a portion of the existing highway by the United States of America; and

WHEREAS, upon completion of said survey the Commission is of the opinion that the survey and route should be approved and the field notes, maps and other data connected therewith filed in the office of the State Highway Commission at Salem, Oregon;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, all members being present and affirmatively voting, as follows:

1. That it is the purpose of the Commission to relocate that section of the Oregon Coast Highway which begins in Warrenton Park and ends at the Lewis and Clark River Bridge.

2. That the survey made by the State Highway Engineer pursuant to the instructions of this Commission, which survey defines the new route and location of and for said section of said highway, be and said survey and route hereby are approved, and the field notes, records and other data connected therewith hereby are ordered filed in the permanent records and files of the Highway Commission at Salem, Oregon.

3. That the relocation and route of said section of said highway shall be as follows:

> Beginning at a point on the center line of the present Oregon Coast Highway at Station 100+60, said point being 150 feet east of the west line of Blocks 86 and 91, Warrenton Park; thence in a southeasterly direction to Station 152+42.7; thence continuing in an easterly direction to Station 215+20; thence continuing in a northeasterly direction to Station 270+29.5 at the west end of the Lewis and Clark River Bridge.

4. That the portion of the Oregon Coast Highway right of way described as follows, to wit:

> All that certain section of the right of way of the Lewis and Clark River-Warrenton Section of the Oregon Coast Highway and situated in Sections 25 and 26, Township 8 North, Range 10 West, W. M., Clatsop County, Oregon, the beginning point being the intersection of the easterly boundary line of the Astoria Airport and the center line of the Oregon Coast Highway at Engineer's Station 182+62; thence westerly along said highway center line 2397 feet to Engineer's Station 158+65 and the westerly end of said section of right of way,

hereby is abandoned for state highway purposes and the possession, title and use thereof hereby is surrendered to the United States of America in so far as its interest may appear or be fixed by reason of the condemnation action now pending in the United States District Court for the District of Oregon, which case is entitled United States of America v. State of Oregon, acting by and through its State Land Board (intended to be State Highway Commission).

5. The following described right of way, to wit:

> All that section of the right of way of the said Lewis and Clark River-Warrenton Section of the Oregon Coast Highway situated in Section 26, Township 8 North, Range 10 West, W. M., Clatsop County, Oregon, and lying within the limits of the Astoria Airport; the beginning point on the easterly end being on the existing center line of said highway at Engineer's Station 158+65; thence westerly along said

highway center line 1529 feet to the intersection of the westerly boundary line of the Astoria Airport and the center line of said highway at Engineer's Station 143+36 and the westerly end of said section of right of way,

shall be and hereby is surrendered and made available to the United States of America so long as said right of way or real property shall be used by the United States of America as an airbase or for other defense purposes, but when said right of way is no longer used by the United States of America for defense purposes possession thereof and control thereover shall be returned to the State of Oregon, by and through its State Highway Commission. Use by the United States of America or any of its agencies of said last above described right of way shall be deemed acceptance of the same within the meaning and purpose of this resolution.

6. All of the remainder of the old right of way of said Oregon Coast Highway not included in paragraphs 4 and 5 shall be and the same hereby is retained for right of way purposes for maintenance thereover of a highway to serve the residents thereon.

7. For the purpose of meeting the needs of the United States Navy in connection with national defense the construction of the highway over said new route between the Lewis and Clark River Bridge and a point designated as highway engineer's station 211+25 shall be undertaken at once or as soon as the necessary plans and specifications can be prepared, but the remainder of said relocated section may be deferred until a later date.

8. That pending the construction of the remainder of said new route a temporary road or detour shall be constructed and maintained along the following defined route:

Beginning at a point on the now existing center line of the Oregon Coast Highway 300 feet west of the west boundary line of the Astoria Airport; thence in a southeasterly direction to a point on the relocated line of the Oregon Coast Highway at Station 211+25,

so that at the earliest date possible public traffic may be diverted from the old route, thus making said old route available for the needs of the United States Navy.

9. A temporary detour shall, with the approval of the County Court of Clatsop County, employ the county road which extends from a point on the new route to the southerly boundary of the Astoria Airport, and the remainder of said detour road shall be over a new road constructed upon right of way owned and controlled by the United States Navy, but over which a revocable permit has been given to the State by the Navy.

10. That for the purpose of further identifying the new route of said section of said highway and the detour route there is attached hereto, marked Exhibit A, and made a part hereof a blueprint which for identification purposes bears the date of July 28, 1943, and on which map the new highway location is shown colored in yellow, the temporary detour road is shown colored in green, the area of the old highway route which by this proceeding is abandoned and surrendered to the United States of America and which is described in paragraph 4 hereof is shown colored in red, and the portion of said old right of way not included in said condemnation proceeding but possession of which is be this resolution made available to the United States of American is shown colored in orange.*

11. That the matters and things covered by this resolution were all considered, acted upon and adopted by this Commission at its meeting held July 7, 1943, but by inadvertence the entry of a formal resolution in its minutes and records was overlooked. Therefore it is now ordered that this resolution be entered in the minutes and records of this Commission nunc pro tunc as of July 7, 1943.

The Engineer reported briefly on his personal inspection of the logging highway which the Ostrander Railway and Timber Company proposes to extend across secondary highways Nos. 215 and 211, near Molalla. He advised that some of the company officials wish to discuss this matter with the Commission in person before the Commission takes final action in the matter. In view thereof the Commission decided to defer a decision until the company has had an opportunity to present its case, and ordered that they be invited to be present at the next regular meeting of the Commission.

Similar action was taken by the Commission on the request of the Willamette Valley Lumber Company to construct a logging road at grade across the state highway in the town of Dallas.

A letter was presented from Manzanita Community House, Inc., and the Pinegrove Progressive Club, of Manzanita, Oregon, suggesting the establishment of a permanent state game preserve along the Oregon Coast Highway, over Neahkahnie Mountain, including Short Sand Beach State Park, which area it was stated is a natural wild-game breeding place. The Commission considered the matter at some length, but deferred a decision pending information whether or not the State Game Commission desires a game preserve at such location. The State Parks Superintendent was instructed to contact Mr. Frank B. Wire, State Game Supervisor, relative thereto.

The Secretary presented a letter from the County Court of Columbia County, requesting designation as a state secondary highway of the Scappoose-Vernonia County Road, approximately twenty-one miles in length. It was the opinion of the Commission that the time is not propitious to add any more roads to the secondary highway system while there remains such a large mileage of

*(Map filed Right of Way Abandonment and Retention File - No. 118.)

uncompleted roads on such system. Furthermore, the Commission considered that the counties are now being treated fairly with respect to highway revenues and should be able to finance the improvement of county roads with the moneys that they now receive from the state out of the highway fund. The Secretary was instructed to convey such information to the County Court.

The Commission considered and ordered filed a resolution adopted by the Association of Oregon Counties with respect to the acquisition of roadside areas.

The Commission discussed an offer from Messrs. Edwin Fleischman, Stanley McCoy, and Harry Blodgett, farmers residing near Monmouth, to pay the sum of $1,000 for a narrow strip of state owned land that lies between their farms and the Pacific Highway West, between Monmouth and Suver. The Engineer advised that the strip is about 120' wide and that it extends from the highway to a parallel county road which these farmers are now forced to use because the state's ownership of the intervening property has cut off their access to the highway. He further stated that the County Court is desirous of vacating the old county road, so when that is done these farmers will be without access to a road of any kind, which is their reason for wanting to purchase the state's property. He also said that the offer submitted includes provision for the construction of three roadway approaches to the highway by the farmers themselves, without expense to the state. He recommended acceptance of the offer, because the land is not needed for highway purposes. After discussion, the Commission approved the recommendation, contingent on the following: (1) that only three approach roads to the highway will be constructed, and that these will be built by the farmers themselves at their own cost and expense in locations to be specified by the Engineer; (2) that the deed of conveyance will contain a provision restricting the use of the property to farm use only, eliminating any possibility whatsoever of signs, hot-dog stands, et cetera, being maintained on the property.

The Attorney brought up for discussion a resolution adopted by the Commission on October 12, 1943, abandoning several sections of old right of way of the Columbia River Highway between Bonneville and Cascade Locks. He explained that some of the parcels abandoned by this resolution are located in Multnomah County and some in Hood River County, but by inadvertence the name of Hood River County was omitted from the resolution, in view of which the railroad company, to whom the Commission is deeding the abandoned parcels, has requested that the resolution be corrected in that respect. He recommended approval of the railroad company's request. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following amendatory resolution relative thereto on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

> WHEREAS, on the twelfth day of October, 1943, the Commission adopted a resolution abandoning several sections of the old right of way of the Columbia River Highway between Bonneville and Cascade Locks; and

WHEREAS, it appears that some of the parcels of land so abandoned are located in Multnomah County and some in Hood River County, but by inadvertence the name of Hood River County was omitted from the said resolution; and

WHEREAS, said resolution should be amended to conform to the facts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members of the Commission being present and affirmatively voting, as follows:

That said resolution be amended as follows:

1. That in the first and second "whereas" clauses following the words "Multnomah County" in each instance the words "and Hood River County" be added and that in the first "whereas" clause the word "county" in the last line be changed to the word "counties".

2. That paragraph (1) be amended so as to read as follows:

"1. There is hereby eliminated from the right of way of the Columbia River Highway and the State Highway Commission does hereby relinquish to the Oregon-Washington Railroad & Navigation Company all of the State's right, title, or interest of every kind and character in and to the following described parcels of real property situated in Multnomah County and Hood River County, Oregon, to wit:"

3. That paragraph (3) be amended so as to read as follows:

"3. That this resolution be entered in the minutes and records of the Commission and a duly certified copy thereof delivered to Oregon-Washington Railroad & Navigation Company, a like copy to the Board of County Commissioners of Multnomah County, a like copy to the County Court of Hood River County, and a like copy to the Public Roads Administration."

4. That the quitclaim deed executed by the Highway Commission on October 12, 1943, in favor of the Oregon-Washington Railroad & Navigation Company, the execution of which said deed was authorized by and in said resolution, be re-executed as of this date, and thereafter said re-executed deed and a certified copy of this amendatory resolution be delivered by the Commission's Counsel to the said railroad company.

The Attorney brought up for discussion the Moser controversy concerning the purchase of a quarry site near Grants Pass, in Josephine County. He stated that the property in question is under condemnation and that he had it in mind to ask the Commission for instructions relative thereto at this meeting; however, he is now in receipt of a letter from Mr. Neil Allen, Dr. Moser's attorney, who wants to discuss this matter with the Commission in person before the Commission takes action. In view of the report the Commission deferred its decision until Mr. Allen has had an opportunity to present his case.

The Engineer requested authority to sign in behalf of the Commission, an escrow agreement with Donelson and Koppisch, loggers, who are deeding to the state for park purposes certain logged-off land in the vicinity of Neahkahnie Mountain as partial consideration for the purchase of the timber on adjacent state-owned property. (See minutes of April 7, 1943, for details of the transaction.) He explained that the escrow agreement provides that the state will receive the deed for the property as soon as the company has completed its logging operations thereon and in any event the deed is to be delivered to the state not later than July 1, 1944. The Commission voted unanimously authorizing the Engineer to sign such escrow agreement.

The Attorney requested instructions whether or not to purchase right of way that is required for the new location of the Willamette Highway through property owned by Norman and Elmer Furuset south of Eugene. It appears that the property is occupied by a house and other buildings that will have to be moved before the highway can be constructed, which, very likely, will not be accomplished until the war is over. In the meantime the house is in need of repairs, which the owners hesitate to undertake until the moving of the building has been accomplished. Because of the housing situation in the Eugene vicinity, the owners have in mind to convert this nine-room house into apartments, but do not feel like doing so while the house is located in its present position, because of the damage that will occur when it is moved later on. For this reason, the owners are asking the Commission to move the house to a new location at this time. After considerable discussion the Commission instructed the Attorney to negotiate with the owners, from the standpoint of having the house repaired in its present location with the moving of the same to be accomplished when the property is needed for the highway improvement, and from the standpoint of moving the building now.

The Commission discussed an inquiry from the Union Oil Company whether or not it would be possible to secure the services of one of the highway department's maintenance crews to remove snow from the driveway that leads to their distribution plant adjacent to The Dalles-California Highway at Chemult. The Commission decided not to authorize such service, in view of its long-established policy with respect to such matters.

A letter was presented from the Portland Flying Service, Prineville, Oregon, requesting that a state highway crew be authorized to remove snow from the runways of the Prineville Airport. It appears that the Portland Flying Service is engaged in the training of army aviation students, under

contract with the Civil Aeronautics Administration, and that it is necessary to keep the runways clear of snow in order to maintain their daily flying schedule. They stated their willingness to reimburse the state for the cost of performing this work and advised that they are not asking for priority either over highway clearance or over snow removal of main army air bases. The Engineer suggested, if the Commission approves the rendering of such service, that the matter be covered by written agreement, and that the Portland Flying Service be required either to pay in advance the estimated cost of the undertaking or to furnish a bond guarantying such payment; further, that no work be done on the airport until all highways in the vicinity are cleared and the snow has been removed from all the army bases which the highway department is responsible for under agreement with the army authorities. After discussion the Commission approved the Engineer's suggestion by unanimous vote, and it was so ordered.

The Engineer reported the results of investigations conducted by Traffic Engineer F. B. Crandall, in regard to the movement over state highways of trains of vehicles, consisting of truck-tractor semi-trailer with a full trailer in tow. He advised that such combinations of vehicles are known as "double-header semi-combinations," and that the overall length of the train will not exceed 60 feet; further, that observation shows that such a combination of vehicles can be moved over any of the Group 1 highways listed in the Commission's emergency wartime transportation permits without causing any greater hazard to other traffic than a combination of vehicles consisting of truck and trailer. He recommended in view thereof that the Commission authorize the movement of such combinations of vehicles on the condition that the overall length shall not exceed sixty feet, that the vehicles shall conform to the axle weights and axle distribution fixed in the statute and that the loads conform to the weight limits fixed in the permit, provided that the granting of such permits meets with the approval of Governor Earl Snell, as is required by statute. The Commission approved the recommendation by unanimous vote, subject to the condition that the permits are revokable in form and in any event shall not be in effect for longer than the duration of the war. The following resolution with respect thereto was adopted by the Commission by unanimous vote, on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

> WHEREAS, application has been made for a permit to move over certain state highways a combination of vehicles known as "double-header semi-combination", which combination of vehicles will have a gross weight of vehicles and load in excess of the statutory limit; and
>
> WHEREAS, Joseph B. Eastman, Director, Office of Defense Transportation, has advised the Commission that there is a shortage of motor transport equipment and therefore it is urged by said Director that every consideration consist nt with the best interests of the State be given to motor transport carriers using the public highways of the State; and
>
> WHEREAS, as a result of an inspection and study of highway pavements and highway structures by the State Highway Engineer

it has been determined that certain state highways which have been listed and designated as Group No. 1 Highways are adequate as to type and design of construction to accommodate a combination of vehicles such as the one known and designated as "double-header semi-combination"; and

WHEREAS, by the enactment of Chapter 266, Oregon Laws, 1943, the Commission "is authorized, with the approval of the Governor, to permit the movement over state highways of vehicles, or combination of vehicles, having a length and combined and gross weight in excess of all statutory limitations", and

WHEREAS, subject to conditions and limitations which will be incorporated in the permit, the Commission is of the opinion that in the interests of national defense the movement of the above designated type of vehicle should be permitted;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, all members being present and affirmatively voting, as follows:

1. That subject to certain rules, regulations and conditions heretofore approved by the Commission a revocable permit or permits may be issued for the movement of a combination of vehicles known as "double-header semi-combination" over the highways of the State which have been inspected, classified and designated as Group No. 1 Highways.

2. That any permit issued for the movement of such vehicle or combination of vehicles shall provide that the overall length shall not exceed sixty feet, and the vehicle shall conform to the axle weights and axle distribution fixed in the statute and shall conform to the weight limits fixed in the permit.

3. That a certified copy of this resolution be delivered to Mr. Charles P. Pray, Superintendent of State Police.

4. That this resolution be entered in the minutes and records of the Commission as of January 12, 1944.

The Commission considered briefly and ordered filed a report from the Engineer on the claim of the state highway department against the federal government for extraordinary damage that has been done to state highways by U. S. Army operations or by government contractors. (See report by E. A. Collier, Maintenance Engineer, dated January 10, 1944, in General Files.)

A letter was presented from the American Road Builders Association relative to the employment of Latin-American engineers on state highway work. The Engineer suggested that it might be satisfactory to employ a few young, promising engineers from the Latin-American countries as a friendly gesture,

it being his thought that they could be assigned to minor engineering positions at a rate of pay not exceeding $100.00 per month, with the understanding that some other agency would pay their transportation expenses to and from Oregon. The Attorney advised that there is no legal reason why the Commission can not enter into such an arrangement if the state receives requisite value from the services of the men. The Commission deferred a decision in the matter pending a full report from the Engineer as to the value and benefit that the state will receive by reason of the employment of Latin-American engineers, and as to the kind of work on which they would be employed.

Reconsideration was given by the Commission to a letter from School District No. 38, Wauna, Oregon, in which the Commission was requested to construct a small waiting room on the right of way of the Lower Columbia River Highway, one-half mile west of Taylorville, for the benefit of school children and working men who are obliged to take the bus at this point. The Secretary pointed out that the Commission at its meeting on December 23 denied this request, but the School District now wishes to know whether or not the Commission will permit the District to maintain its own waiting room on the highway property. It was the thought of the Commission that such encroachments on the highway are undesirable and should not be allowed. A motion was thereupon made by Commissioner Schaupp that the request be denied, and that the School District be required to construct and maintain its own waiting room entirely off the highway right of way; and that this action be considered as establishing a general policy to be followed hereafter in the disposition of such matters. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Commission considered and confirmed the action taken at its meeting on December 23, 1943, with respect to the removal of certain railroad crossing signs where the crossings are protected by automatic signal devices as well as by signs. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

> WHEREAS, the Commission on the twenty-third day of July, 1942, adopted a resolution which was entered in the minutes of the Commission, by which resolution the Commission approved and ordered the installation and maintenance of conventional railroad stop signs at certain crossings of railroad and highway at grade, all of which crossings were particularly named and identified in said resolution; and
>
> WHEREAS, some of said crossings were then and still are protected by automatic electric signal devices; and
>
> WHEREAS, based upon observation and inspection, it is the judgment of the Commission that crossings which are protected by both the automatic signal device and the conventional railroad stop sign are made more hazardous by reason of the employment of both types of crossing warnings for the reason that motorists fail to recognize the conventional stop sign unless the automatic signal device is signalling the approach or the presence of a train, and therefore the automatic signal device loses much of its warning value; and

WHEREAS, it is the judgment and opinion of the Commission that said resolution adopted July 23, 1942, should be amended;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, all members being present and affirmatively voting, as follows:

1. That the resolution adopted by this Commission and entered in its records and minutes as of July 23, 1942, be amended by eliminating therefrom the following crossings, to wit:

Railroad	Crossing No.	Highway	M.P.	Location
S.P.	C-635.49	Pacific	135.9	Oregon Ave., Creswell
S.P.	C-585.2	Pacific	187.3	S. W. of Sutherlin
S.P.	C-580.2	Pacific	192.3	Near Wilbur, Douglas
S.P.	C-678.1	Mount Hood	1.9	17th & Powell, Portland
S.P.	C-735.14	Hillsboro-Silverton	38.97	Young St., Woodburn
S.P.	C-743.16	Beaverton-Aurora	20.6	Main St., Aurora
S.P.	C-756.7	Cascade	13.3	North of Oregon City
S.P.	C-660.6	Junction City-Eugene	0.2	6th St., Junction City
S.P.	C-648.2	Junction City-Eugene	13.2	Van Buren St., Eugene
S.P.	CF-446.8	Klamath Agency-Modoc Point	12.87	Modoc Point, Klamath Co.
U.P.	2H-12.49	Oregon-Washington	11.67	Adams
U.P.	2A-342.71	Baker-Unity	45.55	Bewey Ave., Baker
G.N.	10A-28.3	The Dalles-California	168.6	N. Lapine, Deschutes Co.
G.N.	10B-0.3	Midland	2.00	Near Klamath Falls
O.T.	28T-134.6	Ochoco	0.25	E St., Redmond

2. That the stop signs at the following crossings, to wit:

S.P.		Sutherlin leg Elkton-Sutherlin	0.85	Sutherlin
U.P.	2A-215.23	Pendleton-John Day	1.06	Emigrant St., Pendleton
U.P.	2AC-189.7	Old Oregon Trail	197.6	Gladys St., Hermiston,

which crossings were not designated in said resolution adopted July 23, 1942, but which crossings are likewise served by automatic signal devices be likewise removed.

3. That the Engineer be and he hereby is directed to remove or cause to be removed all of the conventional railroad crossing stop signs which heretofore under the terms and instructions of said original resolution were erected at the above designated crossings.

4. That the Secretary be and he hereby is instructed to deliver by mail to Harold J. Turner, Secretary-Manager, Oregon Railroad Association, a certified copy of this resolution.

JULY 1944

5. That this resolution be entered in the minutes and records of this Commission as of the date of its adoption; namely, January 12, 1944.

The Commission discussed briefly matters pertaining to the Front Avenue Project, Portland. The question arose whether or not the City of Portland intends to adhere to the plans heretofore approved for this project or expects to discard this plan in favor of the "Moses Plan." The Engineer and the Attorney were instructed to consult with the city officials with regard thereto and ascertain definitely, if possible, which plan the city intends to follow.

The Engineer asked the Commission to confirm the following surveys which he has ordered since the last meeting of the Commission:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	218-1467	Klamath	2.2 mi. SE of Klamath Falls to the Klamath Falls Airport, Klamath Falls-Lakeview Highway	1st-$1,000.00
Grade	4-1468	Clatsop	Franklin Ave. from 28th to 32nd St. (City of Astoria), Columbia River Highway	1st - $300.00

After due consideration the Commission, by unanimous vote, authorized and instructed the Engineer to make such surveys.

The Commission had under discussion the following requests for extensions of time within which to complete highway-construction projects:

E. C. Hall and J. C. Compton, Contract No. 2586, for grading the North Unit of the Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County, requested an extension of time from October 15, 1942, to October 9, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to unfavorable weather conditions in the latter part of 1942. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He recommended in view thereof that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Warren Northwest, Inc., Contract No. 2607, for grading and paving the Aurora Flight Strip on the West Portland-Hubbard Highway in Marion County, requested an extension of time from April 30, to November 17, 1943, within which to complete this job. They

alleged that the delay in awarding the contract and unusually severe weather conditions encountered during the winter and early summer months were responsible for their failure to complete the project within the specified time. The Engineer advised that weather and soil conditions were such that until the latter part of July it was impractical to do the grading work that was necessary to prepare the site and to obtain stable base for paving. In fact, because of the unsuitable condition of the ground the government engineers required considerable more base-rock material than was specified in the contract. He added that the contractor was also delayed in completing the construction of fences, because of his inability to secure fence material. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Vernie Jarl, Contract No. 2623, for clearing the approach and side-clearance zones on the Aurora Flight Strip Section of the West Portland-Hubbard Highway, in Marion and Clackamas Counties, requested an extension of time from May 31 to November 16, 1943, within which to complete this job. He alleged that his failure to complete the project within the specified time limit was due to his inability to find some one to remove the fallen trees from the state's property. The Engineer advised that the essential part of the contract was completed early in the season, but some clean-up work and removal of timber and logs from the state's property was not finished until November 16. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contracts Nos. 2586, 2607, 2623, and 2657, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2586, with E. C. Hall Co. & J. C. Compton, for grading the North Unit, Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County, completed October 9, 1943;

Contract No. 2607, with Warren Northwest, Inc., for grading and paving the Aurora Flight Strip Project, in Marion County, completed November 17, 1943;

Contract No. 2623, with Vernie Jarl, for clearing the approach and side clearance zones on the Aurora Flight Strip Project, in Marion and Clackamas Counties, completed November 16, 1943;

Contract No. 2657, with E. C. Hall Co., for furnishing crushed rock in stockpiles on the Wapinitia Section of the Wapinitia Highway, in Wasco County, completed December 29, 1943;

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission had under discussion the setting of a date for the next regular meeting for the receiving of bids and decided to hold such meeting on Monday, February 7, 1944, in Portland. (This meeting date was later changed to Wednesday afternoon, February 16, and Thursday, February 17.) In this connection the Commission discussed a place in which to hold this meeting, in view of reports to the effect that the auditorium in the Public Service Building soon will not be available for public use. The offer of Mr. Phil Metschan, owner of the Imperial Hotel, for the use of the "Stock Exchange Room" on the first floor of this hotel, was discussed and accepted. The Secretary was thereupon instructed to arrange for the use of this room for future meetings of the Commission.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the Klamath County Court relative to the maintenance of the Altamont Drive County Road; (Federal Access Road.)

Agreement with Contractors Morrison-Knudsen, Inc., and Ford J. Twaits Company, covering rental of a highway department 10-ton Buffalo Springfield Roller, Dept. No. 41-670;

Agreement with M. C. Lininger & Son, covering rental of one highway department 82 HP Power Unit, Dept. No. 41-913;

Agreement with Chester M. Hines and wife, covering lease of property for road materials;

Agreement with Wm. Jesky and wife, covering the falling, damaging and injuring of trees on the Aurora Flight Strip Section;

Project agreement with the Public Roads Administration covering installation of traffic signals at Sheridan;

Copy of a resolution adopted December 23, 1943, designating a 25-mile-per-hour speed limit on the Oregon Coast Highway at Astoria;

Agreements with the U. S. Coast Guard, covering the maintenance of Coast Guard shelters on the Oregon Coast Highway at the following points: Ecola State Park, Short Sand Beach, Whale Cove, Boiler Bay, Humbug Mountain, Cape Sebastian, and Harris Beach;

"Statement of acceptance of award," in order to secure settlement of the state's claim against the U. S. War Department in the amount of $61.92;

Deed conveying unto the O. W. R. & N. Company certain parcels of land at Eugene, in accordance with prior agreement dated December 13, 1941;

Deed conveying unto Mary Palandri, for the sum of $750.00, Lot 6, of Block 1, Caruthers Addition to the City of Portland.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:00 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Salem, Oregon, January 18, 1944

Pursuant to the decision reached at its meeting held on January 12, 1944, the State Highway Commission met in the office of Honorable Earl Snell, Governor of Oregon, at 10:00 a. m., for a discussion of matters pertaining to the truck-hauling of logs over state highways, particularly the penalty to be imposed on operators who are observed with loads weighing

in excess of the statutory weight limits and tolerances authorized by the Highway Commission. Present at such meeting were the following:

Honorable Earl Snell, Governor of Oregon
T. H. Banfield, Chairman, State Highway Commission
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel, Highway Commission
H. B. Glaisyer, Secretary, Highway Commission
Chas. P. Pray, Superintendent, Dept. of State Police
George H. Flagg, Public Utilities Commissioner
Max Flannery, Assistant Commissioner, Public Utilities
F. H. Brundage, Western Log and Lumber Administrator, W. P. B.
F. D. McPherson, Asst. Western Log and Lbr. Administrator, W. P. B.
J. H. Hedrick, Tire Supervisor, O. P. A.
Floyd Cook, Executive Sec'y., Highway Traffic Advisory Committee

Commissioner A. W. Schaupp was excused from attending this meeting. Chairman Banfield presided.

At Chairman Banfield's request the State Highway Engineer presented statistics on log hauling, as prepared from weight reports rendered by state police officers and by highway department weighmasters. He also reviewed the concessions and special privileges that heretofore have been granted by the Highway Commission to log haulers in order to assist in the delivery of logs from the woods to the mills, for wartime use, and explained that the tolerances now allowed by the Commission are the maximum that can be permitted without unduly overstressing highway facilities.

Chairman Banfield advised that the present Highway Commission has given this matter serious consideration and is of the opinion that operators who violate the weight requirements should be severely penalized. It was his thought that this would not create an undue hardship on the industry as a whole because the records indicate that only about 15 per cent of the operators are persistent and chronic violators. He further stated that in the Commission's experience nominal fines, imposed by Justices of the Peace upon violators, are not a deterrent to the practice of overloading, since the profits from the overloads are more than enough to pay the fines and the costs assessed. He gave as the Commission's thought that the problem could be solved by requiring operators to adjust their loads at the scales if found with an overweight, either by shifting the load or by removing one or more of the logs, so that authorized weights will not be exceeded.

The matter was discussed at considerable length, during which Mr. Brundage expressed himself in favor of the penalty suggested by Chairman Banfield provided operators are given some leeway, and are not required to remove any portion of their loads if the overweight is only a few hundred pounds.

Superintendent Pray stated that this had been his practice for some time and expressed his willingness to enforce any ruling that the State Highway Commission may see fit to adopt with respect to such matters. This concluded the conference.

The meeting adjourned at 12:00 noon, following which the Commission reconvened at 1:30 p. m. in the office of the State Highway Engineer, Room 325, State Office Building, at which time the Commission gave the matter further consideration.

Present at the afternoon session were: Chairman T. H. Banfield, Commissioner M. R. Chessman, R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, and H. B. Glaisyer, Secretary.

As a result of further discussion the Commission decided, after consulting with Commissioner Schaupp over the telephone, that the penalty for overloading trucks, whether engaged in the transportation of logs or any other commodity, shall be either the adjustment of the load or the removal of a portion thereof, so that approved weights will not be exceeded. The following statement for release to the press on Friday, January 21, 1944, was thereupon prepared by the Commission.

STATEMENT
OF
OREGON STATE HIGHWAY COMMISSION

Following a conference held Tuesday, January 18, in Salem, with the State Police, the Public Utilities Commissioner, the Office of Defense Transportation and the Office of Price Administration, the State Highway Commission adopted a new policy for the control of overloading of logging and commercial trucks without subjecting the industry to undue penalties during the war period.

Hereafter, instead of recommending to the Public Utilities Commissioner the cancellation of permits of offending operators, the Commission will insist that overloaded trucks be stopped and be required to take off the overload and the State Police will, under its statutory authority, enforce this requirement.

The Commission has had numbers of conferences with operators of logging trucks and feels that at least 85 per cent of them are co-operating sincerely to preserve the highways from the damage from overloads. However, its records show that a minor percentage are persistent and chronic violators and are overloading consistently beyond the statutory limits and above the 7,000-pound tolerance which the Commission is allowing.

The Commission's experience is that the nominal fines which have been imposed by justices of the peace upon violators is no deterrent to the practice since the profit from the overload more than pays the fine and costs assessed. The suspension of permits has in numbers of cases imposed a very severe penalty since the permit is issued for the whole fleet of an operator rather than to individual trucks. This ties up the whole operation instead of just the offending driver and truck.

The Commission questions that it has authority to permit overloaded trucks to continue over highways and bridges after the weighmasters have determined the overload. Therefore, the police will require the overloaded trucks to pull off the highways and the overloads be removed.

Moreover, the Commission will hereafter send a record of violations to the OPA which is very much concerned over the effect of excessive speeds and weights upon tires and gasoline. The violators will, therefore, be subject to the additional penalty of having rationing boards refuse tires if, in the judgment of the OPA, the offense warrants such drastic action.

The public may not realize that the Highway Commission has been quite patient and cooperative with the logging industry and that in addition to the statute tolerance of 5,400 pounds given a logging truck in gross weight and 1,000 pounds on axle weight, the Highway Commission on its own motion and within its discretionary power, as granted by statute, has increased the tolerance granted on gross weight to 7,000 pounds. The Commission feels that the statute weight of 54,000 pounds, plus the tolerance of 7,000 pounds, giving 61,000 total gross load, is the maximum that the highway bridges and pavements will stand and that operators should be able to load so as not to exceed a tolerance of 3½ tons.

Pursuant to a statute enacted in the Forty-second Legislative Assembly, the Highway Commission has given special wartime emergency permits to commercial carriers permitting an increase in length of the vehicle to 60 feet and an increase in weight from 54,000 pounds to approximately 71,000 pounds, when the operators use equipment having an over-all length of 60 feet equipped with additional axles so as to reduce the load concentration. The Commission feels that in granting this additional privilege the commercial haulers must stay within the limits set forth and will likewise insist that overloaded commercial trucks be stopped and required to take off the overload and the State Police will, under its statutory authority, enforce this requirement.

The Commission feels that the overload problem must be solved if the state's highways are to last for the duration of the war and, after conferring with Washington authorities, knows that it is giving as much or more co-operation with the truck operators as its neighboring state is. The Commission wants to do all in its power, in this wartime emergency affecting transportation, to expedite the movement of goods and services but cannot be unmindful of its duty to the citizens of this state in protecting the public's large investment in highways.

The Engineer was instructed to inform Mr. Chas. P. Pray, Superintendent, Department of State Police, of the action taken, and to request his

assistance in the enforcement of the new rule. He was also instructed to prepare an outline of procedure for the Highway Department's weighmasters, including provision for the transmittal of information to the state police department when overweight loads are observed.

Matters of a general nature were then discussed by the Commission, which also considered and signed the following papers:

Agreement with Alvin Witzke, Cascadia, Oregon, covering the hauling of logs across a portion of Cascadia State Park.

Permit authorizing Walter L. and Ethel R. Shrock to construct and maintain a timber structure across Mill Creek, a portion of which structure will encroach upon the right of way of the West Portland-Hubbard Highway in Marion County, such structure to be used in connection with a private roadway approach to the highway in this location.

Letter directed to the General Petroleum Corporation of California, affecting the company's leasehold on the service station property at the intersection of Union and Denver Avenues, Portland.

Easement conveying unto Curry County, right of way across state-owned property in Curry County, in connection with the construction of the Curry County Airport Project.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:00 p.m.

T. H. Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

, 1944

Portland, Oregon, February 16, 1944

The State Highway Commission met in regular session at 2:00 p. m. in Room 615, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner (Arrived at 4:15 p. m.)
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

A delegation from Pendleton, headed by Mayor Sprague H. Carter and including E. B. Aldrich, Publisher of the Pendleton East Oregonian; County Judge Carl W. Chambers of Umatilla County; Clyde Richey, President of the Pendleton Chamber of Commerce; and Mr. Sam Murray, Resident Engineer of the U. P. Railroad Company, Portland, came before the Commission and requested consideration of the following projects for postwar construction:

1. Construction of an underpass at the U. P. Railroad crossing on S. W. Emigrant Street (Pendleton-John Day Highway).

2. Construct a new highway about four blocks in length along the north side of the U. P. Railroad right of way from the intersection of S. W. 13th Street and S. W. Dorian Avenue northeasterly to a connection with S. W. Court Avenue (Old Oregon Trail) at its intersection with S. W. 16th Street extended. They suggested this improvement in order to eliminate traffic congestion along S. W. Court Avenue which could be effected, they said, by designating S. W. Court Avenue a one-way route for west bound highway travel and S. W. Dorian Avenue as a one-way route for east bound highway travel. In this connection they asked for the widening of S. W. Court Avenue at its westerly end.

3. Construction of an underpass at the U. P. Railroad crossing on S. W. 20th Street and the improvement of S. W. 20th Street as the route of U. S. Highway No. 395 from its junction with the Old Oregon Trail southerly to its junction with the Pendleton-John Day Highway.

4. Removal of the existing railroad tracks from S. W. Emigrant Avenue between S. W. 3rd Street and S. W. 6th Street. They advised that the railroad company is occupying this street without franchise from the city.

5. Authorize the State Highway Engineer to work in conjunction with the city in the making of investigations for the elimination of railroad grade crossings on S. W. Main Street.

A brief general discussion was had of each project during which Mr. Murray advised that he was present at the request of the Pendleton delegation, particularly, because the railroad company is very much interested in the

elimination of the railroad grade crossings. Chairman Banfield advised that the Commission is not in a position to make a definite decision with respect to these projects now but will authorize the Engineer to consult with the city with respect to engineering features in connection with the proposed elimination of grade crossings on S. W. Main Street. He added that the Commission would probably authorize the Engineer to make surveys of all the projects if the cost is not great but cares not to make a definite statement until Commissioner Chessman has been consulted. (The Engineer was authorized on the following day to make surveys of all of these projects. See ahead for minute entry.)

W. H. Lynch, Division Engineer, Public Roads Administration, was present and offered a federal contribution of $1,500,000 of National Defense Highway Act funds to assist in financing the modernization of three sections of the Pacific Highway, viz., Miller Creek-Albany Section in Marion and Linn Counties, 10.6 miles in length; Harrisburg-Halsey Section in Linn County, 9.4 miles in length; and Grave Creek-Smith Creek Section in Josephine County, 2.5 miles in length. These projects, he said, are on the strategic highway network and are important from the standpoint of the army and navy authorities who have already approved them for construction. He further explained that in order to secure the benefit from such funds the State of Oregon will have to contribute about $1,000,000 match money, otherwise the money will be re-allocated to some other state, but if the Commission accepts the offer construction can proceed at once. Chairman Banfield and Commissioner Schaupp both expressed themselves in favor of accepting this offer on the condition that Commissioner Chessman also approves. (Commissioner Chessman gave his approval on the following day, thus making the decision unanimous.)

State Parks Superintendent, S. H. Boardman, was present and reported on the following park matters:

Acquisition of two 40-acre tracts situate adjacent to the Crater Lake Highway:- The Parks Superintendent advised that these two tracts are owned by the federal government and are located adjacent to the Crater Lake Highway near McLeod; further, that they can be purchased at the rate of $15.00 per acre. If the Commission approves the purchase, he said, it will be necessary to increase the amount budgeted for park acquisition during 1944. The Commission decided not to purchase these tracts.

Release of O & C lands in Douglas County heretofore acquired by lease from the federal government:- The Parks Superintendent advised that Douglas County and the federal government have now completed the

arrangement for an exchange of properties in accordance with previous agreement and understanding, so the County is now in a position to deed to the state the land that the state has had under lease, provided the state will relinquish its prior lease rights. The Commission approved the transaction and thereupon signed the letter directed to the Chief Forester covering the matter.

Request of W. E. Johnson, Forest Grove, to lease certain state property adjacent to the Wilson River Highway near McNamer's:- The Parks Superintendent advised that Mr. Johnson wishes to lease certain land and some of the old WPA buildings standing thereon for filling station and cabin purposes. He recommended denial of the request. The Commission approved the recommendation unanimously.

Maintenance of a guard in Umpqua Lighthouse State Park, Douglas County:- The Parks Superintendent advised that heretofore he has had an arrangement with the State Forester with respect to the cleaning up of this park, including burning operations, and would like to renew this arrangement for 1944. He explained that in order to secure such extension it would be necessary to maintain a guard or watchman in the park during the fire season which would cost about $92.00 per month for three months each year. The purpose of watchman, he said, is to guard the reforested area against fire hazard. The Commission approved the request and thereupon signed an agreement with the State Forester covering the matter.

Sale of cedar posts in Humbug Mountain State Park:- The Parks Superintendent advised that in connection with his park operations he has salvaged some downed-timber by having it cut into fence posts and that he has had two offers to purchase the posts. He recommended acceptance of the best offer if the posts cannot be used by the state. The matter was referred to the Engineer to ascertain whether or not the posts are of value for highway use. In the event they are of no value for highway purposes then they are to be advertised for sale to the highest bidder.

The Engineer brought up for discussion at this time the park items in the 1944 budget, action on which was deferred at the previous meeting. He pointed out that the Commission approved a budget of $115,000 for acquisition of parks but requested additional information concerning the item of $46,000 for park operation and $5,000 for maintenance in parks by section crews. He explained these items in detail. After discussion the Commission approved the following amounts for park expenditures:

Acquisition of Parks. .	$115,000
Park operations	46,000
Park maintenance by Section crews. . . .	5,000

The Engineer also asked the Commission to approve amounts contained in the budget for guarding bridges and for operating drawbridges and ferries.

17 1. 1944

He explained that $60,000 was included in the tentative budget for the first of these items but since the Commission has approved removal of the guards the amount can be reduced to $17,000 and may be further reduced if the federal government and the State of Washington will offer no objections to the removal of guards from the Interstate Bridge. As to the $80,000 set up for drawbridge and ferry operation, the Engineer advised that this amount is somewhat larger than the amount budgeted in 1943 due to salary raises and to increased cost of operating the Enegren Ferry in Coos County but cannot be reduced. After discussion the Commission approved the budget of $17,000 for guarding bridge structures and $80,000 for drawbridge and ferry operations.

In this connection the Commission discussed briefly the question whether or not to renew its war risk insurance policies when the present policies expire on July 1, 1944. Action on this matter was deferred by the Commission until its May meeting.

The Commission had under consideration the matter of signing a joint letter with the Public Roads Administration and the U. S. Forest Service recommending an appropriation of $60,000 of forest highway funds to finance the preparation of plans for the post war forest highway "on the shelf" program. After discussion the Commission approved and signed the following letter relative thereto:

Chief, Forest Service,
Commissioner, Public Roads
Washington, D. C.

Gentlemen:

Additional funds in the sum of $60,000 are necessary to finance the P.S.& E. for the Post-War Forest Highway "On the Shelf" Program in the State of Oregon.

It has been mutually agreed to recommend that the above sum be allocated to Lump Fund Surveys from any Forest Highway funds that may be available.

Very truly yours,

W. H. LYNCH (signed)
District Engineer

JAMES FRANKLAND (signed)
Acting Regional Forester

OREGON STATE HIGHWAY COMMISSION

By T. H. BANFIELD
Chairman

A. W. SCHAUPP
Commissioner

M. R. CHESSMAN
Commissioner

Attest

H. B. GLAISYER
Secretary

1944

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with offers that he recommended in connection with each. After carful consideration of each item the Commission approved the request and thereupon by unanimous vote adopted the following resolution with respect thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

HEBO-NESKOWIN SECTION, OREGON COAST HIGHWAY

11004-	Cross, Homer M. Crushing plant site and quarry site	10 yr. lease of 2.34 acres.	$ 483.00	Witt

TILLAMOOK-HEBO SECTION, OREGON COAST HIGHWAY

11277-	Schau, K. R. Stock pile site	1.75 acres at $125.70 plus 30 rods fence to move and rebuild at $1.00 per rod	$220.00 30.00 $250.00	McChesney

CLATSOP COUNTY LINE-MOHLER SECTION, OREGON COAST HIGHWAY

800-A-	Hunt, Verna Tubbesing Stock pile site	5 yr. lease of 0.202 acres	$ 50.00	McChesney

FEB 16 1944

GARDINER SUMMIT-TAHKENITCH LAKE SECTION, OREGON COAST HIGHWAY

10991-Sparrow Realty Corporation Right of Way	53.61 acres of land	GRATIS	Parker

BOARDMAN-STANFIELD SECTION, BOARDMAN-STANFIELD HIGHWAY

8415- 8416- State Highway Commission 8417-	NOTE: U. S. Reclamation Bureau requires payment construction liens on lands in Morrow County owned by the State before lands are excluded from the West Extension Irrigation District.	$ 498.31	Schannep

KIMBERLY-DAYVILLE SECTION, JOHN DAY HIGHWAY

11186-Morrow, John A. Stock pile site	1.96 acres at $50.00	$ 98.00	Cozad
11183-Bales, Minnie & Mattie E. Stock pile site and gravel pit	7.50 acres at $25.00	$ 187.50	Cozad
11184-Foree, W. J. Stock pile site	2.05 acres at $25.00	$ 51.25	Cozad
11269-Mascall, L. E. Stock pile site	0.46 acre at $50.00 plus Plus fencing	$ 24.00	Cozad
11185-Kennedy, Thompson E. Stock pile site	0.55 acre plus fencing	$ 1.00	Cozad

MORGAN-HEPPNER SECTION, HEPPNER HIGHWAY

11215-Johnson, Richard & Richard Wells Stock pile site	1.82 acres at $20.00 plus fencing	$ 36.40	Cozad

BAKER-UNION COUNTY LINE SECTION, MEDICAL SPRINGS HIGHWAY

11181-Bennett, C. E. Stock pile site	1.55 acres at $20.00	$ 31.00	Cozad
11180-Kennedy, Lawrence M. Stock pile site	0.65 acre at $70.00	$ 45.50	Cozad
11182-Colton, J. J. Stock pile site	1.45 acres at $20.00	$ 29.00	Cozad

[illegible] 16 1944

BAKER-UNION COUNTY LINE SECTION, MEDICAL SPRINGS HIGHWAY (cont.)

11182- Colton, J.J. Lease	3 yr. lease-road materials-on yardage basis 3¢ per cubic yard - (7,000 cu. yds.)		Cozad

CITY OF UNION-BAKER COUNTY LINE SECTION, MEDICAL SPRINGS HIGHWAY

11178-Union County Stock pile site	0.78 acre (10 year lease)	GRATIS	Cozad
11179-A-U. S. Government Stock Pile site	0.84 acre (1 year lease)	GRATIS	Cozad
11179- Collins Pine Co. Stock pile site	2.27 acres at $20.00	$ 45.40	Cozad

RUCKLES CREEK-MIDDLE BRIDGE SECTION, BAKER-HOMESTEAD HIGHWAY

11187-Staggs, Ira D. Gravel pit	2.82 acres at $55.00 Fee Federal Land Bank	$ 155.10 7.50 $ 162.60	Cozad

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

4066-Swanson, Theodore Right of Way	0.004 acre	$ 00.00	Collins
10865-Balsiger, Florence Lillian Right of Way	1,098 sq. ft. at 20¢	$ 219.60	Collins
4115- Austin, Graham Right of Way & Slope Easement	204 sq. ft. at 15¢ and 15-ft. slope easement	$ 30.60	Collins
4052- Sansbury, James A. Right of Way	2.0 acres at $500.00	$1,000.00	
	Allowance- moving pump-house, electric line, pipe line	150.00	
	Allowance- moving and rebuilding garage	100.00	
	Allowance- moving chicken houses fencing	50.00	
	Remodeling and cutting off house (cannot be moved)	1,200.00	
	General damages	400.00	
	Severance damages - 3.0 acres at $200.00 (40%)	600.00	
		$3,500.00	Collins

FRONT STREET PROJECT-CITY OF PORTLAND, PACIFIC HIGHWAY

11281-Hutton, Geo. W. et al & Lucelle Faust Right of Way	600 sq. ft. at $1.66	$1,000.00	McCallister
	Building	1,400.00	
		$2,400.00	
11013-Klamt, Alfred J. Right of Way	225 sq. ft. at 30¢ sq. ft.	67.50	
	Construction barracade top slope	57.50	
		$ 125.00	McCallister

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

11191-Furuset, Elmer M. Right of Way	2.04 acres at $200.00	$ 408.00	
	Allowance for pressure pumping system	265.00	
	Moving buildings (estd.)	650.00	
		$1,323.00	Parker

In this connection the question whether or not to continue with the acquisition of right of way for the Front Avenue Project in Portland was discussed. The Attorney advised that, as instructed by the Commission, he has contacted the City of Portland officials as to whether or not it is their intention to adhere to the original plan for this project or to adopt the so-called "Moses Plan" and at the meeting he was informed that it is the city's plan to proceed with the original plan for this project regardless of the Moses Plan. In view of this report the Commission decided to continue the taking of options for the right of way up to the extent that the City of Portland can pay its proportionate share of the costs. In the event the federal government will contribute federal funds to assist in the purchase of such right of way then such funds shall be credited to the city and the state on the same percentage basis that right of way purchases are now being made, viz., 40%, state; 60%, city. The Commission also decided that it would approve the closing of options already taken for right of way for this project if it appears advantageous to do so, otherwise, the options are to be extended until such time as the postwar highway bill passes the Congress. The Commission ordered that the above arrangement be covered by written agreement between the city and the state.

The question of purchasing a maintenance headquarter site adjacent to the Salmon River Highway at Grande Ronde had the attention of the Commission. It appears that the Polk Operating Company owns three acres that have been selected for this site and that it has offered to sell this tract for the sum of $750.00. The discussion revealed that the site is located in close proximity to the Company's plant and may not be desirable from that standpoint; also, that it might be possible to secure a more satisfactory site for less money. Accordingly, the Commission referred the matter to the Engineer for further investigation.

The Assistant Attorney requested instructions regarding a settlement with E. R. Shipley of damages to his property occasioned by the construction of the Davies-Vadis Section of the Wolf Creek Highway in Washington County. He advised that the property in question is low-land across which the highway was constructed on an embankment. The highway grade, he said, acts as a dam backing up water on Mr. Shipley's property so that he cannot properly cultivate it. Mr. Shipley, he said, is demanding $1,000 damages, whereas, in his estimation, the state should not be required to pay more than $500 and under such a settlement the state should secure a deed for the 2.25 acres involved. He asked the Commission to authorize condemnation of the property in the event a satisfactory settlement cannot be negotiated and to approve an offer of $500 in such condemnation. As an alternate settlement, he suggested payment to Mr. Shipley of the sum of $300 as damages, he to retain possession of the land provided he will release the state from all damages past, present and future occuring by reason of the flooding of his land. After discussion the Commission authorized settlement with Mr. Shipley on the basis of the alternate proposition, viz., payment of $300 for complete release of damages, Mr. Shipley to retain title to the land. If he will not settle on such basis, then the Attorney was authorized to condemn the property and to offer the sum of $500 in connection therewith. The following resolution authorizing condemnation was thereupon adopted by the Commission by unanimous vote:

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the developement and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code,

and/or for flight strips, airfield, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described is necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real property and the specific purposes for which the same is being acquired are described as follows, to wit:

Real property owned by E. R. Shipley, et ux., and identified in the records of the Highway Commission as file R 6278A, which property is being acquired for right of way and highway drainage purposes in connection with the Wolf Creek Highway and is described as follows:

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 24, Township 2 North, Range 4 West, W. M., Washington County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to George W. White and Bertha A. White recorded in Book 144, Page 557, of Washington County Record of Deeds; the said parcel being described as follows:

Beginning at a point on the northerly right of way line of the Wolf Creek Highway; said point being 150 feet distant northerly from (when measured at right angles to) the located center line of the Wolf Creek Highway at Engineer's Station 2209+28.5, said point also being 571 feet north and 52 feet west of the southeast corner of said Section 24; thence North 62° 45' West along said right of way line parallel to and 150 feet distant from said center line a distance of 587.5 feet to the west line of the said property; thence North 0° 15' West along said west line a distance of 20 feet; thence North 84° 53' 30" East a distance of 576.4 feet to the east line of said Section 24; thence south a distance of 35 feet; thence west a distance of 25 feet; thence South 5° 00' West along the County Road right of way line a distance of 306.5 feet to the point of beginning.

The parcel of land to which this description applies contains 2.265 acres, of which 0.015 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.25 acres lie outside of the existing right of way.

2. That the Commission does hereby find and declare that said described parcel of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said property is being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of the said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That George Neuner, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

In the discussion of this matter the Assistant Attorney reported that the former owner of this property, Mr. George W. White, has presented a claim for loss of a crop of turnips by reason of the flooding of this property. Mr. White, he said, valued the crop at $150 and demands settlement in such sum. He advised that there is no question but what the crop was lost as a result of the highway construction and recommended payment of the amount demanded by Mr. White. The Commission approved the recommendation subject to the condition that the money shall not be paid to Mr. White until settlement has been effected with the present owner, Mr. Shipley.

The Chief Counsel reported that the J. H. Gilbaugh Estate, which includes real property consisting of approximately 27 acres of land, more or less, situated in the Northeast quarter of the Southwest quarter of Section 30, Township 1 North, Range 5 East, W. M., in Multnomah County and which property the State needs and the Commission has found it necessary to acquire, has employed attorneys who refuse to negotiate until a formal resolution has been adopted by the Commission. The Chief Counsel offered for the consideration of the Commission a prepared resolution. Thereafter, upon due consideration, the Commission adopted by unanimous vote the following resolution:

RESOLUTION

WHEREAS, under and by virtue of the provisions of subsections 6 and 7 of Section 100-115, O. C. L. A., the Highway Commission is authorized to acquire by agreement, donation or the exercise of the power of eminent domain real property, or any right or interest therein, necessary or deemed necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and the Commission is also authorized to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or other places of attraction and scenic value which in the judgment of the Commission are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, in the opinion of the Highway Commission the real property hereinafter described is scenic in character, adjoins other real property owned by the State and possesses possibilities of development as a scenic and recreational area and likewise affords opportunity for roadside development; and

WHEREAS, it is the judgment and opinion of this Commission that the acquisition of said real property and the development of the same will contribute to the convenience of the general public and to the general welfare and pleasure of the motoring public or road user;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by the State Highway Commission as follows:

1. That the Highway Commission does hereby find and declare that the real property hereinafter described is scenic in character and is suitable for development as a scenic area or viewpoint and for roadside development and recreation.

2. That this Commission does hereby find and declare that the acquisition of fee title to said real property, free and clear of all interests of every kind and character, is necessary in order to make possible the preservation and development of the

same for the convenience of the public and so that said area may be developed and maintained for its scenic value or public view qualities as well as for roadside development, all of which the Commission does find and declare to be for the general welfare and pleasure of the motoring public and road user.

3. That the real property, the acquisition, preservation and development of which the Commission now finds necessary for the purposes heretofore stated, is described as follows, to wit:

All of the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 30, Township 1 North, Range 5 East, W. M., Multnomah County, Oregon, excepting the South 350 feet and excepting that portion of said property now owned by the State of Oregon and in the right of way of the Columbia River Highway, containing a net area of 27 acres, more or less.

4. That the survey of said area heretofore made by the State Highway Engineer and the description prepared hereby are approved by the Commission and the Commission does hereby order and direct that said description be used and employed in the preparation of necessary deeds of conveyance or in necessary court proceedings.

5. That George Neuner, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested, authorized and directed to attempt to agree with the owner or owners, or persons in possession, if there be any, with respect to the compensation to be paid for the acquisition of said property and damage to the remaining property if there be any remaining property, and in the event that the title to said property cannot be acquired by agreement, then it is hereby ordered that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

6. That this resolution be entered in the minutes and records of this Commission as of February 16th, 1944.

The Assistant Attorney requested authority to spend about $100 to repair a residence building in Eugene that was acquired from John W. Gray in connection with a right of way settlement. He said that the building is now being rented at the rate of $25.00 per month and that the agent who is handling the property for the state advises that repairs are absolutely needed. The Commission approved the expenditure.

The Attorney rendered a brief status report on the controversy with Dr. Moser involving a quarry site near Grants Pass. He advised that Mr. Neil Allen, Attorney for Dr. Moser, wants to discuss this matter personally with the Commission before a decision is reached but was unable to attend this meeting. The Commission decided to take no action until the matter has been discussed with Mr. Allen; however, instructed the Attorney to render a complete report and recommendation covering the subject at the next meeting.

The Commission had under discussion matters pertaining to the distribution of State Highway funds to cities and towns pursuant to the provisions of Chapter 371, Oregon Laws, 1943. In this connection the Engineer presented a tabulation certifying the amounts to be distributed according to the legal requirements which were thereupon explained by the Attorney. After careful consideration of the matter the Commission approved the proposed apportionment of funds as certified by the Engineer and thereupon by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman:

R E S O L U T I O N

WHEREAS, it is provided by Chapter 371, Oregon Laws, 1943, that:

> "Beginning with the year 1943 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 5 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year, and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A., and under the provisions of section 115-528, O.C.L.A., and under the provisions of section 110-1705, O.C.L.A., and from fines and penalties assessed and collected for violations of the motor vehicle and transportation laws, and which have been paid to the state treasurer, which appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year."

AND, WHEREAS, pursuant to the laws of the State of Oregon there was credited to the state highway funds by the State Treasurer for the calendar year 1943, the sum of $14,723,366.90; and

WHEREAS, by applying the factors of allocation provided for in said act the State Highway Commission has apportioned to the several cities of the State their respective shares in said state highway funds;

NOW, THEREFORE, the State Highway Commission does hereby certify to the Honorable Robert S. Farrell, Jr., Secretary of State of the State of Oregon, the following apportionment or appropriations out of said state highway fund for the calendar year 1943, to wit:

CITY	AMOUNT	CITY	AMOUNT
Albany	$ 7,765.40	Myrtle Point	$ 1,779.97
Ashland	6,515.58	Newberg	4,065.37
Astoria	14,268.62	Newport	2,772.97
Baker	12,830.64	North Bend	5,853.58
Bandon	1,378.93	Nyssa	2,547.72
Beaverton	1,444.86	Ontario	4,877.07
Bend	13,763.20	Oregon City	8,410.92
Burns	3,524.24	Oswego	2,370.55
Coquille	4,569.42	Pendleton	12,150.78
Corvallis	11,525.87	Portland	279,625.99
Cottage Grove	3,606.64	Prineville	3,238.56
Dallas	4,915.53	Rainier	1,624.77
Enterprise	2,347.20	Redmond	2,576.57
Eugene	28,619.65	Reedsport	1,951.65
Forest Grove	3,363.54	Roseburg	6,762.80
Gladstone	2,237.33	St. Helens	5,911.27
Grants Pass	8,279.07	Salem	42,450.15
Gresham	2,679.57	Seaside	3,985.71
Heppner	1,565.72	Sheridan	1,777.23
Hillsboro	5,146.26	Silverton	4,017.30
Hood River	4,504.87	Springfield	5,225.92
Independence	1,884.35	Stayton	1,490.18
Junction City	1,630.27	Sweet Home	1,497.04
Klamath Falls	22,657.56	The Dalles	8,605.95
La Grande	10,640.00	Tillamook	3,778.32
Lakeview	3,386.89	Toledo	3,142.42
Lebanon	3,748.11	Union	1,920.06
Marshfield	7,222.90	Vale	1,487.43
McMinnville	5,089.95	Vernonia	1,939.29
Medford	15,493.73	Warrenton	1,874.74
Milton	2,395.27	West Linn	2,973.49
Milwaukie	2,569.70	West Salem	2,046.42
Mount Angel	1,417.39	Woodburn	2,722.15

That in addition to the above enumberated cities, the following cities are incorporated cities of the State of Oregon having a population less than 1,000:

CITY	AMOUNT	CITY	AMOUNT
Adams	$ 232.11	Athena	$ 704.57
Amity	748.52	Aumsville	238.98
Antelope	123.61	Aurora	313.14
Arlington	836.42	Austin	134.60

AMOUNTS AUTHORIZED TO CITIES HAVING POPULATION LESS THAN 1,000 (Cont.):

CITY	AMOUNT	CITY	AMOUNT
Banks	$ 339.24	Gold Hill	$ 736.16
Barlow	71.42	Granite	118.11
Bay City	520.53	Grass Valley	280.18
Boardman	151.08	Greenhorn	6.87
Bonanza	320.01	Haines	517.79
Bourne	26.09	Halfway	571.35
Brownsville	1,076.77	Halsey	418.90
Butte Falls	465.59	Hammond	579.59
Canby	1,356.95	Hardman	114.00
Canyon City	428.51	Harney	4.12
Canyonville	350.23	Harrisburg	854.28
Carlton	1,186.65	Helix	166.19
Cascade Locks	965.52	Hermiston	1,102.87
Central Point	1,244.33	Hines	929.82
Chiloquin	1,017.71	Hubbard	531.52
Clatskanie	972.39	Huntington	1,017.72
Coburg	626.29	Imbler	249.97
Columbia City	449.11	Ione	359.84
Condon	1,175.66	Island City	243.10
Cornelius	874.88	Jacksonville	1,045.17
Cornucopia	487.57	Jefferson	657.88
Cove	440.87	John Day	972.39
Crane	199.15	Jordan Valley	376.32
Creswell	682.60	Joseph	814.45
Dayton	694.96	Juntura	229.36
Dayville	186.79	Lafayette	561.74
Donald	225.24	Lakeside	184.04
Drain	819.94	Lexington	306.28
Drewsey	79.66	Lonerock	63.18
Dufur	538.39	Long Creek	326.88
Dundee	287.05	Lostine	280.18
Eagle Point	333.74	Madras	565.86
Eastside	876.25	Malin	734.79
Echo	384.56	Maupin	366.71
Elgin	1,369.31	Merrill	889.99
Empire	913.33	Metolius	54.94
Estacada	722.43	Mitchell	300.78
Fairview	418.90	Molalla	1,245.71
Falls City	981.01	Monmouth	1,325.37
Florence	629.03	Monroe	427.14
Fossil	730.67	Monument	162.07
Freewater	1,133.08	Moro	424.39
Gaston	457.35	Mosier	296.66
Gearhart	438.13	Myrtle Creek	605.69
Gervais	455.98	Nehalem	339.24
Glendale	765.00	North Powder	516.41
Goble	123.61	Oakland	504.05

AMOUNTS AUTHORIZED TO CITIES HAVING POPULATION LESS THAN 1,000 (Cont.):

CITY	AMOUNT	CITY	AMOUNT
Oakridge	$ 714.19	Stanfield	$ 331.00
Paisley	325.50	Sublimity	384.56
Philomath	1,175.66	Summerville	109.87
Phoenix	593.32	Sumpter	576.84
Pilot Rock	491.69	Sutherlin	721.05
Port Orford	1,036.94	Talent	523.28
Prairie City	888.61	Troutdale	289.79
Richland	348.85	Tualatin	247.22
Riddle	293.92	Turner	568.60
Rockaway	846.04	Umatilla	508.17
Rogue River	526.03	Waldport	865.26
St. Paul	251.34	Wallowa	1,150.94
Sandy	649.64	Wasco	416.15
Scappoose	461.47	Westfall	20.60
Scio	482.08	Weston	683.97
Scotts Mills	311.77	Wheeler	355.72
Shaniko	75.54	Whitney	26.10
Sherwood	613.93	Willamina	929.82
Silver Lake	133.22	Yamhill	574.10
Sodaville	135.97	Yoncalla	380.44

That before said last named cities may expend funds apportioned to them out of said state highway fund they must first qualify by submitting to the State Highway Commission for approval plans for the expenditure of such funds.

That a certified copy of this resolution and certificate be delivered to the said Secretary of State for his use and guidance in the administration of said law.

That this resolution be entered in the minutes and records of the Commission as of February 16, 1944.

The Secretary was instructed to forward a certified copy of the resolution and certificate to the Secretary of State for his use and guidance in the administration of the law.

The Assistant Attorney requested authority to employ the services of a cruiser to cruise the timber on land that the Commission is acquiring for recreational purposes along the Pendleton-John Day Highway near Camas Creek. He estimated that the cruise would cost about $500 and advised that it is necessary that the cruise be made in order to effect proper settlement with the owners. The State Parks Superintendent, who was present, advised that he is now arranging with the U. S. Forest Department for a joint cruise of the timber and if the arrangement materializes a satisfactory cruise can be made with but very little expense to the state. After discussion the Commission

authorized the employment of the cruiser, as requested by the Assistant Attorney, in the event the arrangement mentioned by the State Parks Superintendent does not materialize.

The Commission approved and signed a receipt acknowledging payment by the federal government of the sum of $61.92, being the cost of repairing a traffic pedestal in Medford which was damaged by an army truck, and releasing the United States of America from further responsibility with respect thereto.

The Commission also approved and signed a bargain and sale deed conveying unto Marion County a strip of land 60 feet wide bordering the Aurora Flight Strip which strip is to be used by the County for county road purposes in lieu of an existing county road that was destroyed by the flight strip construction.

The Attorney requested instructions whether or not to try to collect damages from Mr. Delayne H. Paulsen, log hauler, who damaged a bridge on the Kings Valley Secondary Highway in connection with his log hauling operations. He advised that a permit was issued to Mr. Paulsen to transport loads over this highway of a length in excess of the 50-foot legal length limit but Mr. Paulsen did not confine his loads to the length specified in the permit and in addition thereto, his load extended beyond the trailer axle a distance greater than the law allows, so that when he made a turn at the end of the bridge the load struck the bridge railing causing damage which cost $20.00 to repair. He was instructed by the Commission to bill Mr. Paulsen for the amount of the damage.

The Attorney also requested instructions with regard to accepting the check of the United Pacific Insurance Company in payment of the Commission's claim against the Oregon Motor Stages for damaginga guardrail on the Lower Columbia River Highway about 27 miles east of Astoria. The Stage Company alleges, he said, that the highway was frosty and because this was a condition over which it did not have control and because the surface of the highway had not been sanded by highway crew, it should not be held responsible for the claim which amounts to $13.40. On the other hand, the United Pacific Insurance Company which wrote the Stage Company's insurance has tendered its check in the amount of the claim. The Attorney questioned that the Commission could recover the amount of the claim if the matter were taken to court and advised that his reason for bringing the matter to the Commission's attention is because it involves a matter of policy. The Commission voted unanimously to accept the check and so ordered.

The Engineer reported briefly the substance of the report of the Interregional Highway Committee, appointed by the President, outlining and recommending a national system of interregional highways. (See Engineer's letter of February 4, 1944, directed to members of the Oregon State Highway Commission for details.) The Commission took no action in the matter.

The Engineer also reported on a request of the Knights of Columbus, Klamath Falls, to maintain "way stations" on state highway approaches to Klamath Falls for the benefit and convenience of men in the armed service.

He advised that the proposed way stations are not in the same category with those recently approved by the Commission at Camp White and at Florence and recommended that permission to maintain them on the highway right of way be denied because of the added burden their presence on the highway property would cause the highway maintenance crews. The Commission approved the recommendation and ordered that the Knights of Columbus be informed of the action taken and the reasons necessitating the same.

The Commission considered and denied an offer from Mr. William Pemberton, Roseburg, to purchase a triangular shaped parcel of land lying between the Pacific Highway and the S. P. Railroad in North Roseburg, it appearing to the Commission that the best public interests would be served if this property were retained in state ownership so as to insure against obstructions being erected thereon that would impair the sight distance along the highway.

In conformity with instructions from the Commission at the previous meeting the Engineer submitted a report on the employment of Latin American engineers. He advised that the plan is to employ two such engineers if the Commission approves, both of whom will be assigned to survey crews where they would be paid a salary not to exceed $100 per month, such arrangement to be effective for a period not longer than six months. The movement, he said, is being sponsored by the American Road Builders Association and other organizations of similar nature who would be responsible for the payment of transportation expense to and from Oregon. He further advised that the men who are to be thus employed are graduate engineers who have a speaking knowledge of the English language. He also said that he had discussed this matter with Governor Earl Snell who expressed his approval of the plan. After discussion the Commission authorized the Engineer to employ two such engineers for a limited period under condition that there are no objections on the part of the Governor.

Reconsideration was given by the Commission to the request of the City Cemetery Committee of Klamath Falls for the use of those portions of Lots 7, 8, 9 and 10, Block 2, Westover Terraces, Klamath Falls, which the state will not need in connection with the proposed revision of The Dalles-California Highway through this district. The Engineer advised that the survey for the permanent location of the highway was made several years ago but has not been formally approved by the Commission and until that is done he is not in a position to make a recommendation, although he would offer no objections to letting the city have the area outside of the standard width of the highway right of way if the Commission approves the proposed location. The Commission discussed this matter at some length but deferred its decision until the following day. (The Commission approved the survey on the following day. See ahead for details.)

A letter was presented from County Judge F. E. Gilkey, Lincoln County, advising that the County Court has contracted for the production of several thousand cubic yards of crushed rock from its quarry at Seal Rock and suggesting, if the Highway Commission wants some of this rock which is particularly good for oiling purposes, that the Commission allow the county's contractor to remove a ledge of rock on the west side of the highway that is not as suitable for such use but is good enough for county roads. He gave as

his understanding that the Commission needs a large quantity of oil maintenance rock for the Oregon Coast Highway so the above arrangement should be to the advantage of the state; moreover, the removal of the rock ledge would improve the scenic view from the highway and would provide a larger area than now exists for the parking of automobiles. The Engineer recommended approval of the request subject to the condition that the county will assume the responsibility for protecting highway travel during the time that the ledge is being removed and will level off the site suitable for the parking of automobiles when its quarrying operations are concluded. The State Parks Superintendent, who was present, expressed his approval of the request because it will improve the ocean view and will help out the parking situation. The Commission approved the recommendation and ordered that the matter be covered by written agreement between the county and the state. The Attorney and the Engineer were instructed to work out the details.

The Engineer reported that in conformity with authority granted him by the Commission, he awarded to Clifford A. Dunn, Klamath Falls, on January 14, 1944, the contract for construction of the Klamath Falls Air Station Access Road Project, bids for which were taken by the Commission at its meeting on December 23, 1943, Mr. Dunn's bid being the low one submitted. The Commission by unanimous vote approved the awarding of this contract as reported.

The Engineer requested authority to advertise for bids for the furnishing of maintenance rock for the Garibaldi-Pleasant Valley Rock Production Project in Tillamook County. He estimated that the project would cost about $17,325.00 and advised that the state would be reimbursed for the expense by the U. S. Navy Department in view of the fact that it was the activities of that department which necessitated the improvement. The Commission approved the request by unanimous vote.

The Commission had under discussion approval of a project agreement with the S. P. Company covering the construction of a drainage tunnel on the Oregon Coast Highway between Brighton and Wheeler in Tillamook County to correct a slide condition which is seriously affecting the highway and the railroad company's tracks. The Engineer advised that both railroad grade and highway grade have been seriously damaged by slides and that the condition has become so hazardous to the railroad and the highway that corrective measures must be taken at once. He further stated that an exhaustive study of the situation by railroad and highway engineers reveals that the condition can be corrected by a drainage tunnel which is estimated to cost $23,000 and will be paid for 50% by the state and 50% by the railroad company. The Commission approved the arrangement by unanimous vote and thereupon signed an agreement with the railroad company.

The Commission discussed a letter from W. H. Lynch with regard to the approval of the program and estimate for engineering and economic investigations in Oregon during the period July 13, 1943 to December 31, 1944 involving the expenditure of $37,324.00 of federal funds and $22,876.00 of state matching funds. The Commission approved the arrangement by unanimous vote and thereupon signed an agreement with the Public Roads Administration covering the matter.

The Engineer brought up for discussion the matter of completing the purchase of six heavy type trucks which were ordered by the Commission in the fall of 1943. He advised that quotations for furnishing the trucks were received by the state purchasing agent on October 5, 1943, one proposal being submitted by the Nelson Equipment Company which agreed to furnish "Walters" trucks at $8,280.00 each and the other being submitted by the Clyde Equipment Company which agreed to furnish "Oshkosh" trucks at $7,671.25 each. The order was placed with the Nelson Equipment Company, he said, notwithstanding its higher bid, because that company promised delivery by December 1, 1943, whereas the Clyde Equipment Company could not promise delivery at any particular time, the trucks being needed in connection with snow removal operations during the winter season. He further advised that the War Production Board at first refused to authorize the delivery of more than two of the trucks, but later released the remaining four which have not, however, been delivered and may not be delivered for some time. In view of the recent action of the War Production Board, he added, the Nelson Equipment Company wants to furnish the additional four trucks; however, there is a question in his mind whether the order should be placed with this company in view of the fact that the specified date of delivery has long since expired, and the additional fact that the state would save $600 on each truck if the order were placed with the Clyde Equipment Company. He particularly pointed out that the bid of the Nelson Equipment Company was accepted because delivery of the trucks was promised by December 1, 1943 so they could be used in snow removal operations during the past winter, and advised that such emergency has passed so there seems to be no particular reason why the state should pay the extra amount. In the discussion that followed it was revealed that the bid submitted by the Nelson Equipment Company is still effective if the Commission wishes to extend the time limit, whereas the bid of the Clyde Equipment Company is not effective due to the fact that it was rejected at the time that the order was placed with the Nelson Equipment Company. The Commission deferred a decision in the matter until the following day when a representative of the Nelson Equipment Company is to be present. The Attorney was instructed to review in the meantime the bids submitted by both companies and the specifications upon which the bids were submitted and to advise the Commission with respect to its authority to reject the four undelivered trucks from the Nelson Equipment Company. (See entry on following day for final decision.)

Commissioner Chessman arrived at this time and participated in all matters that were subsequently considered by the Commission at this meeting.

The Engineer brought up for discussion the matter of completing the purchase of two paving plants which were authorized by the former Commission on October 15, 1941, but which could not be completed because of the refusal of the War Production Board to permit delivery. He explained that the former Commission authorized the purchase of three of these plants and that the order was placed with the Dallas Machine and Locomotive Works of Dallas, Oregon, at $12,500 each; further, that one of the plants was delivered at such price but the company could not complete or deliver the other two because of the War Production Board's action. The Board, he said, has now changed its attitude and has approved the delivery of the two remaining plants. He asked the

Commission to authorize the purchase of these two plants, subject to negotiation of a new purchase price agreement with the Company to cover increased labor and material costs.

He advised that the plants are badly needed for the coming season's pavement repair work and that the one plant that already has been delivered more than paid for itself in one year's operation. The Commission deferred a definite decision on the matter until its next meeting. The Engineer was instructed to secure a new quotation from the Company in the meantime.

A letter was presented from R. J. Newell, Assistant Regional Director, Bureau of Reclamation, inquiring whether or not it would be possible to rent one of the Highway Department's paving plants to do a small amount of experimental paving work in irrigation canals near Ontario, Oregon, there being no local contractor available with such plant in this vicinity. He estimated that he would need the plant for about a week during the early part of April. The Engineer advised that the loan of this equipment would not seriously interfere with the Highway Department's maintenance operations and recommended approval of this request if the Bureau of Reclamation will pay all expense incident to the operation of the same including rental at the standard rate, and will employ the state's operators who are familiar with this type of equipment. The Commission approved the recommendation unanimously.

The Engineer requested authority to purchase the following equipment:

4 Loadometers. Estimated total cost $1,100.00
1 Used Case Boiler. Purchase price 500.00
1 60-ton Hydraulic Press for use at the Klamath Falls Shops Estimated cost $325.00

The Commission by unanimous vote approved the purchase of such equipment subject to the condition that the used boiler passes inspection by the state boiler inspector.

The Secretary requested instructions relative to the renewal of the State Highway Engineer's $200,000 bond which expires on March 1, 1944. The Commission by unanimous vote ordered that this bond be renewed with the same companies that wrote the previous bond. Similar action was taken by the Commission on the Engineer's $150,000 bond that expires on April 15, 1944.

The Engineer requested authority to increase salaries now paid highway department weighmasters in accordance with the following readjustment schedule:

PROPOSED PAYROLL CLASSIFICATION

Weighmaster, Grade 3	$173.00 per month	- 48-hour week
Weighmaster, Grade 2	168.00 per month	- 48-hour week
Weighmaster, Grade 1	158.00 per month	- 48-hour week
Weighmaster Apprentice	153.00 per month	- 48-hour week

MAR 1 1944

PROPOSED PAYROLL CLASSIFICATION (Cont.)

The application of the above rates to the existing peronnel of 23 men is as follows:

Weighmaster, Grade 1	10 men	No change
Weighmaster, Grade 2	11 men	Loadometer Officers
Weighmaster, Grade 3	2 men	District Supervisors

Additional Cost for 1944 - $1530

He explained that the weighmasters organization now consists of 23 operators who were selected from the maintenance department on account of their personal qualifications; also, that these men were previously employed as time keepers, section foreman helpers, etc., and if they were still employed in such capacities would be enjoying the benefits of increased rates of pay that men so employed now receive. The proposed increase, he added, is simply a readjustment in order to eliminate an unsatisfactory condition, and during the year 1944 will cost the state only $1,530.00 more than if the present salary rate were continued. The Commission by unanimous vote approved the salary adjustment as recommended by the Engineer, effective February 1, 1944.

In this connection the Engineer advised that because of increased cost of living it soon will be necessary for the Commission to consider a general increase of salaries paid to office employees in order to retain their services. The matter was discussed at some length but a decision relative thereto was deferred until the next meeting. The Engineer was instructed in the meantime to canvass other state departments as to the salaries paid by them and report his findings.

A letter was presented from F. W. Furst, Forest Supervisor, Siuslaw National Forest, inquiring as to the attitude of the Highway Commission with respect to the sale of old growth timber along the Little Nestucka River between Dolph, on the Three Rivers Highway, and Boyer, on the Salmon River Highway, which is the route of an unconstructed forest highway. It appears that the Forest Service has received inquiries concerning this timber but before making a definite sale desires to know the plans of the Commission to construct the road and its attitude with respect to the preservation of the timber along the route. The Engineer advised that this proposed road has been on the forest highway system for many years but no plans whatsoever have been made for its construction, moreover, the present outlook for construction is not promising. After discussion the Secretary was instructed to thank Mr. Furst for bringing this matter to the Commission's attention and to inform him that the Highway Commission does not intend to build the road in the near future and has no idea when the road will be built, in view of which, if the Forest Service has an opportunity to sell the timber the Commission will offer no objections thereto.

The Commission discussed a letter from Mr. Wm. P. Lord, Attorney, Portland, in behalf of some clients who want to know whether or not the logs that have been fallen on state property adjacent to the Wilson River Highway are for sale, and if so, under what terms they may be purchased. The Engineer

advised that there is some question as to the ownership of the logs and it may be that they are owned by the Consolidated Timber Company from whom the right of way was purchased. He also stated that many of the logs are located on steep hillside above the highway and the removal of the same might constitute a serious traffic hazard. The Commission deferred action in the matter pending additional information. The Attorney was instructed to ascertain definitely who owns the logs, and the Engineer was instructed to ascertain definitely whether or not the logs can be removed without endangering highway traffic, both reports to be rendered at the next meeting of the Commission.

The Secretary presented a resolution from the Umatilla County Court requesting that the Hermiston Secondary Highway No. 333 be extended from its present terminus at the intersection of Main Street and East Fourth Street in Hermiston, westerly three blocks to the intersection of Main Street and East First Street, which section was recently abandoned by the Highway Commission as the route of the Old Oregon Trail when this highway was reconstructed on revised alignment south of Main Street. The Engineer advised that it is a perfunctory matter and simply continues the Highway Commission's policy of maintaining state highway connections within cities and towns. He recommended approval of the request. The Commission approved the recomendation and thereupon by unanimous vote, upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman, adopted the following resolution with respect thereto:

> WHEREAS, under the provisions of Chapter 248, Laws of 1931; Chapter 196, Laws of 1935; and Chapter 529, Laws of 1939; the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and
>
> WHEREAS, the State Highway Commission, by mutual agreement with the Umatilla County Court of the State of Oregon, has selected the road, highway or street hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;
>
> NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:
>
> 1. That the following described market road, county road, street, highway, route, or location of a highway in Umatilla County be and the said market road, county road, street, highway, location,

or route, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

A Section of the Hermiston Secondary Highway No. 333

Beginning at the intersection of Main Street and East 1st Street in the City of Hermiston; thence easterly to the intersection of Main Street and East 4th Street; a distance of approximately 0.25 mile.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws of 1931; Chapter 196, Oregon Laws of 1935; and Chapter 529, Oregon Laws of 1939; and amendments thereof.

Consideration was given by the Commission to a request from the St. Helens Pulp and Paper Company for permission to use an old trestle which now spans the Lower Columbia River Highway near the town of Knappa, in connection with its logging operations. The Engineer recommended approval of this request as a temporary proposition subject to the condition that the company will properly protect highway travel and will remove the structure from within the limits of the highway when its operations are completed. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman, and thereupon signed an agreement with the company covering the matter. (See agreement for further details.)

The Engineer requested authority to post the I.O.N. Highway for a 50% reduced load limit, if necessary, this spring when the frost is leaving the ground in order to maintain highway travel during this period, particularly in view of the heavy traffic that this road carries. The Commission approved the request and thereupon adopted the following resolution with regard thereto upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

ORDER REDUCING MAXIMUM LOAD LIMITS ON CERTAIN STATE HIGHWAYS

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

I.O.N. SECONDARY STATE HIGHWAY NO. 456
JORDAN VALLEY SECONDARY STATE HIGHWAY NO. 458

AND WHEREAS, the said above-named state highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said

highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interest of the said state highways that the maximum total weight of load and vehicle which shall be permitted upon said roads shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named roads shall not exceed the weight herein fixed.

The maximum weights which shall apply to the following highways, to-wit:

I.O.N. SECONDARY STATE HIGHWAY NO. 456 from the Idaho state line near Malloy Ranch, Oregon, to the Nevada state line near McDermit, Nevada, in Malheur County.

JORDAN VALLEY SECONDARY STATE HIGHWAY NO. 458 from its junction with the I.O.N. Secondary State Highway north of Jordan Valley to its junction with the I.O.N. Secondary State Highway west of Jordan Valley, in Malheur County.

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not

exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed the maximum limit set by law for any one axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394 O.C.L.A., shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highways and at important cross-roads on said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Malheur County, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 16th day of February, 1944.

In this connection the Engineer was instructed not to post the road for such reduced load limit until it is absolutely necessary. He was authorized to maintain signs along the highway in the meantime advising truck men that such reduced load limit may have to be enforced if the highway shows signs of failure.

Consideration was given by the Commission to the matter of extending the privileges authorized by its resolution adopted on January 11, 1944 with respect to the transportation of petroleum products over state highway in large tank equipment. The Engineer recalled that the Commission authorized such movements over the Pacific Highway and Crater Lake Highway from the California state line to Camp White and over The Dalles-California Highway from the Oregon-California line to Klamath Falls based on the formula W=800 (L+40). He recommended extension of the privilege over the Pacific Highway to Grants Pass, over The Dalles-California Highway to Madras, and over the Willamette Highway from its junction with The Dalles-California Highway to Trent in order to accommodate the Shell Oil Company which has been operating for some time past under permit from the Commission. He assured the Commission that the highways are capable of withstanding the extra weight. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Commission on the eleventh day of January, 1944, by resolution duly and regularly adopted, found and declared that the

highways or sections of highways named in section 1 of said resolution are suitable as to geometric design to permit the movement thereover of a vehicle or combination of vehicles having an overall length of not to exceed sixty feet; and

WHEREAS, based upon the report and recommendation of the State Highway Engineer, it now appears that the geometric design of the sections of highways hereinafter named is such as to permit the movement thereover of like vehicles or combinations of vehicles; and

WHEREAS, for the purpose of further cooperating in national defense, it is the opinion of this Commission that said resolution should be amended so as to include the highways or sections of highways hereinafter named;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That section 1 of said resolution be amended to read as follows:

"That for the duration a revocable permit shall be issued for the movement of certain motor-fuel-carrying vehicles over the following sections of state highways:

"The section of U. S. 97 between the Oregon-California line and Madras;

"The section of U. S. 99 between the Oregon-California line and Grants Pass;

"The section of Oregon 18 from its junction with The Dalles-California Highway to Trent; and

"The section of Oregon 62 between Medford and Camp White."

2. That except as herein and hereby amended said resolution shall remain in effect as written.

3. That this resolution be entered in the minutes and records of the Commission as of February 16, 1944, and a duly certified copy thereof delivered to Mr. Charles P. Pray, Superintendent of State Police.

The Commission discussed the advisability of penalizing log haulers for failure to tie their loads with three binder chains as is required by the provisions of their PUC permits, reports indicating that a great many of the operators use only one or two binders and some none at all. The Secretary

advised that in conformity with instructions from the Commission he has made inquiry why the operators do not comply with the regulations in this regard and the reason given therefor is that chains cannot be purchased. He further stated that inquiries have been made of a number of dealers in Portland whether or not they can supply chains and it appears from replies received that it is almost impossible for the dealers to get them even with an AA-1 priority. In view of this report the Commission decided not to take action at this time in the matter of penalizing the operators who violate this provision.

The Commission discussed a request from Mr. Arthur Lofts, Hood River, to maintain three guy wires over the Mt. Hood Highway near its junction with the Columbia River Highway at Hood River, the guy wires being needed to support a loading mast which is to be placed just off the highway right of way for use in connection with dredging operations in the river. The Engineer advised that it has been the established policy of the Highway Commission for many years not to allow guy wires over highways when they are under stress, it being considered that they constitute an undesirable traffic hazard. Mr. Lofts, he said, alleges that he cannot carry on his dredging operations in any other manner than that which involves the placement of the guy wires over the highway and unless the Highway Commission will approve such installation he cannot operate and will not be able to deliver gravel, much of which is for wartime use. The matter was discussed at considerable length and as a result thereof the Commission voted unanimously to permit Mr. Lofts to maintain the guy wires over the highway as a temporary proposition, provided they are installed to the satisfaction of the Engineer. The Attorney and the Engineer were instructed to prepare an appropriate agreement with Mr. Lofts covering the matter and to provide therein for the furnishing of public liability and property damage insurance. (Mr. Lofts appeared before the Commission on the following day and was informed orally of the Commission's action.)

The meeting adjourned at 5:00 p. m. to reconvene at 9:00 a. m. on the following morning in the Stock Exchange Room of the Imperial Hotel.

Portland, Oregon, February 17, 1944

The State Highway Commission reconvened at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel, all members being present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

Bids as follows for highway construction and the sale of two tracts of land adjacent to the Boardman-Stanfield Highway in Umatilla County were opened and read in conformance with previously published notices, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p. m. in the same room.

MEDICAL SPRINGS SECONDARY HIGHWAY
MEDICAL SPRINGS ROCK PRODUCTION PROJECT

Northwest Development Co., La Grande	$36,325.00
Western Rock Co., Salem	40,275.00
P. B. Doherty, Portland	45,930.00

JOHN DAY HIGHWAY
KIMBERLY-DAYVILLE ROCK PRODUCTION PROJECT

Western Rock Co., Salem	$31,760.00
Chester T. Lackey, Ontario	31,800.00
D. C. & A. L. Williams, Madras	36,875.00
Northwest Development Co., La Grande	37,150.00
Jed Wilson, Seaside	38,540.00
R. O. Dail, Portland	39,800.00
Fisher Bros., Oregon City	40,000.00
P. B. Doherty, Portland	41,930.00
T. W. Thomas, Portland	44,812.50
Max J. Kuney, Spokane, Washington	48,600.00

THE DALLES-CALIFORNIA HIGHWAY
BEAVER MARSH-FORT KLAMATH ROCK PRODUCTION PROJECT

Vernie Jarl, Vernonia	$54,370.00

HEPPNER-SPRAY SECONDARY HIGHWAY
RESURFACING, RHEA CREEK-ROCK CREEK SECTION

Western Rock Co., Salem	$18,930.00
Fisher Bros., Oregon City	26,625.00
Jed Wilson, Seaside	28,100.00
P. B. Doherty, Portland	28,175.00
R. O. Dail, Portland	28,300.00
Northwest Development Co., La Grande	29,950.00
T. W. Thomas, Portland	30,300.00
Max J. Kuney, Spokane, Washington	30,600.00
Rogers Construction Co., Dayton, Washington	31,000.00

OREGON COAST HIGHWAY
GARIBALDI-TILLAMOOK AIR BASE ROCK PRODUCTION PROJECT

Rogers Construction Co., Dayton, Washington	$12,055.00
F. C. Feldschau & Son, Tillamook	17,010.00
A. T. Dolan, Tillamook	19,530.00

BOARDMAN-STANFIELD HIGHWAY
TWO TRACTS OF LAND FIVE MILES WEST OF STANFIELD
(formerly owned by Gordon Smith)

	Tract "A"	Tract "B"
Raley, Kilkenny and Raley, Pendleton	$1,000.00	- - - - -
J. K. Thompson, Pendleton	801.00	- - - - -
*L. A. McClintock, Pendleton		

*Bid of L. A. McClintock in amount of $3,100.00 irregular as it includes an additional parcel designated as Parcel "C", his bid being for the purchase of all three parcels.

[illegible] 17 1944

Mr. Arthur Lofts, Hood River, came before the Commission in regard to maintaining three guy wires over and across the right of way of the Mt. Hood Highway in connection with his dredging operations in Hood River. Chairman Banfield advised that the Commission had this matter under discussion on the previous day and decided to grant such permission under certain conditions, which he outlined. Mr. Lofts expressed his willingness to comply fully with the Commission's requirements, whereupon the Commission instructed the Engineer and the Attorney to prepare an appropriate form of agreement covering the matter at once. (See minute entry on previous day for further details.)

The Engineer brought up for discussion the proposed channelization scheme on the Oswego Highway in the town of West Linn. He advised that when the plan was first devised it was thought there would be no difficulty with right of way, but complications have arisen involving a small triangular parcel of land, containing 1150 sq. ft. owned by Mr. Franklin T. Griffith, Portland. This parcel, he said, has been used by the general public for roadway purposes for many years and is required for the proper installation of the channelization scheme, but Mr. Griffith will not sell it for less than $1,000.00 which the Right of Way Department considers is much more than it is worth. He further advised receipt of a letter from the West Linn City Council approving as a permanent proposition the plan of channelization as it is now temporarily laid out on the ground, and requested instructions whether or not to proceed with the installation in view of the right of way difficulty. In the discussion that followed it was brought out that a number of years ago the city of West Linn had a verbal understanding with Mr. Griffith concerning the use of this small parcel of land, and that the property has been used for road purposes for about twenty years, so there is a question as to Mr. Griffith's title. The Attorney was instructed to ascertain and report back to the Commission whether or not the public can claim the property because of such public use. The Engineer was authorized to proceed with the channelization project on a permanent basis as planned, without securing the additional right of way from Mr. Griffith if the Attorney's report is favorable. If, on the other hand, the report is unfavorable then the city of West Linn is to be advised of the facts and informed that unless the city secures title to the property the Commission cannot proceed with the installation and will have the temporary installation removed.

County Judge Nelson B. Higgs of Harney County came before the Commission and requested a continuation of the improvements the Commission has already started on the Frenchglen and Diamond Secondary State Highways in Harney County. He was informed that the Commission previously allowed $10,000 for such project, of which amount $6,400.00 had already been expended, leaving a balance of $3,600.00 which will be spent in 1944. The question arose whether or not the improvements that Judge Higgs desires can be accomplished with such balance. The Engineer was instructed to ascertain on the ground just what Judge Higgs has in mind and report back to the Commission when the matter will be reconsidered.

The County Court of Jefferson County, consisting of County Judge T. A. Power and Commissioners F. E. Stangland and Perry A. South, was present

and asked the Commission to designate as a state secondary highway the Culver-Grandview Market Road approximately 10 miles in length, which passes through The Cove State Park. They advised that the road is badly in need of repair, particularly the bridges thereon over Crooked River and Deschutes River and gave as their thought that the maintenance is a state obligation inasmuch as the road carries all of the travel to the state park. They particularly urged repairs to the two bridges advising that they are both in need of new decks and new springers at once and mentioned a previous oral agreement with the State Park Superintendent with respect to the maintenance of the road. Chairman Banfield advised that the Commission is not in a position now to make a statement relative to the road but will get a report from the Engineer and render a decision when such report has been studied.

The matter was further discussed by the Commission following the departure of the County Court at which time the Parks Superintendent advised that he has plans to improve the road within the park boundaries with CCC forces in connection with the proposed development of the park, which accounts for the statement made by the County Court, but he made no definite commitment or promise. The Attorney advised that the Commission has legal authority to maintain the road as a park roadway if it wishes to; moreover, the Commission has legal authority to expend state funds in the repair of the bridges regardless of the park status. After further discussion the Commission instructed the Engineer to ascertain the condition of the bridges and to report the cost to put them in a good state of repair, the thought being that the state would make the repairs at state expense if the cost is not excessive. The matter is to be covered by written agreement between the county and the state of one year's duration if the work is authorized.

Mr. E. R. Lantz of the Ford Lumber Company of Lebanon headed a delegation which appeared before the Commission in the interests of the Lacomb-Brewster County Road in Linn County. Others in the delegation were H.C.Patton, representing the Hammond Lumber Company; F. D. Macpherson, representing the War Production Board; County Judge E. G. Arnold, and Commissioners C. G. Smith and H. A. Renninger; and County Engineer W. W. Larson.

Mr. Lantz advised that the Lacomb-Brewster Road provides a direct outlet for the timber in the district east of Lacomb but the County Court has recently adopted an order prohibiting its use by log haulers because of damage that is being done to the oiled surface, and as a result the logs now have to be transported over another route which is several miles longer, involving much greater expense, wear and tear on tires and equipment, and greater consumption of gasoline. He asked the Commission to designate the Lacomb-Brewster Road a state secondary highway and to assume the responsibility for maintaining same. He declared that if the road is made available for log hauling traffic operators can deliver 25% more logs to market than by the other route which will be of great help in the country's war efforts. This appeared to him to be justification for the approval of their request.

Judge Arnold explained the attitude of the County Court by stating that the present road is satisfactory for county purposes and will serve for many years to come; further, the Court does not feel that it is the county's

obligation to reconstruct the road for special use entirely at county expense. He suggested that perhaps the federal government would be interested inasmuch as the logs are to be used in connection with war time efforts. Mr. Larson suggested that the loggers could use the private road of the Snow Peak Logging Company which closely parallels the other road. In reply thereto Mr. Lantz stated that the Snow Peak Company's road is strictly private and the company will not permit its use by others because it would interfere with its operations. Mr. Macpherson stated that the War Production Board is very much interested in the matter because of the savings in tires and equipment that would result by the use of the Lacomb-Brewster Road. He urged favorable consideration by the Commission from that standpoint and gave as his thought that revenue derived from the log hauling operations would be sufficient to justify the state's expense.

Chairman Banfield pointed out there is not much that the Highway Commission can do in the matter unless the road were designated a state secondary highway which the Commission is not inclined to do at the present time because it would place the Commission in a position of being obligated to similiarly designate other roads throughout the state. The result, he said, would be the assumption by the state of enormous expense which the Commission cannot stand at this time. He expressed appreciation for the seriousness of the situation, however, and advised that the Commission would instruct the Engineer to assist in working out a satisfactory solution for the problem. Commissioner Schaupp gave as his thought that the logging industry should contribute toward the costs involved and should be requested to state just what it is willing to do to that end.

Commissioner Chessman expressed himself as being in favor of the State Highway Engineer assisting in the solution of the problem; however, he added, the Commission must be careful not to take action that will adversely affect its state wide policy in such matters. He suggested that it would be advisable to ascertain just what service the road provides, not only from the logging standpoint but also from the standpoint of local residents. In the further discussion of this matter it was pointed out by the Commission that the state is not in position financially to assume the county's obligation with respect to this road now, notwithstanding that the Commission is friendly toward the project, but will have the Engineer inspect the road and will make its definite decision when the results thereof have been reported. The Engineer was thereupon instructed to make such investigation and to report his findings which shall include the following: estimated cost to reconstruct the road so that it will withstand log hauling traffic; statement as to the service the road renders; potential revenue to be derived from its use by logging trucks; and a statement as to the cooperation that can be expected from Linn County, the War Production Board and the logging industry. The Attorney was instructed to advise the Commission as to its legal authority to assist in this undertaking. Both reports are to be rendered at the next regular meeting of the Commission.

A delegation from Clackamas County consisting of V. C. Doppleb, Albert Eyman, Russel Murphy, D. W. Creig and Lester Burley, all of whom are farmers residing in the vicinity of Molalla, came before the Commission and

protested against the Commission's authorizing the Ostrander Railway and Timber Company to construct a private logging road at grade across two secondary state highways in the vicinity of Molalla. They alleged that the operation of logging trucks across these highways at grade would create a serious hazard to highway traffic and should not be allowed, and urged the Commission to require the Company to construct its road over these highways by means of overhead structures. Chairman Banfield thanked the delegation for its appearance and advised that their objections would be given due consideration in the future discussion of this matter.

Mr. Russell Hubbard, Reedsport, was present in regard to an exchange of properties at Reedsport in order to facilitate his lumbering operations at this place. He advised that he owns booming rights in the Umpqua River just above the town of Reedsport and in connection with his operations it would be to his advantage if he owned and had the use of the land which lies between the Umpqua Highway and the river, including several fractional lots within the city limits, which property is owned by the state. He offered to deed to the state in exchange for such property certain land that he controls a short distance east of Reedsport. He exhibited a map showing the tracts under discussion. The question arose whether or not the state needs the properties desired by Mr. Hubbard and whether or not it would be to the state's advantage to own the property that Mr. Hubbard desires to exchange therefor. In view thereof, the Commission deferred a definite decision until its next meeting. The Engineer was instructed to inspect the premises in the meantime and render a full report thereon. The Attorney was instructed to advise the Commission as to its legal authority to make such exchange of properties.

The Commission by unanimous vote approved the minutes of the meeting held on January 11 and 12, 1944.

The Commission had under discussion the purchase of the following described property situate adjacent to and on both sides of the Wolf Creek Highway near the Wolf Creek crossing, which property is needed partly for quarry purposes and partly for wayside protection.

> The S½ of the SE¼, SE¼ of the SW¼ and the S½ of the SW¼ of the SW¼ of Section 31, Township 4 N., Range 5 W., W. M., Columbia County.
>
> The E½ of the NW¼ and that portion of the W½ of the NW¼ of Section 6, Township 3 N., Range 5 W., W. M., Washington County, that is not already owned by the state.

The Engineer recommended purchase of all of the above described property that lies south of the highway because of its value as a source of rock for highway use. He explained that the state does not need all of this property for quarry purposes but thought it advisable to acquire the entire area because there is a question whether or not the Sunset Logging Company which owns the property, would be willing to dispose of only a portion thereof as is needed to enlarge the present quarry site in the W½ of the NW¼ of Section 6, it being

his understanding that the entire acreage could be purchased at very little more than the cost to acquire the quarry site alone. The State Parks Superintendent recommended purchase of all the above described property that lies north of the highway, for roadside purposes. In the discussion of this matter it was revealed that the entire acreage on both sides of the highway could be purchased at the rate of about $5.00 per acre or $1,875.00 for the full acreage involved. As a result of the discussion the Commission instructed the Attorney to consult with the Engineer and the State Parks Superintendent relative to the acreage that is required for highway purposes. He was authorized to negotiate options for such property, having in mind the best interests of the state.

The Engineer reported on the status on the proposed agreement between the Commission, Wasco County and J. O. Chastain, et al., with respect to the repair of an irrigation flume situate adjacent to The Dalles-California Highway near Tygh Valley. He recalled that the Commission at its meeting on November 8, 1943, agreed to pay one-third of the cost of repairing the flume, it being understood that such contribution would definitely complete the state's obligation with respect thereto, and it was left up to the County Court to make the final arrangements with the owners of the flume following which it was the intention to have the arrangement covered by written agreement among all parties. It now appears, he said, that the owners of the flume are not satisfied with such an arrangement and, as an alternate proposition, have elected to maintain the flume themselves, except for major repairs, if the state and the county will put the flume in good condition before April 1, 1944, when the irrigation season starts, and will keep the flume in a good state of repair for three years thereafter when a new arrangement for the maintenance of the flume will be negotiated. The Engineer estimated that immediate repairs would cost about $200.00 and that the annual maintenance cost would not exceed $50.00. He recommended that the Commission authorize an expenditure of $200.00 to repair the flume now subject to the understanding that the state assumes no obligation whatsoever with respect to future maintenance and that such action in no way fixes or admits any further liability on the part of the state. The Commission approved such recommendation by unanimous vote and instructed the Attorney to prepare an appropriate agreement on such basis for acceptance by all three parties.

The Engineer requested authority to submit to the Public Roads Administration for approval additional survey projects as follows, which are required in connection with the contemplated postwar program:

THIRD PARTIAL PROGRAM FOR SURVEYS, PLANS,
SPECIFICATIONS AND ESTIMATES FOR POSTWAR HIGHWAY IMPROVEMENTS

County	Location and Length	Contemplated Construction	Est.Cost
Baker	Baker-Union Section of Medical Springs Secondary No. 340 (43.0 mi.)	Widen to 26-ft. grade & resurface with 20-ft. O-11. Revise alignment around proposed Catherine Cr. reservoir, 150' high and 3 miles long.	$10,000

(Continued on next page)

THIRD PARTIAL PROGRAM FOR SURVEYS (Cont.)

County	Location and Length	Contemplated Construction	Est. Cost
Sherman	Sherman Co. Line-Grass Valley Section of Shearers Bridge Secondary No. 290 (20.0 mi.)	Widen to 26 feet and surface to 18 feet.	$ 7,000
Klamath	G.N.R.R.-Merrill Section of Klamath Falls-Malin Highway (10.0 mi.)	Widen and improve alignment 44-ft. roadbed, 22-ft. surface	5,000
Benton	Monroe Sec. of Pacific Highway West (1.0 mi.)	Realignment. 50-ft. grade. 22-ft. pavement.	2,000
Benton	Alsea-Deadwood Sec. of Alsea-Deadwood Second. No. 201 (6.0 mi.)	Widen, surface and oil. 26-ft. grade. 18-ft. surface	3,000
Benton	Independence-Albany County Road (3.0 mi.)	Widen, surface and oil. 30-ft. grade. 20-ft. oil.	1,500
Jackson	Ramsey Canyon-Crater Lake Hwy. Sec. of Sams Valley Secondary No. 271 (11.0 mi.)	Realign, surface and oil 30-ft. grade. 20-ft. oil.	7,000
Douglas	Tiller-Elk Creek Sec. of Tiller-Trail Second. Hwy. No. 230 (9.0 mi.)	Regrade, surface and oil. 30-ft. grade. 20-ft. oil	9,000
Morrow	Lexington-Umatilla Co. Line Sec. of Lexington-Echo Second. No. 320 (20.0 mi.)	Widen and oil. 26-ft. grade 20-ft. oil	4,000

After discussion the Commission approved the request by unanimous vote upon motion by Commissioner Schaupp which was seconded by Commissioner Chessman.

The Engineer reported that a number of surveys heretofore authorized by the Commission have been completed. He presented a list of such surveys together with maps and explained the details in connection with each survey. After careful study the Commission approved the respective surveys and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the State Highway Commission heretofore has authorized and instructed the State Highway Engineer to make surveys on certain sections or portions of the highways of the State of Oregon; and

Whereas, pursuant to said authorization the State Highway Engineer has made and completed the said surveys and has filed the maps and plans of the said surveys in the files of the State Highway Commission, in Salem, Oregon; and

WHEREAS, the maps and plans of the said surveys have been examined by the State Highway Commission and have been found suitable in all respects for approval and adoption by the State Highway Commission;

NOW, THEREFORE, BE IT RESOLVED that the surveys hereinafter designated and described, together with their identifying location map-file numbers, shown in the map-filing records of the State Highway Commission in its Salem office, be and they are hereby adopted and approved as the location surveys of the various portions or sections of highways involved:

File No.	Prefix	County	Type of Survey	Section	Highway
6B8-1 & 2	10-1428	Douglas	Relocation	Glendale Junction-Wolf Creek	Pacific
6B10-20	12-1427	Grant	Reconstruction	Beech Creek	Pendleton-John Day

BE IT FURTHER RESOLVED that the State Highway Engineer be and he hereby is authorized to make such minor changes in the said locations as may improve the standards of alignment and grades not inconsistent with the general location of the section of highway involved.

With respect to the above approved surveys the Commission ordered the record to show clearly that such approval is limited to the adoption of the location and to the granting of authority to the Attorney to negotiate options for right of way as may be needed therefor, and that no commitment whatsoever is being made as to construction.

The Commission also discussed the Engineers report on a survey for the relocation of the Pelican City-Henley Section of the Klamath Falls-Malin Highway, being the Klamath Falls by-pass route. Careful study was given by the Commission to this matter but approval of the same was deferred pending a satisfactory arrangement with the City of Klamath Falls concerning beautification of the roadside. The Engineer was instructed to contact the Klamath Falls City Planning Commission relative thereto.

Reconsideration was given by the Commission to the matter of approving the survey for the permanent location of The Dalles-California Highway through the Westover Terrace District south of Klamath Falls and to the request of the Klamath Falls City Cemetery Committee for the use of some of the excessive property that the state will acquire in connection with the acquistion of right of way for such project. (See additional entry on previous day.) The Engineer exhibited a map showing the proposed relocation as surveyed, and explained the details in connection therewith. After careful study Commissioner Schaupp moved adoption of the survey and the following resolution relative thereto

The motion was seconded by Commissioner Chessman and was declared by Chairman Banfield to have received the unanimous vote of the Commission.

WHEREAS, the State Highway Commission heretofore has authorized and instructed the State Highway Engineer to make surveys on certain sections or portions of the highways of the State of Oregon; and

WHEREAS, pursuant to said authorization the State Highway Engineer has made and completed the said surveys and has filed the maps and plans of the said surveys in the files of the State Highway Commission, in Salem, Oregon; and

WHEREAS, the maps and plans of the said surveys have been examined by the State Highway Commission and have been found suitable in all respects for approval and adoption by the State Highway Commission;

NOW, THEREFORE, BE IT RESOLVED that the surveys hereinafter designated and described, together with their identifying location map-file numbers, as shown in the map-filing records of the State Highway Commission in its Salem office, be and they are hereby adopted and approved as the location surveys of the various portions or sections of highways involved:

File No.	Prefix	County	Type of Survey	Section	Highway
4B18-10	118-1406	Klamath	Location	Klamath Falls-Midland Jct.	The Dalles-California

BE IT FURTHER RESOLVED that the State Highway Engineer be and he hereby is authorized to make such minor changes in the said locations as may improve the standards of alignment and grades not inconsistent with the general location of the section of highway involved.

Consideration was then given by the Commission to the request of the City Cemetery Committee for the use of portions of Lots 7, 8, 9 and 10, Block 2, Westover Terraces, in connection with the development of a memorial park cemetery as mentioned in the letter from Mr. John H. Houston, Mayor of Klamath Falls, dated January 28, 1944. The Commission decided unanimously to cooperate with the city insofar as it is possible to do so and still protect the state's interests. (See Mayor Houston's letter for details.) The Engineer and the Attorney were instructed accordingly.

Reconsideration was given by the Commission to the matter of accepting the offer of the Public Roads Administration to contribute approximately $1,500,000 of National Defense Highway Act funds toward the cost of reconstructing three sections of the Pacific Highway, as presented by

Mr. W. H. Lynch, District Engineer, on the previous day.

The Engineer reviewed the offer for the benefit of Commissioner Chessman who was absent when the matter was first discussed. Commissioner Chessman gave as his thought that the offer is a good one and should be accepted. Chairman Banfield and Commissioner Schaupp similarly expressed themselves, whereupon Chairman Banfield declared the offer accepted by the unanimous vote of the Commission. The Commission thereupon instructed the Engineer to take steps as may be necessary in order to obtain the federal funds and to complete the plans of the several projects so they may be advertised for bids at the earliest possible time. The Attorney was instructed and authorized to proceed with the securing of options for right of way that may be needed for the three jobs.

In this connection the Engineer pointed out that a new bridge will have to be constructed over the Santiam River near Jefferson on the Steiwer Hill-Albany project and that before construction of the bridge is started approval of the structure must be obtained from the U. S. War Department. He requested authority from the Commission to prepare the plans for the structure and to present them to the U. S. War Department with an application for an early hearing with respect thereto. The Commission approved the request by unanimous vote.

The Attorney reported on his examination of the bids received by the Commission in October, 1943, for the furnishing of 6 heavy-duty trucks, as instructed by the Commission earlier in the session. He gave as his opinion that under the circumstances surounding this case, and in view of the developments, the Commission is without authority to refuse to accept delivery of the four remaining trucks from the Nelson Equipment Company and likewise is without authority to purchase these four trucks under the bid submitted by the Clyde Equipment Company, inasmuch as such bid, having been rejected, cannot now be revived. He gave as his further opinion that the most the Commission can do is to reject the delivery of the four remaining trucks and to readvertise for bids, but there is question as to the Commission's authority to do that in view of the fact that the obligation to clear the transaction through the War Production Board is an obligation of the purchaser and not of the bidder. It appears from the record, he said, that the Nelson Equipment Company failed to deliver the entire order of the trucks through no fault of its own, such fault being entirely that of the War Production Board. He also said that, in his opinion, the Commission cannot in law or in equity refuse to accept the four remaining trucks from the Nelson Equipment Company. The matter was discussed by the Commission at some length but action thereon was deferred pending a conference with Mr. Fred Kingston, Sales Manager of the Nelson Equipment Company, who was invited to be present at the afternoon session.

The Commission recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Mr. Fred Kingston, Sales Manager of the Nelson Equipment Company, appeared before the Commission with regard to the bid submitted by his company

for the furnishing of six heavy-duty trucks of the Walters type. He recited the history of this case, advising that the order for the six trucks was placed with the Nelson Equipment Company in October, 1943 with the understanding that the trucks were to be delivered by December 1, 1943. It was the responsibility of the State Highway Department, he said, to secure release of the trucks by the War Production Board, but because of difficulties encountered such release could be secured for only two of the trucks which were delivered in January, 1944. The Nelson Equipment Company, he said, is willing and anxious to complete delivery of the four remaining trucks and with that in mind sent him to Washington, D. C. to consult with the W. P. B. authorities, who, as a result thereof, have now consented to the release of the remaining trucks which can be delivered, two by March 10 and the remainder by April 1. He urged the Commission to complete the purchase, notwithstanding that the time limit for delivery has expired. He gave as his opinion that, if the order is turned down, the Commission will not be able to obtain trucks of any kind in time for use in snow removal operations this coming winter; moreover, if the Commission could obtain them the cost would be from 10% to 20% more than the price quoted by the Nelson Equipment Company. He also mentioned that the Walters truck is the only 4-wheel drive truck on the market today, and expressed doubt that the War Production Board would release any more trucks if the Commission did not take advantage of the present release.

The Engineer advised that his object in bringing the matter before the Commission at this meeting was simply to inform the Commission of the facts, and to particularly point out a possible saving of $600.00 per truck, being the difference between the bid of the Nelson Equipment Company and that of the Clyde Equipment Company, which was rejected because this company could not deliver the trucks within the specified time. If the Commission does not accept the trucks from the Nelson Equipment Company, he added, it will be necessary to readvertise for bids and to obtain a new release from the War Production Board, which he doubted would be possible. He recommended purchase of the trucks from the Nelson Equipment Company so as to make certain that they will be available for snow removal operations this coming winter. After discussion the Commission informed Mr. Kingston that the facts as presented will be carefully considered and that he will be advised later as to the action taken. Following Mr. Kingston's departure discussion of the matter was resumed and, as a result thereof, the Commission voted unanimously to complete the purchase of the remaining four trucks from the Nelson Equipment Company.

The Commission discussed the bids received at the morning session for construction projects and for the purchase of land near Hermiston, and decided to award contracts to the low bidders in each instance except as to the bid received for the Beaver Marsh-Fort Klamath Rock Production Project which was rejected. The Commission also rejected the bids received for the land near Hermiston and authorized the Attorney to negotiate the private sale of this property.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission, and asked the Commission to confirm them and the amounts allotted therefor. After due consideration the Commission by unanimous vote authorized and instructed the Engineer to make such surveys

on various sections of the highways in this state, which said sections of highways together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	219-1432	Klamath	Lakeview Airport Access Road	1st - $500.00
Levels	6-1435	Coos	Coquille-Bear Creek Section, Oregon Coast Highway	1st - $200.00
R/W	20-1456	Lane	Leaburg-Alder Springs Section, McKenzie Highway	1st - $200.00
Plans	12-1433	Grant	Soda Mt.-Harney County Line Section, John Day Highway	2nd - $300.00 Total to date $800.00
Establish Grades	30-1449	Umatilla	Town of Milton, Oregon-Washington Highway	2nd - $600.00 Total to date $800.00

In this connection the Engineer requested authority to conduct surveys as may be necessary of all of the projects that were suggested by the Pendleton Delegation on the previous day. He estimated the cost would not exceed $3,000 of which amount $2,000 is the estimated cost to investigate the proposed railroad grade separation project on Main Street. The Commission approved the request by unanimous vote.

The Commission had under discussion the following requests for extensions of time within which to complete highway construction projects:

E. F. Altree, Contract No. 2609, for furnishing crushed rock for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways in Lincoln County, requested an extension of time from June 30, to December 6, 1943, within which to complete this job. He gave no reason for failure to complete this project within the specified time limit. The Engineer advised that the delay in completing this contract caused no interference with maintenance operations and did not involve extra expense by the state for engineering supervision. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

O. C. Yocom, Contract No. 2611, for furnishing maintenance materials for the Nye Junction-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County, requested an extension of time from August 31 to November 20, 1943, within which to complete this job. He attributed his failure to complete the contract

within the specified time limit to inability to secure labor. The Engineer advised that the contract was awarded on December 18, 1942, and was to be completed by August 31, 1943, however, the contractor did not start moving in equipment until the middle of July, 1943, because the equipment was being used on another project between Boswell Ranch and Follett Ranch in Union County, Contract No. 2483. The delay in starting the project, he said, accounts for the over-run time limit. Nevertheless, he recommended that the extension of time requested be granted without penalty because the work of the maintenance crews was not held up by the delay and the state did not incur any additional expense for engineering supervision. The Commission approved the recommendation by unanimous vote.

M. C. Lininger & Sons, Contract No. 2628, for furnishing crushed material in stock piles for the Trail Rock Production Project on the Tiller-Trail and Crater Lake Highways in Jackson County, requested an extension of time from August 31, 1943 to December 24, 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the delay in starting work, it being necessary for them to complete other highway contracts before they could release their equipment from those jobs. The Engineer advised that the contract was awarded on May 12, 1943, but the contractor did not start operations until August 9 due to the fact that he had other work under way that had to be completed first. The delay, he said, has not caused the state any inconvenience and has not increased the cost of engineering supervision. He recommended in view of the circumstances that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Lindstrom Brothers, Contract No. 2631, for the erection of the Battleship Oregon Foremast adjacent to Front Avenue in Portland, requested an extension of time from July 31, 1943, to January 20, 1944, within which to complete this job. They alleged that the over-run of time was occasioned by their inability to obtain material and labor. The Engineer advised that the work actually covered by the contract was completed within the contract time limit, but the contractor was required to do additional work as requested by the Battleship Oregon Commission in connection with which considerable difficulty was encountered in obtaining necessary material and specialized labor. He recommended in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the the recommendation.

Nels Jorgensen, Contract No. 2638, for grading and paving the Eighth Avenue-Broadway Section of Hilyard Street, Eugene, requested an extension of time from August 31, 1943, to January 3, 1944, within which to complete this job. Difficulty in securing labor was given by Mr. Jorgensen as the reason for failure to complete this project within the specified time limit. The Engineer advised that the cause of the delay, as stated by Mr. Jorgensen, is substantially correct. He added that the delay did not inconvenience traffic,

neither did it increase engineering supervision. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

R. O. Dail & Warren Bros., Inc., Contract No. 2651, for surfacing and furnishing maintenance rock for the Wren-Philomath Section of the Corvallis-Newport Highway in Benton County, requested an extension of time of twenty days, from December 31, 1943 to January 20, 1944, within which to complete this job. They attributed their failure to complete the project within the specified time limit to break-downs of equipment and difficulties in obtaining repair parts. The Engineer advised that in addition to the reasons given by the contractor completion of the work was delayed because of an increase in the quantity of oil rock that the contractor was required to produce under Price Agreements. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

The Engineer reported that contracts Nos. 2572, 2609, 2611, 2631, 2638, and 2651, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2572, with McNutt Bros., for surfacing and bituminous macadam construction on the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, in Josephine County, completed on October 11, 1943.

Contract No. 2609, with E. F. Altree, for furnishing crushed rock in stockpiles for the Newport Section of the Oregon Coast and Corvallis-Newport Highways, in Lincoln County, completed on December 6, 1943.

Contract No. 2611, with O. C. Yocom, for furnishing crushed rock in stockpiles for the Nye Junction-Grant County Line Section of the Pendleton-John Day Highway, in Umatilla County, completed on November 20, 1943.

Contract No. 2631, with Lindstrom Bros., for the erection of the foremast of the Battleship Oregon in the City of Portland, in Multnomah County, completed on January 20, 1944.

Contract No. 2638, with Nels T. Jorgensen, for grading and paving the Eighth Avenue-Broadway Section of Hilyard Street (Eugene), in Lane County, completed on January 3, 1944.

Contract No. 2651, with R. O. Dail & Warren Bros., Inc. for surfacing and rock production on the Wren-Philomath Section of the Corvallis-Newport Highway, in Benton County, completed on January 20, 1944.

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission discussed briefly and ordered filed the "Master Schedule of Recommendations" dated January 27, 1944, formulated by County Board of Supervisors of the Redwood Empire Counties and transmitted through the Redwood Empire Association. The following projects were mentioned, therein, for post war construction in Josephine County, Oregon:

(1) Replacement of the Apple Gate Bridge located about ten (10) miles west of Grants Pass on the Redwood Highway.

(2) Re-align and re-build the Hayes Hill Section of the Redwood Highway.

(3) Eliminate curves in the four (4) mile sectior of the Redwood Highway between O'Brien, Oregon and the California State Line.

(4) Modernize the Pacific Highway between Grants Pass and Eugene.

The Commission reconsidered the request of A. L. Harader for permission to remove three oak trees from the right-of-way of the Pacific Highway in front of his business establishment, known as "George's Place", in Woodburn. Chairman Banfield advised that he has inspected the trees and in his estimation they are of no value to the highway. After due consideration the Commission voted unanimously to allow Mr. Harader to remove the trees provided he will take precautionary measures to protect highway traffic, including the furnishing of public liability and property damage insurance, and will do the work at his own cost and expense. An agreement was thereupon signed with Mr. Harader covering the matter.

The Commission discussed the advisability of employing a Public Relations man to contact logging operators and commercial truckers and to

perform other duties that may be required by the Commission to acquaint the general public with highway activities. As a result of considerable discussion the Commission decided that it would be advisable to employ a competent person to perform such function. The Engineer was instructed to consult with the Attorney and the Weighmaster in the formulation of a program of activities for such an employee, and to bring to the attention of the individual members of the Commission, prior to the next meeting, an outline of a program so the Commission will be in position to discuss it on the next meeting date.

The Engineer presented a brief resume on the activities of the weigh-master department as reported by Chief Weighmaster Loran L. Spaulding. The report indicates that there were fewer violations committed by log-haulers during the month of January 1944, than during the month of December 1943, such decrease being from 3.26% to 2.51%. The Commission ordered the report filed.

At 3:00 p.m., Chairman Banfield announced the following awards of contracts, bids for which were taken at the morning session, such awards having been previously approved by the Commission by unanimous vote:

"Medical Springs Rock Production Project on the Medical Springs Secondary Highway, in Baker and Union Counties. The Commission received three bids for this project, the low one being that of Northwest Development Co., La Grande, at $36,325.00. The next low bid was that submitted by Western Rock Co., Salem, at $40,275.00. The Commission has awarded this contract to the low bidder, Northwest Development Co, at its bid price of $36,325.00

"Kimberly-Dayville Rock Production Project on the John Day Highway, in Grant and Wheeler Counties. Western Rock Company, Salem, submitted the low bid for this project in the amount of $31,760.00. Chester T. Lackey, Ontario, submitted the next low bid in the amount of $31,800.00. There were eight higher bids. The Commission has awarded this contract to the low bidder, Western Rock Co., at its low bid of $31,760.00.

"Beaver Marsh-Fort Klamath Rock Production Project on The Dalles-California Highway, in Klamath County. The Commission received only one bid for this project, being that of Vernie Jarl, Vernonia, at $54,370.00. The Commission has rejected this bid.

"Rhea Creek-Rock Creek Section of the Heppner-Spray Secondary Highway, in Morrow County. Western Rock Co., Salem, submitted the low bid at $18,930.00. Fisher Bros., Oregon City, submitted the next low bid at $26,625.00. There were seven higher bids. The Commission has awarded this contract to the low bidder at its bid price of $18,930.00.

"Garibaldi-Tillamook Air Base Rock Production Project on the Oregon Coast Highway, in Tillamook County. Rogers Construction Company, Dayton, Washington, submitted the low bid for this project at $12,055.00. F. C. Feldschau & Son, Tillamook, submitted the next low bid at $17,010.00. A

third bid was received from A. T. Dolan, Tillamook, at $19,530.00. The Commission has awarded this contract to the low bidder at its bid price of $12,055.00.

"Sale of two tracts of land adjacent to the Boardman-Stanfield Highway, five miles west of Stanfield, in Umatilla County. The high bid for Tract "A" was submitted by Raley, Kilkenny and Raley, Pendleton, at $1,000.00 They did not submit a bid for Tract "B". The next high bid for Tract "A" was submitted by J. K. Thompson, Pendleton, at $801.00. He also did not submit a bid for Tract "B". L. A. McClintock, Pendleton, submitted a bid in the amount of $3,100.00 for both Tract "A" and Tract "B" together with an additional parcel designated as Parcel "C", which was not included in the Commission's advertisement calling for bids, hence Mr. McClintock's bid is irregular. The Commission considers that none of the bids received are satisfactory and has rejected all of them."

The Commission had under discussion the setting of a date for its next regular meeting to receive bids, and decided to hold such meeting in Portland on Tuesday, March 28, 1944. The Secretary was instructed to arrange to hold this meeting in the Imperial Hotel Stock Exchange Room.

The Commission considered and signed agreements, et cetera, as follows:

Permit authorizing U. S. Coast Guard to maintain a shelter house on state property situate north of Heceta Head Light Station, in Lane County.

Easement granting to Curry County right of way for a roadway leading westerly from the Oregon Coast Highway to the Curry County Airport.

Bargain and sale deeds (three deeds) conveying unto Harry Blodgett, Stanley McCoy and Edwin Fleischman, individually, property adjacent to the Pacific Highway West, south of Monmouth, being outside of the standard width right of way.

Agreement with Tru-Mix Concrete Company with respect to the disposal of overburden that is to be removed from the company's quarry site adjacent to the Klamath Lake Secondary Highway in Klamath County.

Agreement with Southern Pacific Company covering construction of a drainage tunnel on the Oregon Coast Highway between Brighton and Wheeler, in Tillamook County.

Agreement with Homer M. Cross and wife with respect to land in Tillamook County that is needed as a plant site for highway department use.

Agreement with O.W.R. & N. Company covering easement for Swan Island Access Road.

Modification of lease with W. J. Walker, re use of a gravel pit on Mr. Walker's property at Pistol River, in Curry County.

Agreement with St. Helens Pulp and Paper Company covering use of a trestle in connection with the transportation of logs over the Lower Columbia River Highway near Knappa.

Joint letter with the Public Roads Administration and the U. S. Forest Service providing for an allocation of Federal Forest Highway funds to finance preparation of an "On the Shelf" post war Forest Highway Construction Program.

Letter directed to Mr. W. H. Horning, Chief Forester, O. & C. Revested Lands Administration, Portland, approving exchange of lands between Douglas County and the Federal Government and cancellation of the lease-hold of the State of Oregon in such lands.

Agreement with the Federal Works Agency covering the financing of economic investigations during the period July 13, 1943 to December 31, 1944.

"Hazard Renewal Extension" covering burning operations in the state park located in Lots 1, 2, and 3, Section 24, Twp. 22 S., R. 13 W., W. M.

Agreement with A. L. Harader and wife providing for the removal of three oak trees growing on the right-of-way of the Pacific Highway East in front of Mr. Harader's business place in Woodburn.

"Receipt and Release" covering payment by the U. S. Government of the sum of $61.92 for damaging a traffic pedestal in Medford.

Bargain and sale deed conveying unto Marion County property needed as right of way for a county road abutting on the Aurora Flight Strip. This right of way is for a road to replace a county road which was destroyed by reason of the contruction of the Flight Strip.

There being no further business to come before the Commission at this time the meeting adjourned at 3:30 p. m.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Schramm
Commissioner

H. B. Heaivilin
Secretary

M. D. Thomas
Commissioner

[illegible] 1944

Portland, Oregon, March 28, 1944

The State Highway Commission met in regular session at 9:00 a. m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:30 a.m.)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the award of contracts would be made at 3:00 p.m. in the same room:

THE DALLES-CALIFORNIA AND CENTRAL OREGON HIGHWAYS
BEND-LAVA BUTTE ROCK PRODUCTION PROJECT

A. C. Suhre, Bend	$15,696.00

LAKEVIEW-BURNS HIGHWAY
JUNIPER RIDGE-ALKALI LAKE ROCK PRODUCTION PROJECT

T. W. Thomas, Portland	$18,750.00
A. H. Saxton & Son, Cloverdale	23,250.00
R. O. Dail, Portland	23,475.00

THE DALLES-CALIFORNIA HIGHWAY
BEAVER MARSH-FORT KLAMATH ROCK PRODUCTION PROJECT

Babler & Conley, Portland	$42,975.00
Tru-Mix Concrete Co., Medford	43,096.50
A. H. Saxton & Son, Cloverdale	44,850.00
T. W. Thomas, Portland	50,450.00

FREMONT AND LAKEVIEW-BURNS HIGHWAYS
VALLEY FALLS ROCK PRODUCTION PROJECT

T. W. Thomas, Portland	$23,960.00
A. H. Saxton & Son, Cloverdale	24,550.00
R. O. Dail, Portland	29,790.00
Babler & Conley, Portland	36,600.00

ALBANY-LYONS SECONDARY HIGHWAY
PAVING, CRABTREE CORNER-CRABTREE CREEK SECTION

Warren Northwest, Inc., Portland	$57,975.00
J. C. Compton, McMinnville	66,225.00
Newport Construction Co., Portland	80,951.50
Porter W. Yett, Portland	82,700.00
United Contracting Co., Portland	86,775.00

I. O. N. HIGHWAY
REOILING, OWYHEE RIVER-McDERMITT SECTION

Russell Olson, Hayward, California	$40,388.00
J. C. Compton Co., McMinnville	45,988.00

County Judge Nelson B. Higgs, Harney County, came before the Commission in regard to additional improvements to the Frenchglen and Diamond Secondary Highways. The Engineer advised that further improvement of these roads depends upon the location of suitable materials, the search for which is now underway, and that when the material is found estimates of cost will be prepared and presented to the Commission for consideration.

The Engineer reported on the cost to repair two bridges on the Culver-Grandview Market Road in Jefferson County concerning which the Jefferson County Court appeared before the Commission at the previous meeting. He advised that both bridges are within the boundaries of The Cove State Park, one being over the Crooked River and the other over the Deschutes River. Both structures, he said, are of the same type and investigation reveals that they are badly in need of repair. He estimated the cost of such repairs at approximately $5,050 and recommended that the Commission authorize him to proceed with the work at state expense and to maintain the structures until the present war emergency is over. The Commission approved the recommendation by unanimous vote subject to the condition that not to exceed $6,000 shall be expended for such purpose. The Commission also decided not to assume the maintenance of the road itself, but to leave that obligation with the county.

The Engineer reported receipt of information from the Public Roads Administration that an agreement has been reached with the Linn County Court with respect to the improvement and maintenance of the Lacomb-Brewster County Road to facilitate log hauling operations. By this arrangement, he said, the federal government will contribute $50,000 toward construction, and Linn County and the timber interests will contribute the sum of $37,000, making a total of $87,000 available for the improvement including oiling as may be necessary. In addition thereto, he said, the federal government will contribute $10,000 per year for maintenance, the work to be performed by Linn County. He gave as his thought in view of the circumstances, that the Commission is no longer concerned with the project. The Commission concurred and thereupon ordered the matter closed.

The Commission had under discussion the matter of improving the Little Nestucca Secondary Highway to accommodate log hauling operations as has been suggested by Mr. F. H. Brundage, Western Log and Lumber Administrator. The Engineer advised that the unimproved section of this road is about 2½ miles long and that the cost to construct a 26 foot roadbed and to rock the same as estimated in 1936, is about $214,000, exclusive of four bridges which are estimated to cost about $150,000. He explained that the road in its present condition is not suitable for log hauling; in fact, it will not even stand up under the stress of empty trucks so the Doernbecker Manufacturing Company, which is conducting logging operations in that vicinity, now is required to transport their logs over the Oregon Coast and Three Rivers Highways and the

empty trucks are required to use the same route in returning to the woods. The present road, he said, is now serving the farmers in the locality satisfactorily and if the Commission should decide to improve the road it would be for the benefit of the loggers only which he did not believe was sufficient justification for the project. Moreover, it would be deviating from the Commission's established policy which prohibits undertakings for private gain. The matter was discussed by the Commission but action thereon was deferred pending a conference with Mr. E. J. Runquist of the Doernbecker Manufacturing Company later in the session. (Following a discussion of the matter with Mr. Runquist the Commission instructed the Engineer to arrange a joint inspection of the road with Mr. Brundage and Mr. Runquist in view of the possibilities of securing federal logging access road monies to pay for the improvement. See ahead for details of the conference.)

The Engineer reported on the proposed sale of logs lying on state-owned property adjacent to the Wilson River Highway, concerning which inquiry has been made by Mr. William P. Lord, Attorney, Portland, in behalf of a client. He advised that investigation reveals that the logs lie on steep hillside and cannot be removed without causing considerable hazard to highway traffic; moreover, they could not be salvaged without causing considerable damage to the highway cut slopes. The Attorney advised that he has been unable to date to ascertain the ownership of the logs but believes that they belong to the Consolidated Timber Company from whom the property was acquired. In view of these reports, the Commission decided unanimously not to sell the logs and instructed the Secretary to so inform Mr. Lord.

The question whether or not to purchase from the Polk Operating Company three acres of land near Grand Ronde to be used as a maintenance site had the attention of the Commission, the matter being deferred from the previous meeting. The Engineer advised that as instructed by the Commission, search has been made for other sites in this locality but none were found that contained the conveniences, such as water, power and a railroad spur track, which are available at the site originally selected. He recommended purchase of this tract notwithstanding that the owners are asking $250.00 per acre for it. The Commission approved the recommendation by unanimous vote.

A letter was presented from Ace L. Irvine, Housing Manager of the Sutherlin Federal Housing Project, requesting the erection of signs along the highway that leads from the Town of Sutherlin to the housing project about ½-mile westerly thereof, cautioning motorists to drive with care in view of the many children and other pedestrians who are obliged to walk on this road. The Engineer advised that the road in question is a state secondary highway and that the pedestrian situation has been investigated by Acting Traffic Manager F. B. Crandall, who gives as his opinion that caution signs would not produce the desired results, and who suggests the construction of a footpath between the housing project and the town, a distance of about 6/10 of a mile. He estimated that such footpath would cost about $5,000 and suggested that it might be possible to secure federal housing funds to pay the expense. The Attorney advised that the Commission has the authority to spend state funds

to build the sidewalk if it so desires, on the premise that children walking on the highway are a hazard to motorists and the expenditure would be for the elimination of this hazard.

Chairman Banfield gave as his thought that the federal housing authorities should provide road and sidewalk facilities for the housing projects that it constructs. Commissioner Chessman suggested that the housing authorities be contacted to ascertain whether or not funds for construction of the sidewalk are available from that source. The suggestion was approved by the Commission and the Engineer was thereupon instructed to ascertain such information.

A group of log haulers from the Tillamook, Mollala and Vernonia districts, headed by Mr. Harvey R. Nelson, representing the Columbia River District Council, I.W.A., was present regarding the penalty imposed on log haulers for overloading. Others in the group were John W. Elder, Local No. 37, Vernonia; R. T. Gilman, Local No. 40, Mollala; Leonard J. Simmon, Carl Campbell, Robert W. Widmer, Ivan Curtis, Dick Russell, Howard Stickler, Jim Allen, Jack Shaffer, Floyd Brewer, and Virgil Cornelius, all of Local No. 238, Tillamook. Mr. Nelson declared that the present penalty of requiring operators to remove a portion of their loads in order to bring the gross weight within authorized limits in unsafe and a hazard to workmen because there are no suitable facilities at the scales to properly take off the logs. He predicted that eventually someone would be killed unless the penalty is revised or unless proper facilities are provided for removing the logs. He also said that the group is not asking the Commission to condone the overloading of logging equipment, but its purpose is simply to ask the Commission to modify its rulings so as to protect the lives of the workmen. He suggested that this might be done if the Highway Commission would approve the loading of trucks by log scale measure rather than by weight and advised that if something is not done to protect the lives of the workmen they probably will park their trucks along side the highway and leave them there until proper facilities are provided to remove the extra logs.

Chairman Banfield advised that the Highway Commission has tried out numerous methods to stop overloading and has even granted special tolerances so to eliminate guessing in the weight of logs but none of them have worked out satisfactorily and overloading continues, presumably because the operators are loading up to the limit of the tolerance rather than to the weight limit prescribed by law. As to the adoption of the log scale method of loading, he advised that due to the variance in the weight of logs it would be necessary to designate a very low scale measure in order to make certain that excessive weight loads were not moved over the highway surface and as a result many of the operators would be forced out of business. The Highway Commission, he added, wants to help the logging industry as much as it possibly can, as is evidenced by the extra tolerances allowed, but some of the operators don't seem to care and consistently overload their trucks which is the reason that the Commission has adopted the penalty requiring the removal of the excess weight. As to providing proper facilities that would permit the removal of the extra logs with safety he said that it is up to the operators to insist that the employers provide such facilities.

Commissioner Chessman advised that the Commission has the authority to cancel the permit of an offending operator but that would mean taking out of service all of the trucks that are being operated under such permit, which the Commission hesitates to do during these emergency times. He also said that the Commission could not very well approve an overload knowing that the highway would be damaged, because that would place the Commission in the position of being a party to the offense and jointly liable for the expense of repairing the damage. The Highway Commission, he added, would prefer not to penalize operators for overloading but it seems necessary in order to protect the highway facilities. He suggested that it might be advisable for operators who are found with overloads to drive their trucks off the highway and wait there until the owner of the logs provides the proper facilities for removing the extra weight. The conference was concluded after further discussion of a general nature in which a number of the operators joined.

Mr. John L. Waters of the Dallas Machine and Locomotive Works was present in regard to the completion and delivery of two paving plants that were ordered by the Commission in October, 1941, but which could not be delivered at that time because of federal priority regulations. He gave as his understanding that the government has finally released this equipment and advised that his company is ready and willing to complete delivery if the Commission will pay an extra amount to cover labor and material costs which have increased considerably since the company made its original quotation. He offered to furnish the two paving plants that remain undelivered at $15,750 each, an increase of $2,250 over the original price. In the discussion the question arose whether or not the contract between the state and the Dallas Machine and Locomotive Works is still effective in view of the time that has elapsed since the contract was made. The Attorney advised that the Commission has authority to purchase the plants at the increased price if it so desires, but under the present contract cannot require the company to deliver the plants at this late date, neither can the state be forced to accept them. He suggested that the transaction should be covered by an entirely new contract. The Engineer recommended acceptance of the company's offer in order to insure early delivery of the plants that are needed for this season's operations. After discussion motion was made by Commissioner Chessman that the original contract with the Dallas Machine and Locomotive Works be cancelled. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission. The Commission discussed the matter further after the departure of Mr. Waters and at that time authorized the Engineer to secure new quotations through the State Purchasing Agent.

Messrs. Frank Z. Howard and A. D. Collier and County Judge U. E. Reeder, Klamath County, constituted a delegation from Klamath Falls which came before the Commission in regard to the improvement of highway entrances into the City of Klamath Falls, particularly with respect to the development of waysides along the proposed new location of the Klamath Falls-Malin Highway between Pelican City and Henley. Mr. Howard presented a written brief on the subject including a map showing the extent of the proposed development. He explained that the proposed new highway follows along the right of way of the Southern Pacific Railroad south from Pelican City to the point where the railroad crosses the main canal of the Klamath Irrigation Project, then follows

along the north side of the canal to the easterly city limits of Klamath Falls, from which point it extends in a southeasterly direction, by-passing the South Sixth Street congested district, to a connection with the present highway at Henley and that they are proposing that the State Highway Commission in acquiring right of way purchase additional area for wayside development. He suggested that the planting of native trees and shrubs thereon and the maintenance of the area in its natural state would provide an attractive highway entrance into and through the city. Mr. Howard pointed out that the City of Klamath Falls and Klamath County own a considerable portion of the land that will be needed for such purpose and advised that city streets that are affected by the plan would be vacated so as to provide a "freeway" with right of access denied except at a few selected places. Mr. Collier spoke in behalf of the project as a member of the Klamath Falls Park Board. He gave as his thought that now is an opportune time for the state to acquire the land while the property can be purchased at small cost, advising that the city and the county property can be obtained at the rate of $1.00 per lot. He estimated the total cost of the right of way at $19,180.00 and the additional land at $34,515.00, a total of $53,695.00, of which amount $31,865.00 represents the value of the privately owned land. He suggested that the price of the privately owned land could be reduced by about $12,000 by the sale of buildings located thereon. He endorsed Mr Howard's remarks and added that what they have in mind is the establishment of a "wild park", the planting of native trees and shrubs therein and the maintenance of the same in its natural state. He pointed out however, that the improvement would involve the moving of a certain tennis court which obligation the state would be expected to assume. In reply to an inquiry from Chairman Banfield Mr. Collier advised that they would expect the state to maintain the park, after it is constructed, as is now being done in other parts of the state, such as at Albany.

Chairman Banfield pointed out that if the Highway Commission should assume the maintenance of the project it would establish a precedent which the Commission could not avoid in the disposition of similar projects throughout the state in the future. He expressed himself as being in favor of restoring the aesthetic features along the new highway when it is constructed but did not believe that the Highway Commission should go so far as to establish a new park which, in his estimation, is a local obligation. Mr. Collier then advised that their object in appearing before the Commission at this time is primarily to ask the Commission to purchase the extra land regardless of whether or not the Commission decides to improve the waysides, and to move the tennis court. Judge Reeder and Mr. Howard concurred. Commissioner Chessman indicated a favorable attitude toward the purchase of the additional land but gave as his thought that the Commission should give the matter more study before it makes a decision with respect to the development and maintenance of the waysides. This concluded the conference.

The matter was reconsidered by the Commission following the departure of the delegation, at which time Chairman Banfield and Commissioner Chessman both expressed themselves as having no objection to acquiring the extra land if satisfactory arrangements can be effected with the city and the county.

The Engineer was thereupon instructed to consult with the city and county officials and work up a three-way agreement covering the matter for consideration by the Commission at its next regular meeting. (See brief presented by Mr. Howard for further details with respect to the delegation's request.)

Messrs. Ralph E. Koozer, President, and Paul B. Rynning, Secretary-Treasurer, of the Oregon Pacific Highway Association, Inc., were present and conferred with the Highway Commission on highway matters in general, including the improvement of the Pacific Highway. They made no specific requests requiring action by the Commission.

A delegation representing the Depoe Bay Booster Club including Leon V. Mix, President, and Cottage owner; J. C. Pepper, Local Manager of the Columbia River Packers Association; and P. H. Archer, Real Estate, came before the Commission and urged the installation of public comfort facilities at Depoe Bay. Mr. Carl Johnson, President, Sunset Investment Company, Portland, was also present. Mr. Mix headed the group. He advised that at the present time there are no public comfort station facilities existing at this place, neither are there private facilities available for general public use which is a very unsatisfactory condition considering the crowds of people that throng to this place. He urged the Commission to provide such facilities because the local people are unable to do so.

There followed a general discussion of the subject during which the Secretary advised that the matter was passed on by the former Highway Commission which denied a similar request, and the State Parks Superintendent advised that if the Commission approved such installation at this place it would be a departure from a long established policy, there being no existing facilities of such nature any place on the state-highway system except in state parks. The State Highway Engineer advised that similar facilities were provided by the state under the Willamette River Bridge at Oregon City when this structure was built but after trial the place was closed to the public because it could not be kept clean without excessive expense.

Mr. Johnson advised that his company donated to the state the strip of land that lies between the highway and the ocean at Depoe Bay and that on one occasion after the transfer was made, the people of this place were promised by the late Governor Patterson that rest rooms would be provided; however, the plan never materialized because of the death of the Governor. The people of Depoe Bay, he said, feel that it is the state's obligation to provide such facilities which he suggested could be placed under the bridge. Mr. Mix suggested that if the state would build the rest room that local people might be able to maintain it and would organize a district for such purpose if that was necessary.

Chairman Banfield expressed appreciation of the need of facilities of this kind but questioned if it is the state's obligation to furnish them. Commissioner Chessman concurred, adding that approval of the project in this

instance would involve the establishment of a precedent which might prove unwise and costly later on. After further discussion Chairman Banfield concluded the conference by stating that the Commission would take the matter under advisement. The delegation filed a brief in support of their arguments.

Mr. E. J. Runquist, representing the Doernbecher Manufacturing Co., Portland, came before the Commission in the interests of the Little Nestucca Secondary Highway, in Tillamook County. He advised that his company is logging the timber adjacent to this highway and because of the fact that the Highway Commission has closed the road to logging trucks, both loaded and empty, it is necessary to transport the logs by a circuitous route via Hebo, whereas, if the Little Nestucca Highway were improved it would give them a direct connection some 15 miles shorter and would make it possible to conserve gasoline and tires for other purposes. He presented a copy of a letter from Mr. F. H. Brundage, Western Log and Lumber Administrator, to the State Highway Engineer supporting his request, which letter was read aloud by the Secretary.

The Engineer advised that the present road for the most part is not much more than a trail and that farmers residing along the road are very much against its use by logging trucks which undoubtedly would tear it to pieces making it impassable for local use. He advised further that to construct the 2½ miles of uncompleted road to proper standards is a very costly undertaking and there is a question whether or not the Commission would be able to undertake the project because of wartime restrictions, shortage of labor, et cetera. It would be costly also, he added, to provide a temporary improvement and to maintain the road in satisfactory condition for logging traffic.

Mr. Runquist advised that his company might arrange to maintain the present road in as good a condition as it now is, including provision for turnouts, but cannot finance the widening of the entire highway. He suggested if the Commission cannot see its way clear to improve the road so that it can be used by loaded trucks that it at least open the road for empty trucks. He assured the Commission that his company would cooperate in maintaining the road but to what extent he could not state definitely at this time.

After further discussion the Engineer suggested that it might be advisable to make a joint inspection of the road with Mr. Brundage and someone representing the Doernbecher Manufacturing Company. The suggestion was approved by Mr. Runquist as well as by the members of the Commission, whereupon the Engineer was instructed to make the necessary arrangements for such inspection.

The Commission adjourned at 12:15 p. m. and reconvened at 1:30 p. m. in the same room with the same persons present and participating.

The Commission by unanimous vote approved the minutes of the Commission meetings that were held on January 18 and on February 16 and 17, 1944.

MAR 13 1944

The State Parks Superintendent, S. H. Boardman, was present and presented the following matters to the Commission:

1. Proposal of the Manzanita Community House, Inc. and Pine Grove Progressive Club, Manzanita, for establishment of a wild game refuge on Neahkahnie Mountain:-

The Parks Superintendent advised that it will require action by the legislature to establish such a preserve and that he has already arranged a meeting with Mr. F. B. Wire, State Game Supervisor, for a discussion of the matter, but other than this he has nothing to report.

2. Protest from H. W. Fowler of Lake Tahkenitch Auto Resort to the state's acquiring Crown Willamette Paper Company's timber land along the Oregon Coast Highway between Tahkenitch Lake and Gardiner, in Douglas County:-

The State Parks Superintendent advised that Mr. Fowler is fearful that the state is going to buy timbered wayside strips from the Crown Willamette Paper Company, and that the company is going to claim credit for donating the property to the state, whereas, as a matter of fact he has no plans whatsoever to acquire such property. The Secretary was instructed to so inform Mr. Fowler.

3. Planting of trees for reforestation along the Wolf Creek Highway:-

The Parks Superintendent advised that through the generosity and public spiritedness of certain members of the West Coast Lumbermen's Association, and upon oral authority secured from the Highway Commission, about 80,000 seedling trees have been planted along the Wolf Creek Highway between the Tillamook-Washington County Line and the North Fork of Quartz Creek, the State Forester being the planting agency. 60,000 of these trees, he said, were obtained from the State Forestry Arboretum at Corvallis, the balance being furnished by the Crown Willamette Paper Company; also, that the trees were planted in rows ten feet apart on both sides of the highway there being six rows on each side. The Commission expressed its pleasure with the planting and instructed the Secretary to extend to the sponsers the Commission's sincere appreciation for this contribution. The Commission thereupon by unanimous vote, confirmed its oral action authorizing the planting of the trees on the highway right of way.

4. Exchange of O & C Lands now under lease in Jackson County:-

The Parks Superintendent advised that the Jackson County Court has effected an arrangement with the O & C. Administration for the exchange of certain county lands for government property

that the State Highway Commission has under lease and that the county is now ready and willing to deed this property to the state upon payment of the sum of $1,450.00 which is the value that the county places on the county lands that are involved in the exchange. He further advised that the tract contains 320 acres situate adjacent to the Crater Lake Highway and that the transaction is in conformity with the Commission's program of acquiring the O & C Lands that are under lease from the government. The Commission approved the purchase of this property.

5. Transfer of O & C Lands along the Siuslaw Highway, in Lane County:-

The Parks Superintendent advised that the Highway Commission has under lease from the federal government a considerable acreage of O & C Lands situate adjacent to the Siuslaw Highway between Cheshire and Triangle Lake and that under a recent federal ruling the O & C Administration is in a position to and will preserve this acreage if the Highway Commission will consent to cancellation of the lease and will allow the property to revert back to the O & C Administration. He recommended approval of such proposition, because it will insure the preservation of the property without further expense to the state. The Commission approved the recommendation unanimously.

6. Concession privilege at Bradley Park:-

The Commission considered the application of R. J. Bristow, Wauna, Oregon, for the privilege of operating a concession at Bradley Park adjacent to the Lower Columbia River Highway, in Clatsop County. The Parks Superintendent recommended against the granting of such privilege at this time. The Commission approved the recommendation unanimously upon the motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

7. Reduction of rental charge for use of CCC Camp in the Silver Creek Falls State Park:-

The Parks Superintendent presented a request from Reverend J. Frank Cunningham, Pastor of the First Christian Church, Newburg, for a reduction from 15¢ to 10¢ per day per individual for the use of facilities at this park during the week when the Church conducts its state wide recreational outing at this place. He recommended denial of the request in order to avoid deviation from a long established policy and the setting of an undesirable precedent. The Commission approved the recommendation by unanimous vote.

8. Acquisition of O & C Lands adjacent to the McKenzie Highway in Lane County:-

The Parks Superintendent recalled that the Commission at its meeting on January 11, 1944, authorized him to

petition the U. S. Department of Interior to set aside for state park purposes certain federal lands adjacent to the McKenzie Highway and the McKenzie River. Subsequent investigation, he said, reveals that the land is not particularly desirable from the state's standpoint, in view of which it is his recommendation that the matter of acquiring it be dropped. The Commission approved his recommendation.

9. Proposal to establish a state park on the shores of the lake formed by the Dorena Dam near Cottage Grove:- The Parks Superintendent advised that suggestion has been made by Lt. Col. Ralph A. Tudor, U. S. Army Engineers, that the state establish a state park on the shores of this lake. He gave as his thought that the establishment of such a park would fit in nicely with the state park picture at some future time but not now, and recommended consideration of the matter when the war is over. The Commission approved the recommendation upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements. He submitted a list of such properties together with offers that he recommended in connection with each parcel. After careful consideration of each item the Commission approved the request and by unanimous vote adopted the following resolution with respect thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

*ARLINGTON SECTION, COLUMBIA RIVER HIGHWAY

11280	McClaskey, J. E. Maintenance headquarters.	0.87 acre at $1,149.40	$1,000.00	Cosad

ST. HELENS SECTION, COLUMBIA RIVER HIGHWAY

6727	Ross, Charles M. Stock Pile Site	1.61 acres - renewal stock pile lease. 5 yrs. at $20.00 per year.	$ 100.00	McChesney

*SOUTH BEACH-BEAVER CREEK SECTION, OREGON COAST HIGHWAY

11106-A	Ruppert, Clara H. & William Buhrer Wayside Strip	0.11 acre at $250.00 0.55 acre at $100.00	$ 27.50 55.00 $ 82.50	Benson
11105	Kirsch, Katie Wayside Strip	7.0 acres at $250.00	$1,750.00	Benson
11107	Lincoln County Wayside Strip	0.45 acre at $66.66	$ 30.00	Benson
11113	Hart, Charles Wayside strip	1.74 acres at $250.00 Compromise to settle	$ 435.00 40.00 $ 475.00	Benson

*NEWPORT-WALDPORT SECTION, OREGON COAST HIGHWAY

11109	Halsey, Lee Park Strip	0.90 acre at $222.23 Building	$ 200.00 400.00 $ 600.00	Benson
11106	Ruppert, Clara H. Park Strip	3.01 acres at $250.00	$ 752.50	Benson
11108	Buhrer, Wm. and Clara H. Ruppert Park Strip	15.72 acres at $250.00	$3,930.00	Benson
67-96A	Rice, Ruth L. Wayside Strip	3.2 acres at $250.00	$ 800.00	Benson

*WALDPORT-BIG CREEK SECTION, OREGON COAST HIGHWAY

11102	Plankinton, Jesse C. Park Strip	0.20 acre at $375.00	$ 75.00	Benson

*WALDPORT-BIG CREEK SECTION, OREGON COAST HIGHWAY (Cont.)

11103	Burtis, Ruth R. and Mary E. Gillespie Park Strip	5.4 acres at $300.00	$1,620.00	Benson
11104	McClaskey, Josephine Wayside Strip	11.3 acres at $250.00	$2,825.00	Benson

MUSSEL CREEK-EUCHRE CREEK SECTION, OREGON COAST HIGHWAY

11085	Chambers, Winston W. Right of Way	1.94 acres at $35.00	$ 67.90	Lytle

*SUNSET CAMP WEST SECTION, WOLF CREEK HIGHWAY

11114	Sunset Logging Company Park Wayside and right of way	374.93 acres at $5.00	$1,874.65	Parker

WHITESON SECTION, PACIFIC HIGHWAY WEST

10890	Southern Pacific Co. Asphalt Storage Site	1.5 acres at $600.00 185 lin. ft. siding track at $1.89	$ 900.00 350.00 $1,250.00	DeSouza

*GRAND RONDE SECTION, SALMON RIVER HIGHWAY

11214	Polk Operating Co. Maintenance hdqrs.	3.0 acres (approx) at $250.00	$ 750.00	Benson

WOODBURN-BROOKS SECTION, PACIFIC HIGHWAY

979	Harper, John S. Stock Pile site	0.50 acre at $400.00 per	$ 200.00	Collier

AGENCY-MODOC POINT SECTION, THE DALLES-CALIFORNIA HIGHWAY

1792	Hagelstein, John and Wm. Stock Pile Site Lease	5 yr. lease on 0.563 acre at $5.00 year	$ 25.00	McChesney

JORDAN VALLEY-JORDAN CREEK SECTION, JORDAN VALLEY HIGHWAY

10932	Fraser, William M. Stock Pile Site Hauling road	1.65 acres 1.75 acres at $3.00 3.40	$ 10.00	Parker

DEC 13 1944

UKIAH-FOREST BOUNDARY SECTION, PENDLETON-JOHN DAY HIGHWAY

11115	Mettie, Fayette Park	302.0 acres at $10.00 500M ft. pine timber at $3.00 M.	$3,020.00 1,500.00 $4,520.00	McChesney
10491-A	Spurlock, W. M. Park	152.5 acres at $10.00 House, garage, outbuildings	$1,525.00 305.00 $1,830.00	McChesney
11116	Davisson, Nettie M. Park (Waysides)	155.0 acres at $9.68	$1,500.00	McChesney
11117	Umatilla County Park (Waysides)	390.4 acres at $10.00	$3,904.00	McChesney
11119	Carnes, Geo. E. Park	386.0 acres at $10.00 3 cabins (1 log cabin)	$3,860.00 1,200.00 $5,060.00	McChesney
11120	Hilbert, Frank Park (Waysides)	285.0 acres at $10.00	$2,850.00	McChesney
11121	Security Savings & Trust Co., & Pilot Rock Lbr. Co. Park	677.2 acres at $3.101 3,075Myellow pine at $3.50M 100M Eva Champion at $3.50M 788M fir and larch at $1.00M	$2,100.00 10,762.00 350.00 788.00 $14,000.00	McChesney
11122	Hilbert, Oscar C. Park	117.6 acres at $10.00	$1,176.00	McChesney

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

4102	Miller, Anna C. Right of Way	389 sq.ft. at 15¢	$ 58.35	Collins
4119	Mann, Cora E.	10 ft. slope easement (500 sq. ft.)	00.00	Collins

GARDINER SECTION, OREGON COAST HIGHWAY

9665	Serfling, B. A. & Ellis J. Dolan Right of Way	1,590 sq.ft. at 15¢ Cost moving service station canopy, and gas tank	$ 238.50 175.00 $ 413.50	Witt

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, WOLF CREEK HIGHWAY

3276	Worth, J. B. Right of way	1.27 acres at $1,000.00 Damages & waiver of access	$1,270.00 230.00 $1,500.00	Collins

[illegible] 19[illegible]

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11140	Insley, Ida E. Right of Way	5,000 sq.ft. at 15¢ Building Shrubbery	$ 750.00 3,200.00 50.00 $4,000.00	McCallister
11294	Wallace, Sidney and Sophia L. Right of Way	3,775 sq.ft. at 30¢ Building	$1,132.50 1,367.50 $2,500.00	McCallister
11144-A	Multnomah County Right of Way	1,200 sq.ft. at $1.25 Building	$1,500.00 1,500.00 $3,000.00	McCallister

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

11191	Furuset, Elmer M. Right of Way	2.04 acres at $200.00 New pressure pumping system Moving buildings-low bid	$ 408.00 265.00 700.00 $1,373.00	Parker

CRESCENT SECTION, THE DALLES-CALIFORNIA HIGHWAY

10634	Wilson, R. W. Right of Way	1,500 sq.ft. at 2¢ Moving building(Estimated $600.00)	$ 30.00 600.00 $ 630.00	McChesney
10703	Tipton, Ida L. Right of Way	(0.064 acre) 2,787.8 sq.ft. at 1¢ sq.ft.	$ 27.88	McChesney

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY

11081	Jorgenson, Chris J. Right of Way	0.77 acre at $100.00 20 rods fence at $1.50	$ 77.00 30.00 $ 107.00	Benson
11082	Jorgenson, Chris J. & Ray Reeves Estate Right of Way	0.10 acre at $100.00 10 rods fence at $1.50	$ 10.00 15.00 $ 25.00	Benson
11079	Terhune, Geo. B. Right of Way	12.69 acres at $100.00 121 rods fence at $1.50 per rod 1 gate	$1,269.00 181.50 20.00 $1,470.50	Benson
11216	White, A. C. Right of Way	2.26 acres of land in exchange for 1.64 acres, plus $100.00 for 188 rods fencing.		Benson

1944

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY (Cont.)

11078	Stauble, Franz J. & Howard J. Webber Right of Way	17.13 acres at $100.00 414 rods fence at $1.50 anchor posts, gates, waiver of access, severance damages	$1,713.00 621.00 766.00 $3,100.00	Benson
11084	Miller, Leona H. Right of Way	10.94 acres at $130.00 2.62 acres at $100.00 fencing and gate	$1,422.00 262.00 308.00 $1,992.00	Benson
11075	Hampton, D. M. Right of Way	5.55 acres at $100.00 fencing, damages, low growing crop, waiver access, compromise to settle	$ 555.00 420.00 $ 975.00	Benson
11290	Yagelski, K. & Mary, Estate Right of Way	1,422 sq.ft. moving 12 rods fence 1 prune tree Federal Land Bank release	$ 00.00 10.00 5.00 $ 15.00 7.50	Benson
11291	Shelby, N. V. Right of Way	0.27 acre at $130.00 0.27 acre at $100.00 Federal Land Bank release	$ 35.10 27.00 $ 62.10 7.50	Benson
11039	Corbit, James C., & Union Central Life Right of Way	5.31 acres at $130.00 24 rods fence at $1.50 4 anchor posts at $1.50	$ 690.30 36.00 6.00 $ 732.30	Benson
*11072	Reeves, Hudson D. Right of way	45.81 acres at $100.00 House, barn, sheds, allowance for moving to another farm	$4,581.00 2,669.00 $7,250.00	Benson
11073	Hochspeier, Carrie M. Right of Way	6.98 acres at $100.00 219 rods fence at $1.50 fencing, gates, anchor posts, crop loss on 4.74 acres, severance, and waiver of access	$ 698.00 1,103.60 $1,801.60	Benson

SANTIAM RIVER-ALBANY SECTION, PACIFIC HIGHWAY EAST

10647	McCourt, James, Estate Right of Way	2.6 acres at $150.00 Severance damages to 18.0 acres at $15.00 Allowance for fencing	$ 390.00 270.00 135.00 $ 795.00	Collins

MOLLOY RANCH-HOOKER CREEK SECTION, I.O.N. HIGHWAY

10914	Knight, Mary D. Material Site	5.97 acres at $28.81 plus 152 rods fencing at $1.50	$ 172.00 228.00 $ 400.00 Parker
10378	Swayne, Samuel A. Right of Way and Gravel Pit	9.48 acres at $10.00 13.43 acres at $25.00 412 rods fencing Credit for fencing done by the State, West side Gravel pit: 27.83 acres 10 year lease 3¢ cu.yd.	$ 94.80 335.75 618.00 $1,048.55 105.95 $ 942.50 Parker

*The following notes were recorded during the discussion of the properties listed in the above resolution:

File No. 11280, Purchase of Maintenance Site at Arlington: The Commission approved the acquisition of this maintenance headquarters site on recommendation of the Engineer who advised that the site is the best one obtainable in this vicinity and that it is not planned to construct the maintenance building thereon until the war is over.

Files Nos. 11106-A, 11105, 11107, 11113, 11109, 11106, 11108, 67-96-A, 11102, 11103, and 11104, Purchase of wayside strips along the Oregon Coast Highway in Lincoln County: The Commission approved the purchase of these properties and authorized the Attorney to condemn, if necessary, other properties that are needed to complete such wayside strip acquisitions in this locality, subject to approval by the Commission of the offers to be made in condemnation.

File No. 11114, Acquisition of quarry site and wayside strips along the Wolf Creek Highway: The Commission authorized the purchase of this property upon recommendation of the Engineer, notwithstanding that the area is larger than is actually needed, it appearing from the Right-of-Way Agents report that the entire acreage can be purchased at the same price as a fractional part and that the Sunset Logging Company will not sell a portion only.

File No. 11214, Maintenance Headquarters site at Grand Ronde: Approved by the Commission earlier in the session; see special notes.

File No. 11072, Right of Way purchase for Steiwer Hill-Albany Section of the Pacific Highway: Approval of this item was simply to confirm previous oral action taken by Chairman Banfield and Commissioner Chessman.

In addition to the projects listed in the above resolution authorizing acquisition of real property the Commission discussed the purchase of other properties as follows:

Files Nos. 11285 and 11286: Proposed acquisition of maintenance headquarters site on the Oregon Coast Highway between North Bend and Marshfield. The Commission deferred action on these purchases pending investigation by the Engineer who was also instructed to present to the Commission at its next meeting a complete report on all maintenance sites, including those now owned by the state, those under lease and those contemplated.

File No. 9444-A: Contemplated purchase of 0.297 acres from Eugene Power Company adjacent to the Judkins Point-Springfield Junction Section of the Pacific Highway. The Assistant Attorney advised that while this property is not actually needed as right of way, it has been thought best to acquire it in order to forestall the use of the property for filling station purposes. The Commission deferred its decision pending a report from the Engineer as to the desirability of purchasing the property.

File No. 1436-A: Addition to maintenance headquarters site at Roseburg. This property, which contains 4,000 square feet of land, is owned by Douglas County which is asking $114.00 for the same. The Commission deferred action as to its purchase pending examination of the property by the Engineer and his report thereon.

Items Nos. 11166, 11163, 11161, 11165 and 11167: Proposed acquisition of wayside strips along the Drews Valley-Lakeview Section of the Klamath Falls-Lakeview Highway. The Commission deferred action on the acquisition of these properties pending a report from the Engineer at the next meeting.

The Assistant Attorney requested authority to condemn certain parcels of real property that he has been unable to acquire by negotiation. He presented a list of such properties together with offers that he recommended be made in connection with each, as follows:

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY EAST:

11071	Dewey E. Peterson, et ux.	$ 475.00
11074	A. H. Thompson, et ux.	$3000.00
11076-7	Tom Murray, et ux.	$ 500.00

After due consideration the Commission approved the request and by unanimous vote adopted the following resolution with respect thereto upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original

location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Dewey Peterson and Lillian Peterson, husband and wife, which property is located in the northeast quarter (NE¼) of the northeast quarter (NE¼) of Section 15, Township 9 South, Range 3 West, W. M., Marion County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 11071, which property is being acquired for right of way purposes in connection with the revised location of the Pacific Highway East; *

Real property owned by Ora Thompson and A. H. Thompson, wife and husband, which property is located in the Steiwer Fruit Farms No. 2 and situated in the southeast quarter (SE¼)

of Section 15, Township 9 South, Range 3 West, W. M., Marion County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 11074, which property is being acquired for right of way purposes in connection with the revised location of the Pacific Highway East; *

Real property owned by Tom Murray and Rose H. Murray, husband and wife, which property is located in the northeast quarter (NE¼) of the northwest quarter (NW¼) of Section 22, Township 9 South, Range 3 West, W. M., and in the northwest quarter (NW¼) of Section 22, Township 9 South, Range 3 West, W. M., Marion County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 3 and 4, and is further identified in the records of the Highway Commission as file R 11076, and which property is being acquired for right of way purposes in connection with the revised location of the Pacific Highway East. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That George Neuner, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

---

*(The detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 42, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

A committee representing the Pacific Northwest Loggers Association came before the Commission and requested the modification of the penalty that is now imposed upon log haulers for transporting overweight loads. Included in the committee were the following: George Gray, Gray Logging Company; L. A. Christensen and Owen Bentley, Crown Zellerbach Corp.; Jens Lerback, Lerback Logging Co.; A. F. Baker, The Clark & Wilson Lumber Co.; H. C. Patton, Hammond Lumber Co.; E. H. Crosby and Fred Packwood, Columbia Basin Loggers; A. A. Peterson, Western Pine Association; and Lloyd Crosby, Consolidated Timber Co. Mr. Gray headed the group.

He advised that the industry represented by the committee is not in sympathy with the consistent, flagrant violator of the weight requirements, but does not believe that the penalty now imposed on violators of the requirements consisting of the removal of a portion of the load, is the proper solution of the problem. He pointed out the difficulties with which the logging industry is confronted due to war-time conditions beyond its control, which he said, accounts for the fact that an overweight load sometimes is moved over the highway regardless of the precautions that are taken to prevent it, except in a few instances when overloading is deliberate. He suggested for the Commission's consideration the nullification of the present penalty and the substitution therefor, by Justices of the Peace, of the following sliding scale of fines which they believe is sound and practical.

1. Penalty for axle overloads - 1/8¢ per pound.
2. Penalty for overloads under 4,000 pounds - 1/8¢ per pound with a minimum fine of $5.00.
3. Penalty for overloads between 4,000 pounds and 6,000 pounds - 1/4¢ per pound.
4. Penalty for overloads in excess of 6,000 pounds - 1¢ per pound.
5. Penalty for overweight in transportation of one-log loads of less than 25 feet in length - nothing.

With respect to the one-log movements he advised that, under the Commission's present requirements, it is impossible to dispose of such logs without committing an overweight violation; so it is necessary for the operators either to let the logs lie in the woods or to take a chance on moving them without being weighed which is the method that is being followed by most loggers.

Mr. Gray further stated that they appreciate that the State Highway Commission is not in a position to ask the Justices of the Peace to adopt the above schedule of fines; so the Association, with the Commission's consent, will be pleased to do that. It was thought that the imposition of fines in accordance with this schedule will force the consistent violator out of business.

Commissioner Chessman advised that it is not within the province of the State Highway Commission to tell the Justices of the Peace what fines to impose but he, personally, would offer no objections to the loggers doing so. Mr. Gray said that they would do that if the Highway Commission would approve the proposed schedule of fines, to which Commissioner Chessman replied that the Highway Commission must avoid approving any schedule of fines.

In the general discussion that followed Chairman Banfield inquired how many single-log loads of gross weight in excess of 65,000 pounds have to be moved. He was informed by Mr. Gray that there are very few such loads. The Engineer was thereupon instructed by the Commission to investigate such movements and determine the maximum weight that can be allowed without causing damage to highway facilities.

Chairman Banfield also inquired if the operators would prefer as a penalty the taking up of their P. U. C. plates to the removal of a portion of their loads as is now required. Mr. Gray replied that they prefer not to have the plates taken up because that would take trucks out of service that are needed badly at the present time.

Commissioner Chessman asked Mr. Packwood whether or not he believes that the Highway Commission has authority to allow a truck to continue on the highway after being weighed if the weighmaster finds there is an overload. Mr. Packwood replied in the negative but gave as his opinion that the Highway Commission is authorized to use its discretion in the imposition of the penalty, although the actual penalizing of the offender belongs in the courts. Commissioner Chessman explained that the weighmasters are agents of the State Highway Commission; and when they observe overloaded trucks, they let the operators proceed with the overload unless there is a police officer present, which raises the question, who is liable for damage to the highway facilities in the event damage occurs by reason of the overloaded movement? Mr. Packwood was unable to answer this question but declared his intention to look into the legal features thereof. He then urged the Commission to let the loggers try to get the Justices of the Peace to adopt their proposed schedule of fines and suggested that if the plan did not function as they think it will, then that the Commission restore the old penalty of cancellation of P.U.C. permits. He declared that it is the duty of the State Highway Commission to prohibit the use of highways by the flagrant, consistent violator of the weight requirements, but said that he did not believe that the Commission should extend such a penalty to the infrequent offender although he should be cited to court and should be required to pay a fine. Mr. Crosby gave as his thought that the operator should not be penalized at all for overweight loads of only a few hundred pounds over and above the gross weight allowed by the tolerances, but suggested that the P.U.C. permits be cancelled if the overload is 20,000 pounds or more. He advised that in his case the driver of the truck is sole judge of the load

that he can carry; and, because of the difference in the weight of logs of the same size, it is difficult for them to keep their loads within the prescribed weight limits. He considered it unfair to require them to adjust their loads for only a few hundred pounds overweight on an axle. The conference was concluded by Chairman Banfield who advised that the Commission will give the matter further study and then make a decision.

The Commission discussed the bids received at the morning session for highway construction work and after careful consideration of all of the bids decided by unanimous vote to award the contract in each instance to the low bidder therefor. At 3:00 p. m. Chairman Banfield publicly announced the awards as follows:

"Bend-Lava Butte Rock Production Project on The Dalles-California and Central Oregon Highways in Deschutes County. The Commission received one bid for this project, being that of A. C. Suhre, Bend at $15,696.00. The Commission has awarded this contract to A. C. Suhre at his bid of $15,696.00.

"Juniper Ridge-Alkali Lake Rock Production Project on the Lakeview-Burns Highway in Harney and Lake Counties. The low bidder for this project was T. W. Thomas, Portland, at $18.750.00. Mr. Thomas agreed to a lump sum reduction of $2,000 if also awarded the contract for the Valley Falls Rock Production Project. The next low bidder was A. H. Saxton and Son, Cloverdale, at $23,250.00. This contractor offered to reduce his bid in the amount of $1,000 if also awarded the contract for the Valley Falls Rock Production Project. There was one higher bidder. Mr. Thomas' bid for the Valley Falls Rock Production Project at $23,960.00 was the low bid received by the Commission for such project. The next low bidder for this project was A. H. Saxton and Son, at $24,550.00. There were two higher bidders. The Commission has accepted Mr. Thomas' combination bid for both projects being the lowest bid received, and has awarded both contracts to him at his combination bid price, less $2,000.

"Beaver Marsh-Fort Klamath Rock Production Project on The Dalles-California Highway in Klamath County. Babler & Conley, Portland, submitted the low bid for this project in the amount of $42,975.00. Tru-Mix Concrete Co., Medford, submitted the next low bid at $43,096.50. There were two higher bidders. The Commission has awarded this contract to Babler & Conley at its bid price of $42,975.00.

"Crabtree Corner-Crabtree Creek Section of the Albany-Lyons Secondary Highway in Linn County. Warren Northwest, Inc., Portland, submitted the low bid for this project in the amount of $57,975.00. J. C. Compton, McMinnville, submitted the next low bid at $66,225.00. There were three higher bidders. The Commission has awarded this contract to Warren Northwest, Inc., at their bid price of $57,975.00.

"Owyhee River-McDermitt Section of the I.O.N. Highway in Malheur County. Russell Olson, Hayward, California, submitted the low bid for

this project in the amount of $40,388.00. J. C. Compton Co., McMinnville, submitted the second low and only other bid for this project in the amount of $45,988.00. The Commission has awarded this contract to Russell Olson at his bid price of $40,388.00."

The Attorney presented an offer from the General Casualty Co. of America to pay the sum of $3,602.70 for repairs to the Big Creek bridge on the Coos Bay-Roseburg Highway, which was damaged some time ago by a logging truck owned by Fairley Goodwin and R. A. Briggs of Myrtle Point. He advised that the amount offered does not represent the full cost of the repairs but equals the book value of the old structure as carried in the highway department records prior to the time the damage occurred, and in his estimation is a fair settlement. He recommended acceptance of the offer by the Commission. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Commission discussed briefly and ordered filed a letter from the Murphy Timber Company stating its intention to remove from the highway right of way in the vicinity of Scio a number of logs that were unloaded in order to avoid violating the weight requirements.

In this connection the Attorney advised that he has interrogated the sheriffs of a number of counties in which extensive log hauling operations are being carried on, whether or not they would deputize highway department weighmasters in order to facilitate the penalizing of operators who are observed with overweight loads. Replies received, he said, are quite gratifying all but two of the sheriffs indicating that they would be pleased to cooperate with the Highway Commission in such matter. The Commission decided after due consideration that it would be inadvisable to have the weighmasters so deputized because of complications that would probably arise.

The Assistant Attorney brought up for discussion the matter of compensating Mr. J. O'Neil, Bly, Oregon, for constructing a fence along the Klamath Falls-Lakeview Highway through his property. He advised that the highway was constructed a number of years ago and it was thought at the time that the right of way had been acquired by Klamath County; however, the records do not so indicate and Mr. O'Neil, who is the present owner of the property, alleges that he still owns the right of way but is willing to deed it to the state if the state will reimburse him for constructing a fence. He estimated the cost of the fence at about $550.00 and recommended acceptance of Mr. O'Neil's offer. The Commission approved the recommendation by unanimous vote, subject to the condition that Mr. O'Neil will deed to the state a right of way equally as wide as the right of way on the adjoining sections.

The Assistant Attorney also brought up for discussion the matter of extending the lease of Mr. William G. Folsom for certain state-owned property adjacent to the Siuslaw Highway at Thompson Creek, in Lane County. He advised that Mr. Folsom has leased this property from the state for a number of years at an annual charge of $100 and is desirous of renewing the lease for another year at the same rate. He recommended approval of the extension. The Commission approved the recommendation.

The Commission had under discussion a report from Chief Weighmaster Loran L. Spaulding, who advises that on March 20, 1944, a loaded logging truck belonging to the Hammond Lumber Company was driven past the Highway Department scales near Lebanon without being weighed, notwithstanding that the driver was flagged to the scales by the weighmaster on duty. The Attorney advised that neither the Commission nor its agents have the authority to force an operator to have his load weighed as that is a police function; however, the Commission does have the authority to require the cancellation of an operator's permit if he refuses to submit to the weighing. After discussion the Commission instructed the Secretary to write the Hammond Lumber Company calling their attention to the violation and warning the company that the operator's PUC permit will be cancelled in the event the offense is repeated.

The Engineer reported on the proposed exchange of properties at Reedsport with Mr. Russell Hubbard, as instructed by the Commission at the previous meeting. He advised that investigation discloses that the larger portion of the area desired by Mr. Hubbard will be occupied by fill slopes if and when the highway is reconstructed at this place, and since it is impossible to determine the exact location of the fill slopes at this time, it is his recommendation that the Commission do not either sell or lease any of the area between the highway location and the Umpqua River. In support of his recommendation he pointed out that a former Highway Commission, of which Mr. Carl G. Washburne, Eugene, was a member, established a policy of acquiring the entire river frontage along this stream, wherever possible, so as to preserve the scenic view. The Engineer offered no objection to the sale to Mr. Hubbard of the portions of Blocks 1 and 2 lying on the northerly side of the highway provided Mr. Hubbard will pay the price set by the former Highway Commission which is 1¢ per square foot or a total of $165.34. The Assistant Attorney, who was present, exhibited a map showing the property desired by Mr. Hubbard all of which lies within the city limits of Reedsport, and the area adjoining the city limits that Mr. Hubbard alleges he controls and is willing to deed to the state in exchange for the state's property. He said that the area outside of the city limits consists mostly of steep hillside and is of no value from the State Highway standpoint, except the portion that is needed as right of way for the new highway, consisting of some 18.37 acres. Douglas County, he said, owns this property and will convey it to the state if the state wants it; so, as the matter now stands, Mr. Hubbard owns no land at this point in which the Commission would be interested. After discussion and in view of the reports, the Commission voted unanimously not to exchange properties with Mr. Hubbard, however, authorized the sale of the fractional lots described by the Engineer if Mr. Hubbard wants that property and will pay 1¢ per square foot for the same. The Assistant Attorney was instructed to convey such information to Mr. Hubbard and to secure a deed from Douglas County Court for the county property that is needed as right of way east of the Reedsport city limits.

The Secretary presented a letter from the City of Waldport endorsing a petition from the Waldport Chamber of Commerce requesting the improvement of the Alsea Highway by construction of a hard surface pavement thereon. The Commission took no action on this request.

The Commission discussed a letter from Mr. F. H. Brundage, Western Log and Lumber Administrator, suggesting the widening of the Santiam Highway at certain points to facilitate log hauling operations. The Commission referred the matter to the Engineer to discuss with Mr. Brundage and ascertain whether or not government funds are available with which to finance the work. He was authorized to inform Mr. Brundage that the Commission will contract the work if the government will furnish the money to pay the costs involved.

The Commission discussed briefly a letter from Mr. Jos. H. Harland, President of the Oregon Seed Growers League, offering objections to the construction of a proposed highway between Rickreall and Salt Creek, in Polk County, connecting the Salem-Dallas Highway and the Dallas Coast Secondary Highway, and suggesting the improvement of present highway facilities between these points. The Engineer was instructed by the Commission to render a report on the proposed road at the next meeting.

A letter from J. F. Watson, Parma, Idaho, requesting the oiling of the Oregon portion of the secondary highway which extends from Adrian, Oregon to Homedale, Idaho had the attention of the Commission. The Secretary was instructed to inform Mr. Watson that the Commission is unable to undertake such project at the present time due to war time restrictions, labor shortages, et cetera, but will consider the project along with others for postwar performance, although no definite commitment or promise can be made with respect thereto at the present time.

The Engineer requested authority to join with the Union Pacific Railroad Company in the repair of temporary underpasses at Corbet and Oneonta. He explained that in August, 1939, the former Highway Commission joined with the railroad company in the construction of both underpasses which were required to facilitate the hauling of riprap and other materials beneath the railroad tracks for construction of the new Columbia River Highway. These structures, he said, were built of untreated timber and it was agreed that the railroad company would maintain them at the expense of the state for a period of five years, following which the state would fill in the openings at state expense and restore the railroad roadbed, ballast, et cetera. A recent inspection of the structures, he said, shows decay and need for repair work which is estimated to cost about $4,740.00. He recommended that the agreement covering the original construction be extended to cover the repair work and that the Commission authorize the railroad company to make the necessary repairs at state expense. The Commission approved the recommendation by unanimous vote.

A petition was presented from residents of Washington County requesting the reconstruction of the Tualatin Valley Highway for 4-lanes of traffic between West Slope and Hillsboro. The Secretary was instructed to inform the petitioners that the Commission cannot undertake this project at the present time but is giving it consideration in the formulation of its postwar construction program.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission, and asked the Commission to confirm them and the amounts allotted therefor. After due consideration the Commission by

unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman, authorized and instructed the Engineer to make such surveys on various sections of the highways in this state, which said sections of highways together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Relocation	118-1468	Klamath	So. Sixth Street to Great Northern Grade Crossing in Klamath Falls, Midland Second. Hwy.	1st-$1,000.00
Park Boundaries	21-1468	Lincoln	Newport-Yachats Section, Oregon Coast Highway	1st- $400.00
Plans	36-1433	Yamhill	Sheridan-Deer Creek Section, Salmon River Highway	1st-$1,200.00

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Tom Lillebo, Contract No. 2568, for reconstructing the approaches to the bridge over the Willamette River on the Pacific Highway at Harrisburg, in Lane County, requested an extension of time from September 30, 1942 to January 17, 1944 within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: (1) difficulties encountered in securing delivery of treated lumber due to the fact that army and navy jobs are given a higher preference rating; (2) delays occasioned in cleaning up the premises in order to accommodate farmers who wished to salvage the old material, there being a shortage of lumber of any kind for farm use; and (3) performance of work over and above that called for in the specifications, including repairs to the revetment along the river and the construction of riprap at the south bridge abutment.

The Engineer advised that all of the work contemplated in the original contract was actually completed on December 3, 1943; however, the contractor was required to repair and renew the revetment along the river bank upstream from the bridge as extra work. Moreover, he was handicapped in the delivery of material by restrictions of the War Production Board, and he was delayed in cleaning up the site in order to accommodate the nearby farmers as stated in his letter. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

M. C. Lininger and Sons, Contract No. 2618, for furnishing maintenance materials in stock piles for the Ochoco Summit Section

of the Ochoco Highway in Crook and Wheeler Counties, requested an extension of time from July 31, 1943 to January 10, 1944 within which to complete this job. They attributed their failure to complete the project within the specified time limit to machinery trouble, adverse weather conditions and difficulties in securing experienced labor to operate two shifts. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Oscar E. Joelson, Contract No. 2624, for the furnishing of maintenance material for the Drinkwater Pass-Juntura Rock Production Project on the Central Oregon Highway in Harney and Malheur Counties, requested an extension of time from August 31, 1943 to December 21, 1943 within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: (1) delay in starting the work because of another going contract with the State Highway Commission which he had to complete before he could release his equipment; (2) difficulties in securing necessary labor and repair parts for his equipment. The Engineer advised that the reasons given by the contractor for failure to complete the project during the specified time are substantially correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Tom Lillebo, Contract No. 2633, for reconstructing the pier fenders of the Umpqua River Bridge on the Oregon Coast Highway at Reedsport, requested an extension of time from September 15, 1943 to January 7, 1944 within which to complete this job. He advised that the overrun of time limit was caused by inability to secure certain fixtures and materials for warning lights which are classed as critical material and are difficult to obtain under present war time conditions. The Engineer advised that the work included in the original contract was substantially completed on October 20, 1943, but there was considerable delay in securing necessary conduits and fixtures for the replacement of the navigation lights, an item that was not contemplated in the original contract. It was his thought that the contractor should not be penalized for the delay and recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contracts Nos. 2624, 2628, 2633 and 2648, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state

highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2624, with Oscar E. Joelson, for furnishing crushed materials in stockpiles on the Drinkwater Pass-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties, completed on December 21, 1943.

Contract No. 2628, with M. C. Lininger and Sons, for furnishing crushed materials in stockpiles on the Trail Section of the Tiller-Trail and Crater Lake Highways in Jackson County, completed on December 24, 1943.

Contract No. 2633, with Tom Lillebo, for repair of fenders on the Umpqua River Bridge on the Oregon Coast Highway at Reedsport, completed on January 7, 1944.

Contract No. 2648, with Rogers Construction Co., for surfacing and rock production on the Cannon Beach Junction Section of the Oregon Coast, Wolf Creek and Necanicum Highways in Clatsop and Tillamook Counties, completed on February 13, 1944.

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission discussed briefly and by unanimous vote confirmed the action taken by Chairman Banfield subsequent to the last meeting, authorizing the Engineer to present to the U. S. War Department for approval plans for the proposed Santiam River Bridge on the new location of the Pacific Highway East near the Town of Jefferson. (See minutes of February for minute entry on this subject.)

The Engineer requested authority to sell an old centrifugal petroleum pump which was acquired by the Commission in connection with the acquisition of right of way at the junction of Union and Denver Avenues in North Portland. He advised that the pump is of no value to the State Highway Department and suggested that it be sold to the highest bidder therefor. The Commission approved the sale of the pump; however, ordered that the sale be advertised.

The Commission had under discussion the advisability of taking membership in the National Association of Travel Officials as an aid in the promotion of tourist travel in the State of Oregon when the war is over. The

Engineer advised that the annual dues in this Association are $50.00 and that the Association comes highly recommended by Mr. Harold B. Say, former Director of the Oregon Travel and Information Department. The Commission deferred a decision in the matter pending a recommendation from the Advisory Committee on Travel and Information Matters.

The Secretary presented letters from the Cities of Gold Hill, John Day, Heppner and Echo inquiring whether or not it would be possible to secure the services of Highway Department crews to construct certain city street improvements which they plan to finance with state highway funds which have been appropriated to them by the Legislature for city street work (Chapter 371, Oregon Laws, 1943). The Engineer suggested that it would be advisable to help the cities in every way possible, especially those cities and towns that are not equipped to do the work themselves. The Commission concurred and thereupon authorized the Engineer to assign state forces to do this work insofar as men and equipment are available and can be spared without handicapping regular work on state highways. Agreements are to be entered into between the state and the municipalities covering the matter, including provision for payment for the service rendered. In this connection the Engineer suggested that the cities could either deposit with the Commission in advance a certified check in the amount of the estimated cost of the work or could make an order on the Secretary of State to transfer to the State Highway Commission such amount from the city's share of the State Highway Fund. The Commission approved the suggestion.

The Engineer brought up for discussion the matter of cooperating with the federal government in the construction of an access road from Astoria to the Naval Hospital, a distance of about 3.7 miles. He estimated the cost of such project at $282,000 for construction and $50,000 for right of way, and advised that the government probably will not approve the work unless some other agency will contribute toward the expense. He declared the project to be a desirable one from the state's standpoint and suggested that the Commission pay the right of way costs. The Commission approved the suggestion by unanimous vote and instructed the Engineer to work up an agreement with the federal authorities covering the matter, if possible, on such basis. The Commission also approved an additional expenditure of $5,000 for a survey of the project.

The Commission discussed the setting of a date for its next meeting but deferred a decision with respect thereto until the War Production Board passes on the three Pacific Highway projects that are scheduled for immediate construction. The Commission did decide, however, to hold its next meeting in the Stock Exchange Room of the Imperial Hotel, Portland, starting at 2:00 p. m. on the first day and continuing as long as is necessary on the second day. The Secretary was instructed to make the usual arrangements for the use of this room.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with Ralph Cake covering the lease of certain state-owned lands in Deschutes County.

Agreement with Emmet Shipley and wife releasing the state from damages to their property in Washington County.

Agreement with George W. White disposing of his claim for loss of crop by flooding which resulted from construction of the Wolf Creek Highway through his property.

Agreement with Warm Springs Irrigation District covering construction of a drainage ditch on the John Day Highway in Malheur County.

Agreement with Wallace B. Mack disposing of a claim concerning his property in Lincoln County.

Modification of project agreement with the Public Roads Administration covering the Rhea Creek-Jumpoff Joe Creek Section of the Pacific Highway.

Easement deed conveying unto the United States of America certain property in Ecola State Park, in Clatsop County.

Correction deed conveying to Flora A. Smith certain property in Portland.

There being no further business to come before the Commission at this time, the meeting adjourned at 5:20 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

VOLUME 29

PART I

PART 1

OF

VOLUME XXIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1944

TO

OCTOBER 22, 1944

- - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
Arthur W. Schaupp, Commissioner
Merle R. Chessman, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1944	Subject
11985	May 9	Informal discussion at noon recess of March 28, 1944, meeting, of the following matters:
		Crook County. Crooked River Hwy. relocation to accommodate proposed dam.
11986		Wasco County. Controversy with J. O. Chastain concerning repairs to irrigation flume near Tygh Valley.
		Douglas County. Oiling of county road near Gardiner requested by Gardiner Lumber Company.
11987		Salary increases for Highway Department employees.
		Action taken re: matters discussed at noon recess on March 28: Relocation of Crooked River Hwy. Engineer's recommendation approved.
		Wasco County. J. O. Chastain controversy. Flume to be repaired.
		Douglas County. Gardiner Lbr. Co. request denied.
		Salary increases authorized for Highway Dept. employees.
11988		Parks. Cancellation of Recreational leases Nos. 020198, 019601, 020508 approved.
		Parks. Letter of Alfred A. Loeb, Chairman, Recreational Resources Committee, Portland C. of C., discussed and filed.
		Parks. Development of wayside picnic spots.
		Letter of Portland C. of C. discussed and filed. (See also P. 12032)
11989		Right of way for postwar projects. Purchase deferred pending acting of Congress.
		Real property. Resolution authorizing acquisition adopted.
11991		Right of way, right of access. Pacific Highway East relocation.
11992		Acquisition approved. Resolution adopted.
11994		Umatilla County. Pendleton. OWR&N and UP Co's petition for additional RR tracks at grade crossings conditionally approved. Resolution adopted.
11997		Multnomah County. Portland. Sale of land at SW Ankeny St. and SE Union Ave. to be advertised.
11998		Yamhill County. Dayton-Amity Second. Hwy. Land adjacent to hwy. to be advertised for sale.
		Umatilla County. Boardman-Stanfield Hwy. Duck Lake property adjacent to highway not to be sold.
		Umatilla County. Pendleton-John Day timbered wayside. Restrictions in deed from Pilot Rock Lbr. Co. approved. (See also P. 12026)
11999		Curry County. Oregon Coast Hwy. Exchange of properties adj. to highway with Brookings Land & Townsite Co. deferred.
		U.S. Maritime Commission. Request to lease property in Portland. Action deferred. (See Page 12031)
		Umatilla County. Westland Irrigation District. Petition for exclusion of certain lands from district signed.
		Josephine County. R/W of old Pacific Hwy. over Sexton Mtn.
12000		Disposal approved. Resolution adopted.

Page	Date 1944	Subject
12002	May 9	Klamath County. Klamath Falls. Resolution designating new highway entrance adopted. Extra land for roadside development to be acquired. Agreement with City and County approved.
12005		Lane County. Cottage Grove. Traffic signs along new highway confusing to citizens. Request for busses to turn on 8th St. denied.
		Douglas County. Reedsport. Parking on highway at Love's Garage. Guard rail to be constructed.
12006		Maintenance Hdqtrs. Plans for 3-year building program. Action deferred. Engineer to ascertain procedure followed in adjoining states.
		Clatsop County. Engineer's report on St. Helens Pulp & Paper Co's. logging railroad overcrossing of Lower Columbia River Hwy. at MP.89.51 approved.
		Deschutes County. McKenzie Hwy. near Sisters. Logging RR grade crossing by Brooks-Scanlon Lumber Co. opposed.
		Log hauling. Report of Engineer re transportation of single-
12007		log loads. Permits to be granted. Rules and regulations adopted.
		Log hauling. Use of county roads as private logging roads.
12008		Attorney General ruling to be secured re county authority.
		Log hauling. Douglas Co. Letter from Judge Busenbork re misuse of overlength permits by operators. Action deferred pending conference with Judge Busenbork. (See Page 12027)
		Lincoln County. Little Nestucca Second. Hwy. Improvement as timber access road. Engineer to discuss with Doernbecher Mfg. Co.
		Linn County. Santiam Hwy. Improvement as timber access road.
12009		State to pay 25% of construction.
		Upper Columbia River Hwy. Oneonta. Removal of slide material from gravel pit approved. Project to be contracted.
		Multnomah County. Postwar projects recommended by Board of County Commissioners. No action taken.
		Baker-Grant Counties. Cut-off highways between Unity and
12010		Prairie City; also, from Prairie City to Baker via Granite and Sumpter requested for postwar program. Requests denied.
		Malheur-Harney Counties. Petition for improvement of county roads in Juntura-Drewsey district denied.
		Lane County. Eugene. Proposed highway connection along South High St. Engineer to confer with city and school officials. Survey denied.
		Tillamook County. Wilson River Hwy. Bridge repairs authorized. Bids to be received.
12011		Josephine County. Redwood Hwy. Sidewalk construction between Cave Junction and Kerby denied.
		Josephine County. Grants Pass. Filling in of borrow pits and drainage ditches along Pacific Hwy. south of city denied.

Page	Date 1944	Subject
12011	May 9	State Tax Street Fund. Resolution approving certain city improvement programs adopted.
12014		Survey. The Dalles-California Hwy. from Main St., Klamath Falls, to junction with Green Springs Hwy. Retracement authorized.
		Surveys. Douglas County. Canyonville-Josephine Co. line Sec. Relocation approved.
12014/12016		Union County. Elgin-Boswell Ranch Sec. Relocation approved. Resolutions adopted.
12018		Extensions of time granted as follows: Henry L. Horn, Denver Ave. Junction Project J. F. Johnston, Monmouth-Pedee Road, Polk County A. H. Saxton & Son, Hebo Rock Production Project
12019		Hord & Stuart, Oakridge Section. Revetment. Willamette Hwy., Lane County.
		Contracts completed and accepted as follows: Denver Ave. Junction Sec., Henry L. Horn Monmouth-Pedee Bridge Project, J. F. Johnston Hebo Rock Production Project, A. H. Saxton & Son Oakridge Sec. Revetment. Willamette Hwy., Hord & Stuart
12020		Redmond-Marks Creek Rock Production Project, E. C. Hall Co. Milwaukie Pedestrian Overcrossing, Birkemeier & Saremal. Garibaldi-Tillamook Air Base Rock Production Project. Rogers Constr. Co.
		Umatilla County. Elgin-Tollgate (Weston-Elgin) Second. Hwy. Snow removal authorized.
		Linn County. Albany. Traffic signs at intersection of Corvallis-East Side Second. Hwy. with Elm St. ordered changed. Resolution adopted.
12022		Equipment. Sale of old tractor to State Penitentiary approved.
		Equipment. Purchase of two portable paving plants from Dallas Machine & Locomotive Works, approved.
		Equipment. Purchase of automobile for use of Engineer and Assistant Engineer confirmed.
		Equipment. Purchase of one single-drum hoist for Bridge Department truck approved.
		W. W. Stiffler, Assistant Maintenance Engineer. Authority to attend logging conference March 30, 1944, confirmed.
		Plans and proposal forms. $2.00 charge to be made hereafter.
		Lumber hauling. Request of haulers of green lumber for same tolerances as granted log haulers denied. Attorney to furnish opinion.
		Equipment rental. Hauser-Malcom-Tiedau relieved of payment of balance due.
12023		Claim against Lowell Hallock for damage to Riverside Canyon Br. at Oswego dropped.

Page	Date 1944	Subject
12023	May 9	Claim against U. S. Army for damage to Canyon Creek Br. on Pacific Hwy. Resolution authorizing Attorney to sign necessary papers in presentation of claim adopted.
		Insurance. War Damage Insurance. Period of coverage extended for 1 year.
12024	May 10	Bids received on the following projects, sale of buildings, obsolete equipment and accumulation of logs:
		Lakeview Airfield Access Road Project
		Lakeview Rock Production Project
		Meacham-La Grande Rock Production Project
		Tract of land south of Salem
12025		Residence building at Forfar
		Petroleum Pump Unit at Portland
		Logs on McTimmonds Valley Road
		Malheur County. Nyssa. Delegation requesting state assistance in improvement of certain streets to be used as truck route. Engineer to investigate.
12026		Main Street improvement. Records to be checked for alleged previous obligation.
		Oiling work on proposed truck detour. Engineer to prepare estimate of cost to perform work.
		County road between Nyssa Adrian Second. Hwy. and Overstreet Siding on Union Pacific RR. Request for improvement denied.
		Umatilla County. Pendleton-John Day Hwy. Recreational area. Deed to be accepted with restrictions.
12027		Lake County. Lakeview Airport Access Road. Right of way acquisition. Decision deferred. (See P. 12034)
		Douglas County. Delegation. County Court complains loggers using Highway Dept. permits to haul overlength loads on county roads. Permits hereafter to state clearly that authority is for state highways only.
		North Umpqua County Road. County Court requests improvement of connections with Pacific Hwy. Authorized conditionally.
12028		Multnomah County. Portland. Foster Road development. Engineer reports. No action taken.
12029		Oregon Coast Hwy. Newport to Florence. U.S. Coast Guard requests permit to construct telephone pole line. Joint inspection to be made.
		Multnomah County. Portland. Pedestrian underpass at Vanport. Permit approved. Federal Housing Authority to pay costs.
		R. H. Baldock authorized to attend meeting of Board of Directors of A.A.S.H.O. in Chicago June 22.
		Marion County. North Santiam Hwy. Delegation requests com-
12030		pletion between Niagara and Detroit. Action deferred.
		Bridge over Willamette River at Salem. Survey requested. Denied
12031		Multnomah County. Portland. U.S. Maritime Commission's request for use of Front Street property referred to Chairman Banfield.
		Multnomah County. Portland. Revenues from sale or lease of state-city-owned property. Attorney to prepare form of agreement.

Page	Date 1944	Subject
12031	May 10	Signs. Removal of unnecessary stop signs at RR crossings. Action deferred pending Public Utilities Commissioner's report.
		Survey. Lane County. Access road to clay deposit for Aluminum Mfg. Plant in Salem. Engineer authorized to make location survey.
		John Day Fossil Park. Conference with Dr. John C. Merriam and
12032		Chancellor F. M. Hunter. Parks Supt. to make survey
		Portland C of C Recreational Committee. Development of wayside picnic spots along Oregon highways urged. Denied.
12033		Awards. Chairman announces award of contracts, sale of land and buildings south of Salem, rejection of bids for building at Forfar and petroleum pump.
12034		Condemnation. Attorney authorized to condemn R/W needed for Lakeview Airfield Access Road Project. Resolution adopted.
12036		Klamath County. Klamath Falls. Agreement signed for development of roadsides adjacent to new highway through Klamath Falls.
		Meeting dates. June 13 and 14, 1944, set for next meeting dates.
		Agreements, et cetera., signed as follows:
		Wm. G. Folsom, rental of state property near Mapleton.
		City of Klamath Falls and Klamath County, development of waysides.
		Southern Pacific Co. Quitclaim deed of land in Eugene.
		Letter to W. H. Horning cancelling leases in Lane County.
		Letter to W. H. Horning cancelling leases in Jackson County.
		Conditional approval of petition filed with OWR&N Co. and UP Co. for additional tracks in Pendleton.
		Petition to Western Irrigation Dist. for exclusion of state land from District.
		Resolution designating Corvallis-East Side Second. Hwy. a through hwy.
		Ground lease covering acquisition of stockpile site from Charles M. Ross, St. Helens.
		Ground lease for quarry site from Leonard Caverhill.
		Lease for road materials for gravel pit, Mary B. Knight.
12037		Lease for road materials covering gravel pit acquired from Mary B. Knight.
	June 13	Park matters:
12038		John Day Highway. Fossil area. Valade Ranch and Turtle Cove. Attorney to make preliminary investigation.
		Silver Creek Falls State Park. Addition at North Falls. Attorney to investigate cost.
		Offer of Seneca Fouts to deed to state 160 acre tract near Columbia River Hwy. at Mitchell Point. Accepted conditionally.
12039		Klamath Falls-Lakeview Hwy. Purchase of 80 acre wayside strip now under lease from government. Deferred pending exchange agreement with State Land Board.

Page	Date 1944	Subject
12039	June 13	Parks Department financial report.
12040		Wages. AGC and Oregon labor organizations request increase of minimum wages paid on State Hwy. contracts. Deferred.
		State employees paid from Federal funds cautioned to refrain from political activity. Notices to be posted.
12041		Technical Bulletin No. 16. Report on Trans-Columbia River Interstate Bridge Studies, to be released.
12042		Road Bill (H.R.4915) re postwar highway construction. Press release.
12044		Road Bill. Passage urged by telegram to Oregon Congressmen.
		Real property. Resolution authorizing acquisition adopted.
12055		Condemnation. Halsey-Harrisburg Section. Offers approved. Resolution adopted.
12058		Yamhill County. Dayton-Amity Second. Hwy. Offer of O.D. Kieffer to purchase small tract of land accepted.
		Baker County. Gravel pit near Haines. Offers to buy or lease rejected.
		Lincoln County. Forfar. Offer of Lee Halsey to purchase building accepted.
		Josephine County. U.S. Weather Bureau requests use of property formerly leased to Civil Aeronautics Authority. Approved.
12059		Claim of Jesse G. Helmick for injuries. Attorney to contact Accident Commission to take matter to court if necessary to secure satisfactory settlement.
		Claim of Capt. Herman Larsen, Portland, for injuries. Action deferred.
		Tillamook County. Little Nestucca Second. Hwy. Doernbecher Mfg. Co. unwilling to pay 50% of cost to improve. Project dropped.
		Dallas-Coast Second. Hwy. Rickreall and Dolph Corner. Alternate routes discussed. No action taken.
12060		Malheur County. Homedale Spur. Improvement requested. To be considered in postwar program.
		Clackamas County. Oregon City. Pacific Hwy. East. Parking of cars prohibited west of Main St. Engineer to place signs. Resolution adopted.
12061		Douglas County. U.S. Hwy. 101 near Tahkenitch River. Parking of cars prohibited near bridge. Resolution adopted.
12062		Yamhill County. McMinnville. Request for additional traffic signals denied.
		Oregon Coast Hwy. Newport-Florence. U.S. Coast Guard pole line construction authorized.
		Stockpile sites. Engineer's report filed.
12063		Linn County. Richardson's Gap County Road. Temporary maintenance discussed. Engineer to consult with Linn County Court.
		Santiam Hwy. Proposed improvement as Timber Access Road discussed. Construction authorized if state cooperation does not exceed 38%.

Page	Date 1944	Subject
12064	June 13	Tillamook County. Survey of tract for training "Seeing Eye" dogs denied.
		Umatilla County. Pendleton. Reconnaissance survey proposed secondary hwy. from SE First St. to Mission South Market Rd. authorized.
		Curry-Josephine Counties. Proposed highway, Brookings to Selma. Request for postwar construction denied.
		Awards. Engineer's award of contracts authorized May 10, 1944 confirmed as follows: Lakeview Airfield Access Road Project, Babler & Conley Lakeview Rock Production Project, M. C. Lininger & Sons.
		Malheur County. Nyssa. Improvement of Main Street. Previous commitment acknowledged. Work to be done when funds available.
12065		Extensions of time granted as follows: F. C. Feldschau & Son, No. 2606. Mills Bridge-McNamars Camp Section. M. C. Lininger & Son, No. 2615. Richland-Halfway Sec. Birkemeier & Saremal, No. 2662 Pedestrian overcrossing at Milwaukie.
12066		Contracts accepted as follows: No. 2568, approach to Willamette River Br. at Harrisburg. No. 2606, Mills Br-McNamars Camp Rock Production. No. 2615, Richland-Halfway Sec. Rock Production. No. 2618, Ochoco Summit Section Rock Production. No. 2632, Alsea Mountain Section Rock Production Project. No. 2653, Lapine Section of Dalles-California and Fremont Hwys. No. 2658, Umatilla Oil Depot Access Road.
12067		Claim, Damage to property of B. C. Davenport, Junction City by Contractor Tom Lillebo. Final payment to contractor to be held pending settlement.
		Claim. Umatilla County. Compromise settlement with OWR&N and UP Railroad Companies for damage to Pendleton-Stanfield Hwy. approved.
		Linn County. Santiam River Br. on County Road near Cascadia. Bids to be received in behalf of county.
		Claims. Engineer authorized to pass on small claims not exceeding $50.00. Monthly report to be submitted.
12068		Lane County. Monroe. U.S. Army Engineers authorized to conduct improvements to Long Tom River Channel. (Agreement)
		R. H. Baldock authorized to attend meeting of Congressional Committee in Washington, D. C., May 24-27.
		G. S. Paxson and W. W. Stiffler authorized to make trip into Washington State approved.
		Josephine County. County resolution re abandonment of old Pacific Hwy. over Sexton Mtn. approved.
		Lane County. Cottage Grove. Communication from City Council re rerouting of Pacific Hwy. approved.
		Equipment. Obsolete equipment to be advertised for sale.

Page	Date 1944	Subject
12068	June 13	Meeting dates. July 11 and 12, 1944, set for next meeting dates.
12069		Linn & Josephine Counties. Pacific Hwy. Steiwer Hill-Albany and Wolf Creek-Grave Creek Sections. Applications to construct denied by W. P. B.
		Coos County. Acquisition of R/W across Indian owned land. Compromise settlement of action pending in U.S. District Court approved. Resolution adopted.
12070		Umatilla and Lane Counties. Pendleton and Eugene. Repair of houses acquired thru R/W purchases authorized.
	June 14	Bids. Bids received on the following projects: Halsey-Harrisburg Section, grading & paving Halsey-Harrisburg Section, four bridges Oneonta Section, disposal of rock detritus Garibaldi-Tillamook Air Base Section, oiling Deck Truss over Wilson River Street oiling project, City of Sheridan Sale of tract of land in Southeast Portland
12072		Josephine County. Condemnation of quarry site. Report of Commissioner Schaupp on inspection of site. Mr. Allen to be invited to discuss matter with Commission.
		Logs. T. P. Risteigen, dumping on highways to avoid overweight loads to be permitted with certain restrictions.
12073		Tillamook County. T. P. Risteigen. Request to build logging road approach to Wilson River Hwy. over state's property. Plans to be submitted for investigation.
		Claim. Damage to scale house at Springfield. Attorney's recommendation to drop matter approved.
		Multnomah County. Portland. Landscaping around Battleship, Oregon, monument in "Marine Park" authorized. Plans for fall landscaping to be prepared.
12074		City streets. State Tax Street Fund. Resolution adopted approving plans for Canyonville, Drain, Rogue River, Joseph, Gervais, Dundee, Hubbard, Lakeview, Fairview, Eastside.
12076		Lincoln County. Oregon Coast Hwy. Ocean Lake-Taft. Survey to establish sidewalk grades authorized.
		Clatsop County. Cannon Beach. Request for sidewalk construction denied.
		Financial statement presented. Supplementary sheet to show detail of changes to be submitted with future reports.
		Yamhill County. Sheridan. Bids received for oiling city street project discussed. Contract to be awarded to
12077		low bidder if city concurs. Sheridan delegation concurs in award and submits two checks.
		Lincoln County. Delegation from No. Lincoln C of C requests survey for sidewalk grades. Petition of property owners to be submitted.
12078		Inspection trip. Itinerary to be prepared for approval.
		Contract awards discussed. Low bids acceptable. Bids for Garibaldi Tillamook Air Base Project referred to Engineer. Portland property. Offer of Gertrude Quenville accepted.

Page	Date 1944	Subject
12078	June 14	Awards. Announced publicly by Chairman Banfield.
12079		Agreements et cetera signed as follows: U.S. Weather Bureau, lease of property in Josephine County. Receipt for payment of claim against OWR&N for damages. City of Sheridan for oiling of city streets. Jefferson County for maintenance of bridges in The Cove State Park.
12080		Josephine County for maintenance of Wolf Creek-Sexton Mtn. Sec. of Pacific Hwy. Application to maintain hauling road across Indian land in Klamath County. Agreement with Arthur Walker for sheep grazing in Cape Sebastian State Park. Agreement with Robert Fromm for sheep grazing in Humbug Mtn. State Park. Contract with Axman & Miller for rental of one roller. Contract with Crook County Court for rental of roller.
12081	July 11	J. W. DeSouza appointed Acting Secretary during absence of Commission's Secretary. Resolution adopted. Minutes approved for June 13 and 14, 1944. Changes in May 9 and 10 minutes approved.
12082		Park matters. Parks Supt. reported on following: Seneca Fouts State Park. Additional land needed for construction of trail, etc. Acquisition discussed. Deferred. Silver Creek Falls State Park. Enlargement discussed. No action taken. Washburn State Park. Benton-Lane Counties. Request of Daniel G. Clark to acquire denied.
12083		Coos County. Sale of old ferry slip at North Bend. Action deferred. John Day Fossil Area. Removal from tax rolls. Grazing rights. Parks Supt. and Ass't Attorney to report.
12084 12085		Postwar projects. Acquisition of right of way. Engineer to submit selected list of projects and present to Govt. when approved. Real property. Resolution authorizing acquisition.
12092		Multnomah Co. Portland. Front Ave. Project. Options presented, deferred. Condemnation. Recommended offers. Resolution adopted.
12095		Coos Co. Coos Bay-Roseburg Hwy. Coquille Myrtle Point Section. Preservation of myrtle trees. Multnomah County. Pacific Hwy. West. Sen. Lew Wallace re steps at Mrs. Charles Redmond's restaurant. Engineer to report. Lane County. Eugene. Ass't Attorney authorized to negotiate with Arthur A. Harriman for property in Lot 1, Patterson's Addn. Multnomah County. Corbett and Oneonta. Extensions of undercrossing leases with OWR&N and UP approved.

Page	Date 1944	Subject
12096	July 11	Linn County. Richardson Gap Road. County will maintain if paid $4,000. Approved. Agreement to be prepared.
		Umatilla County. Pendleton. Request of city that state pay cost of repaving Emigrant Street where RR tracks removed denied.
		Clatsop County. Oregon Coast and Nehalem Hwys. Channelizing of intersection discussed. Action deferred until next day.
		Deschutes Co. Ochoco Hwy. Bridge proposed by Bureau of Reclamation. Additional expense authorized.
12097		Klamath County. Klamath Falls. South Sixth Street. Request of Planning Commission that plans include provision for the following: Installation of lighting system. (Provision approved.) Removal of utility service poles. (Denied) Curb construction along N. Ninth St. (Referred to Commissioner Schaupp and Engineer.)
		Klamath County. Klamath Falls. Letter from Wm. Ganong re relocation of hwy. south and east from City. Secty. to reply.
		Award. Garibaldi-Tillamook Air Base Section of Oregon Coast Hwy. Engineer's award to Babler & Conley confirmed.
		Extensions of time granted as follows: Tru-Mix Concrete Co., Evans Creek-Sams Valley Access Road
12098		D. C. and A. L. Williams, Madras Rock Production Project.
		Contracts accepted as follows: Evans Creek-Sams Valley Access Road, No. 2614, Tru-Mix Concrete Co. Madras Rock Production Project, No. 2634, D. C. and A. L. Williams Baker-Weiser Junction Rock Production Project, No. 2659, Western Rock Company
12099		Crooked River Bridges repair, No. 2660, J. F. Johnston Cordwood. McTimmons Valley Second. Hwy. Sale to George Sullivan confirmed.
		Equipment. Engineer authorized to purchase four generators, four skilsaws and four power controls.
		Traffic line paint. Purchase of 10,000 gallons for 1945 authorized.
		Tillamook County. Rockaway. Proposed city street improvement agreement approved.
		Coos and Curry Counties. Oregon Coast Hwy. Request of Curry Co. Pomona Grange and O.D.T. for modification of regulations on oversize vehicles.
12100		Demonstration run from Calif. line to Port Orford with motion pictures authorized.
		Multnomah County. "Oregon Slough" to be designated on records as "North Portland Harbor".
		Wasco County. The Dalles. Resolution by city accepting jurisdiction over old right of way of Columbia River Hwy. within city approved.
		General discussion of: Bids on Linn County bridge near Cascadia.

Page	Date	Subject
	1944	General discussion of: (Cont.)
12100	July 11	Request of Paul Mumpower to rent state land near Troutdale.
12101		Request of Weyerhaeuser Timber Co. to purchase old Ferry landing at North Bend.
		Request of North Lincoln County Chamber of Commerce for curbs and sidewalks.
		Appearance of Recreational Resources Committee of Portland C of C re establishment of small park at intersection of Baseline and Will. Mer. and re claim of Dock Commission.
		Lake County. Flight strip. Attorney to apply to Secretary of Interior for authority to maintain on Govt. land.
		Hood River County. Hood River. Acquisition of parcel of land from War Dept. for revised location of Col. River Hwy. authorized.
12102		Ontario Underpass. Vandalism. Referred to attorney to handle.
		Claim. Damage to Salmon River Hwy. by Anderson Bros., loggers. Offer of settlement for $200 accepted.
		Clatsop County. Nehalem River Bridge on Fishhawk Falls Second. Hwy. Repairs authorized. Bids to be received.
		City streets. State Tax Street Funds. Resolution adopted approving Molalla, Dayton, Sodaville, Philomath, Malin programs.
12104		Budget changes submitted by Engineer approved and ordered filed.
	July 12	Bids received on the following projects and for purchase of obsolete equipment and scrap materials:
		Astoria Naval Hospital Section
12105		Painting Coos Bay Bridge at North Bend
		Foster-Canyon Creek Section
		Bridge construction over Santiam River. (County project)
		Multnomah County. Troutdale. Renewal of lease to Paul Mumpower approved conditionally. Attorney to prepare agreement.
12106		Coos County. North Bend. Delegation re application of Weyerhaeuser Timber Co. to purchase old ferry landing. Action deferred pending inspection of premises.
		North Lincoln County. Delegation requests construction of sidewalks in communities along Oregon Coast Hwy. between Delake and Taft. Engineer and Attorney to submit report.
12107		Klamath County. Survey to relocate Klamath Lake Second. Hwy. between Wocus Marsh and Fremont Monument authorized.
		Legislation. Attorney suggests bills re the following be presented to 1945 legislature:
		Freeway matter limiting access to main state highways.
		Power line control to eliminate static in car radios.
12108		Maintenance of advertising signs on private property.
		Consolidation of condemnation proceedings re r/w acquisition.
		Action deferred pending written report by Attorney re need.
		Bids received at morning session discussed. Bids for Count Bridge at Cascadia referred to Linn County Court.
		Awards. Public announcement by Chairman Banfield.

Page	Date 1944	Subject
12109	July 12	Multnomah County. Portland. Delegation. Establishment of state park at intersection of W.M. and Base Line. Request referred to Engineer and Attorney for reports.
		Claim. Delegation. Portland Dock Commission requests $5,000 for removal of municipal boat landing. Referred to Engineer and Attorney for settlement.
12111		Multnomah County. Portland. Request of H. R. Litel to purchase property at McLaughlin Blvd. and Rhone St. Referred to Engineer for report.
12112		Inspection trip. Scheduled by Commission for week beginning July 24, 1944.
		Agreements, et cetera, signed as follows:
		OWR&N Co. and Union Pacific, renewal of leases for RR crossings at Oneonta and Corbett.
		Chris J. Jorgenson, re control of advertising signs
		Carrie Hochspeier, re control of commercial signs
		Arthur C. White, re control of commercial signs
		J. F. Johnston for repairing Wilson River Bridge (Contract No. 2689)
12113	July 24	Highways inspected by Commission during trip.
12114		Resume of matters given consideration on trip.
	July 25	Douglas County. Reedsport. Sidewalk along Winchester Ave. Construction of extension to city's sidewalk approved.
		Coos County. North Bend. Weyerhaeuser Timber Co. request for purchase of old Coos Bay ferry landing. Action deferred pending information from company whether or not acquisition is essential.
12115		Hood River County. Hood River. Relocation of Upper Columbia River Hwy. Engineer authorized to make preliminary investigation.
		State scales. Cascade Locks. Use for truck licensing purposes requested. Action deferred pending report.
		Postwar survey and plans. List presented. Engineer authorized to submit to PRA.
12116		Claim. Dependable Trnasportation Co. for damage to Tanner Cr. Br. dropped.
		Coos County. Coos Bay-Roseburg Hwy. Preservation of myrtle groves. Action deferred pending definite report as to costs, etc.
12117		Jackson County. Ashland. Construction of syphon across Pac. Hwy. Contribution of $520.20 authorized.
		Log dumping on highway rights of way. Action deferred pending opinion from Attorney as to Commission's authority to dispose of logs.
		Award. Engineer's award of contract for construction of Foster-Canyon Crk. Sec., Santian Hwy. confirmed.
		Log hauling across Second. Hwys. near Molalla. Ostrander Timber Co. granted temporary permission. Agreement to be prepared.

Page	Date 1944	Subject
12118	July 25	Douglas County. Roseburg Access Road Project. Proposed channelization project approved. Engineer to advertise for bids after acceptance by city and county.
		Engineer's monthly pay roll report approved.
		Retirement plan for state employees. Oregon State Employees Assn. requests Hwy. Commission endorsement. No action taken.
		Meeting date. Deferred pending report re: advertising for bids for channelization project at Roseburg.
12119	Sept.11	Bids received on following projects, sale of buildings and sale of scrap materials and obsolete equipment:
12120		Paint exterior of Divn. Office Bldgs., Portland; Repair Nehalem River, Fishhawk Falls Sec. Hwy. Bridge; Roseburg Access Road Project, Deer Creek Bridge; Roseburg Access Road Project, grading and paving Pacific Hwy. and North Umpqua County Road; Nimrod-Alder Spgs. Sec. of McKenzie Hwy, Rock Prod. Project; City of Rockaway, repair Nehalem Ave. Bridge; Ferry service at Wilsonville;
12121		Sale of building at Bandon; Sale of land near Toledo; Sale of Lindsey Inn Bldg., at Lindsey Creek; Sale of used telegraph line materials at Eugene Sale of obsolete equipment and scrap materials.
		Delegations. Engineer explains matters concerning which delegations are to appear.
		Lincoln County. North Lincoln County C. of C. Sidewalk and curb construction along Oregon Coast Hwy. between Delake and Taft. Taking of bids authorized. Width of sidewalk
12122		discussed. Old hwy. R/W in Nelscott, ownership to be checked. (See also Page 12136)
		Douglas County. Roseburg delegation re Roseburg-North Umpqua Co. Rd. Proj. Condemnation proceedings to secure R/W authorized.
		Wages and Salaries. Oregon State Federation of Labor requests provision in State Highway contracts for payment of prevailing wages. Engineer to furnish Commission full information.
12123		Tillamook County. Rockaway City Council recommends rejection of bids for construction of culvert. Project to be readvertised.
		Coos County. Myrtle Tree Lane along Coos Bay-Roseburg Hwy. Delegation from Portland C. of C., Recreational Resources Committee. Action deferred.
		Multnomah County. Establishment of state park at intersection of Willamette Meridian and Base Line. Approved conditionally. Construction of trail and parking area discussed. (See also Page 12137)
12124		Awards. Bids discussed and contracts awarded. Bid of Harry I. Hamilton, Eugene, for timber log bridge over Deer Creek on Roseburg Access Rd. Project, satisfactory but award held pending the taking of new bids for grading and paving this road.

Page	Date 1944	Subject
12124	Sept.11	Awards, cont.
		Bids received for used materials and obsolete equipment referred to Engineer with authority to sell to high bidders.
12125		Equipment and scrap sales. Advisibility of receiving bids in Salem discussed and tentatively approved. Further consideration next meeting.
		Awards. Chairman publicly announces awards of contracts and sale of materials.
12126		Douglas County. County Court requests financial assistance to maintain roads damaged by log hauling.
		Douglas County. North Umpqua County Road. County Court requests designation as State Secondary Highway. Taken under advisement.
12127		Park. Hood River County. Seneca Fouts Memorial Park near Mitchell Pt. Deed accepted.
		Agreements, etc., signed as follows:
		Rogers Construction Co., covering changes in Contracts Nos. 2668 and 2669 for improvement of I.O.N. Hwy. in Malheur Co;
		City of Portland, covering R/W for Front Ave. project;
		City of Portland, covering maintenance of streets and parkways;
		Bonneville Power Adm., covering installation of power pole-line crossing of Albany-Corvallis Hwy. in Benton Co.;
		H. P. Andrus, covering lease of stock pile site in Jefferson Co.;
		Deschutes Grain & Seed Co., covering lease of stock pile site in Jefferson County;
		PRA., project agreement covering construction of Church-Lighthouse section of Cape Blanco Second. Hwy. in Curry County;
		PRA., project agreement providing federal funds for construction of Swan Island Access Road, Portland;
		PRA., modification of project agreement providing increase in federal funds for improvement of Rice Hill-Turkey Hill Sec. of Pacific Hwy. in Douglas Co.;
		PRA., modification of project agreement providing for increase of federal funds for survey of Front Ave., project, Portland;
12128		Certificate acknowledging acceptance of Seneca Fouts State Pk;
		Roy R. McNees and wife, quit-claim deed covering land in Umatilla County, correcting previous deed;
		"Release" of Federal Govt. from damage claims from use of Cape Arago State Park as rifle range.
		Meeting adjourned at 11:45 a.m. after which Commission started on its eastern Oregon inspection trip.
12128	Sept.12	En route Prineville to Burns, on eastern Oregon inspection trip.
12129		Park. Marion County. Silver Creek Falls State Park. Purchase of 80-acre addition for $5,080 approved.

Page	Date 1944	Subject
12129	Sept.12	Park. Multnomah County. Latourelle. Offer of B. B. Bennett, Portland, to sell 30-acre tract for park. Parks Supt. to secure 6-months' option.
		Coos County. Marshfield. Transfer of lease rights from Marshfield Florist Co. to J. D. Bergen, approved.
		Scale House near Roseburg. Sale for $50 confirmed.
		Park. Marion County. Renewal of Henry Zorn lease of portion of Champoeg Park approved.
		Insurance. Snow removal operations in Columbia Gorge. Policy written by Lloyds of London to be renewed.
12130		Park. Douglas County. Bolon Island. Complaint of former owners. Request that park be deeded back to them denied. Attorney to check deed.
		Multnomah County. Springdale. Removal of telephone pole at entrance to fire station requested. Columbia River Tele. Co. ordered to remove pole.
		Lane County. Deeding to U.S. Forest Service of portion of Devil's Elbow State Park as R/W for timber access road confirmed.
		Park. Coos County. Cape Arago State Park. U.S. Army relieved from damage.
		Portland Public Docks Commission. Attorney's report re: claim
12131		for moving municipal dock. Claim denied.
		Attorney's opinion re: authority of public officials to enter into agreements with private individuals or groups for use
12132		of highways, involving exemption from payment of road-users taxes. Attorney to notify county courts.
		Logs. Disposition of logs left on highway R/W. Owners to be notified. State to dispose of logs if not removed by owner within limited period.
		Claim. Ernfrid Johnson for injuries received from falling in manhole. Action deferred pending Engineer's report.
12133		Buildings. Maintenance. Proposed postwar program submitted by Engineer. Preparation of plans authorized.
12135		Scales. Cascade Locks. Request to use for weighing trucks
12136		for license denied.
		Douglas County. Gardiner. Parking of vehicles on Oregon Coast Hwy. in Gardiner and near Schofield Creek Br. prohibited.
		Lincoln County. Sidewalk and curb construction in Deleke, Ocean Lake, Nelscott and Taft. Right of way options authorized. Construction conditionally approved. (See also Page 12121)
12137		Multnomah County. Proposed state park at intersection of Willamette Meridian and Base Line. Engineer to prepare description. Attorney to prepare deed. Parking area to be discussed by Chairman with Board of County Commissioners. (See also Page 12123)
		Agreement with Rogers Constr. Co. Changes in specifications of Contracts Nos. 2668 and 2669 approved.
		Douglas County. Tiller-Trail Second. Hwy. Improvement between

Page	Date 1944	Subject
12137	Sept.12	Milo and Jackson County line to be considered in postwar program.
		Clatsop County. Oklahoma Hill. School District No. 38, Wauna,
12138		Oregon. Temporary permit to maintain school bus station on stockpile site near Taylorville authorized. Establishment of permanent policy to be considered.
		Oregon State Grange. Resolution urging construction of new highway across Cascade Range along Clackamas River route. No action.
		Curry County. Cape Blanco Second. Hwy. Church-Lighthouse Sec. Project agreement with PRA providing funds for survey signed.
		Extensions of time granted as follows:
		McNutt Bros., Judkins Pt. Sec., Pacific Hwy. (No. 2582)
		Chester T. Lackey, John Day Rock Prod. Project (No. 2622)
12139		R.O. Dail & Warren Bros. Inc., Dallas-Fern Corner and Pedee-Wren Sec. of Dallas-Kings Valley Sec. Hwy. (No. 2635)
		Clifford A. Dunn, Klamath Falls Air Sta. Access Rd. (2672)
		Western Rock Co., Rhea Creek-Rock Cr. Sec., Heppner-Spray Sec. Hwy. (No. 2675)
12140		Extensions of time. Liability of contractors' surety to be checked against default after time limit expires. Attorney to investigate.
		Contracts accepted as follows:
		John Day Rock Production, John Day, Beech Cr. and John Day-Burns Hwys, Chester T. Lackey (2622)
		Dallas-Fern Cor. & Pedee-Wren Sec., Dallas-Kings Valley Sec. Hwy., R. O. Dail & Warren Bros., Inc. (2635)
		Ashland-State Line Sec. of Pacific Hwy, Rock Production, E. C. Hall Co. (2654)
		Cold Spgs. Rock Prod., Pendleton-Cold Spgs, and Hermiston Hwys, Oscar E. Joelson (2656)
		Hunter Cr-Lone Ranch Cr. Rock Prod., Oregon Coast Hwy., R. O. Dail & Warren Bros., Inc. (2661)
12141		Umatilla Co. Line-Long Cr. Sec. Rock Prod., Pendleton-John Day Hwy., M. C. Lininger & Sons (2665)
		Klamath Falls Air Sta. Access Rd. Project, Clifford A. Dunn (2672)
		Bend-Lava Butte Rock Prod., The Dalles-Calif, and Central Oregon Hwys., A. C. Suhre (2677)
		Juniper Ridge-Alkali Lake Rock Prod., Lakeview-Burns Hwy., T. W. Thomas (2678)
		Valley Falls Rock Prod., Fremont and Lakeview-Burns Hwy., T. W. Thomas (2680)
		Crabtree Corner-Crabtree Cr. Sec., Albany-Lyons Sec. Hwy., Warren Northwest, Inc., (2681)
		Owyhee River-McDermitt Sec. of I.O.N. Hwy., Malheur County, Russell Olson. (2682)
		Lakeview Airfield Access Rd. Project, Lake County, Babler & Conley (2684)

Page	Date 1944	Subject
12141	Sept.12	Contracts accepted as follows: (Cont.) Garibaldi-Tillamook Air Base Sec., Oregon Coast Hwy., Babler & Conley (2691)
12142		Load limit. Resolution adopted reducing load limit on Crooked River and Deschutes River Bridges on Culver-Grandview Market Road.
12143		Flashing beacon. Ontario. Installation at Oregon and S. W. 4th Ave. approved.
		Park. Lane County. Sale of timber in Joaquin Miller State Park. No bids received. Private sale authorized.
		Yamhill County. Newberg. Yamhill-Newberg Sec. Hwy. designated
12144		"through highway" in city. Resolution adopted.
12145		Permits. 60-foot overall truck and trailer combinations. Coos Bay-Roseburg and Oregon Coast Hwys. in Coos, Curry & Douglas Counties approved as emergency measure. Resolution
12148		adopted. Engineer to investigate possible widening of highways to accommodate such movements.
		Log hauling. Operators for C.K. Spaulding Logging Co. refuse to be weighed. Company to be contacted. Drastic action to be taken if continued.
		Permit. Request of Pierce Auto Frt. Lines Inc. for permit to operate "jeep-tractor" equipment denied.
12149		Permit. Vale-West Secondary Hwy. U.S. Bureau of Reclamation authorized to install 3 pipe lines across highway. 50% of cost to be paid by state.
		Malheur County. Nyssa. U.S. Bureau of Reclamation authorized to lower culvert. Cost to be paid 50% by state if necessary.
		Equipment. Purchase of truck loader approved. Cost $200.
		G. S. Paxson and C. B. McCullough authorized to make inspection trip in Northern California.
		F. B. Crandall authorized to attend meeting of Institute of Traffic Engineers and National Safety Congress in Chicago.
12150		Oscar Cutler authorized to attend meeting of Western Conference on Postwar Problems in Salt Lake City.
		Claim. Damage to Pudding River Bridge at Aurora. No suit to be filed.
		Coos County. Coos Bay Lbr. Co. Request to secure rock from state-owned quarry denied. Quarry to be offered for sale if not needed.
		Meeting dates. Regular meeting date set for October 23 and 24.
12151		Burns. C. of C. entertains Commission at luncheon. Highway improvements discussed with local group. Purpose of inspection trip explained by Chairman. Meeting adjourned at 1:30 p.m.
12152		Jordan Valley. Dinner guests of local business men. Highway maintenance and construction work on I.O.N. Hwy. discussed. Meeting adjourned at 8:40 p.m.
	Sept.13	Ontario. Conference with delegation from Adrian and Ontario re improvement of Homedale Spur. WPB ruling explained by
12153		Engineer. Chairman explains postwar program plans. Meeting adjourned at 10:30 a.m.

Page	Date 1944	Subject
12153	Sept.13	Baker, C. of C. entertains Commission at luncheon. Postwar
12154		program plans discussed. Grade crossing elimination on Dewey Ave. in Baker at OWR&N main line crossing urged. Sumpter Valley Sec. Hwy. improvement discussed. Meeting adjourned at 2:00 p.m.
		Inspection. Dewey Ave. grade separation project and Sumpter Valley Sec. Hwy. with members of County Court.
		En route Baker to Sumpter. Routine matters discussed.
12155		Real property. Resolution authorizing acquisition adopted.
12167		Parks. Klamath Falls-Lakeview Hwy. Lakeview Sec. Acquisition of wayside strips thru exchange of forest lands. Purchase authorized.
		Condemnations. Wolf Creek Hwy. Washington Co. Offers approved. Resolution adopted.
12170		Park. John Day Fossil Area. Purchase of land and grazing rights authorized. Former owners to be offered grazing rights.
12171		McLaughlin Blvd., Portland. Revocable permit to be issued to H. R. Litel to use state property.
		Umatilla County. Gravel pit adjacent to Sunnyside-Umapine Sec. Hwy. sold to M. F. Fry for $150.
		Washington County. Wolf Creek Hwy. Old service station sold to Louis Schmidt for $80.
		Oregon Coast Hwy., Seaside-Hug Point Sec. Sale of property to C. C. Smith for $1,200 confirmed.
		Meeting adjourned at 3:10 p.m. on arrival at Sumpter.
12172		LaGrande Ore. Commission entertained by LaGrande C. of C.
		at dinner followed by brief meeting at 8:15 p.m. presided
12173		over by C. H. Reynolds, President Oregon Trail Assn.
		Meeting adjourned at 9:40 p.m. ,
	Sept.14	Enterprise. Inspection of Enterprise-Flora Hwy. and proposed state park at Wallowa Lake.
		Park survey. Proposed park at Wallowa Lake. Authorized.
		Meeting at Enterprise Hotel for disposal of following matters:
12174		Park. Use of Pilot Butte State Park by Govt. for airplane observation post approved.
		Equipment. Sale of obsolete tractor to high bidder of Sept. 11th authorized.
		Dinner at Caton Hotel. Guests of Enterprise C. of C. Enter-
12175		prise-Flora Hwy. construction urged by local group.
		State park at Wallowa Lake. Establishment endorsed.
		Presentation of elk-tooth charm to Commissioner Schaupp.
		Meeting adjourned at 9:30 p.m.
	Sept.15	Hood River. C. of C. dinner in honor of Highway Commission
12176		followed by business session at 7 p.m. Discussion of completion of Hood River Sec. Hwy. to Parkdale and watergrade hwy. between Portland and The Dalles and adoption of loca-
12177		tion of latter through Hood River.
		Meeting adjourned at 8:00 p.m. concluding the inspection trip.

Portland, Oregon, May 9, 1944

The State Highway Commission met in regular session at 2:00 p. m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of the meeting of the Commission that was held on March 28, 1944.

The Commission had under consideration the approving of action taken on certain matters that were discussed informally with the Engineer during the noon recess of the meeting held on March 28, 1944 but concerning which no official record was made. Upon motion by Commissioner Schaupp which was duly seconded by Commissioner Chessman and carried by unanimous vote, the Commission approved the following as its official record of the subjects discussed at that time and instructed the Secretary to enter the same in the minutes of this meeting, nunc pro tunc:

During the noon recess of the meeting held on the twenty-eighth day of March, 1944, the following matters were discussed informally by the Commission and the State Highway Engineer, but no official record was made of the action taken thereon:

1. Relocation of Crooked River Highway to accommodate proposed dam in Crooked River below the mouth of Bear Creek, south of Prineville:

The Engineer reported that the U. S. Bureau of Reclamation has inquired as to the state's minimum requirements with respect to the reconstruction of the roads that will be affected by the dam construction, presumably as a basis for an appropriation of funds with which to finance the work. He advised that investigation reveals that a portion of the Crooked River Highway will be submerged by backwater from the dam and that to replace it will cost about $410,000. In addition thereto, he said, a section of the Crooked River-Paulina Secondary Highway will have to be rebuilt in order to serve the people in the upper Crooked River District who trade in Prineville. He suggested that these people could be best accommodated by improvement of an existing county road across Combs Flat, about 16 miles long, which could be accomplished for about $350,000. He also pointed out that it would be necessary to build about one mile of county road south of the damsite which he estimated would cost about $60,000, or a total of about $820,000 for the three changes based on pre-war conditions.

The Engineer exhibited a map showing the site of the dam and the proposed highway changes, and stated that the Bureau of Reclamation has requested that the Highway Commission advise the Bureau of its minimum requirements in the relocation of such roads. The Engineer recommended the following requirements:

a. That the total angle of curvature of the new line not exceed that of the present road.

b. That, in building around the dam, the Bureau of Reclamation be required to build a 30-foot grade because an equivalent road to the present 24-foot standard would not be comparable for the reason that, while the widening of the present grade is quite inexpensive, the widening of the higher road around the dam through the rock work would be materially expensive.

c. That four inches of compacted surfacing be placed, which is considered the equivalent of the present stabilized surface of the old road.

d. That, other than the section specifically mentioned, the cost of additional width over and above the 24-foot width on the old road be paid for by the Oregon State Highway Commission.

2. Controversy with J. O. Chastain, et al., concerning repairs to an irrigation flume near Tygh Valley:

The Engineer submitted a supplemental report on the status of the proposed agreement between the State, Wasco County and J. O. Chastain, et al., with respect to the repair of an irrigation flume situate adjacent to The Dalles-California Highway near Tygh Valley. He recalled that the Commission at the previous meeting authorized the expenditure of $200.00 to repair the flume, subject to the understanding that the state assumed no obligation whatsoever with respect to future maintenance and that the expenditure in no way fixed or admitted any further liability on the part of the state. Such offer, he said, was presented to the County Judge of Wasco County who now advises that Mr. Chastain considers that the sliding highway embankment is the sole cause of the damage to the flume and that it is the state's obligation to repair the damage. The County Judge, he said, feels the same way about the matter, in view of which it appears impossible to reach a satisfactory agreement. He suggested, in view of the circumstances, that the Commission authorize immediate repair of the present damage which is estimated to cost about $200.00 without prejudice, and that the matter be reopened for discussion after the war is over.

3. Request of Gardiner Lumber Company for state assistance in oiling a short section of county road near Gardiner:

The Commission discussed a letter from the Gardiner Lumber Company requesting state assistance in the oiling of the county road which extends from Smith River Channel Bridge to East Gardiner, which road is to be used by the Company in connection with the operation of its loading platform at East Gardiner. The Company advises that it will provide the necessary oil, rock and patrol grader, but will need the State's distributor, roller and spreader boxes and the service of a State crew to perform the oiling operations; also, that the Company will pay all of the costs involved. The Engineer advised that it is contrary to the long established policy of the Highway Commission to perform services such as this for private parties, and recommended that the request be denied in order to avoid the establishment of an undesirable precedent.

4. Salary increases for the Highway Department Employees:

The Engineer brought to the attention of the Commission the matter of a general increase in salaries and wage rates, which matter had been discussed briefly at the Commission's meeting held February 16, 1944, but at which time no action was taken.

The Commission now being in regular session and the foregoing matters having been brought up for final action and official record the following action was taken:

1. Commissioner Schaupp moved and Commissioner Chessman seconded the motion that the changes in the location of the Crooked River Highway as outlined by the Engineer and the method of financing the work as suggested by the Engineer be approved and that the Engineer be authorized to present such proposed change to the Bureau of Reclamation. The motion was declared by the Chairman unanimously carried.

2. Commissioner Chessman moved and Commissioner Schaupp seconded the motion that the controversy with J. O. Chastain, et al., concerning repairs to an irrigation flume near Tygh Valley be temporarily disposed of by a repair of the flume by the State at an estimated cost of $200, and that such work be done without prejudice to further discussion of the subject. The motion was declared by the Chairman unanimously adopted. The Commission then directed its Chief Counsel to notify the interested parties of the action taken by the Commission.

3. Commissioner Chessman moved and Commissioner Schaupp seconded the motion that the request of the Gardiner Lumber Company for State assistance in oiling a short section of county road near Gardiner be denied on recommendation of the Engineer. The motion was declared unanimously adopted by the Chairman.

4. Commissioner Schaupp moved and Commissioner Chessman seconded the motion that the Commission authorize a general increase of $10.00 per month to all monthly-rate employees receiving salaries below $400 per month, and a general increase of three cents per hour to all hourly-rate employees, said increases to be effective as of April 1, 1944.

Said motion was declared by the Chairman unanimously adopted with the understanding that the Engineer was authorized to make a limited number of minor variations either above or below the rates approved, so as to eliminate existing inequalities.

The Commission approved and signed letters directed to W. H. Horning, Chief Forester, O. & C. Revested Lands Administration requesting the cancellation and termination of the following recreational area leases:

1. Lease No. 020198 covering the south half of the southeast quarter ($SE\frac{1}{4}$) and the southeast quarter ($SE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 19, Township 16 South, Range 7 West, W. M., Lane County, containing 120 acres in Lane County.

2. Lease No. 019601, covering the west half of the northwest quarter ($NW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$), northeast quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) and the northwest quarter ($NW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$), all in Section 7, Township 16 South, Range 6 West, W. M., containing 206.49 acres; also, the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 1, Township 16 South, Range 7 West, W. M., containing 40 acres, all of which property is situate in Lane County.

3. Lease No. 020508, covering the northwest quarter ($NW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) and the north half of the southeast quarter ($SE\frac{1}{4}$) of Section 27, Township 33 South, Range 1 East, W. M., and the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 11, the southeast quarter ($SE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$), the north half of the southeast quarter ($SE\frac{1}{4}$) and the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 17, Township 33 South, Range 2 East, W. M. containing 320 acres in Jackson County.

The Commission discussed briefly and ordered filed a letter from Alfred A. Loeb, Chairman, Recreational Resources Committee, Portland Chamber of Commerce, complimenting the Commission on its program of park and roadside acquisition.

The Commission also discussed briefly and ordered filed a letter from David B. Simpson, President, Portland Chamber of Commerce, urging the development of wayside picnic spots at frequent intervals along Oregon's most used state highways for the benefit and convenience of the touring public.

(A delegation representing the Recreational Committee of the Portland Chamber of Commerce appeared before the Commission on the following day with respect to this matter. See ahead for details.)

The Commission had under discussion the advisability of completing the purchase of right of way that is needed for post-war highway projects and for which options have already been secured. It was the Commission's decision that such purchases should be deferred until Congress acts on the post-war highway bill that is now pending and it is known definitely how much federal money Oregon is to receive thereunder. The Attorney was instructed to continue the taking of options for land that is needed for such purposes but to defer presenting them to the Commission until further advised, unless circumstances are such that immediate action by the Commission is required.

The Assistant Attorney presented a list of properties for which options have been obtained, together with offers that he recommended therefor, and requested instructions from the Commission whether or not to complete the purchase of these properties at this time. After discussion and careful consideration of each parcel and the recommended offers, the Commission approved the offers and authorized the Assistant Attorney to complete the purchase of the several tracts. The following resolution with respect thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SEASIDE-HUG POINT SECTION, OREGON COAST HIGHWAY

10820-	Yoder, Frances C. Scott Right of Way	0.19 acre at $200.00	$ 38.00	Witt

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11355-	Fischer, Alma Right of Way	13,000 sq.ft. at $0.0885	$ 1,150.00	
		1 4-roomed house	1,500.00	
		1 2-roomed house	350.00	
		1 garage	150.00	
		1 garage and woodshed	100.00	
			$ 3,250.00	Witt

LAKE CREEK SECTION, LITTLE BUTTE HIGHWAY

11325-	State Land Board (Quarry)	40.23 acres at $5.00	$ 201.15	DeSouza

SMITH POINT-YOUNG'S BAY BRIDGE SECTION, OREGON COAST HIGHWAY

11319-	Astoria City of (R/W)	365 sq.ft.	$ 00.00	McChesney

FRONT STREET PROJECT-CITY OF PORTLAND, PACIFIC HIGHWAY WEST

10978-	Hoyt, Pearl M. (R/W)	4,750 sq.ft. at 21¢	$1,000.00	McAllister
11132-	Savoff, Ranco Right of Way	1,500 sq.ft. at 15¢ Building	$ 225.00 625.00 $ 850.00	"
10124-	Olson, Fred L. Right of Way	5,000 sq.ft. at 20¢ Buildings	$1,000.00 3,750.00 $4,750.00	"
11015-	Olson, Fred L. Right of Way	5,000 sq.ft. at 50¢ Building	$2,500.00 7,000.00 $9,500.00	"
10979-A	Shaver Heirs Right of Way	44,888 sq.ft. at 30¢ less Buildings	$12,350.00 4,050.00 $16,400.00	"
10979	Shaver Heirs (R/W)	16,125 sq.ft. at 20¢	$3,250.00	"
8917-	Fracasso, Joseph	13,653 sq.ft. at 11¢ less	$1,500.00	"
11016-	Marlitt, Mabel M. Right of Way	3,000 sq.ft. at $1.25 Building	$3,750.00 3,750.00 $7,500.00	"

JORDAN CREEK-JORDAN VALLEY SECTION, JORDAN VALLEY HIGHWAY

10932-	Fraser, Wm. M. Haul Road Easement (Correction)	1.75 acres	$ 00.00	Parker
10897-	Fraser, Wm. M. Stock Pile Site	1.65 acres	$ 10.00	Parker

NEWPORT-WALDPORT SECTION, OREGON COAST HIGHWAY

11113-	Hart, Chas. Park Strip	1.57 acres at $250.00 Compromise to settle	$ 392.50 82.50 $ 475.00	Benson

WALDPORT-BIG CREEK SECTION, OREGON COAST HIGHWAY

11102-	Plankinton, Jess C. and Edyth L. Wayside Strip	0.20 at $375.00 State to deed o.4 acre at $187.50 per in exchange	$ 75.00 75.00- 00.00	Benson

(Approved by Commission subject to inspection by Engineer. Exchange approved by Engineer following this meeting.)

MAY 9 1944

BEND SECTION, THE DALLES-CALIFORNIA HIGHWAY

11324-	Deschutes County Stock Pile Site	54,000 sq.ft.	$ 00.00	Chandler

METOLIUS-REDMOND SECTION, THE DALLES-CALIFORNIA HIGHWAY

11321-	U.S. Department of Agriculture Stock Pile Site Rock Quarry	5.45 acres (stock pile) 26.67 acres (quarry)	$ 00.00 00.00	McChesney

MITCHELL EAST SECTION, OCHOCO HIGHWAY

11284-	Keyes, Custer Stock Pile	2.10 acres at $35.72	$ 75.00	Cooper

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY

10271-A	McPherson, S. W. Right of Way	0.33 acre at LUMP SUM	$3,500.00	Collins Landon

UNITY JUNCTION-MILL GULCH SECTION, BAKER-UNITY HIGHWAY

11276-	Rouse, Maude Stock Pile	2.58 acres at $5.00	$ 12.90	Cozad
11274-	Lofton, S. A. Stock Pile	1.38 acres at $10.00 Fencing	$ 13.80	"
11271-	Rouse Brothers Stock Pile	0.94 acre at $100.00 Fencing	$ 94.00	"
11272-	Hardman, John Stock Pile	1.0 acre at $15.00	$ 15.00	"
11273-	Murray, Hardy B. Quarry	5.9 acres at $10.00 50 rods fence at $1.00	$ 59.00 50.00 $ 109.00	"

The Attorney brought up for discussion the matter of acquiring right-of-way and right of access thereto along the proposed new location of the Pacific Highway East between Salem and Albany and between Albany and Junction City. He advised that the state law requires that the Highway Commission declare the need for the highway improvement and for the acquisition of the right-of-way and the right of access. He asked the Commission to take formal action at this time to that end and to authorize him by the same action to acquire the right-of-way either by negotiation or by condemnation as may be necessary.

After due consideration of this matter, the Commission approved the Attorney's request and by unanimous vote adopted the following resolution with regard thereto upon motion by Commissioner Schaupp which was seconded by Commissioner Chessman:

WHEREAS, the transportation of persons and property over public highways by private and for hire motor vehicles has developed to a point where such means of transportation has become an integral and essential part of the transportation systems and agencies of the State and of the nation; and

WHEREAS, the volume and type of motor vehicles now using the public highways of the State and the nation has become such that highway standards of yesterday and highway designs are inadequate with respect to factors of safety, time element, weight of load, dimensions of vehicle and all other factors entering into the problem of transportation over public highways; and

WHEREAS, highway construction, maintenance and improvement are now and have been for some time financed in large measure by taxes and other charges imposed upon and paid by the road user, and therefore the convenience, safety and economy of time and cost of operation are of prime significance to the road user; and

WHEREAS, highways which in design possess a minimum curvature, easy grade, two or more same-direction-lanes, freedom from access or intersecting roads, streets or lanes and into, to which or from which abutting property owners have no, or at least a limited, right of access, constitute and are thoroughfares which, in the opinion of the Commission, afford and offer to the highway user economy of time, cost and safety of operation to public officials charged with upkeep, economy of maintenance costs, and for all interested parties a reduction in the toll of life and health and a reduction in property damage; and

WHEREAS, for the purpose of making possible the construction of a more adequate and safe thoroughfare, the Commission has relocated the section of the Pacific Highway East between Salem and Albany, and for like purpose the Commission has declared the necessity for widening, straightening and otherwise improving the alignment and design of the section of said highway from Albany to Junction City; and

WHEREAS, to the end that public safety, convenience and public economy may be best served, it is deemed by the Highway Commission advisable and necessary that in connection with the acquisition of real properties for rights of way for said highway there shall be acquired all right or easement of access to said highway from real properties abutting thereon, and all right or easement of access from said highway to real properties abutting thereon, except at such places as may be designated and approved by the Highway

Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, that:

1. The Highway Commission does hereby find and declare that the relocation of the Pacific Highway East between Salem and Albany and the construction of a highway over said new location, and widening and straightening of the Albany to Junction City Section of said highway are necessary and essential for the convenience, safety and accommodation of the motoring public so that there may be made possible the construction, improvement and maintenance of a highway between said termini adequate in all particulars for existing and potential volume, type and character of traffic now using or which for long will use said highway.

2. That the said proposed highway projects, consisting of new highway construction, highway location, widening and straightening between said termini are each and all planned and located in a manner which in the judgment of the Commission will be most compatible with the greatest public good and will do a minimum of damage to private property.

3. That for the purpose of providing convenience, safety, economy of time, operation and cost, and for the purpose of providing and making possible the movement of the maximum volume of traffic over said highway and otherwise protecting and bringing greater returns to public investment in said highway, it is deemed and declared to be necessary that, in addition to the acquisition of real properties for rights of way, there shall be acquired from the owners of all real property abutting upon said highway or highway right of way all right or easement of access from abutting lands to, over and into said highway and all right or easement of access from said highway to said abutting real property.

4. Based on the foregoing findings and declarations and upon existing law, it hereby is ordered that:

(a) J. M. Devers, as Chief Counsel of the Oregon State Highway Commission, be and he hereby is authorized and directed personally, or through a member or members of the Legal or Right of Way staffs, to attempt to agree with the owner or owners of properties described on the attached sheets with respect to the compensation to be paid for said property or properties, together with the damage, if there be damage, to the remainder of the said properties as a result of the taking of properties to be appropriated for said projects, and is authorized and directed to attempt to agree with such owner or owners with respect to the compensation and damage, if there be damage, to be paid for a waiver, sale and transfer of all right or easement of access from the abutting property or properties to, into or over

said highway and all right and easement of access from said highway to said abutting property or properties, except at such places as may be specifically designated in the instruments of conveyance or in the complaint for condemnation; (See note below)*

(b) In the event that said property or properties, or any of the same, or the right or easement of access with respect to any ownership cannot be acquired by agreement, then said J. M. Devers, as Chief Counsel, is hereby authorized to institute and prosecute to final determination any necessary or appropriate suit or action for the State in the name of the State, by and through its State Highway Commission, for the condemnation of such interest or interests as such owner or owners may have in said real property or properties, including any and all right of access, and for determining the compensation to be paid not only for such real properties needed for right of way purposes and the damage, if any there be, but for the compensation to be paid for such right or easement of access and the damage if any there be; and

(c) In the event said properties or any of them, or such right of easement or access, are acquired through condemnation proceedings, then said J. M. Devers, as Chief Counsel, hereby is authorized in the conduct and prosecution of said proceeding or proceedings to make such offer or offers, commitment or commitments as in his opinion will best serve the interests of the State of Oregon, this Commission, the general public, as well as the interests and welfare of the owner or owners who may be defendants in any particular proceeding.

There was presented to the Commission for consideration a petition from the O. W. R. & N. Company and the U. P. Company for authority to construct additional railroad tracks at grade across certain streets in Pendleton. It was explained by the Engineer and the Attorney that the railroad company has already completed the construction of the extra tracks notwithstanding that authority to do so has not as yet been granted by the Public Utilities Commissioner, also that one of the crossings is on Emigrant Street which is the route of the Pendleton-John Day State Highway. The Engineer advised that all of the matters and allegations set forth in the petition are not entirely true, so he cannot recommend that the Commission endorse the petition except under certain conditions which will be contained in the answer that the Attorney has prepared for filing with the Public Utilities Commissioner. He explained the conditions for the Commission's information. (For details see answer). The Commission expressed a desire to cooperate with the railroad company insofar as possible and accordingly, after careful consideration of all the facts, decided to approve the petition subject to the conditions mentioned by the Engineer. The following resolution with respect thereto was adopted by the Commission by unanimous vote upon motion by Commissioner Schaupp which was seconded by Commissioner Chessman.

*(The detailed descriptions are filed with the resolution in the office of the State Highway Commission, Salem, being Resolution No. 1, under the heading "Resolutions Declaring Need for Highway Improvements" and are made a part of this minute entry to the same extent as if copied in full herein.) MAY 9 1944

WHEREAS, the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company have submitted to this Commission for approval a petition addressed to the Public Utilities Commissioner, the which peititon the petitioners request an order permitting the construction of crossings at grade over certain streets in the City of Pendleton, one of which streets is S. W. Emigrant Avenue, over which said street the Highway Commission is directing state highway traffic as a part of the Pendleton-John Day Highway; and

WHEREAS, this Commission desires to cooperate with the petitioners, in so far as may be consistent with public interests and in line with the Commission's duties and responsibilities, but this Commission cannot accept as true all of the matters and allegations set forth in said petition, nor can this Commission share all of the conclusions drawn from and based upon said alleged facts; and

WHEREAS, this Commission's position with respect to the allegations and matters set forth in said petition with respect to the crossing of Emigrant Avenue is disclosed in its answer to the petition, which answer the Commission has directed its Chief Counsel to file with the Public Utilities Commissioner; and

WHEREAS, this Commission is advised that because of an existing emergency all of the said crossings, including the crossing of S. W. Emigrant Avenue have been constructed and therefore the making of an order at this time will not alter the physical facts;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED that the Oregon State Highway Commission consents to the making and issuance of an order by the Public Utilities Commissioner as prayed for in said petition, but this consent is subject to and conditioned on the matters and things alleged in the Commission's answer, a copy of which answer is hereto attached.

BE IT FURTHER RESOLVED that the formal consent made a part of said petition be executed by the members of this Commission, subject to the matters set forth in said answer.

BE IT FURTHER RESOLVED that a copy of this resolution be attached to said petition.

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company for authority to construct additional tracks at grade across S. W. 6th Street, S. W. 7th Street, S. W. Emigrant Avenue, S. W. 13th Street and S. W. Court Place in the City of Pendleton, Oregon	ANSWER

MAY 9 1944

Comes now the State of Oregon, by and through its State Highway Commission, and for its answer to the petition of petitioners herein admits, denies, and alleges as follows:

I.

Admits paragraph 1.

II.

Admits paragraph 2.

III.

Admits that it is not now practicable to construct a crossing above or below grade of the public highway at S. W. Emigrant Avenue by reason of the existing scarcity of necessary materials and other emergency factors, but denies that it is not practicable to construct a crossing above or below grade at said point because of topography, track, and highway elevations.

IV.

Admits paragraph 4.

V.

Admits paragraph 5.

VI.

Admits paragraph 6.

VII.

Admits paragraph 7.

VIII.

Admits paragraph 8.

IX.

Denies paragraph 9 with respect to consent of the State Highway Commission except as alleged and set out in the further and separate answer herein.

X.

Admits paragraph 10.

MAY 9 1944

11937

For a further and separate answer, this answering party alleges as follows:

I.

That it has no jurisdiction over or interest in the proposed crossing of S. W. 6th Street, S. W. 7th Street, S. W. 13th Street, and S. W. Court Place.

II.

If the Public Utilities Commissioner should find that the proposed crossing of S. W. Emigrant Avenue will not create an unduly hazardous condition, then this answering party gives its consent to the construction and maintenance of an additional crossing at grade at said point for the duration of the present emergency. This consent is given without prejudice as to any future action which may appear desirable in regard to a separation of grades at said point at such future time as it may appear that a separation of grades should be made in the interests of public safety, convenience, and necessity.

WHEREFORE, this answering party prays that any order which may be entered in the above entitled matter, particularly with reference to the crossing of S. W. Emigrant Avenue, be in accordance with the allegations herein made.

Dated at Salem, Oregon, this 9th day of May, 1944.

STATE OF OREGON, by and through its State Highway Commission

J. M. DEVERS

J. W. DeSOUZA

R. W. DeARMOND

Attorneys for Oregon State Highway Commission
State Office Building,
Salem, Oregon

The Engineer brought up for discussion the sale of certain state-owned property situate at the southwest corner of the intersection of southeast Ankeny Street and southeast Union Avenue, Portland, concerning which inquiry has been made by Boquist and Clark Company, Portland. He suggested the sale of this property if a satisfactory offer is secured and provided that the deed of conveyance contains provisions for the following:

1. That vehicular traffic moving along the trafficway fronting the property be restricted to one-way traffic movement from west to south.

2. That the parking of vehicles along the property frontage be prohibited at all times.

3. That entrance to the property be limited to a driveway from Ankeny Street, and that exit therefrom be limited to a driveway leading to Union Avenue.

He recommended advertising the property for sale to the highest bidder therefor with such restrictions. The Commission approved the recommendation with unanimous vote upon motion by Commissioner Schaupp which was seconded by Commissioner Chessman.

The Assistant Attorney reported an inquiry from a Mr. O. D. Kieffer relative to the purchase of a small tract of land situate adjacent to the Dayton-Amity Secondary Highway in Yamhill County. He advised that the tract contains 5.92 acres and that it was acquired by the state at a rate of $100 per acre. Mr. Kieffer, he said, has offered to pay $500 for this land and to relinquish the right of access to the highway therefrom. He also advised that the property is not needed for state highway purposes. After discussion the Commission authorized the advertising of this property for sale to the highest bidder subject to the condition that the deed shall contain provision prohibiting access to the highway from the tract.

The Assistant Attorney reported the results of further negotiations with respect to the sale of the property acquired from Gordon Smith adjacent to the Boardman-Stanfield Highway, Umatilla County, on which is located a small lake which certain parties in Pendleton desire to use for duck hunting purposes. He advised that he contacted the interested parties who now offer to pay $1,200 for this property, and pointed out that such sum is $1,700 less than the appraised value of the property. He requested instructions. After discussion, the Commission decided unanimously not to sell the property, such action being taken upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

The Assistant Attorney also brought up for discussion the matter of restrictions in the form of deed covering property being acquired from the Pilot Rock Lumber Company for timber preservation purposes along the Pendleton-John Day Highway in Umatilla County. He advised that when negotiations were being carried on with respect to this purchase, the company agreed to sell the property to the state at the agreed price provided the state would permit the company to maintain a logging camp within the area and to construct and maintain logging roads and trails thereon for a period of 20 years. However, subsequently, the company has changed its attitude and now desires these privileges for a period of 30 years. He requested instructions whether or not to accept the deed on such basis. The matter was discussed at some length, but action thereon was deferred until the following day when a map of the location and further details are to be supplied by the Assistant Attorney.

(The change was approved by the Commission on the following day. See ahead for details.)

The Engineer presented an offer from Mr. Elmer Bankus, Brookings, Oregon, for an exchange of properties adjacent to the Oregon Coast Highway in Curry County. He advised that Mr. Bankus is interested in the state-owned lands in behalf of the Brookings Land and Townsite Company which would like to secure about 140 acres from the state. As consideration, the company will deed to the state 93.4 acres but, in addition thereto, wants the state to pay the company $3,000 in cash. It would be to the state's advantage to make this exchange of property, he said, if the deal were consummated on an even exchange basis, and on that basis the company would benefit to the extent of $240 considering the price that was paid for the land. The matter was discussed briefly by the Commission, but action thereon was deferred until the following day when it was expected that Mr. Bankus would be present. (The matter was not reconsidered because Mr. Bankus did not make an appearance).

The Attorney reported receipt of a request from the U. S. Maritime Commission for permission to use certain property in Portland that is owned by the state and the city jointly and which is under lease to the Maritime Commission for ferry purposes. He advised that the Maritime Commission now wishes to use the property in connection with the repair of ships; further, that the matter had been before the Portland City Council, which has evidenced its approval of such change in use on the condition that the Maritime Commission will pay $50 per day for the use of the area and will not place anything thereon that will impose upon the surface of the ground within a certain distance from the seawall, a weight in excess of 400 pounds per square foot, such restriction being necessary in order to protect the city's sea wall from damage. He read aloud a copy of the city's ordinance covering the matter. During the discussion, the Commission indicated that it cared not to enter into any such arrangement, however definite action on the matter was deferred until later in the session. (See ahead for decision).

The Commission had under discussion the matter of petitioning the Westland Irrigation District, Umatilla County, for the exclusion of certain state-owned lands, particularly highway rights of way, from the irrigation district. The Attorney recommended approval of the petition so as to avoid the payment of taxes and other expenses involving the district. The Commission approved the recommendation unanimously and thereupon signed the petition, such action being taken upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

The Commission had under discussion the disposal of the right of way of the old Pacific Highway over Sexton Mt. in Josephine County which has been rendered valueless for right of way purposes in view of the fact that the highway has been reconstructed on revised alignment. The Engineer recommended that a portion of the old right of way be retained for highway purposes; that a portion be abandoned in favor of the county for future maintenance as a county road, and that a portion be relinquished and allowed to revert to the owners of the abutting property. He exhibited a map showing the old highway and its relation to the new highway, also showing the sections to be disposed of.

After careful consideration of the matter, the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway known as the Sexton Mountain Section in Josephine County, the southerly terminus of which is at highway engineer's station 812+00 of the reconstructed line and opposite to highway engineer's station 474+02 of the old highway, or mile post 268.40, and the northerly terminus of which is at highway engineer's station 432+10 of the reconstructed line and opposite to highway engineer's station 873+94.5 of the old highway, which is mile post 260.83; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway or other public purposes, while other portions or sections are needed and must be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The area of land within the limits of the old right of way which lies between engineer's station 835+28.6 and engineer's station 873+94.5 of the old highway (engineer's station 432+10 of the reconstructed line), and which area is shown colored in brown on the map attached hereto, which map is marked "Exhibit A" and by this reference is made a part of this resolution, is no longer needed for highway or other public purposes and therefore all of said area colored in brown is eliminated from the right of way of said highway, and such title, interest or right which the State has or may have had in said real property is hereby permitted to revert to the owners of the real properties abutting directly upon the said area colored in brown. *

2. That the portions of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way and which portions are confined within the highway engineer's station 570+85 and highway engineer's station 594+10, also within highway engineer's station 749+75 and highway engineer's station 774+10.4, and also within highway engineer's station 791+52.8 and highway engineer's station 806+84.0, and which areas are identified and shown colored in yellow on said map attached

*(Map filed in "Right of Way Abandonment and Retention" File-No. 119.)

hereto, are to be retained by the State and possession thereof and title thereto shall continue to remain in the State of Oregon, by and through it's State Highway Commission, for use in connection with the construction, maintenance and operation of said highway and for such other public uses as said areas may serve.

3. That the section or area of the old right of way which lies between highway engineer's station 474+02, opposite station 812+00 of the reconstructed highway, and highway engineer's station 554+50, and is otherwise shown and identified colored in red on said Exhibit A, is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Josephine County and said road shall thereafter be maintained by the County for public use.*

4. The area shown colored in green on said Exhibit A includes right of way acquired for the relocation and reconstruction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit A shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

5. The Engineer is hereby directed to erect and maintain at all places where there is a roadway approach or connection between sections of the old highway route located within said area colored in green and the new highway location effective barriers or gates adequate to bar the public from the use of or contact with all sections of the old highway located within said area colored in green. All such closed parts of the old highway shall be and are abandoned as parts of the public highway.

6. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments and such boundary monuments shall thereafter be maintained in place.

7. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Josephine County a duly certified copy thereof

*(Map filed in "Right of Way Abandonment and Retention" File- No. 119

and shall file with the Clerk of Josephine County a like certified copy; and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in red on the map attached hereto and marked Exhibit A, and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. * (See not on preceeding page.)

The Commission had under discussion the adoption of a route to serve the state highway traffic entering Klamath Falls from The Dalles-California Highway on the north and from the Klamath Falls-Lakeview and Klamath Falls-Malin Highways on the southeast, including the question of developing the roadside adjacent thereto as has been proposed by the Klamath Falls City Planning Commission and the Klamath County Court. The Engineer submitted a map showing the proposed alignment and recommended adoption of the same as the permanent location of this highway. The matter was given very careful consideration by the Commission and, as a result thereof, the Commission decided to designate as a state highway route the location recommended by the Engineer and as disclosed on the map. The Commission also decided to acquire extra land along such route for future roadside development purposes. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp.

WHEREAS, the route over which state highway traffic enters Klamath Falls from The Dalles-California Highway on the north and from the Klamath Falls-Lakeview and Klamath Falls-Malin Highways at the easterly boundary of said City is attended and surrounded by conditions which make difficult and costly the construction thereover of a modern highway adequate for the needs of existing and potential traffic by motor vehicle; and

WHEREAS, the Commission, as a result of careful study of traffic needs, factors of safety, convenience of operation, cost of construction and maintenance, conditions which contribute to traffic movement and other factors which enter into the problems of transportation by motor vehicle, has found it necessary and desirable to select and adopt as the route over which to construct a new highway for the accommodation of traffic entering, passing through and leaving said City over said highways the alignment, location and course hereinafter defined; and

WHEREAS, it is the opinion and finding of this Commission that the adoption of a highway route along the alignment and course hereinafter defined will make possible the construction of a modern highway adequate for the service and convenience of motor traffic having occasion to travel said state highways with respect to both local and through traffic;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and affirmatively voting, as follows:

1. A route and location beginning at an intersection with The Dalles-California Highway near and northerly of the overcrossing of the Southern Pacific railroad at the northerly entrance to the City of Klamath Falls; thence in a southeasterly direction on the easterly side of and adjacent to the railroad and U. S. R. S. Canal to Shasta Way; thence crossing the said canal and continuing in a southeasterly direction on the westerly side of the said canal to a connection with South Sixth Street in the vicinity of the Altamont School south of the south city limits of Klamath Falls, said South Sixth Street being the route of the Klamath Falls-Lakeview Highway. Said route and location are more definitely fixed as shown on the map marked Exhibit A, and attached hereto and by this reference made a part hereof, and hereby is designated and adopted as the route and location of and for the state highway between said termini. (See note below)*

2. The survey, field notes, map and other engineering data with respect to said new route and location between said termini hereby are, in their entirety, approved and adopted as the survey, field notes, maps and engineering data supporting and disclosing the route of the highway between said termini, and the Engineer hereby is directed to file all of said data, field notes and information in the office of the State Highway Commission at Salem, Oregon, where they shall be preserved in the records and files of the Commission.

3. This Commission does hereby find and declare that public necessity and public convenience require a relocation and rerouting of the highway along the said route and alignment and does further find and declare that public interest and public necessity require the construction of a highway over said new route and new alignment.

4. The Commission does further find and declare that such route, location and alignment is located and planned in a manner which will be most compatible with the greatest public good and will do the least private injury or damage to the properties affected thereby.

5. The Commission does further find and declare that in its opinion the proper construction, improvement and maintenance of a highway along said adopted route and alignment necessitates and requires the acquisition of real properties and any and all interest therein affected by or incorporated in the said route alignment and survey.

6. The Commission does further find and declare that in connection with the acquisition of real properties needed and required for the construction and maintenance of a highway over said route and alignment the interests, welfare and convenience of the public necessitate and require the acquisition of all right and easement of access from real properties abutting upon said highway and from said highway

*(Map filed with resolution under "Resolutions Adopting Surveys" File-No. 1)

to said abutting properties; in other words, require and necessitate the acquisition of an abutting property owner's right and easement of ingress, egress and regress to, from, over and or across said highway.

7. The Commission further finds and hereby declares that for the purpose of making possible roadside development along said route, and for the further purpose of making possible the reinstatement and reconstruction of park areas and recreational facilities heretofore constructed and maintained by the City, but which will be impaired and disturbed in connection with the said proposed project, it is necessary that additional real properties along and adjoining said route be acquired; all of which properties are to be surveyed and the boundaries thereof determined by the State Highway Engineer or his representatives.

8. The State Highway Engineer is hereby directed to make or cause to be made all necessary surveys and perform all other engineering work needed or required for the proper marking on the ground of the route and location of said highway and for the proper determination of areas of real property to be acquired.

9. The said Engineer is further directed and instructed to prepare all necessary descriptions of real properties needed for said project as contemplated in this resolution and deliver said descriptions to the Commission's Chief Counsel for use in connection with the preparation of special forms, deeds and other instruments required in the acquisition of said real properties or interests therein.

10. The Commission does hereby order and direct its Chief Counsel, when supplied with necessary descriptions and other information and maps, to proceed at once to negotiate, and attempt to agree with the owners of all real property needed for said project and where agreement can be reached, take options on the real properties required, and deliver said options to this Commission for acceptance or rejection.

11. That there has been submitted to this Commission by the State Highway Engineer a map on which is disclosed and reflected the route and location of said highway and on which there is colored in blue properties to be made available by the City for said project, and there is likewise disclosed, colored in yellow, real properties which are to be made available by Klamath County for said project, and there is likewise disclosed and reflected on said map, colored in red, real properties which must be acquired by the State for said project, which map for identification purposes bears the date of May 8, 1944, and the signature of R. H. Baldock, State Highway Engineer, and which said map hereby is adopted as the official map of said location and route of said highway; and it is hereby ordered and directed that said map shall be filed and preserved in the permanent records and files of this Commission at Salem, Oregon. *

*(Map filed with resolution under "Resolutions Adopting Surveys" File-No.1)

MAY 9 1944

12. The State Highway Engineer hereby is instructed and directed to physically locate and mark with proper monuments and markers on the ground the said route and location between said termini, and likewise locate and mark with proper monuments or markers all of the real properties which are to be acquired, provided or made available for said project.

13. Said State Highway Engineer is further instructed to prepare said section of said highway for proper and adequate improvement.

14. That this resolution be entered in the minutes and records of the State Highway Commission as of this date and duly certified copies thereof mailed to the following: The Mayor of the City of Klamath Falls, the County Judge of Klamath County, and W. H. Lynch, District Engineer, Pulic Roads Administration.

In this connection the Attorney presented a form of agreement with the City of Klamath Falls and Klamath County covering acquisition and development of the extra land that is needed for roadside beautification. The provisions of this proposed agreement were discussed and approved by the Commission by unanimous vote. (The agreement was signed by the Commission on the following day.)

The Engineer brought up for discussion a complaint from the Cottage Grove Chamber of Commerce regarding traffic signs maintained on the new highway through Cottage Grove, particularly those prohibiting left-hand turns at certain intersections. It appears that some confusion prevails among the local citizenry with regard to the meaning and application of such signs. The Engineer advised that the matter has been investigated by Acting Traffic Engineer, Mr. F. B. Crandall, who advises that, while there exists some confusion with regard to the signs, which he has explained to the local people, the main thing that they have in mind is to secure authority for north-bound traffic to make a left-hand turn off the highway onto Eighth Street, which is now prohibited. According to the report, the present bus station is located on Eighth Street, and north-bound buses are now obliged to turn off the highway at Sixth Street and to make two right angle turns enroute to the station, whereas the turns could be avoided if buses were allowed to leave the highway at Eighth Street. The Engineer recommended that the request be denied because of the traffic hazard that would be created if traffic were allowed to cross the highway at this point. The Commission approved the recommendation by unanimous vote upon motion by Commissioner Schaupp which was seconded by Commissioner Chessman.

The Engineer brought to the Commission's attention a hazardous parking condition that exists on the Oregon Coast Highway in Reedsport, near the junction with the Umpqua Highway. It appears that autoists desiring service at a place called "Love's Garage" park their cars at right angles to the highway, the back end of their cars being so close to the traveled portion of the highway that a hazardous condition is created for highway traffic,

inviting serious accidents. The Engineer suggested that, to eliminate this condition, there be constructed a guard rail in front of this place. He requested instructions from the Commission relative thereto. After discussion, the Commission authorized the construction of such guard fence if the owner of the garage will not stop the parking of automobiles in this manner. The owner of the garage is to be notified of the Commission's action and is to be given a reasonable length of time within which to comply therewith before the guard fence is erected.

The Engineer presented a report on maintenance headquarters locations now owned by the State Highway Department together with a suggested program for the construction of maintenance buildings on such sites over a period from 8 to 10 years. He requested authority to prepare plans for a 3-year building program for such projects immediately following the war. The matter was discussed by the Commission at some length, but action thereon was deferred to a future meeting. The Engineer was instructed to ascertain in the meantime the procedure that is followed by the State Highway Departments in the adjoining states so that comparisons may be made.

The Commission discussed and by unanimous vote approved the Engineer's report dated April 12, 1944 with reference to the reconstruction of the St. Helens Pulp & Paper Company's logging railroad overcrossing of the Lower Columbia River Highway at Mile Post 89.51 in Clatsop County. The Commission ordered that a copy of this report be forwarded to the Company for its information.

A letter was presented from the Brooks-Scanlon Lumber Company requesting approval of its plan to construct a logging railroad crossing of the McKenzie Highway at grade just west of the town of Sisters, Deschutes County. The Engineer recommended that the Commission refuse to approve such construction inasmuch as it would create a serious hazard for the users of this important highway. Moreover, it is contrary to the Commission's established policy with respect to such matters. The Attorney advised that the Commission has authority to prohibit such construction if it so desires, and it is within the province of the Commission to so recommend to the Public Utilities Commissioner when the public hearing is held on the matter. After discussion, the Commission decided not to permit the crossing if it can be avoided. Motion to that effect was made by Commissioner Chessman, seconded by Commissioner Schaupp and carried by unanimous vote. The secretary was instructed to inform the Brooks-Scanlon Lumber Company of the action taken and to advise the company that the Commission would oppose the grade crossing if the matter should come up for hearing before the Public Utilities Commissioner.

The Engineer reported the results of his investigations with respect to permitting the transportation over state highways of loads consisting of one large log, and involving weights and dimensions in excess of those now allowed by tolerance. He advised that the case of immediate concern is that of Mr. George Gray, Seaside, who wants authority to conduct such movements over the Necanicum, Wolf Creek and Oregon Coast Highways from the bridge over the North Fork of the Nehalem River to a point just south of the

Lewis and Clark River bridge near Astoria. He recommended the granting of permits for such movements over such route under the following conditions:

"Movement of a single-log load transported on the specific vehicles and subject to the axle weights and axle spacing as hereinafter mentioned will be permited from a point on ORE53 just north of the bridge spanning the North Fork of the Nehalem River, thence along ORE53 to the junction with ORE2, thence along ORE2 to a junction with US101, thence along US101 to a point just south of the Lewis and Clark bridge.

"Subject to all the conditions, terms and agreements printed, typed or written below and on the reverse side hereof and not otherwise, the above-mentioned permittee is hereby authorized to transport on tandem-axle truck and tandem-axle trailer loads consisting of one log, the maximum size of which will be 20 feet in length with average diameter of 8 feet, or 25 feet in length with an average diameter of 7 feet, with the further provisions that the distance between the center of one set of tandem axles and the center of the other set of tandem axles be not less than 16 feet, provided, however, that a single log of greater dimensions may be transported if the gross weight does not exceed 70,000 pounds, the maximum load on either set of tandems not to exceed 32,000 pounds. No tolerances are allowed in connection with such movements.

" Likewise, movement will be permitted of a single-log load placed on a single-axle truck and tandem-axle trailer provided the distance between the driving axle and the center of the tandem axles is not less than 15 feet and further provided that the gross weight does not exceed 18,000 pounds on the driving axle and 36,000 pounds on the tandem axle and the total load does not exceed 63,000 pounds. Tolerance of 1,000 pounds per axle will be permitted but no tolerance on the total gross weight will be permitted.

"The above permit is issued for the transportation of a single-log load over the specific section of highway given herein and not otherwise. "

The attorney advised that the Commission has authority to grant such permits under the provisions of the Emergency Law enacted by the 1943 Legislature. The Commission thereupon by unanimous vote approved the granting of permits to Mr. Gray and others who operate over the same route, as recommended by the Engineer.

The Engineer brought to the attention of the Commission a procedure that is being followed by some of the counties of the state with respect to the transportation of logs over county roads. It appears that in certain instances the county courts have entered into agreements with logging companies for the use of county roads as private logging roads provided the companies will maintain the roads in good condition and will not close them for public use. The Engineer advised that by such an arrangement logging

trucks could operate over the roads without payment of gasoline tax or license fees and with weights far in excess of those permitted under present statutes, thereby reducing highway department revenues, which might become serious in the event the county courts made such arrangements generally throughout the state. The Attorney advised that the county courts have no authority to waive the payment of fees or taxes or to increase weights over present statute limits; however, if the state intervened, it probably would result in undesirable controversy. He suggested that it would be advisable to obtain a ruling from the Attorney General to ascertain whether or not the counties had the authority to enter into such agreements. As a result of discussion, motion was made by Commissioner Chessman that the Attorney secure such a ruling from the Attorney General. The motion was seconded by Commissioner Schaupp and carried by unanimous vote.

A letter was presented from County Judge D. N. Busenbark, Douglas County, with regard to the issuance of overlength permits covering log hauling over public roads in Douglas County. Judge Busenbark alleges that permits issued by the State Highway Commission covering such movements over state highways are used by the operators as authority for hauling the same length loads over county roads which cannot accommodate movements of such length. He suggests that the county should be considered when permits for overlength loads are issued by the state and that the over-all length of a load of logs should be limited to 65 feet. The Engineer advised that he discussed this matter with Judge Busenbark on the occasion of his visit to Roseburg recently and that he believes the county court would be satisfied if the Highway Department's permits contained a clause to the effect that the permit is limited to operation on state highways only and if a copy of each permit were sent to the county court for its information. The Commission deferred action on the matter pending a conference with Judge Busenbark on the following day. (Judge Busenbark signified his approval of such arrangement at this conference. The Commission also approved it and ordered it put into effect immediately. See ahead for details of the conference.)

The Engineer reported on the cost to improve the Little Nestucca Secondary Highway in Lincoln County as a timber access road project to facilitate the movement of logging trucks. He estimated that it would cost about $30,000 to put the road in suitable condition to serve large scale operations of this kind, and advised that he discussed with Mr. Brundage, Western Log and Lumber Administrator, and with Mr. E. J. Runquist of the Doernbecher Manufacturing Company, Portland, which operates over the road, the possibilities of financing the project jointly, 1/3 with timber access road funds, 1/3 with funds provided by the Doernbecher Manufacturing Company and the balance with State Highway funds. The Doernbecher Manufacturing Company, he said, agreed to pay its 1/3-share, but Mr. Brundage refused to approve the expenditure of timber access funds, so the project cannot go forward unless additional funds are provided from some other source. He suggested that the Commission might pay one-half of the expense if the Doernbecher Manufacturing Company will contribute a like amount. The Commission approved such arrangement by unanimous vote and instructed the Engineer to discuss the matter with Mr. Runquist on such basis.

The Engineer also brought up for discussion the proposed improvement of the Santiam Highway in Linn County as a timber access road to

facilitate the transportation of logs thereover, particularly the section which extends from a point about .8 mile east of the town of Foster to a point 2.5 miles east of Cascadia, 11.8 miles in length. He estimated that the improvement, which consists principally of strengthening and recoiling of the existing surface but includes some widening of roadbed, would cost about $125,000 and than an additional $1,000 would be required to pay for surveys and plans. In this connection he presented a letter from the Public Roads Administration advising that, in their estimation, this project is primarily an "extraordinary maintenance project" and, such being the case, the Public Roads Administration could not approve the project on the basis of its being financed wholly with timber access funds, but would assume the payment of 75% of the cost if some other agency, either the state or the county, would assume the balance. The Engineer recommended acceptance of the offer. After discussion, the Commission approved the recommendation on the basis that the state will pay 25% of the actual final cost of construction. The Engineer was thereupon authorized to make the necessary surveys and to advertise the project for bids as soon as plans and specifications can be prepared. It was understood that the state would advance funds to pay for construction and that the federal government would reimburse the state for its share of the expense.

The Engineer reported that, due to the fact that it has been impossible to complete certain contemplated work along the Upper Columbia River Highway in the vicinity of Multnomah Falls and Oneonta, a condition exists at the large borrow pit at Oneonta which will become dangerous next winter unless precautionary measures are taken in the meantime. He advised that the excavation slope in the borrow pit is sliding and if not controlled, will eventually cover the highway and the railroad which is located nearby. He recommended the awarding of a contract to remove about 39,000 cubic yards of the material from the pit which, he said, would remedy the situation and would provide material that could be used to good advantage for widening on the Oneonta-Dodson Section. He estimated that the job would cost about $30,000. The recommendation was approved by the Commission by unanimous vote.

The Secretary presented a letter from the Board of County Commissioners of Multnomah County recommending the following projects for consideration by the Commission in the formulation of its postwar construction program.

1. Complete Highway No. 30 (State, #2) - Columbia River Highway, as in accordance with your proposed improvements.

2. Pacific Highway (State #1) - widen Union Avenue approach to the Interstate Bridge, with grade separation at Vancouver Avenue intersection.

3. Extend Cascade Highway #160 to Marine Drive, with grade separation as far as possible at all main road and railroad crossings.

The Commission took no action on the matter.

The Secretary presented communications from J. O. Hardman, Unity, Oregon, and from the Vale Chamber of Commerce requesting the construction of

a cut-off highway between Unity and Prairie City, by-passing the John Day Highway between these points, as a postwar project and also requesting an immediate survey of the same. The Engineer described the location of the proposed cut-off and called attention to a previous request for the construction of the new highway extending from Prairie City to Baker via Granite and Sumpter. He gave as his thought that neither of these projects is eligible for the postwar program and should not be given serious consideration for a long time in the future. For such reason and because the projects are very costly, he recommended that the request for both projects be denied and that the request for the survey be deferred until such time as the Commission is ready to consider the projects for construction. The Commission approved the recommendation unanimously.

A petition was presented from residents of Juntura and Drewsey requesting the improvement of certain county roads in their district. The Commission denied the request because the roads are not state highways, and it appeared to the Commission that they are not eligible for prospective postwar funds. Moreover, it was the feeling of the Commission that the improvement of roads now on the state highway system should be much further advanced before new road obligations are assumed.

A letter was presented from the Eugene City Planning Commission requesting a study by Highway Department Engineers of a proposed highway connection along South High Street between the present highway on Broadway, in Eugene, and the proposed route of the Pacific Highway which by-passes Eugene. A letter was also presented from Mr. J. F. Cramer, Superintendent of the Eugene Public Schools, opposing such routing of this connecting road because it bisects school property and will interfere with the development of the same and will also create a hazard for school children. The Commission considered that the information furnished is not sufficient to justify the expense of a survey but authorized the Engineer to confer with both parties on the basis of data now available.

The Engineer reported that the bridge over the second crossing of the Wilson River on the Wilson River Highway is badly in need of repairs that are estimated to cost about $7,500. He advised that the bridge was constructed several years ago on detour alignment and if repaired, will be suitable for the handling of traffic until a new bridge can be built on permanent alignment, which he judged would be some time in the future on account of war-time conditions. He requested authority to advertise the repair work

for bids to be received at the next meeting. The Commission approved the request by unanimous vote.

The Commission considered and denied a request from the Illinois Valley Chamber of Commerce, Cave Junction, Oregon, for sidewalk construction along the right of way of the Redwood Highway between the towns of Cave Junction and Kerby, a distance of 1.9 miles, which work the Engineer estimated would cost about $4,000. The Commission considered that the expense is not justified at the present time because of the falling off in highway travel.

A petition was presented from property owners residing adjacent to the Pacific Highway south of Grants Pass requesting the filling in of the highway borrow pits and drainage ditches along this highway between Hamilton Lane and Fruitdale Grange Hall in order to improve the sightliness of the roadsides and to eliminate unsanitary conditions. The Engineer advised that the request has been investigated by Division Engineer K. D. Lytle, who estimates that the work involved will cost about $14,300. He recommended that the request be denied. The Commission approved the recommendation by unanimous vote.

The Commission had under consideration the approval of plans submitted by a number of cities and towns for city street construction and improvement with State Tax Street Funds apportioned to them under the provisions of Chapter 371, Oregon Laws, 1943. In this connection, the Secretary presented resolutions from such cities and towns outlining their plans for such improvement. After careful consideration, the Commission approved the plans as outlined therein and thereupon by unanimous vote adopted the following resolution with regard thereto on motion of Commissioner Chessman which was seconded by Commissioner Schaupp.

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calender year 1944 for street purposes as provided in said law the several sums or amounts set opposite the name of the respective city or town:

Cove	$ 440.87	Monroe	$ 427.14
Maupin	366.71	Lafayette	561.74
Stanfield	331.00	Silver Lake	133.22
Oakridge	714.19	Lostine	280.18
Hines	929.82	Summerville	109.87
Aurora	313.14	Falls City	982.01
Salem	42,450.15	Adams	232.11
Jefferson	657.93	Harrisburg	854.28
Sandy	649.64	Estacada	722.43
Echo	384.56	Condon	1,175.66
Monmouth	1,325.37	Halfway	571.35

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument certified copies of which have been filed with the Commission, conformed

to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction and improvement with the funds above specified the following streets in the following named cities:

City of Cove - Main Street, Conklin Lane, Ash Street, Poplar Street, Caddie Street, Foster Street, Brogan Street, Church Street, High Valley Road, French Street, Hill Street, Second Street, Hibbler Street, First Street, Water Street and Orchard Street.

City of Maupin - Grant Avenue, 5th Street and 6th Street.

City of Stanfield - Coe Avenue

City of Oakridge - Crestview Avenue and the intersection of Crestview Avenue and First Street.

City of Hines - Hanley Boulevard, Roanoke Avenue, Barnes Avenue, Quincy Avenue and Ogden Avenue.

City of Aurora - 2nd Street, 3rd Street, Liberty Street, Bobs Avenue and Main Street.

City of Salem - South River Road and various city streets and bridges as required.

City of Jefferson - 3rd Street.

City of Echo - Dupont Street and Bridge Street.

City of Sandy - Center Street.

City of Monmouth - College Street, Clay Street, South Broad Street, Bently Street, Cattron Street, North East Street, East Jackson Street, South Craven Street, South Street, Gwinn Street, West Street, Powell Street and South Monmouth Street.

City of Monroe - Commercial Street, Main Street, Railroad Street, Walnut Street, Chestnut Street, Wilson Street and Howard Street.

City of Silver Lake - Center Street, South Street, 1st Street, 2nd Street, 3rd Street, 4th Street, 5th Street and 6th Street.

City of Lafayette - Second Street, Fourth Street and Fifth Street.

City of Lostine - Resort Street, Elizabeth Street, College Street, Cole Street, Roswell Street and Wallowa Street.

City of Summerville - Main Street, Patten Street, Jefferson Street, First Street, Second Street, Third Street and Fourth Street.

City of Falls City - 5th Street, Prospect Road, Boundary Street, Fairoakes Street, Alder Street, Bryant Street, Wood Street, East Avenue, Lombard Street, Bridge Street, Parry Road and Parry Street.

City of Adams - Preston Street and Main Street.

City of Harrisburg - Sixth Street, LaSalle Street, Kesling Street, Moore Street and Macey Street.

City of Estacada - Zobrist Street, Perce Street and turn around at City reservoir.

City of Condon - First Street, Second Street, Wells Street, Walnut Street, Gilliam Street, Summit Street, Court Street, Bayard St., Pennoyer Street, Potter Street, Lincoln Street, Church Street, Oregon Street, Ward Street and East Street.

City of Halfway - Bell Street, Dawson Street, Church Street and Center Street.

2. That the type, plan and character of improvement proposed in the resolutions filed with this commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 9th day of May, 1944.

The Engineer requested authority to make a relocation survey of The Dalles-California Highway from Main Street in Klamath Falls to a junction with the Green Springs Highway, a distance of about 2 miles. He explained that such survey will consist simply of retracing the alignment, making property ties, and preparing right of way descriptions, and is estimated to cost about $1,250. The Commission approved the request by unanimous vote.

The Commission had under consideration the adoption of relocation surveys completed by the Engineer for the following highways: Canyonville-Josephine County Line Section of the Pacific Highway in Douglas County; Elgin-Boswell Ranch Section of the Wallowa Lake Highway in Union County. The Engineer exhibited maps of both surveys and explained details in connection with each. After discussion Commissioner Chessman moved the adoption of both surveys as reported by the Engineer. The motion was seconded by Commissioner Schaupp and was declared by Chairman Banfield carried by unanimous vote. The following resolutions relative thereto received the unanimous vote of the Commission:

WHEREAS, the Pacific Highway between Canyonville and Wolf Creek is, with respect to curvature, grade, and width of roadbed, altogether inadequate for the needs and requirements of modern transportation by motor vehicle; and

WHEREAS, the transportation of persons and property over public highways by private and for hire motor vehicles has developed to a point where such means of transportation has become an integral and essential part of the transportation systems and agencies of the State and the Nation; and

WHEREAS, the volume and type of motor vehicles now using the public highways of the State and the Nation have become such that highway standards and highway designs of yesterday, and locations formerly accepted, are now inadequate to meet and comply with factors of safety, time element, weight of load, dimensions of vehicle and all other factors entering into the problem of transportation by motor vehicle over public highways; and

WHEREAS, highway construction, maintenance and improvement are now and for some time have been financed in large measure by taxes and other charges imposed upon and paid by road users, and therefore, the convenience, safety and economy of time and cost of operation are of prime significance in connection with the transportation of persons and/or property by motor vehicle; and

WHEREAS, highways which in design possess a minimum curvature, easy grade, two or more same-direction lanes, freedom from access or intersecting roads, street or lanes, and into, to which, or from which abutting property owners have no, or at least a limited, right of access, constitute and are thoroughfares which in the opinion of the Commission afford and offer to the highway user economy of time, to public officials charged with upkeep economy of maintenance

costs, and to the public generally a reduction in the toll of life and health and a reduction in property damage; and

WHEREAS, for the purpose of making possible the construction of a more adequate and safe thoroughfare between Canyonville and Wolf Creek the Commission has relocated said section of the Pacific Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Highway Commission does hereby find and declare that the relocation of the Pacific Highway between Canyonville and Wolf Creek is necessary and essential for the convenience, safety and accommodation of the motoring public, to the end that there may be made possible the construction, improvement and maintenance of a highway between said termini adequate in all particulars for existing and potential volume, type and character of traffic now using and which for long will use the said highway.

2. That the survey of the relocated line between said termini, which survey was heretofore made by the State Highway Engineer pursuant to instructions from this Commission and which survey has been completed and is now offered by the Engineer for approval and adoption, be and said survey and relocated line hereby is approved and adopted

3. That the route and location of said highway between said termini is more particularly described as follows:

> Beginning at Canyonville in Douglas County and thence southeasterly and southerly following closely the present highway to the county road to Anchor; thence southwesterly, in general being parallel to and easterly of the present highway and on the easterly side of Cow Creek, to a connection with the present highway in the North one-half of Section 35, Township 32 South, Range 6 West, W. M.; thence southerly following closely the route of the present highway to the town of Wolf Creek in Josephine County.

4. That said survey and all of the field notes, maps and other engineering data prepared by said Engineer or under his supervision be and the same hereby are accepted and adopted as the survey, field notes and engineering data of and for said relocated line, and are ordered placed in the permanent files of the State Highway Commission at Salem, Oregon.

5. The said State Highway Engineer is hereby instructed to make or cause to be made proper, appropriate and complete descriptions of all real properties needed for right of way or for other public purposes in connection with the construction of a highway over said route, and deliver said descriptions, together with the names of the owners of real properties involved, to the Commission's Chief

Counsel for use in the acquisition of necessary real properties at such time as the acquisition of real property may be ordered by the Commission.

6. That nothing in this resolution with respect to the adoption of said relocated line, survey, field notes and other engineering data shall be deemed at this time to in any way affect or cause the abandonment of any part of the right of way of the original and existing location of said highway between said termini, but said existing highway between said termini shall be and remain the route and location of the Pacific Highway between said points until such time as this Commission may take official action abandoning said existing route, and direction traffic over said new route.

7. The map attached hereto, marked Exhibit A and by this reference made a part hereof, for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, and the date of May 9, 1944, and hereby is adopted as the official map of said relocated line between said termini. Said map for further identification bears the number 6B11-15. (See note below).*

WHEREAS, the Elgin-Boswell Ranch Section of the Wallowa Lake Highway in Union County in the opinion of the Commission is not adequate for the needs of modern motor vehicle traffic; and

WHEREAS, for the purpose of making possible the construction and maintenance of a highway adequate as to curvature, grade and other engineering features the Commission heretofore ordered and directed the State Highway Engineer to make or cause to be made a new survey for the purpose of finding a location and route better adapted to traffic needs; and

WHEREAS, such survey has been made and the maps, field notes and other engineering data have been submitted to the Commission by the Engineer with a recommendation that the same be adopted; and

WHEREAS, in the opinion and judgment of the Commission a highway constructed along said proposed route and survey will better serve the needs of the motoring public and will contribute to the convenience and economy of transportation of persons and/or property by motor vehicle over the public highways of the State;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and affirmatively voting, as follows:

1. That the Commission does hereby find and declare that the relocation of the Elgin-Boswell Ranch Section of the Wallowa

*(Map filed with resolution under "Resolutions Adopting Survey" File No. 2)

Lake Highway in Union County is necessary and essential for the convenience, safety and accommodation of the motoring public to the end that there may be made possible the construction, improvement and maintenance of a highway over said relocated route adequate in all particulars for the existing and potential volume, type and character of traffic now using and which for long will use the said highway.

2. That the survey of said relocated section of said highway, which survey was heretofore made by the State Highway Engineer pursuant to instructions from this Commission and which survey has been completed and is now offered by the Engineer for approval and adoption, be and said survey and relocated line hereby is approved and adopted.

3. That the route and location of the Elgin-Boswell Ranch Section of the Wallowa Lake Highway in Union County is more particularly described as follows:

> Beginning in the Southwest quarter of the Northwest quarter of Section 14, Township 1 North, Range 39 East, W. M. near the easterly city limits of the City of Elgin; thence in a northeasterly and easterly direction following the general direction of the present Wallowa Lake Highway to a connection with the westerly end of the reconstructed section of said highway in the Northeast quarter of the Southwest quarter of Section 2, Township 1 North, Range 40 East, W. M., Union County, Oregon.

4. That said survey and all of the field notes, maps and other engineering data prepared by said Engineer or under his supervision be and the same hereby are accepted and adopted as the survey, field notes and engineering data of and for said relocated line, and are ordered placed in the permanent files of the State Highway Commission at Salem, Oregon.

5. The said State Highway Engineer is hereby instructed to make or cause to be made proper, appropriate and complete descriptions of all real properties needed for right of way or for other public purposes in connection with the construction of a highway over said route, and deliver said descriptions, together with the names of the owners of real properties involved, to the Commission's Chief Counsel for use in the acquisition of necessary real properties at such time as the acquisition of real property may be ordered by the Commission.

6. The map attached hereto, marked Exhibit A and by this reference made a part hereof, which map for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, and the date of May 9, 1944, hereby is adopted as the official map of said relocated line between said termini. (See note below).*

---

*(Map filed with resolution under "Resolutions Adopting Survey" File-No. 3)

The Commission had under consideration the following requests for extensions of time within which to complete highway construction contracts:

Henry L. Horn, Contract No. 2627, for the construction of the Denver Avenue Junction Project on the Pacific Highway East, Multnomah County, consisting of grading, bridges and paving, requested an extension of time from October 15, 1943 to March 23, 1944 within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: change in the design of the footing for Structure No. 4; adverse weather conditions; and extra work ordered by the Engineer. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct; but, in addition thereto, there were other things that contributed to the delay, namely, difficulties encountered in securing necessary materials, including plywood for which the priority rating furnished was too low to obtain quick delivery. He gave as his thought that Mr. Horn could have completed this project earlier if he had become properly organized to handle the work. Nevertheless, he recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

J. F. Johnston, Contract No. 2643, for the construction of bridges on the Monmouth-Pedee Road in Polk County, requested an extension of time from November 30, 1943 to April 26, 1944 within which to complete this job. He attributed his failure to complete the contract within the specified time limit to delay in obtaining certain materials. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct, he having encountered considerable difficulties in obtaining lumber for the structures, particularly the Port Orford Cedar surfacing for the bridge decks. He recommended in view thereof that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

A. H. Saxton & Son, Contract No. 2645, for furnishing crushed rock in stockpiles for the Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways in Tillamook County, requested an extension of time from November 30, 1943 to April 4, 1944 within which to complete this job. They alleged that the exploration and development of a new quarry which was an uncertain factor, delayed the commencement of the work and was the principal reason that the project was not completed within the specified time. The Engineer advised that when this contract was awarded the contractor had another project under way in the vicinity of Cannon Beach which he was allowed to complete before commencing the new work. Such delay in starting the project, he said, was the main reason for the contractor's overrunning the specified time limit. He recommended that the extension of time requested be granted without penalty inasmuch as the state has not been to extra expense by reason of the delay. The Commission approved the recommendation unanimously.

Hord & Stuart, Contract No. 2650, for the construction of a rock and gravel revetment on the Oakridge Section on the Willamette Highway in Lane County, requested an extension of time from November 30, 1943 to January 31, 1944 within which to complete this job. The following reasons were given by the contractor for failure to complete the project within the specified time limit: delay in the award of contract by the State Highway Commission; delay in securing a burning permit from the United States Forestry Service; high water occasioned by a flood which occurred during the month of October; and difficulties encountered in securing repair parts for their equipment. The Engineer advised that the reasons given by the contractor for failure to complete the work within the specified time limit are substantially correct; however, in addition thereto, it might be stated that some delay was caused by reason of the fact that the quantities of materials actually handled were considerably larger than were contemplated under the original contract. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contracts Nos. 2627, 2643, 2645, 2650, 2652, 2662, and 2676, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2627, with Henry L. Horn, for grading, bridges and paving on the Denver Avenue Junction Section of the Pacific Highway East, in Multnomah County, completed on March 23, 1944.

Contract No. 2643, with J. F. Johnston, for bridge construction on Monmouth-Pedee Bridge Project on the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highway, Polk County, completed April 26, 1944.

Contract No. 2645, with A. H. Saxton & Son, for furnishing crushed rock in stockpiles on the Hebo Section of the Oregon Coast and Three Rivers Highways, in Tillamook County, completed on April 4, 1944.

Contract No. 2650, with Hord & Stuart, for rock and gravel revetment on the Oakridge Section of the Willamette Highway, in Lane County, completed on January 31, 1944.

Contract No. 2652, with E. C. Hall Co., for furnishing crushed materials in stockpiles on the Redmond-Marks Creek Section of the Ochoco Highway, in Crook and Deschutes Counties, completed on April 1, 1944.

Contract No. 2662, with Birkemeier & Saremal, for construction of the Milwaukie Pedestrian Overcrossing on the Pacific Highway East, in Clackamas County, completed May 6, 1944.

Contract No. 2676, with Rogers Construction Co., for furnishing crushed materials in stockpiles on the Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway in Tillamook County, completed on April 25, 1944.

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

A letter was presented from the Board of Directors of the Umatilla County Farm Bureau requesting the immediate opening of the Elgin-Tollgate (Weston-Elgin) Secondary Highway which is now closed by snow conditions. The Engineer advised that when this communication was first received, he had conditions investigated by Division Engineer Paul Van Scoy, who estimated that it would cost about $500 to open the road by May 15, the snow at that time being some 3 or 4 feet deep for a distance of about 10 miles. However, since then conditions have changed from natural causes and today's estimate to open the road is only about $50. In view of the report, the Commission instructed the Engineer to open the road immediately.

The Engineer brought up for discussion the desirability of changing the traffic signs at the intersection of the Corvallis-East Side Secondary Highway with Elm Street in the City of Albany. He pointed out that Elm Street is the old route of the Pacific Highway but was abandoned as such when the highway was reconstructed through Albany so that it no longer carries the volume of traffic that it did heretofore. The existing signs at the intersection, he said, require traffic along the Corvallis-East Side Highway to come to a stop before entering the Elm Street intersection. He recommended the designation of the Corvallis-East Side Secondary Highway a through highway and the reversal of the signs so as to require Elm Street traffic to stop before entering the same. The Commission concurred in the viewpoint of the Engineer and thereupon, by unanimous vote, adopted the following resolution with respect thereto:

WHEREAS, pursuant to resolution duly and regularly adopted by the Highway Commission and entered in the minutes and records of

the Commission as of the twenty-seventh day of April, 1943, the Highway Commission declared certain highways to be "through highways" under the provisions of Section 115-351, O. C. L. A., and directed the State Highway Engineer to erect and maintain along the said enumerated highways or sections of highways at all points where streets or roads intersect or enter said highway or sections of highway, except at such points as are specifically noted in said resolution, signs or markers notifying drivers of vehicles to stop before entering or crossing the designated through highways; and

WHEREAS, pursuant to said resolution Elm Street in the City of Albany where said street intersects the Corvallis-East Side Highway, sometimes known as Fifteenth Street, was made a through highway and traffic entering the intersection at Elm Street over the Corvallis-East Side Highway was required to come to a stop; and

WHEREAS, subsequent study and investigation has disclosed that because of the greater volume of traffic now using the Corvallis-East Side Highway said resolution should be amended so as to make the Corvallis-East Side Highway the through highway, and that Elm Street no longer be designated as a through highway.

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED that the resolution adopted by the Commission under date of April 27, 1943, under the authority and provisions of Section 115-351, O. C. L. A., be and the same hereby is amended as follows:

1. The Corvallis-East Side Highway hereby is declared to be a through highway, and Elm Street where said street intersects the Corvallis-East Side Highway is hereby reclassified from a through highway to a secondary highway so far as volume of traffic is concerned.

2. The State Highway Engineer hereby is instructed to remove the stop signs heretofore erected on the Corvallis-East Side Highway where the same intersects Elm Street in the City of Albany, and install and thereafter maintain said signs on Elm Street where Elm Street is intersected by the Corvallis-East Side Highway.

3. The purpose of this resolution is to make the Corvallis-East Side Highway a through highway and require all traffic entering said highway over Elm Street or Elm Street extended to come to a stop before entering the intersection of the Corvallis-East Side Highway and Elm Street.

4. That this resolution be entered in the minutes and records of the Commission as of the 9th day of May, 1944.

The Commission confirmed the sale of an old tractor to the State Penitentiary for the sum of $350.00, authority for such sale having previously been given to the Engineer over the telephone.

The Commission by unanimous vote also confirmed the purchase of two portable paving plants from the Dallas Machine and Locomotive Works, Inc., at $16,500.00 each, being the amount of their bid submitted to the Board of Control following the March 28 meeting of the Highway Commission.

The Commission likewise confirmed the oral authority previously given the Engineer to purchase an automobile costing about $1,700.00 for use by himself and the Assistant Highway Engineer.

The Engineer requested authority to purchase one single-drum hoist for a truck assigned to the Bridge Department. He estimated the cost at $300 and advised that the hoist is to replace one worn out in service. The Commission approved the request unanimously.

The Engineer asked the Commission to confirm the oral authority heretofore granted Assistant Maintenance Engineer, W. W. Stiffler, to attend a logging conference in Montana on March 30, 1944, at state expense. He advised that it is customary to record such authorizations in the minute book which is the reason for bringing it up at this time. The Commission approved such expense by unanimous vote. The Engineer was instructed to furnish each member of the Commission a copy of Mr. Stiffler's report on the conference.

The Commission had under discussion the adoption of a policy with respect to the furnishing of plans and proposal forms to prospective bidders and to others, for highway construction projects. The matter was discussed at some length and, as a result, the Commission decided to make a definite charge of $2.00 for each set of plans except that no charge will be made for plans and specifications furnished the Associated General Contractors Association. The Commission ordered that a record of the costs be kept for a year or so in order to determine whether or not a $2.00 charge is proper, it being the idea of the Commission that the charge would be either increased or decreased according to the findings.

A letter was presented from Mr. R. T. Moore, President of the Moore Mill and Lumber Company, Bandon, urging the Commission to grant the same tolerances to parties engaged in the truck hauling of green lumber that are granted parties engaged in the transportation of logs, which consideration, he alleges, will greatly facilitate the movement of lumber needed for wartime purposes. The Commission denied the request as a matter of policy, however, instructed the Attorney to furnish a written opinion on the Commission's authority in such matter.

The Engineer requested instructions whether or not to start suit to collect rental from Contractors Hauser- Malcom- Tieslau for the use of certain state-owned equipment which they obtained under rental agreement. He advised that the contractors rented the equipment in August, 1942 and, under the provisions of the agreement, should have paid $770.00 for the use of same.

However, payment of only $245.00 has been made, the contractor alleging that some of the equipment was in such condition that he could not use it so should not be required to pay rental for it. He further advised that the bond furnished by the contractor as a guarantee of the payment of the rental charge has been released, so, in order to collect the balance due, it would be necessary to institute a lawsuit. He recommended in view of the circumstances, that the contractor be relieved from payment of the balance due. The Commission approved the recommendation.

The Attorney requested instructions whether to press the State's claim against a Mr. Lowell Hallock for damaging the Riverside Canyon Bridge at Oswego. He advised that the damage occurred when Mr. Hallock drove his car into a bridge railing; but Mr. Hallock alleges that he is not responsible because he was ill, fainted, and lost control of his car; and his insurance company is using that as one of the arguments in refuting the claim. He further advised that he is in receipt of a letter from the doctor who attended Mr. Hallock immediately following the accident in which the doctor states that there is no question but what Mr. Hallock was ill at the time because his temperature was tested and found to be 104 degrees, which is very good evidence that Mr. Hallock's statements are true. After discussion, the Commission decided that it would be useless to attempt to collect the claim and accordingly instructed the Attorney to do nothing further with it.

The Attorney also brought up for discussion the Commission's claim against the U. S. Army for damaging the Canyon Creek Bridge on the Pacific Highway at mile post 236.53. He advised that the amount of the claim is small and that indications are that the government will pay it if the Commission will comply with certain governmental requirements which include the signing of releases and other papers in connection with the settlement. He requested authority to sign these papers in behalf of the Commission. The Commission approved the request and thereupon by unanimous vote adopted the following resolution with regard thereto:

> RESOLVED, that J. M. Devers, as Chief Counsel of the Oregon State Highway Commission, be and he hereby is authorized and empowered to present to the United States of America, the United States Army or the proper governmental agency, the claim of the State of Oregon, by and through its State Highway Commission, for reimbursement for damage done to the bridge across Canyon Creek on the Pacific Highway at mile post 236.53 on April 24, 1943, and the said Chief Counsel is further authorized to sign for this Commission all necessary papers in the presentation of said claim, and likewise sign all necessary releases or other papers necessary or required in connection with the presentation and settlement of said claim.

The Secretary presented printed announcement from the Secretary of Commerce acting on behalf of the War Damage Corporation that all War Damage Corporation Insurance in force on March 31, 1944 will be considered by the War Damage Corporation as having been automatically extended for an additional

term of 12 months, beginning with noon of the expiration date shown on the respective policies, without payment of premium or other charge whatsoever. He also presented a statement showing the amount of War Damage Insurance owned by the State Highway Commission which comes within this category, totaling $19,405,964.28. The Commission took no action on the matter.

The meeting adjourned at 5:00 p. m. until 9:00 a. m. on the following morning.

Portland, Oregon, May 10, 1944

The State Highway Commission reconvened in regular session at 9:00 a. m. in the Stock Exchange Room of the Imperial Hotel. All members of the Commission, the Engineer, the Attorney, and the Secretary were present. Bids as follows for construction projects, sale of buildings, obsolete equipment and an accumulation of logs were opened and read in conformity with previously published notices following which Chairman Banfield announced that the awards would be made at 3:00 p. m. in the same room.

LAKEVIEW AIRFIELD ACCESS ROAD PROJECT

Babler and Conley, Portland	$37,816.00
Leonard & Slate, Portland	42,265.00
Western Rock Company, Salem	43,981.00
T. W. Thomas, Portland	54,090.00
Natt McDougal Company, Portland	55,276.00

KLAMATH FALLS-LAKEVIEW AND FREMONT HIGHWAYS
LAKEVIEW ROCK PRODUCTION PROJECT

M. C. Linninger & Sons, Medford	$36,750.00
T. W. Thomas, Portland	39,750.00
Western Rock Company, Salem	43,350.00
Babler & Conley, Portland	51,750.00

OLD OREGON TRAIL HIGHWAY
MEACHAM-LA GRANDE ROCK PRODUCTION PROJECT

Western Rock Company, Salem	$21,983.00
Northwest Development Company, La Grande	24,543.60
R. O. Dail, Portland	29,398.00

TRACT OF LAND SOUTH OF SALEM

	Proposal No. 1 (Cash Price)	Proposal No. 2 (Terms)
Geo. F. Walgamot, Jefferson		$ 2,250.00
Hawkins & Roberts, Salem	$ 1,500.00	
Donald & Audrey Watson, Salem	550.00	

MAY 10 1944

RESIDENCE BUILDING AT FORFAR

Lee Halsey, Newport $ 25.00

PETROLEUM PUMP UNIT AT PORTLAND

H. C. Witham, Medford $ 15.00

LOGS ON MCTIMMONDS VALLEY ROAD

No bids received.

The Engineer explained for the benefit of the Commission the several matters concerning which delegations are to appear at this meeting. The Commission deferred its decision with respect thereto pending the conferences thereon.

A delegation from Nyssa consisting of Mr. Frank T. Morgan, Secretary of the Chamber of Commerce; Herschel J. Thompson, Mayor of Nyssa; Bernard T. Frost, Councilman, and Dale Garrison, Director of the Road District and Master of the Oregon Trail Grange, was present and requested state assistance in the improvement of certain city streets over which they propose to route truck traffic in order to eliminate a dangerous condition that exists at the junction of the Old Oregon Trail and the Jordan Valley Secondary Highway in front of their high school. Mr. Morgan headed the group.

He advised that the Old Oregon Trail and the Jordan Valley Secondary Highway come together at the west end of Main Street, directly in front of their high school building, causing a dangerous situation for school children which they believe can be eliminated to a very large extent by the rerouting of truck traffic on certain city streets. Moreover, it would eliminate the traffic congestion through their business district caused by trucks hauling sugar beets to the sugar factory on East Main Street, across the U. P. railroad tracks. They suggested that trucks entering the town from the Old Oregon Trail should be routed along Park Avenue to First Street, thence along First Street to Main Street, at the western end of the railroad undercrossing, and that trucks entering from the Jordan Valley Secondary Highway should be routed along King Avenue to First Street, thence along First Street to Main Street. They asked the Commission to designate and improve such streets as state secondary highways.

The Commission explained that it could not approve the request without establishing a very undesirable precedent that would eventually involve the Commission in heavy expenditures for similar improvements in every town throughout the state, and that available funds would not permit a program of that kind without seriously affecting improvements on state highways. Chairman Banfield pointed out that the Commission feels that its responsibility ceases with the construction and maintenance of state highway routes and that the improvement of city streets is a local problem. He suggested that the Commission might have its Engineer make certain investigations of the project that they have in mind but made it clear that if that were done, it would not commit the Commission in any way whatsoever as to construction.

Mr. Morgan inquired as to the plans of the Commission for the improvement of Main Street. He recalled that the former Highway Commission promised to oil this street and to install sewers therein. He was informed by Chairman Banfield that the present Commission has no knowledge of this obligation but will have the records checked. The Secretary was thereupon instructed to make such check of the records and furnish each member of the Commission with a copy thereof.

Mr. Garrison inquired whether or not it would be possible to obtain state equipment to do the oiling work on the proposed truck detour and if the City could accumulate for a couple of years the monies that it receives under the State Tax Street Fund Law so as to have enough money on hand to pay for the work. He said that the City would do the work if it could obtain the necessary equipment. He was informed by the Commission's Attorney that the City could hold such funds indefinitely if it filed with the Highway Commission a formal request as required by law. He was instructed by the Commission to see that the City is supplied with the proper forms. The Engineer advised that, so far as performance of the work is concerned, the Commission previously authorized him to assist the cities insofar as is possible with the equipment and crews that are available and that he will be pleased to see what can be done in Nyssa.

After further discussion of this matter, the Commission instructed the Engineer to investigate the City's problem and to prepare an estimate of the cost of performing the work.

Mr. Garrison then asked the Commission to improve the county road which extends from the Nyssa-Adrian Secondary Highway to Overstreet Siding on the Union Pacific Railroad, about 3 miles north of the Town of Adrian. He said that this is a county road, but the county does not have the funds to finance the improvement, which is about ½ mile in length; and the improvement is badly needed in order to facilitate the movement of trucks hauling beets from the highway to the unloading point. He was informed by Chairman Banfield that it is contrary to the policy of the Highway Commission to perform such work on county roads and that due to the limited amount of funds that the Commission has at its disposal, it has adopted the policy that will not permit the placing of additional roads on the state highway system. The Commission must adhere to this policy, he said, otherwise serious consequences will result. Commissioner Schaupp suggested that the county court could finance the improvement using some of the gasoline tax money that it receives from the state. The delegation agreed to look into that feature. This concluded the conference.

Reconsideration was given by the Commission to the restrictions contained in the deed from the Pilot Rock Lumber Company conveying to the state a recreational area adjacent to the Pendleton-John Day Highway in Umatilla County. The Assistant Attorney exhibited a map of the area as instructed by the Commission on the previous day and presented additional facts as requested at that time. After discussion during which the Commission indicated a reluctance to accept a deed with restrictions of any kind, it was decided to complete the purchase on the basis of granting the company special privileges for 30 years rather than for 20 years as was approved by the former Commission.

Motion to that effect was made by Commissioner Schaupp, seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Attorney requested instructions with regard to acquiring right of way for the proposed construction of the Lakeview Airport Access Road, bids for which were received by the Commission at this meeting. He advised that the Lake County Court is obligated to the federal government to acquire the right of way, but it appears that it has encountered difficulties and has asked the state for assistance. He inquired whether or not he should help the County, indications being that the case will have to be tried out in court as a condemnation proceeding. He explained, however, that the cost of the right of way would be paid by the government, which would reimburse the state for any advances made therefor. The Commission deferred a decision of the matter pending receipt of the tabulation of the bids received on this project. (The Commission later in the session authorized the Attorney to help the County and to condemn the property in the name of the State if necessary. See ahead for details.)

A delegation from Douglas County consisting of County Judge D. N. Busenbark; Percy Croft, Roseburg City Councilman; H. C. Wells, Vice President of the Pacific Highway Association and Harold Hickerson, Secretary of the Roseburg Chamber of Commerce, was present in regard to log hauling and the improvement of the North Umpqua County Road connection with the Pacific Highway in Roseburg, to facilitate such operations. Judge Busenbark headed the group.

He advised that the Highway Commission has issued numerous permits for transportation of overlength loads over state highways in Douglas County most of which loads originate in timbered districts adjacent to county roads and have to be transported over county roads in order to reach the state highway. The operators, he said, are using the Highway Commission's permits as their authority to transport the loads over county roads, which not only causes the County Court considerable trouble but creates an undesirable hazard to other county road traffic because the county roads are not built to the same standard as the state highways and the movements cannot be accomplished without taking up most of the roadway at curves. He particularly referred to loads that come into the state highway at Sutherlin involving over-all lengths of 85 feet. He advised that the County Court has set a limit of 60 feet for log movements over county roads and suggested that the Commission set a limit not to exceed 65 feet over-all length for logs that are transported over state highways in Douglas County; also, that the County Court be consulted before even such permits are granted.

It was explained to Judge Busenbark that the Highway Commission's permits are limited to operations over state highways and that the Commission has no desire or intention to control such operations over county roads regardless of the contention of the log haulers. Moreover, each permit contains a description of the section of state highway over which the movement is authorized. The Commission's Attorney advised that the law as written does not authorize the Highway Commission to do what Judge Busenbark asks. During the discussion it was suggested that desired results might be obtained if the permits issued by the State Highway Department were to contain a clause stating

clearly that the privileges granted therein are for movements over state highways only, and that where the movements are over county roads an additional permit must be obtained from the county court which has jurisdiction, also if a copy of each permit were furnished the county court of the county in which the operations of the permittee are being carried on. Judge Busenbark stated his approval of the suggestionwas did also the members of the Highway Commission by unanimous vote. The Secretary was instructed to hereafter prepare and handle all log hauling permits in conformity therewith.

Mr. Croft brought up the matter of improving the connection between the North Umpqua Road and the Pacific Highway, in Roseburg. He advised that extensive logging operations are being carried on in the upper reaches of the North Umpqua River and that the logs are truck-hauled into Roseburg over the North Umpqua Road, which has a very poor connection with the Pacific Highway involving several right-angle turns where on several occasions logs have fallen from the loads endangering pedestrian and other highway traffic. He suggested that this could be eliminated by extending the North Umpqua Road from its intersection with North Jackson Street directly west to a connection with the Pacific Highway, a distance of about one block, which would make it possible for the logs to be hauled directly to the mill south of Roseburg without passing through the city's business district. The State Highway Engineer exhibited maps showing the connection proposed by Mr. Croft and another proposed connection near the north city limits utilizing North Winchester Street, which is planned to serve traffic destined from the North Umpqua Road to points north of Roseburg. He explained details in connection with both projects, including a plan of traffic channelization. He estimated that the state's share of the cost of both jobs would be between $20,000 and $30,000. He pointed out that while the North Umpqua Road is a county road under the jurisdiction of the Douglas County Court, it very likely will be designated as a state highway at some future date, in view of which he believes that the State Highway Commission is concerned with its connection with the Pacific Highway to such an extent that it could cooperate with the City and the County in accomplishing this improvement. He recommended approval of both projects on the basis of the state's performing and paying for the work required on the state highway right of way and the City and the County being responsible for the work beyond such limit.

As a result of discussion, the Commission by unanimous vote authorized the Engineer to proceed with the construction of the North Winchester Street connection immediately and to do what is required on the state highway right of way in connection with the other project if Douglas County and the City of Roseburg construct the portion off the state highway right of way.

The Engineer presented information concerning the proposed Foster Road Development, Portland, which recently has been revived by certain Portland interests. He read aloud his report dated October 5, 1935 to the former Highway Commission on this subject, and pointed out his recommendation at that time which was that the present highway be improved before the Foster Road Extension is undertaken notwithstanding that the report shows that there is some justification for the Foster Road Project. He advised that he is of the same opinion today as he was at that time. The Commission took no action on this report.

Lieutenant G. A. Gentry and Warrant Officer L. Wiemer, representing the United States Coast Guard, came before the Commission in regard to the construction of a telephone pole line along the right of way of the Oregon Coast Highway between Newport and Florence. Lieutenant Gentry advised that the Coast Guard has entered into an agreement with the Waldport Telephone Company, which has a permit from the Highway Commission to maintain its poles along this section of the highway, for a joint use of poles; but it so happens that for a short distance both north and south of the Town of Yachats the Waldport Telephone Company occupies the poles jointly with the West Coast Power Company, so along this section the Coast Guard will have to obtain another location for its poles in order to eliminate inductive interference. He requested authority for the Coast Guard to maintain its pole line along the westerly side of the highway at this location. The Engineer recalled the policy adopted by the former Highway Commission which prohibits pole line construction on the ocean side of the highway in this locality because of interference with the scenic view. He gave as his thought that the Commission should not deviate from this policy but reserved a definite recommendation until he has had an opportunity to personally inspect the premises. In view of the Engineer's statements, the Commission deferred a decision on the matter pending receipt of the Engineer's report. The Engineer was instructed to make such inspection jointly with Lieutenant Gentry at a convenient date in the future. This arrangement was agreeable with Lieutenant Gentry.

The Engineer brought up for discussion a request from the Federal Public Housing Authority for the construction of a pedestrian underpass across Denver Avenue, Portland, (Pacific Highway West) for the convenience and safety of school children and other pedestrians who are obliged to cross this highway between Vanport City and East Vanport. It was alleged that from 200 to 300 children cross this highway at least twice a day and in addition thereto there is a considerable volume of pedestrian traffic that originates from bus travel; and unless protective measures are taken, serious accidents will result. The Engineer submitted a plan of the proposed undercrossing which he estimated would cost between $7,000 and $8,500, according to whether treated or untreated lumber were used, and advised that the Housing Authority wants the State to contribute toward the cost of construction because it does not have available sufficient funds to pay the entire expense. He gave as his thought that this is a Federal obligation and that the State should not be required to pay any of the costs. He recommended that the Housing Authority be given permission to construct the underpass on the highway right of way if it wants to, subject to his supervision, and will assume all costs in connection therewith. The Commission approved the recommendation unanimously.

The Engineer requested authority to attend at state expense a meeting of the Board of Directors of the American Association of State Highway Officials of which he is a member in Chicago on June 22, 1944 when matters of importance to the State of Oregon are to be discussed. He estimated that his expenses would not exceed $300.00. The Commission approved the request by unanimous vote, subject to approval by the Governor of the out-of-state travel expense.

A delegation from Salem consisting of County Judge Grant Murphy, Paul Wallace and Ernest Miller, members of the Salem Chamber of Commerce, was

present regarding the completion of the North Santiam Highway between Niagara and Detroit, and the construction of a new bridge over the Willamette River at Salem. Judge Murphy headed the group.

He spoke in behalf of the North Santiam Highway improvement and presented petitions from the following cities: Salem, Dallas, Hillsboro, Independence, Mt. Angel, Oregon City, Rainier, Silverton, Taft and Tillamook urging the Commission to adopt and designate as a state secondary highway the section of this road between Niagara and Detroit which is still under the jurisdiction of Marion County. He recalled the agreement between the County Court and the State Highway Commission for the maintenance of this section and advised that the Court is satisfied to continue under the arrangement and is simply bringing the matter to the attention of the Commission at this time because of the petitions of the other localities. Judge Murphy also advised that Army Engineers are now making soundings at the site of the proposed dam across the North Santiam River with the view in mind that the dam will be constructed immediately following the war. He gave as his thought that now would be a good time for the State Highway Commission to acquire the right of way and offered in connection therewith the right of way of the existing county road for exchange purposes. The Engineer advised that arrangements have already been made among the State, Public Roads Administration, U. S. Forest Service and the Army Engineers for the construction of the new highway when the war is over. Chairman Banfield remarked that the matter appears to be very well taken care of for the time being, so, in his estimation, no good would be accomplished by doing anything more at the present time.

Mr. Wallace then brought up for discussion the matter of constructing a new bridge over the Willamette River at Salem. He presented a letter from the Salem Chamber of Commerce urgently requesting such a new structure on a site to be selected by the Highway Commission, and that the existing bridge be dismantled and re-established at Independence as a part of the proposed short-cut highway between Salem and Independence, the work on this latter project to be financed as a cooperative venture among the State and Marion and Polk Counties. Mr. Wallace advised that their principal reason for bringing the matter to the attention of the Commission at this time was to ask the Commission to authorize a survey of the project without obligation whatsoever as to construction. The Engineer estimated that it would cost about $7,500 to make the survey. Chairman Banfield advised that the Commission is not in position now to make a definite decision but will take the matter under advisement and will let the delegation know later of the action taken. This concluded the conference. The matter was discussed further after the delegation's departure at which time the Commission decided unanimously not to authorize a survey at this time because of the many commitments that it now has to similar survey projects. The Commission indicated, however, that it might reconsider the matter when it is known just how much money Oregon is to receive under the Postwar Construction Bill that is now pending in Congress.

The Commission resumed discussion of the request of the U. S. Maritime Commission for permission to use certain state- city-owned property adjacent to Front Street, Portland, in connection with the repair of ships. As a result thereof, Commissioner Schaupp moved that the matter be referred to Chairman Banfield with full power to act in behalf of the Commission. The motion was seconded by Commissioner Chessman and carried unanimously.

In this connection the question arose how to credit the revenues derived from the property in the event it is leased for a consideration. The Commission decided unanimously to credit such revenue 60% to the City of Portland and 40% to the State. The City's share,however, is to be turned over to the State until such time as the City's entire obligation with respect to the Front Avenue Project has been satisfied. Such procedure is to be followed in connection with revenues received in connection with the sale or lease of other state- city-owned property acquired in connection with the Front Avenue improvement. The Attorney was instructed to prepare an appropriate form of agreement with the city covering the matter.

Commissioner Chessman brought up for discussion matters pertaining to highway stop signs at railroad crossings, particularly the removal of such signs as are considered unnecessary. The Engineer advised that the Public Utilities Commissioner is making a detailed investigation of all such signs throughout the state and gave as his thought that it would be advisable for the Commission to defer taking action until a copy of the Public Utilities Commissioner's report has been received. He was instructed to keep the Commission informed of the progress of this matter.

The Engineer requested authority to make a location survey for an access road to a clay deposit in Lane County which is a proposed source of materials to be used in connection with the Aluminum Manufacturing Plant in Salem. He said that the cost involved would not be great and that the federal government would reimburse the State for advances made in connection therewith. The Commission approved the request.

The Commission recessed for lunch at 12:00 noon and reconvened at 2:00 p.m., the same persons being present and participating.

Dr. John C. Merriam, former President of Carnegie Institute and now a member of the faculty of the University of Oregon, and Chancellor F. M. Hunter, of the Board of Higher Education, came before the Commission at this time in regard to the proposed park in the fossil area of the John Day Valley, and the University's program with respect to such area and other similar projects. Dr. Merriam gave a very enlightening talk on the subject, outlining in considerable detail just what already has been done and what is planned for the future, including the appointment of an advisory group consisting of some of the best authorities in the country on this subject. The proposed John Day

Fossil Park, he said, is not only of interest to the people of the State of Oregon but is a laboratory for the people of the entire world who will flock to this place to carry on research work. He further stated that the University is now preparing a manuscript which will be published in simple language later on for general public use. The Board of Education, he said, has gone as far as it can with the project until the State Highway Commission determines just what property it intends to acquire. He advised that he is in full accord with the State Parks Superintendent, Mr. S. H. Boardman, concerning such properties. Chancellor Hunter advised that the State Board of Education has approved Dr. Merriam's plan and will support him in every way.

Chairman Banfield pointed out that the Highway Commission inspected the John Day Fossil Area on its trip through Eastern Oregon last summer and was very much impressed with the program outlined by the Parks Superintendent for the preservation of the fossil beds. As a result of this trip, he advised, the Commission has authorized the Parks Superintendent to make a survey of the district to ascertain and report the outstanding tracts that should be purchased by the Commission with its limited means. The Commission has gone as far as it can, he added, until this report has been rendered. He suggested that Dr. Meriam follow up the matter with the Parks Superintendent. He expressed appreciation for Dr. Merriam's interest in the matter and for his efforts to date in behalf of this project. This concluded the conference.

Messrs. Alfred A. Loeb, Thornton Munger and Arthur Moulton, representing the Recreational Committee of the Portland Chamber of Commerce, came before the Commission at this time in support of the Committee's previous request for the development of wayside picnic spots along Oregon highways for the benefit of tourists. Mr. Loeb headed the group.

They urged the Commission to arrange a program for the developement of such areas at 20 mile intervals, particularly along the main traveled highways.

Chairman Banfield pointed out that there are some 7,000 miles of highways on the state highway system and if the Highway Commission should embark on a program of constructing a picnic spot every 20 miles, the cost of development would run into a very large figure, moreover, the maintenance expense would be enormous and much more than the Highway Commission could stand. He did not believe that the expense is justified. It was his thought that the Commission must give its greatest concern to the people who are traveling to a destination without regard to stopping places and that the development of picnic sites is a matter for public education and approval before expenditures are made for such purposes. Commissioner Chessman stated that the Highway Commission is in agreement with a movement of this kind but cannot do anything about it at this time because of lack of funds with which to finance the program. He expressed appreciation for the interest that the civic organizations have taken in the matter. Messrs. Munger and Moulton also spoke in behalf of the project.

The Commission discussed with the Engineer the bids received at the morning session and decided to award the contract for the Meacham-La Grande

Rock Production Project on the Old Oregon Trail to the Western Rock Company which submitted the low bid therefor. The bids received for the construction of the Lakeview Airport Access Road Project and for the Lakeview Rock Production Project were referred by the Commission to the Engineer with authority to award the contract to the low bidder in each instance when certain conditions have been satisfied. The Commission accepted the offer of Geo. F. Walgamot, Jefferson, for the purchase of a tract of land and buildings located thereon south of Salem. The Commission rejected the bids received for the residence building at Forfar, south of Newport, and for the petroleum pump at Portland.

At 3:00 p. m. Chairman Banfield made the following public announcement of the awards:

"Lakeview Airport Access Road Project in Lake County. The Commission received five bids for the construction of this project, the low one being that of Babler and Conley, Portland, at $37,816.00. The second low bid was that of Leonard & Slate, Portland, at $42,265.00. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Lakeview Rock Production Project on the Klamath Falls-Lakeview and Fremont Highways in Lake County. The low bid for this work was submitted by M. C. Lininger & Sons, Medford, at $36,750.00. The next low bid was that submitted by T. W. Thomas, Portland, at $39,750.00. There were two higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Meacham-La Grande Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties. Western Rock Company, Salem, submitted the low bid for this job at $21,983.00. Northwest Development Company, La Grande, was the next low bidder at $24,543.60. Third low and only other bidder was R. O. Dail, Portland, at $29,398.00. The Commission has awarded the contract to the low bidder, Western Rock Company at its low bid of $21,983.00.

"Sale of the tract of land and buildings adjacent to the Pacific Highway south of Salem. The high bid was submitted by Geo. F. Walgamot, Jefferson, in the amount of $2,250.00 under Proposal No. 2, with terms. Hawkins and Roberts, Salem submitted the next high bid in the amount of $1,500.00, under Proposal No. 1. Donald and Audrey Watson, Salem, submitted a cash offer of $550.00. The Commission has accepted the offer of Geo. F. Walgamot at $2,250.00, with terms.

"Sale of a residence building at Forfar, south of Newport. The only bid received for the purchase of this building was that of Lee Halsey, Newport, at $25.00. The Commission has rejected this bid.

"Sale of a petroleum pump unit at Portland. H. C. Witham, Medford, submitted an offer of $15.00 for this equipment. This was the only offer received and has been rejected by the Commission.

"Sale of logs on McTimmonds Valley Road, Polk County. The Commission received no bids for this material and has authorized the Engineer to negotiate the private sale of the logs."

Reconsideration was given by the Commission to the matter of authorizing the Attorney to condemn certain right of way needed for the Lakeview Airfield Access Road Project. Due to the fact that a satisfactory bid was received at this meeting for the construction work involved, the Commission considered it advisable for the Attorney to assist the Lake County Court in the condemnation proceedings. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion by Commissioner Schaupp which was seconded by Commissioner Chessman:

WHEREAS, the United States of America has selected, designated, and established in Lake County, Oregon, for development and use in connection with national defense an area or project to be and which is known as the Lakeview Airport Station; and

WHEREAS, for the purpose of providing access to said Airport Station from the Klamath Falls-Lakeview Highway, as well as from an existing county road, the United States of America has designated a route over which to construct an access road to be used in connection with the use and employment of said Station; and

WHEREAS, the Public Roads Administration, for and on behalf of the United States of America, has requested the Oregon State Highway Commission to procure by purchase, agreement, or by the exercise of the power of eminent domain real properties needed in connection with the construction of said access road; and

WHEREAS, under and pursuant to the provisions of Chapter 198, Oregon Laws, 1943, the Oregon State Highway Commission is authorized to cooperate with the United States of America and/or with any of its agencies or representatives in the making of surveys, plans, specifications, and estimates and in the construction, reconstruction, and the maintenance of roads and bridges necessary to provide access to military and naval reservations and other defense activities, and by said law the Commission is authorized to procure necessary real properties needed in connection with the development, construction, and maintenance of airfields and access roads; and

WHEREAS, the Highway Commission after due consideration has found and determined that the real property hereinafter described is necessary and the acquisition of the same will be of advantage to the State of Oregon and to the United States of America in connection with the construction and maintenance of said access road;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Oregon State Highway Commission, all members being present and affirmatively voting:

1. That this Commission does hereby find and declare that the real property hereinafter described is necessary for the construction, maintenance, and use of an access road connecting the Klamath Falls-Lakeview Highway with the Lakeview Airport Station for the service of defense agencies which will have occasion to and which will use the said Airport Station.

2. That the real property required and hereby found and declared to be necessary for and in connection with the construction of said access road is described as follows, to wit:

A parcel of land lying in the west half ($W\frac{1}{2}$) of Section 17, Township 39 South, Range 20 East, W. M., Lake County, Oregon; the said parcel being described as follows:

Beginning at the southwest corner of Section 17, Township 39 South, Range 20 East, W. M., in Lake County, Oregon; said corner being 7.5 feet east of the center line of the Lakeview Airport Access Road at Engineer's Station 53+89.8; thence north, along the section line between Sections 17 and 18, Township 39 South, Range 20 East, W. M., a distance of 5321.7 feet to a point on the south right of way line of the Klamath Falls-Lakeview Highway, which point is 1.0 foot west of the center line of the said access road at Engineer's Station 0+68; thence east, along said highway right of way line, a distance of 42.5 feet; thence south, parallel to the west line of said Section 17, a distance of 5321.7 feet to the south line of said Section 17; thence west, along the said south line of said section, a distance of 42.5 feet to the point of beginning; containing 5.19 acres.

3. That George Neuner, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, hereby are authorized and requested to negotiate with the owner or owners of said real property for the purpose of acquiring the same by agreement, and if said real property cannot be acquired by agreement then the said George Neuner and J. M. Devers hereby are instructed to institute and prosecute to final determination a condemnation action for the purpose of acquiring title to said property and for the further purpose of having the compensation to be paid therefor determined by a jury.

4. That this resolution be entered in full in the minutes and records of this Commission as of the tenth day of May, 1944.

MAY 10 1944

Reconsideration was also given by the Commission to the signing of a joint agreement with the City of Klamath Falls and the County Court of Klamath County concerning the development of the roadsides adjacent to the new highway location through Klamath Falls. After discussion, the Commission by unanimous vote decided to join with the City and the County in this undertaking and thereupon signed the agreement covering the matter.

The Commission had under discussion the setting of a date for its next meeting for the receiving of bids and decided to hold such meeting in Portland on Tuesday and Wednesday, June 13 and 14, 1944, the June 13 session to be in the afternoon only, starting at 1:30 p. m. The Secretary was instructed to make the usual arrangements to hold the meeting in the Stock Exchange Room of the Imperial Hotel.

The Commission considered and signed agreements, etc, as follows:

Agreement with William G. Folsom covering rental of state property near Mapleton.

Agreement with the City of Klamath Falls and Klamath County with respect to the development of waysides along the newly adopted highway location through Klamath Falls.

Quitclaim deed conveying unto the Southern Pacific Company 675 sq. ft. of land in Eugene as per agreement of October 17, 1941.

Letter directed to W. H. Horning cancelling certain recreational leases in Lane County.

Letter directed to W. H. Horning cancelling a recreational lease in Jackson County.

Conditional approval of the petition filed with the Public Utilities Commissioner by the O. W. R. & N. Company and the U. P. Company to construct additional tracks at grade across certain streets in Pendleton.

Petition directed to Western Irrigation District, Umatilla County, for exclusion of certain state land from the District.

Resolution designating the Corvallis-East Side Secondary Highway a through highway.

Ground lease covering acquisition of a stock pile site from Charles M. Ross at St. Helens.

Ground lease covering the acquisition of stock pile site from John Hagelstein in Klamath County.

Ground lease covering acquisition of a quarry site from Leonard Caverhill in Grant County.

12037

Lease for road materials covering gravel pit acquired from Mary B. Knight.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:15 p. m.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Schaupp
Commissioner

Secretary

M. R. Chessman
Commissioner

Portland, Oregon, June 13, 1944.

The State Highway Commission met in regular session at 1:30 p. m. in Room 615 Imperial Hotel with the following present and participating:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of the meeting held on May 9 and 10, 1944, subject to two changes requested by Chairman Banfield.

The Engineer presented the following park matters in behalf of the State Parks Superintendent, who was unable to be present on account of illness:

Acquisition of land proposed for a state park in the John Day fossil area:- The Engineer submitted a map showing the area adjacent to the John Day Highway between Valade Ranch and Turtle Cove which the Parks Superintendent recommends be acquired for this park. The

area is described as Sections 31 and 32, Township 11 South, Range 26 East, W. M., and Sections 5, 6, 7, 8, 17, 18, 19 and 20 of Township 12 South, Range 26 East, W. M., consisting of some 5,000 acres exclusive of farm land. Of this area, approximately 2,000 acres is government land and 3,000 acres is privately owned. Mr. Boardman's plan, he said, is to acquire all of the government-owned land and the private land that is not being used for farming purposes and to reserve to the present owners by lease or otherwise, if necessary, the grazing privileges that they now enjoy on the privately-owned land. In this connection, the Engineer presented a letter from Dr. John C. Merriam concurring in the Parks Superintendent's selection of the tracts to be included in this proposed park. The Engineer stated his concurrence in the Parks Superintendent's recommendation that the Attorney be authorized to negotiate the acquisition of these lands with the view of completing the purchases under the new budget set-up in 1945. As a result of discussion, Commissioner Chessman suggested that the Attorney be authorized to make a preliminary investigation to determine approximately how much the property will cost. The suggestion was approved by Chairman Banfield and Commissioner Schaupp, and it was so ordered subject to the condition, however, that the investigation is to be made without obligation on the part of the Commission to complete the purchase of the property, and that no options are to be obtained now.

Proposed 80-acre addition to Silver Creek Falls State Park:- The Engineer advised that when the present park was acquired, due to circumstances beyond the former Commission's control, the 80-acre tract which includes the Upper North Falls was not purchased although it really should have been acquired to fill out the park. He further advised that the Parks Superintendent has received information to the effect that the timber on this area is now being cut, and in order to preserve it the Parks Superintendent wants authority to secure an option to purchase the tract. He quoted the Parks Superintendent as saying that it is essential that this area be acquired in order to protect and round out the present park, and that the 80 acres could possibly be bought for about $5,000. In order to finance the acquisition of this tract and other unforeseen projects, he added, the Parks Superintendent has suggested the utilization of the $20,000 tentatively included in the 1944 budget for acquisition of the John Day fossil area. After discussion, the Commission authorized the Attorney to ascertain how much the Silver Creek Falls tract will cost. The Commission also decided unanimously not to make any changes in the 1944 budget at this time.

Offer of Seneca Fouts, Portland, to deed to the state as a gift 160-acre tract near the Columbia River Highway at Mitchell Point:- The Engineer advised that in 1930 Mr. Fouts wanted the state to purchase this property for $12,500, but the offer was declined, and again in 1943 Mr. Fouts offered to sell it for $5,000, but the Commission also declined this offer. Mr. Fouts, he said, now offers to deed the property to the state without charge if the

state will develop it as a state park and will name it Seneca Fouts Memorial State Park. In this connection, he pointed out that the tract lies about 1/4 mile from the highway and suggested, if the gift is accepted, that it would be desirable to acquire also the intervening property consisting of two additional 40-acre tracts. He recommended acceptance of Mr. Fouts's offer and the purchase of the intervening property. After discussion, motion was made by Commissioner Schaupp that the Commission accept Mr. Fouts's offer on the condition that the Commission is not obligated to develop the property, and that the park be named in honor of Mr. Fouts as requested. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission. The Commission referred to the Attorney the matter of acquiring the other 40-acre tracts with instructions to ascertain how much they will cost. (The Seneca Fouts gift is described as follows: The south half of the southeast quarter (SE¼) and the northwest quarter (NW¼) of the southeast quarter (SE¼) and the northeast quarter (NE¼) of the southwest quarter (SW¼) of Section 31, Township 3 North, Range 10 East, W. M. The other two 40-acre tracts are described as follows: The southeast quarter (SE¼) of the northwest quarter (NW¼) and the southwest quarter (SW¼) of the northeast quarter (NE¼) of Section 31, Township 3 North, Range 10 East, W. M.)

Acquisition of 80-acre wayside strip adjacent to Klamath Falls-Lakeview Highway now under lease from Federal Government:- The Engineer advised that this tract is 23 miles east of Klamath Falls and has been under lease from the Federal Government since 1932, at an annual rental of $10.00. The State Parks Superintendent, he said, recommends the purchase of this property, but in order to do that, it will be necessary to secure the cooperation of the State Land Board which has signified its willingness to exchange other state lands for this property if the Highway Commission will pay the State Land Board an agreed sum per acre which he thought would not exceed $5.00, making a total of approximately $400.00 for the entire acreage. The Commission indicated approval of the transaction, but deferred a definite decision pending consultation with the State Land Board to ascertain how much the property is going to cost. Motion was made by Commissioner Schaupp that the matter be referred to the Attorney to discuss with the State Land Board. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

Parks Superintendent's monthly financial report:- The Engineer submitted on behalf of the Parks Superintendent the following report on expenditures by the State Parks Department during the period from January 1 to June 9, 1944:

Acquisition Funds Expended to
June 9, 1944

George Geisendorfer - Cascadia

6 monthly payments of $50				$300.00
Ocean Waysides - Lincoln County:				
Halsey	0.9	Ac.	$ 600.00	
Ruth Rice	3.2	"	800.00	
Katie Kirsch	7.00	"	1,750.00	
McClaskey	11.3	"	2,825.00	
				5,975.00
Lincoln Co.	.45	"		30.00
Wolf Creek Highway - Washington Co.				624.65
Camas Creek Wayside Timber - Umatilla Co:				
Oscar Hilbert	117.6	Ac.	1,176.00	
Nettie M. Davisson	155.	"	1,500.00	
Fayette Mettie			4,520.00	
				7,196.00
Theo. Sorensen - mineral rights				5.00
				$ 14,130.65

The Commission took no action on this report.

The Engineer brought up for discussion a request from the Associated General Contractors of America and labor organizations in Oregon for an increase in minimum rates paid labor in connection with State Highway contracts, so as to establish uniformity between the minimum wages specified by the Highway Commission and those specified by the U. S. Engineering Department and other Federal agencies. (See Engineer's letter to members of the State Highway Commission dated June 8, 1944, in general files for details.) As a result of discussion, it appeared to the Commission that there is no need for action on this matter now. Motion was thereupon made by Commissioner Chessman that action be deferred. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Engineer brought to the attention of the Commission the fact that Budget Chairman, Mr. George Aiken, had informed him that the United States Civil Service Commission has requested the posting of signs or posters warning State employees who receive salaries or wages from departments supported wholly or in part from Federal funds or loans, to refrain from political activity.

JUN 13 1944

After due consideration by the Commission, Commissioner Schaupp moved and Commissioner Chessman seconded the motion that the Engineer be instructed to cause the said poster or notices to be posted on bulletin boards in the several shops or offices maintained by the State Highway Commission, and be instructed further to add to said notices information to the effect that employees of the State Highway Department are subject to the provisions of the Congressional Act known as the "Hatch Act". The motion received the unanimous vote of the Commission and was by Chairman Banfield declared carried.

The Engineer requested instructions whether or not to release to the public Technical Bulletin No. 16, being a report on the Trans-Columbia River Interstate Bridge Studies, which is just off the press. The Commission by unanimous vote approved the release of the bulletin subject to the condition that the public is advised that it is an engineering report, and that the Highway Commission has as yet taken no action with respect to the recommendations contained therein. The following press release with respect thereto was approved by the Commission:

ENGINEERING REPORT ON TRANS-COLUMBIA RIVER
INTERSTATE BRIDGE STUDIES

Burwell Bantz, Director of Highways of Washington, and R. H. Baldock, State Highway Engineer of Oregon, have submitted a report of an economic analysis of the warrant or need of proposed bridges across the Columbia River connecting the Oregon and Washington highway networks and a study of the valuation of existing bridges spanning that stream.

The studies embrace in detail the actual and potential traffic between the states of Oregon and Washington at each of the sites studied, reconnaissance surveys to determine the cost of improvements, and studies of the valuation of the present toll bridges spanning the Columbia River. In each case, the benefits accruing to the public by reason of either the building of a new bridge or the purchase of the present toll bridge were evaluated. Likewise, the revenue accruing to the departments, through gasoline taxes, motor vehicle fees and other fees and taxes from traffic that would use the bridges, was determined in order to arrive at the relationship between the yearly revenue and the yearly amortization, maintenance and operation charges.

In other words, studies were made of the economic warrant and of the solvency of the improvements. The engineers report that there appears to be no economic warrant justifying the purchase of present toll bridges by the public. They further advise that the proposed crossings of the lower Columbia River appear to have no economic justification.

On the contrary, the proposed bridge at Seufert, immediately above The Dalles, according to the engineers' examination, has a high benefit cost ratio and appears to have considerable economic

justification. With respect to the proposed crossing near Biggs, the engineers advise that the benefits are not as large as can be obtained at the Seufert crossing, but it appears to have considerable economic warrant. The Paterson crossing would have to be subsidized almost entirely from other traffic. The crossing at Umatilla would appear feasible provided it be made a part of the proposed Umatilla dam.

The Highway Commission is giving study to the engineering recommendations but is taking no action on the report at this time.

The Commission had under discussion the revised bill (H.R.4915), that is now before Congress relating to postwar highway construction. The Engineer presented a copy of the bill which, he said, has been approved by the House Roads Committee. He pointed out that the bill reduces the amount of the appropriation 50% insofar as regular Federal funds are concerned but contains an amendment that provides Federal funds for Forest Highway construction which will help Oregon considerably. He gave as his thought that it would be advisable to bring this change to the attention of the public through the press, in view of the fact that so much publicity has been given this subject, and people throughout the State generally are anticipating more money in the postwar highway program than presently appears to be forthcoming. The Commission concurred in the Engineer's viewpoint, and thereupon by unanimous vote authorized the following press release relative thereto:

OREGON STATE HIGHWAY COMMISSION EXPLAINS LATEST DEVELOPMENT IN ROAD BILL

During the spring and summer of 1943, the State Highway Commission announced today, the newly appointed State Highway Commission made a trip around the state. The trip was made in order to confer with members of the county courts, with the administrative officials of the cities, with the chambers of commerce, and with other interested citizens, in an attempt to determine the will of the people with reference to the expenditure of the postwar highway funds.

Since no appropriations of federal funds were to be made for the duration of the war and the highways were subject to the strain and deterioration of wartime traffic, the Commission then believed that the Congress would make available a material sum of money to reconstruct the roads and to better the road transportation system of the nation which will be vitally needed in order to transport the goods and services in our postwar economy.

Before the trip was made, on April 7, 1943, the House Roads Committee of the Seventy-eighth Congress submitted a road bill

JUN 13 1944

known as H. R. 2426 which proposed the apportionment of one billion dollars per year for each of the three postwar years among the several states of the Union and called for the states' matching the federal funds on a ratio of 75% federal funds and 25% state funds. This would make a national road program of four billion dollars. Oregon's share, under this bill as then proposed, would have been approximately 15 million dollars per year. With Oregon match money this would amount to approximately 19 million dollars per year or a total of 57 million dollars for the three-year postwar period.

The hearings on the road bill were delayed for approximately one year. In order to give expression to the will of the people, the county courts, as representatives of the local people, were asked to submit a list of road projects on both the primary and secondary systems which, in their opinions, would accomplish the most good for their respective communities. In many cases, the counties asked for the same improvement, indicating the realization of the people of the state-wide need of certain improvements. The Commission gave very careful consideration to these recommendations and has carried on surveys and purchased considerable right of way to the end that this state would be ready to contract road projects immediately when the war ends in order to build the needed road facilities which have deteriorated under the stress of war traffic and to give employment to returned soldiers and displaced war workers.

It has been impossible, of course, for the Commission to formulate a program in complete detail until the bill is passed by the Congress and the amount of money and the terms and conditions under which it is to be expended are definitely known.

The hearings were finally held during March and April of the current year, after which the Roads Committee went into executive session and finally came out with a road bill which would reduce the authorization from one billion dollars per year to one-half billion dollars for each of the three postwar years. In addition, the new bill increases the states' matching share to approximately 50%. In consequence, if the bill passes in its revised form, the state highway program will be substantially half of the amount originally contemplated. There is, however, no assurance yet that the bill will pass at this session of Congress, and failure to pass a road bill at this time may seriously impair the ability of the states to be ready with road contracts when the war ends.

The revised bill carries an appropriation for forest highways, which money can be used on certain Oregon primary and secondary roads, but, insofar as most roads in most sections of the state are concerned, the road program will be cut in half of the amount as originally discussed.

The State Highway Commission stated that it fully realizes the interest of the people of Oregon in roads and the desires of the several communities to have certain roads completed and certain

JUN 13 1944

roads improved, but, unless the Congress sees fit to provide the amount of funds originally discussed, the State Highway Commission cannot contract such an extended program with current highway revenues. The Highway Commission believes that it should at this time inform the public that, unless the Congress provides funds as originally contemplated and as discussed by the Commission on its trip throughout the state, the postwar highway program will have to be cut in proportion.

In this connection, the Engineer pointed out the probability that Congress will adjourn soon for the summer. He declared it imperative that the road program be decided before that time in order to avoid delays in the program of construction when the war is over. He suggested that the Commission direct a telegram to the Oregon Congressmen urging their efforts to secure the passage of the road bill before adjournment. The Commission approved the suggestion and thereupon ordered that the following telegram be sent to the Oregon Representatives:

HIGHWAY COMMISSION IN SESSION TODAY EXPRESSED ITS KEEN INTEREST IN ROAD BILL WHICH WILL SOON BE BEFORE HOUSE AND WILL APPRECIATE YOUR EFFORT TO PASS ROAD BILL BEFORE RECESS OR ADJOURNMENT AND TO OBTAIN AS LARGE AN AUTHORIZATION AS POSSIBLE. HIGHWAY COMMISSION CANNOT PROCEED WITH DEFINITE POSTWAR PLANS UNTIL BILL PASSES AND FAILURE TO PASS BILL MAY DELAY POSTWAR PROGRAM WHEN WAR ENDS.

OREGON STATE HIGHWAY COMMISSION

The Assistant Attorney requested authority to purchase certain parcels of real property that are needed for various highway improvements throughout the State. He submitted a list of such properties together with offers that he recommended be made in connection therewith. After careful consideration of each item, the Commission approved the request. The following resolution with respect thereto was thereupon adopted by the Commission by unanimous vote upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11018	Gillin, Lena Right of Way Option expires	3,000 sq.ft. at 30¢ House	$ 900.00 2,250.00	$ 3,150.00	McCallister
10943	Fillhouer, Calvin M. and Helen Right of Way Option expires	1,925 sq.ft. at 20¢ plus House	395.00 1,805.00	2,200.00	"
11134	Vidler, Emily Right of Way Option expires	5,000 sq.ft. at 20¢ House Garage Building	1,000.00 1,500.00 100.00 1,150.00	3,750.00	"

COTTONWOOD CREEK-LAKEVIEW SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

11407	Troy, Wm., Jr. and Lester Fawver Stockpile site Option expires 11/8/44	1.40 acres at $18.00	25.20	25.20	Cozad

LAKEVIEW-AIRPORT SECTION, AIRPORT ACCESS HIGHWAY

11409	Mulkey, Jack and Leota Right of Way Option expires 11/22/44	1.0 acre Federal Land Bank fee	5.00 5.00	10.00	Witt

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

11431	Kubik, Donald and Marjorie Right of Way Option expires 12/8/44	2,050 sq.ft. at 4¢	$ 82.00	$	
		Allowance for wrecking or moving woodshed, for new lawn, allowance for septic tank.	225.00		
		Moving buildings (Estd. at $1,000.00)	1,000.00	1,307.00	Landon
11432	Ulrich, Heirs Fred (dec'd) Quarry site Option expires 12/9/44	10.0 acres at $75.00	750.00	750.00	"

- $50.00 to be paid for permit of entry for prospecting for rock -

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY

9716-A	Thomson, Ellen M. Right of Way Option expires 10/19/44	1.22 acres at $100.00	122.00		
		Allowance for crop loss	73.20		
		Fencing and anchor posts	222.25	417.45	Collins Landon
9715-A	Thomson, Clifford P. Right of Way Option expires 10/19/44	0.58 acre at $100.00	58.00		
		Moving fence, crop loss, moving private telephone poles and line	146.05	204.05	"
10267-A	Oregon-Washington Joint Stock Land Bank of Portland, and T. Irvin Cain and Evelyn Cain Right of Way Option expires 10/19/44	1.86 acres at $100.00	186.00		
		Allowance for crop loss	75.00	261.00	Landon

JUN 13 1944

HALSEY-HARRISBURG SECTION-PACIFIC HIGHWAY (Cont.)

10270-A	Spacek, August and Rose Right of Way Option expires 10/25/44	1.06 acres at $100.00	$ 106.00	$ 106.00	Landon and Collins
10269-A	Lister, Charles R., Emma E., Gertrude C., and John D. Right of Way Option expires 11/15/44	0.42 acre at $100.00	42.00		
		Waiver of access buildings and commercial advertising, etc. waiver	00.00	42.00	Landon
		Fencing,-			
9709-A	Hill, Effie E. and A. J. Right of Way Option expires 10/11/44	0.11 acre at $200.00	22.00		
		Allowance for damages, and signing agreement as to signs, structures.	28.00	50.00	Collins
9713-A	Stevenson, Harold M. Right of Way Option expires 10/12/44	1.22 acres at $100.00	122.00		
		Crop loss	73.20	195.20	"
9712-A	Kropf, O. C. Right of Way Option expires 10/11/44	1.22 acres at $100.00	122.00		
		Crop loss	73.20	195.20	"
10268-A	Bennett, Beulah and Nida E. Scott Option expires 10/14/44 Right of Way	0.77 acre at $100.00	77.00		
		120 rods fence at $1.25 rod	150.00		
		Crop loss	30.80	257.80	"

JUN 13 1944

HALSEY-HARRISBURG SECTION-PACIFIC HIGHWAY (Cont.)

9711-A	Powell, Melvin Right of Way Option expires 11/10/44	1.25 acres at $100.00 Crop loss, damages in lieu moving house (Estd $1,000), allowance for wrecking and rebuilding granary, rearranging fences moving barn (Estd. $900.00)	$ 125.00 875.00 (Moving)	$ 1,000.00 900.00 1,900.00	Collins "
10266-A	Reed, Dame Lyons and Mary E.K.L.Chapman Right of Way Option expires 11/1/44	0.69 acre at $100.00 Crop loss, and moving and resetting fence posts	69.00 101.25	170.25	"
9718-A	Cogswell, Dora A. and Dorothea Cogswell Moorehouse, and Clifford D. Right of Way Option expires 11/16/44	1.36 acres at $100.00 Damage to be paid if crop is loss on the 1.36 acre Waiver of access Federal Land Bank fee	136.00 81.60 00.00 7.50	225.10	Collins Landon
10265-A	Smith, Estate Albert M. (Deceased) Right of Way Option expires 11/23/44	0.12 acre at $100.00 Waiver of access, buildings, and commercial signs	12.00 00.00	12.00	Landon

JUN 13 1944

HALSEY-HARRISBURG SECTION-PACIFIC HIGHWAY (Cont.)

10261-A	Clarke, Edgar N. and Gladys R., and B. A. Kliks and Dorothy L. Kliks Right of Way Option expires 11/16/44	0.51 acre at $100.00	$ 51.00	$	
		Allowance for crop loss (Amount to be disallowed if crop saved)	30.60		
		Waiver of access	00.00	81.60	Collins Landon
10262	Bowers, J. W. and Chester A. Curtis Right of Way Option expires 12/7/44	4.53 acres at $100.00	453.00		
		Crop loss on 4.53 acres	271.80		
		Allowance for moving 69 rods fence at $1.25 rod	86.25		
		Waiver of access	50.00		
		Agreement on commercial signs and buildings	150.00		
		Moving warehouse (Estd. at $1200.00)	1,200.00	2,211.05	"
10263	Curtis, Chester A. Right of Way Option expires 12/7/44	.096 acre at $500.00	480.00		
		Trees, new lawn, loss and moving shrubs and flowers	225.00		
		House	2,500.00		
		Service Station, complete	1,200.00		
		Loss business site and general damages, waiver of access, and agreement as to commercial signs, etc.	583.95		
		Moving machine shed (Estd. at $500.00)	500.00	5,488.95	Landon Collins

JUN 13 1944

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY (Cont.)

9710	Powell, Melvin K. Right of Way Option expires 12/8/44	2.96 acres at $100.00 133 rods fence at $1.50 rod Loss of trees and crop and general and severance damages	$ 296.00 199.50 722.60	$	
	- The State to move signs on property -	Waiver access and commercial signs, etc.	00.00	1,218.10	Collins

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11394	Stafford, Fay Right of Way Option expires 11/21/44	4,725 sq.ft. at 1¢	47.25	47.25	Cozad
11333	Daggett, Floy R. and Fred Schallock Right of Way Option expires 11/26/44	99,225 sq.ft. at 1¢	992.25	992.25	"
11353	Clark, Mary Right of Way Option expires 11/2/44	6,480 sq.ft. at 10¢ Building Fencing and outbuildings	648.00 1,250.00 102.00	2,000.00	Witt
11395	Dunn, Clifford A. Right of Way Option expires 11/28/44	462 sq.ft. at 1¢	4.62	4.62	Cozad
11343	Hoemans, Ellenor T. Right of Way Option expires 11/9/44	5,441 sq.ft. at 1½¢	81.65	81.65	Witt
11356	Hauger, H. E. Right of Way Option expires 11/11/44	11,168 sq.ft. at 5½¢	614.24	614.24	"

JUN 13 1944

PELICAN CITY-SOUTH 6TH STREET SECTION-KLAMATH FALLS-MALIN HIGHWAY (Cont.)

11377	Ambrose, Keith K. Right of Way Option expires 11/25/44	7,720 sq.ft. at 6¢	$ 463.20	$ 463.20	Witt
11339	Folsom, Minnie Right of Way Option expires 11/4/44	9,450 sq.ft. at 2½¢	236.25	236.25	Cozad
11358	Burton, William A. Right of Way Option expires 11/22/44	6,500 sq.ft. at 5-1/3¢ plus	350.00	350.00	Witt
11335	Newton, Minnie H. Foss Right of Way Option expires 11/12/44	3,675 sq.ft. at 2¢	73.50	73.50	"
11346	Maloney, May Right of Way Option expires 11/11/44	14,000 sq.ft. at $0.0265 less cents	370.00	370.00	"
11391	Cook, M. E. Right of Way Option expires 11/11/44	4,725 sq.ft. at 2¢	94.50	94.50	"
11396	Neeley, Mrs. W. Freed Right of Way Option expires 11/11/44	9,450 sq.ft. at 1¢	94.50	94.50	"
11338	Underwood, Gertrude Eunitia Right of Way Option expires 10/28/44	3,825 sq.ft. at 3¢	114.75	114.75	Cozad
11397	Jacobs, Rudolph L. Right of Way Option expires 10/27/44	21 sq.ft.	1.00	1.00	"
11351	Johnson, Lars Julius Right of Way Option expires 10/28/44	7,423 sq.ft. at 3¢ 2-roomed house Garage	222.69 200.00 50.00	472.69	"

JUN 13 1944

PELICAN CITY-SOUTH 6TH STREET SECTION-KLAMATH FALLS-MALIN HIGHWAY (Cont.)

11347	Heighler, Lizzie E. Right of Way Option expires 11/11/44	14,000 sq.ft. at $0.0265 less	$ 370.00	$ 370.00	Witt
11393	Stokely, B. Right of Way Option expires 11/14/44	3,221 sq.ft. at 2¢	64.42	64.42	"
11392	Ady, Fred A. Right of Way Option expires 11/9/44	4,725 sq.ft. at 2¢	94.50	94.50	"
11378	Anker, J. N. Right of Way Option expires 11/28/44	726 sq.ft. at 6¢	43.56	43.56	"
11360	Stein, Abraham and Eva Right of Way Option expires 11/30/44	5,053 sq.ft. at 4¢	202.12	202.12	"
11340	Richardson, Lewis W. Right of Way Option expires 11/28/44	14,175 sq.ft. at $0.0126 plus	180.00	180.00	"
11350	Miller, Bert E. Right of Way Option expires 11/22/44	7,639 sq.ft. at 4¢ House Garage Shade trees, lawn, shrubbery and flowers	305.56 850.00 100.00 145.00	1,400.56	Cosad
11362	Burns, Alma Right of Way Option expires 11/30/44	4,464 sq.ft. at 4¢ House Garage Trees, lawn, shrubbery, flowers	178.56 1,245.00 300.00 277.00	2,000.56	"

PELICAN CITY-SOUTH 6TH STREET SECTION-KLAMATH FALLS-MALIN HIGHWAY (Cont.)

11348	Finley, Ross W. Right of Way Option expires 12/1/44	3,840 sq.ft. at $0.0375 Garage Lawn, trees, hedge and roses and shrubs House	$ 144.00 350.00 381.00 2,125.00	$ 3,000.00	Cozad
11363	Fiala, C. J. Right of Way Option expires 12/1/44	4,082.50 sq.ft. in Lot 24, Block 31, Hot Springs Addition to Klamath Falls, to be acquired by State from City of Klamath Falls, at cost of $550.00, and exchanged for Lot 6, Block 23, same Addition Cost of moving buildings to new lot (Estd.$850.00)	550.00 850.00	1,400.00	"
11400	Van Duker, Robert Walter Right of Way Option expires 12/1/44	462 sq.ft. at 1¢	4.62	4.62	"
11361	Baker, Willard Right of Way Option expires 12/2/44	4,665 sq.ft. at 4¢ House Garage Wood shed, trees, fence	186.60 2,100.00 75.00 94.00	2,455.60	"
11337	Heissner, Frank O. Right of Way Option expires 12/6/44	11,475 sq.ft. at 4¢	459.00	459.00	"
11368	Suty, Anton and Pauline Right of Way Option expires 12/6/44	3,750 sq.ft. at 4¢ House Garage, lawn, trees, fence, allowance for shrubbery	150.00 2,500.00 856.00	3,506.00	"

JUN 13 1944

PELICAN CITY-SOUTH 6TH STREET SECTION-KLAMATH FALLS-MALIN HIGHWAY (Cont.)

11429	Klamath Falls, City of		$	$	
	Right of Way				
	Option expires	7,000 sq.ft.			
	12/5/44	at 7.86¢	550.00	550.00	Cozad
11364	Shaw, Orrie C.	6,420 sq.ft.			
	Right of Way	at 4¢	256.80		
	Option expires	House	1,100.00		
	12/2/44	Wood-shed, fencing, trees, shrubbery and vines, lawn and garden	293.20	1,650.00	"
11352	Browning, R.W. and James and Marie Bishop				
	Right of Way				
	Option expires	3,000 sq.ft.			
	12/7/44	at 4¢	120.00		
		House	1,900.00		
		Garage	150.00		
		Lawn, shade trees and shrubbery	130.00	2,300.00	"

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

10863	Zimmerman, A. J. and Mattie A. et al.				
	Right of Way				
	Option expires	9,191 sq.ft.			
	6/21/44	at 16.32¢	1,500.00	1,500.00	Collins

JOHN DAY RIVER-QUINTON SECTION, COLUMBIA RIVER HIGHWAY

*10278	Huck, Bessie E.	2.92 acres			
	Right of Way	at $200.00	584.00		
	Option expires	House	2,000.00		
	5/12/44	Garage (work-shop)	1,000.00		
		Trees, shrubs, water system, fencing and outbuildings	1,416.00	5,000.00	Cozad

---

*In the discussion of item No. 10278, the Attorney advised that the owner is not insistent that the Commission complete the purchase of the property at this time, but wants definite assurance that the state will do so when the property is needed in connection with the proposed improvement of the highway at this point. The Engineer advised that the highway improvement is tentatively scheduled for

construction in the postwar program and assured the Commission that the property definitely will be needed when the work is done. He recommended approval of the owner's request. The Commission approved the recommendation and instructed the Attorney to prepare an appropriate form of agreement covering the matter.

The Assistant Attorney also asked the Commission to authorize the condemnation of certain properties that are needed as right of way in connection with the reconstruction of the Halsey-Harrisburg Section of the Pacific Highway East, particularly because of difficulties encountered in securing waiver of access from the property owners. He submitted a list of such properties together with offers that he recommended in condemnation, as follows:

9717A	John P. Headings	$650.00
10272A	Michael Balcovic	200.00
11332	Currin S. Miller	425.00

After careful consideration, the Commission approved the request and thereupon by unanimous vote adopted the following resolution relative thereto upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman:

WHEREAS, the transportation of persons and property over public highways by private and for-hire motor vehicles has developed to a point where such means of transportation has become an integral and essential part of the transportation systems and agencies of the State and of the nation; and

WHEREAS, the volume and type of motor vehicles now using the public highways of the State and the nation have become such that highway standards of yesterday and highway designs are inadequate with respect to factors of safety, time element, weight of load, dimensions of vehicle and all other factors entering into the problem of transportation over public highways; and

WHEREAS, highway construction, maintenance and improvement are now and have been for some time financed in large measure by taxes and other charges imposed upon and paid by the road user, and therefore the convenience, safety and economy of time and cost of operation are of prime significance to the road user; and

WHEREAS, highways which in design possess a minimum curvature, easy grade, two or more same-direction lanes, freedom from access or intersecting roads, streets or lanes, and into, to or from which abutting property owners have no, or at least a limited, right of access, constitute and are thoroughfares which, in the opinion of the Commission, afford and offer to the highway user economy of time, cost and safety of operation to public officials charged with upkeep, economy of maintenance costs, and for all interested parties a reduction in the toll of life and health and a reduction in property damage; and

WHEREAS, for the purpose of making possible the construction of a more adequate and safe thoroughfare, the Commission has relocated the section of the Pacific Highway East between Salem and Albany, and for like purpose the Commission has declared the necessity for widening, straightening and otherwise improving the alignment and design of the section of said highway from Albany to Junction City; and

WHEREAS, to the end that public safety, convenience and public economy may be best served, it is deemed by the Highway Commission advisable and necessary that in connection with the acquisition of real properties for rights of way for said highway there shall be acquired all right or easement of access to said highway from real properties abutting thereon, and all right or easement of access from said highway to real properties abutting thereon, except at such places as may be designated and approved by the Highway Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, that:

1. The Highway Commission does hereby find and declare that the relocation of the Pacific Highway East between Salem and Albany and the construction of a highway over said new location, and widening and straightening of the Albany to Junction City Section of said highway are necessary and essential for the convenience, safety and accommodation of the motoring public so that there may be made possible the construction, improvement and maintenance of a highway between said termini adequate in all particulars for existing and potential volume, type and character of traffic now using or which for long will use said highway;

2. That the said proposed highway projects, consisting of new highway construction, highway location, widening and straightening between said termini are each and all planned and located in a manner which in the judgment of the Commission will be most compatible with the greatest public good and will do a minimum of damage to private property;

3. That for the purpose of providing convenience, safety, economy of time, operation and cost, and for the purpose of providing and making possible the movement of the maximum volume of traffic over said highway and otherwise protecting and bringing greater returns to public investment in said highway, it is deemed and declared to be necessary that, in addition to the acquisition of real properties for rights of way, there shall be acquired from the owners of all real property abutting upon said highway or highway right of way all right or easement of access from abutting lands to, over and into said highway and all right or easement

of access from said highway to said abutting real property, except at specific places to be designated in the deeds or other evidences of title;

4. Based on the foregoing findings and declarations and upon existing law, it hereby is ordered that:

(a) J. M. Devers, as Chief Counsel of the Oregon State Highway Commission, be and he hereby is authorized and directed personally, or through a member or members of the Legal or Right of Way staffs, to attempt to agree with the owner or owners of properties described on the attached sheets with respect to the compensation to be paid for said property or properties, together with the damage, if there be damage, to the remainder of the said properties as a result of the taking of properties to be appropriated for said projects, and is authorized and directed to attempt to agree with such owner or owners with respect to the compensation and damage, if there be damage, to be paid for a waiver, sale and transfer of all right or easement of access from the abutting property or properties to, into or over said highway and all right and easement of access from said highway to said abutting property or properties, except at places specified as a part of the respective descriptions;*

(b) In the event that said property or properties, or any of the same, or the right or easement of access with respect to any ownership cannot be acquired by agreement, then said J. M. Devers, as Chief Counsel, is hereby authorized to institute and prosecute to final determination any necessary or appropriate suit or action for the State in the name of the State, by and through its State Highway Commission, for the condemnation of such interest or interests as such owner or owners may have in said real property or properties, including any and all right of access except at places specified as a part of the respective descriptions, and for determining the compensation to be paid not only for such real properties needed for right of way purposes and the damage, if any there be, but the compensation to be paid for such right or easement of access and the damage if any there be; and

(c) In the event said properties or any of them, or such right of easement or access, are acquired through condemnation proceedings, then said J. M. Devers, as Chief Counsel, hereby is authorized in the conduct and prosecution of said proceeding or proceedings to make such offer or offers, commitment or commitments as in his opinion will best serve the interests of the State of Oregon, this Commission and the general public, as well as the interests and welfare of the owner or owners who may be defendants in any particular proceeding;

5. That this resolution be entered in full in the minutes and records of this Commission.

JUN 13 1944

*(The detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 44, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Assistant Attorney brought up for discussion the offer presented at the last meeting of Mr. O. D. Kieffer to purchase a small tract of land adjacent to the Dayton-Amity Secondary Highway, in Yamhill County. He advised that Mr. Kieffer's offer is $500.00 for the 5.92 acres involved, and that he has also consented to relinquish right of access to the highway therefrom. He recommended acceptance of this offer rather than advertising the property for sale. The Commission approved the recommendation unanimously upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp.

A letter was presented from Mr. R. F. Pullen, Haines, Oregon, inquiring whether or not the State Highway Commission will consider the sale or the lease of an old gravel pit adjacent to the Old Oregon Trail about three-quarters of a mile north of Haines. Mr. Pullen advises that this pit contains about twenty-five feet of water the year round and he would like to stock it with fish for private enterprise. The Engineer advised that a small stream flows through this gravel pit, and that local residents have been using the pit as a fishing place for many years, it being one of the few such places in that vicinity. He further advised that it costs the State nothing to maintain the pit and gave as his thought that it would be inadvisable to deprive local people of the fishing privileges that they have enjoyed heretofore. The Commission decided unanimously to retain the property. The Secretary was instructed to convey such information to Mr. Pullen and to Mr. Armond W. Perkins, Haines, Oregon, who has requested the same privilege on behalf of Mr. George Leonnig of that place.

The Assistant Attorney reported the private sale of the building located at Forfar which was advertised for bids at the May meeting of the Commission. He recalled that the Commission did not receive a satisfactory bid at that time and authorized him to negotiate the sale privately, the result being that he has received an offer of $75.00 from Mr. Lee Halsey. He recommended acceptance of this offer. The Commission approved the recommendation.

The Attorney brought up for discussion a letter from the U. S. Weather Bureau requesting that the rights and privileges heretofore granted by the Commission to the Civil Aeronautics Authority concerning the use of certain state-owned property in Josephine County, be transferred to the U. S. Weather Bureau, which transfer, it is said,

is endorsed by the Aeronautics Authority. The Attorney recommended approval of the request. The Commission approved the recommendation unanimously. (The transfer agreement covering this subject was signed by the Commission on the following day.)

The Attorney requested instructions whether or not to intercede with the State Industrial Accident Commission in the case of Jesse G. Helmick, a State Highway Department employee who was injured in the discharge of his duties. He advised that Mr. Helmick is employed on a maintenance crew, and while assisting in the loading of asphalt onto a state truck, injured his shoulder, requiring medical attention. Mr. Helmick's expense claim, he said, was rejected by the Accident Commission on the ground that the injury did not result from an accident within the meaning of the State Industrial Accident Commission laws, such decision being based on the court case of Gottfried -vs- State Industrial Accident Commission, 168, Oregon 65. The Attorney advised that he is not in accord with the decision of the Accident Commission and recommended that action be taken against the State Industrial Accident Commission, if necessary, in order to secure some satisfaction for Mr. Helmick. After discussion, Commissioner Schaupp moved that the Attorney be authorized to contact the members of the Accident Commission in an effort to secure a reversal of its position with respect to this claim, and that he be authorized to take the matter to court, if necessary, to secure satisfaction. The motion was seconded by Commissioner Chessman and received the unanimous vote of the Commission.

The Attorney also reported briefly on the claim of Capt. Herman Larsen, Portland, for reimbursement for injuries received by him on the Interstate Bridge between Portland and Vancouver, but action in the matter was deferred by the Commission until the claimant's attorney, Mr. Milton R. Klepper, Portland, has filed a statement on behalf of his client.

The Engineer reported on the question of financing the Little Nestucca Secondary Highway as instructed by the Commission at a previous meeting. He advised that the Doernbecher Manufacturing Company, which is interested in the improvement of this road, is not willing to contribute 50% of the expense involved, in view of which the improvement cannot go forward unless the Commission is willing to pay the entire cost. The Commission decided unanimously to do nothing further with this project.

The Engineer also reported on the proposed revision of the Dallas-Coast Secondary Highway between Rickreall and Dolph Corner. He submitted a map showing the alternate routes that have been suggested, and explained the details of engineering, etc., in connection with each route. (For details, see Engineer's letter of June 7, 1944, directed to the members of the Oregon State Highway Commission, in General Files.) He recommended the adoption of the Rickreall-Dolph Corner route and the improvement of the present highway between Rickreall and Dallas, together with the construction of a connecting road to Dallas at such time as the Commission is ready to decide a definite route for this road. Due to the uncertainty that exists with respect to postwar funds, the Commission

considered it inadvisable to establish a definite route at this time. The Secretary was instructed to so inform Messrs. A. R. Cadle and Jos. H. Harland, who have offered objections to the route recommended by the Engineer.

A report was submitted by the Engineer on the condition of the secondary state highway which extends from Adrian, Oregon, to the Idaho state line near Homedale, Idaho, the improvement of which has been requested on several occasions by local users of the road. He advised that the road is surfaced with pit-run gravel which is difficult to maintain in good condition, but which is kept in the best possible condition under existing circumstances. There is sufficient rock on the road, he said, to apply an oil treatment, which is really what the people want, and recommended consideration of such project when materials and funds are available to do the work. The Secretary was instructed to inform the petitioners that the Highway Commission appreciates the fact that the road needs to be oiled, and will give it consideration for post war construction program when it is possible to secure needed materials and there is money available to finance the work. In the meantime, the road will be maintained in the best possible condition.

The Commission discussed a report from the Engineer on parking conditions along the east side of U. S. 99E in Oregon City, particularly in front of the Shell Oil Station about 160 feet west of Main Street. The Engineer advised that there are two entrances to the Shell Service Station about 50 feet apart, and that the parking of automobiles along the curb line in this short section creates a hazard to other highway traffic. He recommended that the Commission adopt an order prohibiting the parking of cars at this location. The recommendation was approved by the Commission, and the following resolution relative thereto was adopted by the Commission, by unanimous vote:

WHEREAS, in the opinion of the Commission the parking of motor vehicles within the area hereinafter defined creates, because of the curvature and sight distance of the highway involved, a hazardous condition and one which may cause or contribute to serious accident; and

WHEREAS, because of the facts and the potential hazard as above stated, it is the opinion of the Commission that the parking of cars in the area hereinafter defined should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the parking of motor vehicles shall be and is prohibited in the area defined as:

Beginning at a point on the easterly side of the Pacific Highway East (Fifth Street) in Oregon City, 160 feet westerly or northerly from the west curb line of Main Street, which

point is the northerly edge of the entrance driveway to the Shell Service Station, and extending northerly therefrom a distance of 46 feet.

2. That the Engineer be and he hereby is directed to place and maintain at places within said area or on the margin thereof appropriate warning signs advising the public that the parking of cars is prohibited within said area.

The Commission also discussed a report from the Engineer on a hazardous condition that is caused by the parking of automobiles on U. S. Highway 101, near Tahkenitch River, in Douglas County. The Engineer recommended in order to alleviate this condition that the Commission adopt an order prohibiting the parking of automobiles on either side of the highway for a distance of about 600 feet south of the Tahkenitch River bridge. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution relative thereto:

WHEREAS, it has been brought to the attention of the Commission that it has become the practice among operators of motor vehicles to park the same within the right of way limits of the area hereinafter described; and

WHEREAS, the area hereinafter described is a segment of the Oregon Coast Highway, which is a part of the state highway system and is a highway which carries a substantial volume of traffic; and

WHEREAS, in the opinion of the Commission the parking of cars within the said area creates a hazard which may contribute to or cause serious accident, and therefore, in the opinion of the Commission, the parking of motor vehicles within said area should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the parking of motor vehicles within any part of the right of way of the Oregon Coast Highway beginning at Engineer's Station 1012+97.5 (mile post 216.01) at the south end of the Tahkenitch River bridge on said highway, and ending at Engineer's Station 1007+00 (mile post 216.12), the distance between said termini being approximately 600 feet, be and hereby is prohibited;

2. That the Engineer be and he hereby is directed to place or cause to be placed at the termini of said area and at such other places between said termini as in his opinion may be necessary appropriate signs warning the motoring public of the prohibition against parking within said area.

JUN 13 1944

The Commission discussed a request from the City of McMinnville for the installation of additional traffic signals at two street intersections, one of which is at the intersection of Baker Street (U.S. 99W) with Second Avenue, and the other being at the intersection of 3rd Street and Johnson (McMinnville Secondary Highway). The Engineer explained that the city's fire department is located on Second Street, and in answering calls, fire trucks are obliged to use the Baker Street route. Certain city officials, he said, are fearful that serious accidents will occur at this intersection and have suggested, in order to avoid accidents and to safeguard the public, the installation of a traffic signal equipped with siren controlled at the fire station. He gave as his thought that such type of installation is not required and recommended denial of the request. The Commission approved the recommendation.

With respect to the proposed signal at 3rd and Johnson Streets, he advised that there is more or less hazard at this point because of the use of the abutting property at the northwest corner of the intersection by logging trucks. He gave as his thought that a traffic signal is not necessary, and that the matter could satisfactorily be taken care of by signs, and adoption by the city of an ordinance prohibiting the parking of motor vehicles within a certain distance of the intersection. The Commission approved such solution of the problem and ordered that the City of McMinnville be advised accordingly.

The Engineer reported the results of his inspection of the Oregon Coast Highway between Newport and Florence in company with Commissioner Chessman and Lt. G. A. Gentry of the U. S. Coast Guard relative to the construction of the Coast Guard's telephone pole line along this highway. He advised that for the most part a satisfactory location was found on the east side of the highway where the pole line would not interfere with the scenic ocean view; however, between Big Creek crossing and Yachats, it was found necessary to approve a location on the westerly side of the highway in order to avoid conductive interference of power wires that occupy the east side of the highway. The U. S. Coast Guard, he said, has agreed, if permitted to establish its pole line on the west side of the highway, to remove the poles and place its wires underground within two years after the war is over. He further advised that north of Big Creek crossing, the pole line would occupy a location on the old Spruce Production Railroad right of way for a considerable distance where this right of way closely parallels the highway. He recommended approval of the location as did also Commissioner Chessman. The Commission approved the recommendation unanimously. The Secretary was instructed to prepare a form of permit in conformity therewith and to submit the same to the Walport Telephone Company for its approval, in view of the fact that this company now has telephone pole line privileges on the east side of the highway which it anticipates sharing with the U. S. Coast Guard.

The Engineer submitted a report on sites that have been either purchased or leased for the stock-piling of broken stone or gravel for highway maintenance purposes. The Commission approved the

report and ordered it filed. (See letter dated June 5, 1944, directed to the members of the State Highway Commission, in General Files, for details.)

The Commission discussed the question whether or not to continue maintaining the Richardson's Gap County Road in Linn County which has been under State maintenance since July, 1942. (See Miscellaneous Agreement No. 696 with Linn County for details.) The Engineer explained that the former Highway Commission assumed the maintenance of this road as a temporary proposition in order to facilitate the truck hauling of logs by the Roaring River Logging Company, which agreed to and did contribute the sum of $3,000 to apply on the cost; further, that the arrangement expires on June 30, 1944, and the company has stated an unwillingness to contribute further because other logging concerns who are using the road have refused to share in the expense. He particularly mentioned the Murphy Timber Company as being in this category, and advised that he explained the situation to this company by letter on May 16, 1944, advising them that unless additional cash cooperation is secured, the Highway Commission probably will wish to return the road to Linn County, in which event it will be necessary for the Company to discuss with the Linn County Court the question of continued log hauling over the road. The Murphy Timber Company, he added, has not expressed its attitude with respect thereto. He pointed out that, if the Commission discontinues the maintenance work and returns the road to Linn County, it will be necessary for the State to place the road in at least as good condition as it was before the agreement was signed. The Attorney advised that the Commission would not be safe in continuing the maintenance of the road after July 1st unless the agreement with Linn County is renewed. He was instructed by the Commission to write the Linn County Court to that effect, unless the Court will indicate its willingness to take over the road at the expiration of the present agreement, after the Engineer has had an opportunity to consult with the County Court with regard to the project.

A letter was presented from Mr. W. H. Lynch, District Engineer, Public Roads Administration, with reference to the proposed improvement of the Santiam Highway as a Timber Access Road. Mr. Lynch advises that the Western Log and Lumber Administration endorses the necessity for the improvement, but is unwilling to approve the project on the basis that the State will pay only 25% of the construction cost, but is agreeable to the proposition on a 50-50 basis, Federal and State, on a project costing $149,000, provided the Highway Commission will authorize the elimination of flagmen in connection with logging operations and will assume future maintenance costs. The Engineer suggested that the State might pay 38% of the cost, which is the percentage the State now pays in connection with Federal Aid projects. The Attorney advised that if the road is left in a dangerous condition, then the individual members of the Commission can be held personally liable in the event of accidents occurring. After considerable discussion of this matter, the Commission instructed the Engineer to negotiate further with the Federal agencies as to the least amount of cooperation that they will accept from the State. He was also authorized to advertise the project for bids if the State is not required to contribute more than 38% of the construction costs.

The Engineer reported a request from Col. S. P. Arnold, retired, Tillamook, for state aid in connection with the survey of a small tract of land north of Tillamook, on which Col. Arnold plans to establish and conduct a training establis. ent for "Seeing-Eye" dogs. He estimated the cost of such survey at about $250.00, but questioned that the Commission could legally spend the State's money for this purpose in view of the fact that this is a private enterprise. The Attorney advised that the Commission has no legal authority to spend State money for this purpose. The Commission denied the request.

The Secretary presented a letter from the County Court of Umatilla County requesting a survey of a proposed secondary state highway extending from Southeast First Street, Pendleton, to a connection with Mission South Market Road. The Commission authorized the Engineer to make a reconnaissance survey of this proposed road in order to secure substantial information on which to base a decision.

A resolution was presented from the Curry County Pomona Grange in which the Commission is requested to consider in its postwar highway construction program a road extending from the Oregon Coast Highway at Brookings to a connection with the Redwood Highway at a place known as Selma, with a branch leading to Gold Beach, in order to provide a short cut highway up the Chetco River for the benefit of the people of Curry County who are now obliged to travel many miles over a circuitous route between these points. The Commission decided that the time is not propitious to start a project of this kind, and that it would be much better to spend the State's money for improvement of the present Oregon Coast Highway. The request was thereupon denied, and the Secretary was instructed to so inform the Grange.

The Engineer reported that on June 1, 1944, he awarded the following contracts as authorized by the Commission on May 10, 1944, when bids were received for these projects, the conditions of the awards having been satisfied:

"Lakeview Airfield Access Road Project awarded to Babler & Conley, the low bidders, at their bid price of $37,816.

"Lakeview Rock Production project awarded to M. C. Lininger & Sons, the low bidders, at their bid price of $36,750."

The Commission approved the awards by unanimous vote.

The Secretary presented excerpts from the minutes of meetings of the former Highway Commission concerning the improvement of Main Street in the town of Nyssa, as instructed at the previous meeting. It appeared to the Commission from a study of the record that the former Commission was committed to the paving of this street and the installation of storm sewers to take care of highway drainage. The Commission acknowledged this commitment and instructed the Secretary to inform the Nyssa Chamber of Commerce that the work will be done at the proper time when necessary funds and material are available.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

F. C. Feldschau & Son, Contract No. 2606, for furnishing crushed material in stock-piles for the Mills Bridge-McNamars Camp Section of the Wilson River Highway in Tillamook County, requested an extension of time from July 31, 1943, to April 27, 1944, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing labor, and repair parts for their equipment due to wartime conditions. The Engineer advised that the over-run in time limit is considerable; however, the contractor furnished a sufficient supply of materials so that the Highway Department was not inconvenienced in performance of needed work during the summer of 1943; also that the State did not suffer any loss by reason of the delay, neither did the traveling public experience any inconvenience thereby. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

M. C. Lininger & Son, Contract No. 2615, for furnishing maintenance material in stock-piles for the Richland-Halfway Section of the Baker-Homestead and Halfway Highways in Baker County, requested an extension of time from July 15, 1943, to May 1, 1944, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions, breakdown of equipment, and the need to complete another highway contract in Division No. 4 that was considered urgent, before starting the Richland-Halfway contract. The Engineer advised that the over-run in time limit was due primarily to the contractor's delay in starting the job. This contract, he said, was awarded by the Commission on January 14, 1943, but the contractor did not start to set up his plant until March 20 of that year; however, made very good progress subsequent thereto. He further advised that the contractor's statement as to the urgency of constructing his other contract in Division No. 4 is correct, and that he was allowed to proceed with such contract prior to completing the Richland-Halfway job because the rock was not required at Richland until 1944. The State, he said, has not been inconvenienced by the delay, neither has it incurred any extra expense for engineering supervision. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Birkemeier & Saremal, Contract No. 2662, for construction of a pedestrian overcrossing at the south city limits of Milwaukie, in Clackamas County, requested an extension of time from March 31, 1944, to May 6, 1944, with which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions which would not permit application of the final coat of paint. The Engineer advised that the reason given by the contractor for failure to complete the project within the

specified time limit is correct, and recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that contracts Nos. 2568, 2606, 2615, 2618, 2632, 2653 and 2658 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance;

Contract No. 2568, with Tom Lillebo for reconstructing the approach to the bridge over the Willamette River on the Pacific Highway East at Harrisburg, Lane County. Completed January 17, 1944.

Contract No. 2606, with F. C. Feldschau & Son, for furnishing crushed material in stock-piles on the Mills Bridge-McNamars Camp Section of the Wilson River Highway in Tillamook County. Completed on April 27, 1944.

Contract No. 2615, with M. C. Lininger & Sons, for furnishing crushed rock in stock-piles on the Richland-Halfway Section of the Baker-Homestead and Halfway Highways in Baker County. Completed on May 1, 1944.

Contract No. 2618, with M. C. Lininger & Sons, for furnishing crushed rock in stock-piles on the Ochoco Summit Section of the Ochoco Highway in Crook and Wheeler Counties. Completed on January 10, 1944.

Contract No. 2632, with P. B. Doherty for furnishing crushed rock in stock-piles on the Alsea Mountain Section of the Alsea Highway in Benton County. Completed on November 24, 1943.

Contract No. 2653, with E. C. Hall Co. for furnishing crushed rock in stock-piles on the Lapine Section of The Dalles-California and Fremont Highways in Deschutes and Klamath Counties. Completed on June 2, 1944.

Contract No. 2658, with Western Rock Company, for grading, surfacing and oiling the Umatilla Oil Depot Access Road in Umatilla County. Completed on May 15, 1944.

THEREFORE, BE IT RESOLVED, that the work covered by said state highway projects be declared completed according to the

terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each, except as to Contract No. 2568 with Tom Lillebo, is hereby authorized.

Special consideration was given by the Commission to the payment of the final estimate in connection with the Tom Lillebo Contract No. 2568, for the reconstruction of the Harrisburg bridge approach. The Attorney advised that Mr. B. C. Davenport of Junction City has filed a claim against this contract in the amount of $2,000, representing losses which he alleges he sustained by reason of Mr. Lillebo's operations. It is claimed by Mr. Davenport, he said, that the contractor maintained a stock-pile of lumber on his land, and that during the period of high water eddies were created which damaged his land to such an extent that he lost a sale of his property at $8,000 and is now able to secure an offer of only $6,000. Mr. Davenport, he said, wants the contractor to reimburse him for the amount of his loss. After discussion, the Commission ordered that final payment to Mr. Lillebo be withheld pending satisfactory settlement of this claim.

The Commission had under discussion a compromise settlement with the O.W.R. & N. Company and the Union Pacific Railroad Company covering damage which occurred to the Pendleton-Stanfield Highway in Umatilla County by reason of construction work performed by the railroad company's contractor on the railroad right of way where it closely parallels the highway. It appears that because of the railroad company's construction work, it was necessary to repair and partially relocate the highway, and it has been agreed among the engineers that payment by the railroad company in the sum of $1,102.74 will satisfy the state's claim. The Engineer recommended settlement on such basis. The Commission approved the recommendation by unanimous vote. (A release and receipt covering this matter was signed by the Commission on the following day.)

The Engineer reported receipt of a request from the Linn County Court that the State Highway Commission include in its next advertisement for bids for highway construction a call for the construction of a bridge over the Santiam River on a county road near Cascadia. He recommended approval of the request as a matter of courtesy, it being understood the cost of the construction work is to be paid entirely with county funds. The Commission approved the recommendation.

The Commission had under discussion the matter of authorizing the State Highway Engineer to pass upon small damage claims when the amount involved does not exceed $50.00. It was explained that the Commission now has authority under the law to approve payment of damage claims up to $500.00 in amount. The thought was expressed that if the Commission would authorize the Engineer to pass on the small claims, it would relieve the Commission of this detail, and payment of the claims could be expedited. After discussion, the Commission, by unanimous

vote, authorized the Engineer to pass on small claims that do not exceed $50.00 each and to pay them in the event they are cleared as to legality by the Attorney. The Engineer was instructed to submit a monthly report on claims paid under this authority.

Consideration was given by the Commission to a request from the U. S. Army Engineers for permission to conduct improvements to the Long Tom River Channel at the highway bridge crossing on U. S. 99W in the town of Monroe. The Commission approved the request by unanimous vote on recommendation of the Engineer. (An agreement covering the matter was signed by the Commission on the following day.)

The Commission confirmed the oral authority previously granted the Engineer to attend, at state expense, a Congressional Committee hearing in Washington, D.C. on May 24 - 27, 1944, in the interest of postwar highway legislation.

The Engineer requested authority for Bridge Engineer, G. S. Paxson, to make a trip into the State of Washington, at state expense, during the period of June 27 to July 1, 1944, to investigate the causes of concrete disintegration which is affecting concrete pavements and structures in the northwest. He explained that the investigation is to be made in conjunction with a representative of the Public Roads Administration, Division of Tests and Research. He also requested authority for Assistant Maintenance Engineer, W. W. Stiffler, to accompany Mr. Paxson on this trip for an inspection of maintenance buildings in the State of Washington. He estimated that the total expense involved would not exceed $70.00. The Commission approved the request by unanimous vote, subject to further approval by Governor Snell.

The Secretary presented a resolution from the Josephine County Court with respect to the abandonment of the right of way of the old Pacific Highway over Sexton Mountain, Josephine County, which is no longer of value for state purposes in view of the construction of the highway on revised alignment. The Commission approved the resolution and ordered it filed.

The Commission also approved by unanimous vote a communication from the City Council of Cottage Grove approving the rerouting of the Pacific Highway through this town.

The Engineer reported an accumulation of junk and scrap materials consisting of copper wire, steel, old batteries, tires and obsolete equipment which is of no value to the state. He requested authority to advertise this material for bids. The request was approved by the Commission by unanimous vote.

The Commission had under discussion the setting of a date for its next regular meeting and decided to hold such a meeting on Tuesday afternoon and Wednesday, July 11 and 12, 1944. The Secretary was instructed to make the usual arrangements to hold this meeting in the Imperial Hotel, Portland.

JUN 13 1944

The Engineer reported receipt of a letter from the War Production Board denying the Commission's application for Federal funds to finance the reconstruction of the Steiwer Hill-Albany and Wolf Creek-Grave Creek Sections of the Pacific Highway. The Commission took no action in this matter.

The Attorney brought up for discussion an action that is now pending in the United States District Court concerning the acquisition of right of way across certain Indian-owned land in Coos County. He advised that the United States of America is plaintiff in the case, and that the State of Oregon, the State Highway Commission, Coos County and others are defendants; also, that the Government is seeking to recover damages in the amount of $19,350 on behalf of the Indian owner who is a Government ward. He advised that a compromise settlement of this controversy has been reached whereby the Government will accept the sum of $1,500 as payment in full, one-half of which is to be paid by Coos County and the balance by the State. He recommended approval of such settlement in order to dispose of the case. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, it appears that there is pending in the United States District Court for the District of Oregon an action wherein the United States of America is plaintiff and the State of Oregon, the State Highway Commission, Coos County and others are defendants, by which action the Government seeks to recover damages in the sum of $19,350 against all of the defendants; and

WHEREAS, it appears that said action involves the appropriation and use for right of way purposes of land owned by an Indian who is a ward of the United States Government, which land was appropriated it appears, by Coos County and is now under the jurisdiction of the State because of the fact that the road constructed over the said land is a state highway; and

WHEREAS, it appears that said controversy can be compromised by the payment of $1500, half of which is to be paid by Coos County and half by the State of Oregon; and

WHEREAS, J. M. Devers, as Chief Counsel for the Highway Commission, has recommended that said case be settled on said basis;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED that the State Highway Engineer be and he hereby is instructed to draw a check against the State Highway Revolving Fund in favor of the United States Government in the sum of $750.00, and deliver the same to J. M. Devers, as Chief Counsel to the Oregon State Highway Commission.

BE IT FURTHER RESOLVED that the Chief Counsel be and he hereby is instructed to deliver said check to Honorable Carl Donaugh, as United States Attorney for the District of Oregon, in such manner

and supported by such written instrument as will completely protect the State's interest and accomplish the settlement of said controversy and the dismissal of said case.

BE IT FURTHER RESOLVED that this resolution be entered in the minutes and records of the Commission as of June 13, 1944.

The Assistant Attorney requested instructions relative to the repair of houses in Pendleton and in Eugene that had been acquired by the Commission in connection with right of way purchases. He estimated the cost to repair the houses in Pendleton at approximately $405.00 and advised in connection therewith that receipts to date from the rental of these houses aggregates in excess of $4,000, so, in his estimation, the expense of the repairs is fully justified. He estimated the cost to repair the houses in Eugene at about $60.00 and gave as his thought that this expense also is justified in view of the rentals that the Commission is receiving therefrom. It was the thought of the Commission that the buildings should be kept in good state of repair. The Assistant Attorney was thereupon authorized to have the work done.

The Commission adjourned at 4:30 p.m. to reconvene on the following day at 9:00 a.m.

Portland, Oregon, June 14, 1944.

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

Bids, as follows, for highway construction work and for the sale of a tract of land in Portland were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the awards would be made at 3:00 p.m. in the same room.

PACIFIC HIGHWAY EAST
GRADING AND PAVING, HALSEY-HARRISBURG SECTION

	Using Asphalt	Using Tar
Porter W. Yett, Portland	$376,687.24	---
Warren Northwest, Inc., Portland	413,854.00	$413,854.00
Peter Kiewit Sons, Omaha	451,997.00	---

PACIFIC HIGHWAY EAST
GRADING AND PAVING, HALSEY-HARRISBURG SECTION (Cont.)

	Using Asphalt	Using Tar
Northwestern Engineering Co., Rapid City, S. D.	$ 452,903.00	$ ---
Oscar Butler & Son, Portland	456,866.00	---
McNutt Bros., Eugene	516,739.00	516,739.00
E. C. Hall Co. & J. C. Compton Co., McMinnville	519,409.00	---
Axman & Miller, Portland	521,170.00	521,170.00
Babler & Conley, Portland	559,771.50	---

PACIFIC HIGHWAY EAST
FOUR BRIDGES, HALSEY-HARRISBURG SECTION

Frank Watt Construction Co., Portland	$59,150.00
J. F. Johnston, Newberg	59,225.00
Linstrom Bros., Portland	62,876.00
Tom Lillebo, Reedsport	65,887.00
Harry I. Hamilton, Eugene	68,820.00
C. J. Montag & Son, Portland	73,185.00
Tower Sales & Erecting Co., Portland	74,115.00
*McNutt Bros., Eugene	83,942.00
Babler & Conley, Portland	101,340.00

*Bidder will not accept this project unless awarded the Halsey-Harrisburg Grading and Paving Project.

COLUMBIA RIVER HIGHWAY
DISPOSAL OF ROCK DETRITUS, ONEONTA SECTION

Babler & Conley, Portland	$25,900.00
Logan & Taylor, Portland	26,270.00
T. W. Thomas, Portland	31,080.00
C. J. Eldon, Portland	31,080.00
Edlefsen & Weygandt, Portland	34,780.00
Sam Orino, Portland	42,550.00
Oscar Butler & Son, Portland	46,250.00
C. W. Thomas & Son, Winlock, Wash.	53,650.00
E. C. Hall Co., Eugene	59,200.00

OREGON COAST HIGHWAY
OILING, GARIBALDI-TILLAMOOK AIR BASE SECTION

Babler & Conley, Portland	$10,611.00
Western Rock Co., Salem	10,776.15
J. C. Compton Co., McMinnville	11,183.40
R. O. Dail, Portland	12,339.00
Parker Schram Co., Portland	16,200.00

JUN 14 1944

WILSON RIVER HIGHWAY
DECK TRUSS OVER WILSON RIVER

J. F. Johnston, Newberg	$ 6,185.00
Frank Watt Construction Co., Portland	8,650.00
Norris & Philpott, Portland	10,887.50
Tom Lillebo, Reedsport	11,490.00

CITY OF SHERIDAN
STREET OILING PROJECT

	Using Asphalt	Using Tar
Western Rock Co., Salem	$20,782.00	$20,574.00
J. C. Compton Co., McMinnville	22,298.00	21,898.00
R. O. Dail, Portland	22,422.40	---
Babler & Conley, Portland	---	23,778.00
Parker Schram Co., Portland	30,060.50	---

SALE OF TRACT OF LAND
IN SOUTHEAST PORTLAND

	Proposal #1 (Cash)	Proposal #2 (Terms)
Gertrude O. Quenville, Portland	$3,550.00	$3,800.00
Down Payment		950.00
Quarterly Payments		142.50
(Specified rate of Interest)		05% per annum

Commissioner Schaupp brought up for discussion the Dr. Moser controversy at Grants Pass concerning the condemnation of a quarry site in Josephine County. He advised that he contacted Mr. Niel R. Allen, Dr. Moser's attorney, and with him inspected the site involved in the controversy, and also discussed the matter thoroughly with him. He recited the results of the discussion, particularly pointing out certain features that are objectionable from the standpoint of Mr. Allen and his client. The matter was discussed at some length, and as a result thereof, the Commission instructed the Attorney to inform Mr. Allen that Commissioner Schaupp has reported to the Commission on this subject and that the Commission will be glad to discuss the matter with him if he so desires at any time that it is convenient for him to attend one of the Commission meetings.

Mr. T. P. Risteigen, President of the Coast Range Timber Company, came before the Commission with regard to the dumping of logs on State Highway rights of way when necessary to avoid overweight loads. Mr. Risteigen particularly referred to logs dumped by his operators on

the Wilson River Highway near the Highway Department's scales, east of Tillamook. He advised that on a number of occasions the operators have dumped logs on the right of way because of no other place to put them, and they were not allowed to proceed to the unloading point. He gave as his understanding that this is contrary to the Highway Commission's requirements, and asked the Commission to modify the ruling so as to permit the dumping of logs on the right of way when there is no suitable place to dump them on private property. He was informed by Commissioner Banfield that the Commission wants to be reasonable in the matter and will render a decision relative thereto after consulting with the Engineer. (This matter was discussed by the Commission at further length following Mr. Risteigen's departure, at which time the feeling was expressed that if the Commission requires the unloading of logs off the highway right of way, then it must furnish a place on which they can be piled. As a result of discussion, the Commission decided by unanimous vote to let the operators dump the excess-weight logs on the highway right of way, if they are placed so as not to present a hazard to other highway traffic, and provided the operator will remove them within ten days, it being intended that such ten-day period shall include two week ends.

Mr. Risteigen also brought up for discussion the matter of constructing a logging road approach to the Wilson River Highway about fourteen miles east of Tillamook. He advised that the present approach is not very good, and they want to build a new one which will involve the construction of a bridge over the Wilson River and a crossing of state-owned land that was acquired as a wayside strip. He asked the Commission to approve the construction across the state's property. He was advised by Chairman Banfield to submit his plans to the Commission, which will then have the Engineer investigate. Mr. Risteigen agreed to do this.

The Attorney requested instructions whether or not to take action against a certain log hauler at Springfield whose operations resulted in damage to a scale house at this place. It appears that the operator's truck was equipped with dual wheels, one of which became loosened and, as the truck was approaching the scale house, rolled into the side of the building, damaging it. The Attorney advised that he has investigated the circumstances and is unable to find enough evidence on which to base a claim for negligence. He doubted that the Commission could collect on its claim if the matter were taken to court, and recommended that the matter be dropped. The Commission approved the recommendation.

Chairman Banfield brought up for discussion the matter of performing a small amount of landscape work around the old Battleship Oregon Mast that has been erected as a monument in "Marine Park" adjacent to Front Street, Portland. He advised that the Battleship Oregon Commission plans to dedicate the monument on July 2nd, and has asked the State to do a certain amount of landscaping work so that the area will make a presentable appearance at that time. He suggested that the

Commission might have the work done if the city will agree to maintain the premises thereafter. The Engineer advised that tentative plans have been made to landscape this park after the war is over, but it might be well to do a part of the work now in view of the dedication. He suggested that it would be advisable to enter into a working arrangement with the city covering the maintenance of the park. After discussion, the Commission by unanimous vote authorized the Engineer to proceed with the preliminary work requested by the Battleship Oregon Commission. The Engineer was also authorized to prepare plans for landscaping the area this fall. The Attorney was instructed to prepare a form of agreement with the city covering the maintenance of the park and other parking areas in Portland that are in the same category.

The Commission had under consideration approval of the plans submitted by the following cities: Canyonville, Drain, Rogue River, Joseph, Gervais, Dundee, Hubbard, Lakeview, Fairview and Eastside for city street improvements which they propose to finance with State Tax Street Funds. The Engineer advised that the programs meet the state requirements, and the city proceedings with respect thereto are in conformity with the provisions of law. He recommended approval by the Commission. The Commission approved the recommendation by unanimous vote and adopted the following resolution with regard thereto, upon the motion of Commissioner Chessman which was seconded by Commissioner Schaupp:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the name of the respective city or town:

Canyonville	$ 350.23
Drain	819.94
Rogue River	526.03
Joseph	814.45
Gervais	455.98
Dundee	287.05
Hubbard	531.52
Lakeview	3,386.89
Fairview	418.90
Eastside	876.25

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction and improvement with the funds above specified the following

streets in the following named cities:

City of Canyonville - Wall Street, Canyon Street, Pine Street, 1st Street, 2nd Street, 3rd Street and 4th Street

City of Drain - Division Street and Payton Street

City of Rogue River - Oak Street, Broadway, Cedar Street, Main Street, First Street, Second Street, Riverside Avenue, Gilmore Avenue, Park Street and Arbor Avenue

City of Joseph - Lake Street, Pine Street and College Street

City of Gervais - "E" Street, "F" Street and 4th Street

City of Dundee - 10th Street

City of Hubbard - "E" Street, 7th Street, 5th Street, 4th Street, "A" Street, "C" Street, "G" Street, 2nd Street, and other streets and intersections as required

City of Lakeview - "E" Street, South Street, Fourth Street, Third Street, "H" Street, First Street and Second Street

City of Fairview - 1st Street, 2nd Street, 3rd Street, 4th Street, 5th Street, 6th Street, 7th Street, Division Street, Fairview Avenue, Depot Street, Main Street, Cedar Street, Harrison Street, Lincoln Street, and Barr Road

City of Eastside - First Avenue and Eleventh Avenue

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to

the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 14th day of June, 1944.

The Engineer brought up for discussion a request from the North Lincoln County Chamber of Commerce for a survey to establish sidewalk grades on the Oregon Coast Highway between Ocean Lake and Taft. He advised that the survey will cost about $250.00, and that a delegation representing this organization is to appear before the Commission at this meeting with regard thereto. He recommended approval of the expenditure so as to encourage the local improvement and that the sidewalks can be constructed properly. The Commission approved the recommendation. See delegation on next page.

The Engineer also brought up the matter of constructing sidewalks on the Oregon Coast Highway through the town of Cannon Beach. He said that the people of this place have offered to pay for the grading work involved but want the State to build concrete sidewalks. The question arose whether or not it is the State's obligation to construct the sidewalks. The Attorney advised that the Commission can use its own discretion in the matter as there is no law which places the obligation on the Commission, so, if the Commission considers that the building of the walks is in the best public interest it can build them if it wants to; however, if the Commission should build them, then the State is responsible for future maintenance and the Commission would be liable for damages in case of accidents occurring. The Commission denied the request as a matter of policy.

The Engineer presented and explained the customary monthly financial statement. It was the thought of the Commission that the statement would be more understandable if a supplementary sheet were attached thereto to show the detail of changes in any of the items, should there be any such changes. The Engineer was instructed to hereafter submit statements in such a manner.

The Commission recessed at 11:30 a.m. for luncheon and reconvened at 2:00 p.m. in the same room with all members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

The Engineer discussed with the Commission the bids received at the morning session for the oiling of the city streets in the town of Sheridan. He advised that the low bid submitted by Western Rock Company, based on the use of tar, and in the amount of $20,574, is satisfactory. He recommended that the contract be awarded to this company if the City of Sheridan will concur in the award and will

deposit with the Commission, in advance, city funds in the amount of the bid plus ten per cent to cover engineering and contingency expense. The Commission indicated its approval of the recommendation, but deferred a definite decision with respect thereto, pending a conference with representatives of the Sheridan City Council.

Messrs. E. J. Bayliss and R. B. Cuttropp, Mayor and Councilman, respectively, of the City of Sheridan, were present and discussed with the Commission bids received for the oiling of certain city streets in Sheridan. Mayor Bayliss stated that they are authorized to represent the City Council at this meeting. Chairman Banfield explained that the low bid submitted for this work was that of the Western Rock Company, Salem, at $20,574, based on the use of tar, to which there will be added the sum of $2,057.40, ten per cent of the amount of the bid, to cover the expense of engineering and contingencies, making a total of $22,631.40 as the city's obligation. He inquired if the low bid is satisfactory to the city, and what provision the city has made to pay for the work, whereupon Mayor Bayliss, with the approval of Councilman Cuttropp, stated that they were present to represent the City of Sheridan and that the bid was satisfactory, and that the city concurs in the award of the contract to the Western Rock Company in the amount of the bid submitted. Mayor Bayliss stated further that they are prepared to deliver to the State Highway Commission checks drawn on the funds of the City Treasury, one in the sum of $20,574, being the amount of the low bid, and the other in the sum of $1,926 to cover a portion of the engineering and contingency expense, and will pay to the Commission shortly after the first of July the balance of such expense, amounting to $131.40. Thereupon, the Mayor delivered to the Secretary of the Commission two checks complete except as to the respective amounts, which amounts the Secretary, upon request of Mayor Bayliss, and in the presence of the representatives of the City, filled in the amounts. The checks were then delivered by Mayor Bayliss to the Secretary for further handling. The balance of the engineering cost, to wit, the sum of $131.40, the city representatives said, would be paid to the Commission shortly after the first of July, 1944. The Commission thereupon by unanimous vote awarded this contract to the Western Rock Company, the low bidder, at its bid price of $20,574, based on the use of tar.

A delegation from Ocean Lake representing the North Lincoln County Chamber of Commerce and consisting of Messrs. E. L. Gray, J. W. Lundin and Paul Stege came before the Commission regarding sidewalk construction on the Oregon Coast Highway between Ocean Lake and Taft. Mr. Gray headed the group. He asked the Highway Commission to authorize the Engineer to make a survey of this section for the establishment of sidewalk grades and right of way line so they can build sidewalks properly and do certain landscaping work that they have in mind. He also asked the Commission to construct concrete curbs along this section and assured the Commission that if it would approve such a project, the people of the district would build the sidewalks. In view of the presentation, the Commission instructed the Engineer and the Attorney to check into the matter. The Commission indicated that it would authorize the survey and

build the curbs if the people will guarantee construction of the sidewalks. Mr. Gray assured the Commission that this would be done and, as evidence of good faith, agreed to file with the Commission at its next meeting a petition to that effect signed by the property owners affected.

The Commission discussed making an inspection trip throughout the state, lasting about one week. The Engineer was instructed to prepare an itinerary for such a trip for approval of the Commission at the next meeting.

The Commission discussed with the Engineer the bids received at the morning session and decided by unanimous vote to award contracts to the low bidder for construction work in each instance, except that in the case of the Garibaldi-Tillamook Air Base Project the bids were referred to the Engineer with authority to award the contract to the low bidder if and when sufficient Federal funds are made available to finance the work.

As to the sale of the Portland property, the Commission accepted the offer of Gertrude Quenville on the basis of cash payment of $3,550.

At 3:00 p.m., Chairman Banfield announced the awards as follows:

"Halsey-Harrisburg Section of the Pacific Highway East in Linn County. 8.80 miles of grading and paving. The Commission received nine bids for this project, the low one being that submitted by Porter W. Yett, Portland, at $376,687.24, based on the use of asphalt. Mr. Yett did not submit a bid based on the use of tar. The second low bid was that submitted by Warren Northwest, Inc., Portland, at $413,854.00 based on the use of asphalt and a like amount based on the use of tar. The Commission has awarded this contract to the low bidder, Porter W. Yett, at his bid price of $376,687.24.

"Construction of four bridges on the Halsey-Harrisburg Section of the Pacific Highway East in Linn County. Frank Watt Construction Co., Portland, submitted the low bid for this project at $59,150. The second low bid was submitted by J. F. Johnston, Newberg, at $59,225.00. There were seven higher bidders. The Commission has awarded this contract to the low bidder, Frank Watt Construction Co. at its bid price of $59,150.

"Oneonta Section of the Columbia River Highway in Multnomah County. Removal and disposal of rock detritus encroachment. The low bid for this project was submitted by Babler & Conley, Portland, at $25,900. The second low bidder was Logan & Taylor, Portland, at $26,270. There were seven higher bidders. The Commission has awarded this contract to Babler & Conley, the low bidder, at its bid price of $25,900.

"Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway in Tillamook County. 11.49 miles of oiling. The low bidder for this work was Babler & Conley, Portland, at $10,611. The next low bidder was Western Rock Company, Salem, at $10,776.15. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Babler & Conley, when certain conditions have been satisfied.

"Remove and replace Deck Truss over Wilson River on Wilson River Highway about 11.5 miles east of Tillamook, in Tillamook County. J. F. Johnston, Newberg, submitted the low bid for this project at $6,185. Frank Watt Construction Company submitted the second low bid at $8,650.00. There were two higher bidders. The Commission has awarded this contract to the low bidder, J. F. Johnston, at his bid price of $6,185.

"Sheridan City Street Oiling Project in the town of Sheridan, Yamhill County. 4.86 miles of oiling. Western Rock Company, Salem, submitted the low bid for this project at $20,574, based on the use of tar, and $20,782 based on the use of asphalt. J. C. Compton Company, McMinnville, submitted the next low bid at $21,898 based on the use of tar, and $22,298 based on the use of asphalt. There were three higher bidders. The Commission has awarded the contract to the Western Rock Company, Salem, at its bid price of $20,574, based on the use of tar."

Sale of a tract of land in southeast Portland, being a portion of Lots 7 and 8 in Block 78, East Portland, situate at Southwest corner of Southeast Ankeny Street and Southeast Union Avenue. The only bid received by the Commission for the purchase of this property was submitted by Gertrude O. Quenville of Portland at $3,550, based on payment of cash, and $3,800 with terms. The Commission considers the cash offer the better of the two from the State's standpoint, and accordingly has sold the property to Miss Quenville for the sum of $3,550 cash.

The Commission considered and signed agreements, etc., as follows:

Consent to transfer to the U. S. Weather Bureau the lease of property in Josephine County heretofore given the Civil Aeronautics Authority.

Receipt acknowledging payment of claim against O.W.R. & N. Company, for damage caused the Pendleton-Stanfield Highway by the railroad company's contractor.

Agreement with the City of Sheridan covering oiling of certain city streets, contract for which was awarded at this meeting.

Agreement with Jefferson County covering maintenance of bridges on the Culver-Grandview Market Road within the borders of The Cove State Park.

Agreement with Josephine County with respect to the maintenance of the present Wolf Creek-Sexton Mountain Section of the Pacific Highway, following reconstruction of the highway on revised alignment.

Application to maintain a hauling road across certain Indian land in Klamath County being .300 mile in length and extending from the Klamath Falls-Lakeview Highway to a quarry in the S½ of the SW¼ of the SW¼ of Sec. 17, T 36 S, R 13 E, W.M.

Agreement with Arthur Walker covering the grazing of sheep in Cape Sebastian State Park for a period of one year from June 14, 1944.

Agreement with Robert Fromm covering the grazing of sheep in Humbug Mountain State Park for a period of one year from June 14, 1944.

Contract with Axman & Miller covering the rental of one Buffalo-Springfield six ton roller, Dept. No. 40-678.

Contract with Crook County Court covering the rental of one Buffalo-Springfield 10-ton 3-wheel roller, Dept. No. 31-671.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:15 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

JUN 14 1944

12081

Portland, Oregon, July 11, 1944

The State Highway Commission met in regular session at 1:30 p.m. in Room 615, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
J. W. DeSouza, Acting Secretary

The Commission considered and unanimously adopted the following resolution:

WHEREAS, H. B. Glaisyer, the duly appointed Secretary to the Commission, was unable to be present at this meeting because of illness in his family,

THEREFORE, BE IT RESOLVED that J. W. DeSouza be and hereby is appointed to serve as Secretary to the Commission during the absence of the regular Secretary.

BE IT FURTHER RESOLVED that this resolution be entered in the minutes and records of this meeting.

The minutes of the meeting of June 13 and 14, 1944, were unanimously approved by the Commission. The Commission also approved by unanimous vote the following changes in the minutes of the meeting held May 9 and 10, 1944, as proposed by the regular Secretary, and ordered them inserted in the minutes of said meeting:

"A letter was presented from the Eugene City Planning Commission requesting a study by Highway Department Engineers of a proposed highway connection along South High Street between the present highway on Broadway, in Eugene, and the proposed route of the Pacific Highway which by-passes Eugene. A letter was also presented from Mr. J. F. Cramer, Superintendent of the Eugene Public Schools, opposing such routing of this connecting road because it bisects school property and will interfere with the development of the same and will also create a hazard for school children. The Commission considered that the information furnished is not sufficient to justify the expense of a survey but authorized the Engineer to confer with both parties on the basis of data now available."

JUL 11 1944

"The Commission resumed discussion of the request of the U. S. Maritime Commission for permission to use certain state-city-owned property adjacent to Front Street, Portland, in connection with the repair of ships. As a result thereof, Commissioner Schaupp moved that the matter be referred to Chairman Banfield with full power to act in behalf of the Commission. The motion was seconded by Commissioner Chessman and carried unanimously."

The State Parks Superintendent who was present, reported on proposed minor improvements on the Seneca Fouts State Park property, involving the construction of trails and other small items, which he estimated would cost about $400.00. The Commission approved the expenditure of such sum, with the understanding that the work would be undertaken only as a postwar project. With this understanding, the Commission accepted the Seneca Fouts property.

In connection with the acceptance of the Seneca Fouts park property, consideration was given to the acquisition of Government Lot 4 in Section 31, Township 3 North, Range 10 East, W. M., in Hood River County, for the purpose of providing access to this park. It appears that this acquisition in itself would not provide access to the park, but in addition there would be necessary the purchase or securing of an easement over other property lying to the south. The Assistant Attorney advised that Government Lot 4, together with the west one-half of the southwest quarter of Section 31 and the southeast quarter of the southwest quarter of Section 31, is owned by the Sonny Land Company. This company, he said, was an Oregon corporation which was dissolved on April 30, 1941, and the company desires to sell only its entire holdings at a suggested price of $12,000.00. After consideration, the Commission decided to defer any further activities with regard to the acquiring of Lot 4 until the revised location of the Columbia River Highway has been definitely established across the subdivision, it being the intention at that time to acquire such land south of the railroad as may be necessary, together with an access connection probably 100 feet wide to the Seneca Fouts park property.

The State Parks Superintendent advised that negotiations still were being carried on relative to the acquisition of the south half of the southwest quarter of Section 7, Township 8 South, Range 2 East, W. M., Marion County, desired as an addition to the Silver Creek Falls State Park. No action was taken on the matter.

Consideration was given to the request of Daniel G. Clark, Harrisburg, Oregon, to purchase the Washburn State Park adjacent to the Pacific Highway West at the Benton-Lane County line. In view of the fact that the Commission is continuing to acquire properties for park purposes in other parts of the State and that this property is desirable and valuable as a part of the state parks system, it was considered inadvisable to sell the property and the request of Mr. Clark was denied.

Consideration was given to the sale of property acquired but no longer used for ferry slip purposes at North Bend. Action on this matter was deferred pending appearance before the Commission of representatives of Weyerhaeuser Timber Company, scheduled for July 12.

The Assistant Attorney advised that investigations still were being made of the probable cost of the John Day Fossil Area on the John Day Highway. In this connection, he inquired if it is the desire of the Commission to make the purchases on the basis of the grazing rights being retained by the owners of the property, or whether the land should be purchased outright, including all rights therein. Chairman Banfield expressed the opinion that it would be highly undesirable to acquire the lands outright, thereby removing the same from the tax rolls. It was his thought that the owners should be allowed to retain perpetual full grazing rights, which grazing rights represent practically the entire value of most of the properties involved. This view was concurred in by Commissioners Schaupp and Chessman. The suggestion was then made that it might be possible to work out agreements with the property owners whereby they would retain title to the lands which would remain on the tax rolls, but would let the public have right of access to the fossil beds. The Assistant Attorney advised that it was not possible at this time to give a comprehensive estimate of the total cost which might be involved, as studies of the area have not yet been completed. The State Parks Superintendent and the Assistant Attorney were instructed to make further investigation and work out a detailed plan as to which properties, if any, should be purchased outright, which should be eliminated from acquisition as being too expensive, and which areas might advantageously be covered by agreement with the property owners as suggested by Chairman Banfield, and to report back with a comprehensive plan, including estimates of cost.

The Engineer requested authority to proceed at this time with the acquisition of right of way for postwar projects, and called attention to the fact that, unless a reasonable amount of right of way were acquired before the emergency developes, it would be difficult to contract the work with the requisite speed that the emergency would demand. He submitted the following list of projects showing the estimated cost to complete the right of way purchases:

LIST NO. 1 OF POSTWAR PROJECTS FOR WHICH RIGHT OF WAY ACQUISITION IS TO BE COMMENCED

UNDER PROVISIONS OF GENERAL ADMINISTRATIVE MEMORANDUMS NOS. 240, 256 AND 260

Federal Aid Project No. or Item No.	Project	Length (Miles)	Kind of Work	Estimated Construction Cost	Estimated Cost of Right of Way
Projects in Approved Advance Engineering Program:					
186-G	Davies Overcrossing-Tualatin Valley Hwy. Junction	22.00	Grad. & Pav.	$ 2,046,000	$124,000
320-A	North Unit, Chemult-Chiloquin	20.00	Grad. & Surf.	563,000	40,000
Projects in Approved PWS Programs:					
5	Pringle Corner-McMinnville	5.35	Grad. & Pav.	300,000	30,000
24	Troutdale-Dodson	17.50	Grad. & Bit. Mac.	3,707,000	11,000
30	Pudding River Section	.03	Grad., Pav. & Br.	165,000	3,000
33	Steiwer Hill-Albany	10.30	Grad., Pav. & Br.	1,427,000	40,000
42	Coyote Creek-Grave Creek	4.42	Grad., Bit. Mac. & Br.	694,000	3,000
54	Modoc Point-Algoma	10.30	Grad. & Bit. Mac.	1,028,000	10,000
Projects in S. P. W. Program:					
1	Astoria (Bond St. to Commercial St.)	0.1	Grad. & Pav.	65,000	20,000
2	Circle Bridge-Hug Point	7.4	Grad. & Bit. Mac.	1,494,000	9,000
3	North Bend-Marshfield	2.32	Grad. & Pav.	435,000	26,000
				$11,924,000	$316,000

JUL 1 1944

12084

In support of this request, he advised that at this time there is an unobligated balance of approximately $180,000 Federal funds allotted to Oregon which, with the $120,000 of State funds required to match this balance, will amount to a total of $300,000. The Federal funds, he said, are available due to the refusal of the War Production Board to approve the two projects on the Pacific Highway, namely, between Steiwer Hill and Albany and between Grave Creek and Wolf Creek. The Engineer stated that there was a possibility that the Federal Government might later approve these projects, in which case the Commission would be obligated to undertake them and to supply additional funds as may be required, but further delay in acquisition of right of way might seriously affect the program. He recommended that these funds be obligated now for the purchase of right of way. He further reported that, under Memorandums 240 and 256 from the Public Roads Administration, that by the submission of proper request for Federal participation in right of way, Federal funds would be available to repay the State for the Federal share of the right of way after the project had been placed under construction.

Mr. W. H. Lynch, District Engineer of the Public Roads Administration, questioned the amount of unobligated Federal funds, stating that, in his opinion, the amount quoted was more than the actual amount remaining; however, if the Steiwer Hill-Albany funds were released, that much money would be available. After consideration, the Engineer was instructed to review the amount of Federal funds available. The Engineer and Chief Counsel were authorized to take options on right of way projects from the above list to the extent of available Federal funds plus the required State match funds, which would result in the final cooperative share of 60 per cent Federal funds and 40 per cent State funds. The Engineer was instructed to make a selection from the list submitted and to report back to the Commission, and then to submit the approved projects to the Federal Government. Furthermore, the Engineer and the Attorney were required to refrain from taking options on projects until the projects had been programmed by the Public Roads Administration and become eligible for ultimate cooperation in right of way costs.

The Assistant Attorney presented a list of properties for which options have been obtained, with recommendation that the prices in each instance were fair and reasonable, and requested instructions from the Commission as to whether or not to complete the purchase of these properties at this time. After discussion and consideration, the Commission approved the various options and authorized completion of the purchase of the several tracts. The following resolution with respect thereto was adopted by the Commission by unanimous vote:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

			$	$	
11465-	Olson, Bernice Neururer Right of Way Option expires 12/29/44	0.075 acre at $500.00 Allowance for eliminating wooden steps from highway to house	37.50 15.00	52.50	Landon
11462-	Warila, Nick and Katherine Right of Way Option expires 12/24/44	2,640 sq.ft. State to assume payment of any and all taxes	00.00	00.00	"
11466-	Teutschman, Jack and Genevieve Right of Way Option expires 12/24/44	2,100 sq.ft.	00.00	00.00	"
11467-	Bartoldus, Fred Right of Way Option expires 12/26/44	0.206 acre at $200.00 Moving 48 rods fence at 15¢ rod (electric)	41.20 7.20	48.40	"

JUL 11 1944

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY (Cont'd)

			$	$	
11468-	Bartoldus, Lola Belle				
	Right of Way				
	Option expires	1.19 acres at $100	119.00		
	12/26/44	Moving 54 rods fence at $1.00 rod	54.00	173.00	Landon
11443-	Christensen, J. F.				
	Right of Way				
	Option expires 12/18/44	200 sq. ft. at 4¢	8.00	8.00	"
11450-	Clatsop County	35,650 sq.ft.	00.00	00.00	"
	Right of Way	2.55 acres	00.00	00.00	
11435-	Maki, Gertrude M. and Arvid E. Maki				
	Right of Way				
	Option expires 12/14/44	711 sq.ft.	00.00	00.00	"
11440-	Peldo, John R. and Mae E. Peldo				
	Right of Way and slope easement				
	Option expires				
	12/15/44	1,583 sq.ft.	00.00		
		10-foot slope easement	00.00	00.00	"
11439-	May, A. Clifton and Rose May				
	Right of Way				
	Option expires	1,345 sq.ft. at 4¢	53.80		
	12/17/44	Moving fence, shrubbery, loss garden, etc.	25.00	78.80	"
11438-	Peldo, Edward L. and Ruth E. Peldo				
	Right of Way and slope easement				
	Option expires				
	12/17/44	189 sq.ft.	00.00		
		1,720 sq.ft.	00.00	00.00	"
11441-	Holmes, Mamie A.				
	Right of Way				
	Option expires	6,132 sq.ft. at 5¢	306.60		
	12/18/44	Tree, strawberry plants and consequential damages	122.64	429.24	"
11470-	Nurnberg, Adolph A.				
	Right of Way				
	Option expires	0.84 acre at $200	168.00		
	1/7/45	Less 0.50 acre at $50 to be conveyed to grantor by the State	25.00	143.00	"
		Plus fencing			

JUL 11 1944

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY (Cont'd)

11454-	Koski, Arne Right of Way Option expires 1/5/45	19,206 sq.ft. at $0.0026	$ 50.00	$ 50.00	Landon
11453-	Seppala, H. R. Right of Way Option expires 1/6/45	205 sq.ft. at 2¢	4.10	4.10	"
11462-	Warila, Nick and Katherine Right of Way Option expires 1/8/45	117 sq.ft.	0.00	0.00	"
11455-	Gaston, Pirl P. and Mary E. Gaston Right of Way Option expires 1/7/45	3.24 acres at $200 Fencing	648.00	648.00	"

FOSTER-BRYANT HILL SECTION, SOUTH SANTIAM HIGHWAY

11426-	Hill, Louis W. Right of Way Option expires	9.1 acres Plus payment for any timber which may be logged - at rate of $6.50M for fir and $2.00M for other timber	00.00	00.00	McChesney

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY EAST

10272-A	Balkovic, Michael and Anna Right of Way Option expires 1/2/45	0.53 acre at $100 Fencing, crop loss and allowance for signing waiver of access and commercial signs, etc.	53.00 297.00	350.00	Collins

JUL 11 1944

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY EAST (Cont'd)

9711-A	Powell, Melvin K. and (Correction)		$	$	
	Right of Way Option expires 11/10/44	1.25 acres at $100	125.00		
		Crop loss, damages in lieu of moving house, allowance for wrecking and rebuilding granary, rearranging fences, signing partial waiver of access, and advertising signs, and cash allowance in lieu of moving barn and cow-shed	1,875.00	2,000.00	Collins

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11398-	Frankford, Clara				
	Right of Way Option expires 12/13/44	1.83 acres at $300	549.00	549.00	Witt
11373-	Patty, F. B. and	State Land Board			
	Easement for fill material	53 sq.ft.	00.00	00.00	Cozad
11349-	Rasmussen, Clifford H.				
	Right of Way Option expires 12/16/44	2,650 sq.ft. at 4¢	106.00	106.00	
		Lawn, terrace, shade trees, fencing, shrubs	234.00)		
		House with garage	2,660.00)	2,894.00	
				3,000.00	"
11376-	Yadon, Fern L.				
	Right of Way Option expires 12/14/44	713 sq.ft. at 10¢	71.30		
		Shade trees, lilac bushes, shrubbery, etc. removing and rearranging flowers, moving fence; reconstructing sprinkler system (estd. $25) General damages-loss lawn less yard space	244.00	315.30	Witt

JUL 11 1944

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY (Cont'd)

11372-	Eittreim, Harold T.		$	$	
	Right of Way and easement				
	Option expires				
	12/18/44	71 sq.ft. at 10¢	7.10		
		255 sq.ft. (easement)	00.00	7.10	Cozad
11434-	Dennis, Everett R.				
	Right of Way				
	Option expires	1,235 sq.ft. at 5¢	61.75		
	12/21/44	Shade trees, lilac bush and fencing	61.75	123.50	"
11336-	Sabo, Coral J.				
	Right of Way				
	Option expires	2,975 sq.ft. at 3½¢	104.00	104.00	"
	12/21/44				
11354-	Bishop, Alex				
	Right of Way				
	Option expires	6,420 sq.ft. at 7¢	449.40		
	12/14/44	House	2,600.00		
		Garage, sidewalks, fences, lawn, trees, rose bush and fruit tree	450.60	3,500.00	Witt
11444-	Klamath Falls, City of				
	Right of Way				
	Option expires	6,500 sq.ft. at 11½¢	750.00	750.00	"
	12/19/44				
11359-	Davis, Allen H.				
	Right of Way				
	Option expires	6,420 sq.ft. at 4¢	256.80		
	12/22/44	Houses	2,000.00		
		Garage	450.00		
		Woodshed and storeroom, shade trees, lawn and picket fence	340.00	3,046.80	"
11390-	Pelican Bay Lumber Company				
	Right of Way				
	Option expires	1.57 acres at $75	117.75	117.75	"
	12/22/44				

JUL 11 1944

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY (Cont'd)

			$	$	
11369-	Eschle, Louis A. and E. G. and M. Louise Hunt				
	Option expires 12/21/44	4,250 sq.ft. at 10¢	425.00		
		Loss of 6 shade trees at $15.00	90.00		
		Cost of new lawn	110.00		
		Flowers and garden plot	125.00		
		Cost of moving	50.00		
			800.00		
		Credit Lot 4, Block 29 Hot Springs Addition	750.00		
		New cost	50.00		
		Moving house, garage, rebuilding concrete foundation and sidewalk estimated	1,250.00	1,300.00	Witt
11445-	Klamath Falls, City of Right of Way				
	Option expires 1/19/44	14,000 sq.ft. at 7-3/4¢ plus sq.ft.	1,100.00	1,100.00	"
11357-	Starkey, D. W. Right of Way				
	Option expires 12/21/44	6,500 sq.ft. at 11½¢	750.00		
		Credit Lot 6, Block 31 Hot Springs Addition to be deeded by State	750.00	00.00	"

BEATTY-LAKEVIEW SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

11267-	Anderson, Jr., Oscar Tilden Hauling road easement				
		5-year haul road easement		50.00	Devers

SOUTH BEACH-BEAVER CREEK SECTION, OREGON COAST HIGHWAY

11106-	Ruppert, Clara Henrietta Park				
	Option expires	1.02 acres at $100	102.00	102.00	Benson
11108-	Ruppert, Clara Henrietta and William Buhrer Park				
	Option expires	1.0 acre at $100	100.00	100.00	"

JUL 11 1944

WILLAMETTE RIVER-MARION COUNTY LINE SECTION, WEST PORTLAND-HUBBARD HIGHWAY

4715-A	Walter, Lila M. Easement for flight strip	Additional damage allowed on account of failure to clear premises as agreed at time the option was taken in March, 1943	$	$ 50.00	Witt

UNITY JUNCTION-IRONSIDE SECTION, JOHN DAY HIGHWAY

11275-	Rutherford, Grace A. Stockpile Site Option expires 11/17/44	0.92 acre at $10	9.20	9.20	Cozad

---

The Assistant Attorney also presented options on the Front Avenue project in Portland. The Commission unanimously decided to take no action on these settlements until execution of the pending agreement with the City of Portland covering the entire Front Avenue project.

The Assistant Attorney requested authority to condemn certain parcels of real property that he has been unable to acquire by negotiation. He presented a list of such properties, together with the offers he recommended be made in connection with each, as follows:

Astoria-Naval Hospital Section of the Nehalem Highway

File 11451	Fred Winchester, et al.	$273.00
File 11452	Alex Christensen	85.00

Pelican City-South 6th Street (Klamath Falls)

File 11366	C. L. Lowe, et ux.	$2,500.00

After due consideration, the Commission approved the request by unanimous vote and adopted the following resolution with respect thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing

already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Fred Winchester, Jr., which property is located in Lots 31 and 32, Block 30, Case's Addition to Astoria, in Section 17, Township 8 North, Range 9 West, W. M., Clatsop County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the reco ds of the Highway Commission as file R 11451, which property is being acquired for right of way purposes for an access road to serve the Astoria Naval Hospital from the Nehalem Highway, which road is being constructed in response to the request of the United States Government, through its Public Roads Administration;*

Real property owned by C. L. Lowe and V. Lowe, which property is located in Lot 17, Block 29, Hot Springs Addition to Klamath

Falls, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 11366, which property is being acquired for right of way purposes in connection with the Klamath Falls-Malin Highway.*

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and that the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That George Neuner, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

*(The detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 45, under the heading "Real Property

Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Chief Counsel reported on the meeting held by the Chambers of Commerce of Coquille and Myrtle Point and nine representatives of the Portland Chamber of Commerce held at Myrtle Point June 30, 1944, with reference to the preservation of myrtle trees along the Coos Bay-Roseburg Highway between Coquille and Myrtle Point. It appears that there are about nine miles of highway involved with considerable growth of scenic myrtle trees, lying principally on the upland or easterly side of the highway. A plan had been proposed whereby the owners would give to the State a one-half interest in the myrtle trees, with the understanding that no destruction of the trees would be permitted, but that if it became necessary to remove any of the trees for any reason, the owners of the land would take title thereto for such commercial value as they might recover. It would be the obligation of the State to clear up the underbrush and maintain the areas in a sightly condition. It is probable that the width on which the view trees would be cared for would extend from fifty to one thousand feet from the highway. Before taking any action in the matter, the Commission ordered that a report be made covering the estimated cost of the original clearing up of the area and the annual maintenance cost thereafter.

At this point Senator Lew Wallace appeared before the Commission on behalf of Mrs. Charles Redmond, who owns a suburban steak and chicken dinner establishment at 9589 S. W. Pacific Highway. He requested that the State Highway Commission build a flight of steps leading from Mrs. Redmond's establishment to the highway; otherwise, that Mrs. Redmond be given permission to construct such flight of steps on the state highway right of way at her own expense. After consideration the Engineer was instructed to make an investigation of the situation and report back at the next meeting.

At the request of the Assistant Attorney, authority was given to negotiate with Arthur A. Harriman for property in Lot 1, Patterson's Addition to Eugene. This authority was given upon the basis of the land being purchased and paid for at the present time, with a supplemental agreement to the effect that bids will be called for and the owners of the property be allowed the amount of the low bid for moving the buildings when it becomes necessary to clear the right of way for construction purposes.

Approval was given to extensions of leases with Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company covering undercrossings of the railroad at Corbett and near Oneonta.

The Engineer reported upon the matter of future maintenance of the Richardson Gap Road in Linn County, advising that at this time it would

cost approximately $4,000 to re-oil the road and place it in a condition equivalent to that existing at the tim the maintenance thereof was taken over by the State. He stated that he had made an inspection of the section with the County Court and the County Engineer of Linn County and that he was advised that the County desired to place considerable additional rock on the road so as to bring it to a higher standard of construction. The County desired to accept the sum of $4,000 from the Commission in full release of all obligations of the Commission and to use this sum as a portion of the greater expenditure desired to be made by the County. This arrangement was considered satisfactory and was approved by the Commission. The Chief Counsel was instructed to prepare an appropriate agreement covering the matter and forward it to the County Court of Linn County for execution.

Consideration was given to the request of the City of Pendleton that the State pay the cost of repaving the portion of Emigrant Street affected by the removal of the tracks of Northern Pacific Railroad Company. This section of Emigrant Street is the route of the Pendleton-John Day Highway and is at the west end of the business district. The Chief Counsel stated that in his opinion the Commission has no authority to make this expenditure, notwithstanding the fact that it is on a portion of the state highway route. He explained that although the statutes give the State Highway Commission jurisdiction from curb to curb, the granting of franchises in the street remains in the City, and the Highway Commission has no jurisdiction thereover. After consideration, the request of the City of Pendleton was denied, and the Chief Counsel was instructed to advise the City of such action.

The Engineer brought up for consideration the question of channelizing the intersection of the Oregon Coast Highway and the Nehalem Highway in connection with the improvement of the Astoria-Naval Hospital Section. He stated that the probable cost would be between $40,000 and $50,000. No action was taken by the Commission pending the receipt of bids on the Astoria-Naval Hospital Section of the Nehalem Highway the following day. The proposed improvement is included as a separate item in the bids being called for on that project.

The Engineer requested authority to expend approximately $3,500 in connection with the construction of a proposed bridge to be built on the Ochoco Highway by the United States Bureau of Reclamation. He explained that under its existing plan, the Bureau of Reclamation will build the bridge to a low grade line, but advised that the grade line at that point is unsatisfactory from the highway standpoint and should be raised. The additional expense involved in the raising of the grade line or construction of a higher structure will be approximately $3,500. He recommended that the higher grade line be adopted and the additional expenditure made. After discussion the Commission approved the revised grade line and authorized payment of the additional expense in the approximate amount of $3,500 to the Bureau of Reclamation as the State's cooperation in the additional cost. Preparation and execution of an agreement with the Reclamation Service covering the matter was ordered by the Commission.

Consideration was given by the Commission to the request of the Klamath Falls Planning Commission that in the improvement of South Sixth Street in Klamath Falls, provision be made in the Highway Commission's plans for:

(a) The installation of an adequate lighting system;
(b) Provision for the removal of utility service poles; and
(c) Construction of concrete curbs along each side of North 9th Street between Pine and Prospect Streets.

With respect to item (a), the Engineer advised that with the exception of some work on Interstate Avenue in Portland, which was purely experimental in its nature, the former highway commissions as a matter of policy have always refused to bear the expense of the installation of lighting systems within municipalities. Commissioner Schaupp suggested that although the present Highway Commission should not depart from this policy, it might easily be possible to make provisions during the construction of the highway for facilities for the placing of conduits and the installation of lighting poles. This suggestion was unanimously approved by the Commission, and the Engineer was instructed to so prepare the plans and specifications for the project.

With respect to item (b), it was the opinion of the Commission that the State has no obligation to make provision for removal and re-establishment on some other street of the utility poles, and the Chief Counsel for the Commission was instructed to so advise the City.

With respect to item (c), the request was referred to Commissioner Schaupp and to the Engineer to make further investigation and give further consideration to the request and to report later to the Commission.

Consideration was given to a letter from Mr. William Ganong, Attorney at Law, Klamath Falls, Oregon, with respect to future relocation of the highway extending south and east from Klamath Falls. The Secretary was instructed to advise Mr. Ganong that no location has been adopted at this time, nor does the Commission plan any immediate action to that end.

Award by the Engineer of contract to Babler & Conley for the oiling of the Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway, on which bids were taken June 14, 1944, was confirmed and approved by the Commission upon advice from the Engineer that the conditions of the award have been satisfied.

The Commission has under consideration the following requests for extensions of time within which to complete highway contracts:

Tru-Mix Concrete Company, Contract No. 2614, for grading and surfacing the Evans Creek-Sams Valley Access Road in Jackson County, requested an extension of time of six months from June 30, 1943, to December 31, 1943, within which to complete this job. The company attributed its failure to complete the project within the

specified time limit to bad weather conditions and labor shortages. The Engineer advised that this contract was awarded on January 4, 1943, and that the Tru-Mix Concrete Company commenced operations on January 16; further, that contractor carried on the work as best he could, considering shortage of help. The traveling public, he said, was not greatly inconvenienced by the delay. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

D. C. and A. L. Williams, Contract No. 2634, for the Madras Rock Production Project on the Warm Springs and The Dalles-California Highways in Jefferson and Wasco Counties, requested an extension of time from September 30, 1943, to April 28, 1944, within which to complete this job. They alleged that difficulties in securing labor was the primary cause for exceeding the time limit specified in the contract. The Engineer advised that the contractor carried on his work as expeditiously as was possible in view of existing wartime conditions, also that the State has not been inconvenienced in any way by reason of the delay. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

The Engineer reported that contracts Nos. 2614, 2634, 2659 and 2660, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2614, with Tru-Mix Concrete Company, for grading and paving the Evans Creek-Sams Valley Access Road project in Jackson County, completed December 31, 1943.

Contract No. 2634, with D. C. and A. L. Williams, for furnishing crushed rock in stock piles, in connection with the Madras Rock Production project on the Warm Springs and The Dalles-California Highways in Jefferson and Wasco Counties, completed April 23, 1944.

Contract No. 2659, with Western Rock Company for furnishing crushed materials in stock piles on the Baker-Weiser Junction Section of the Old Oregon Trail Highway in Baker and Malheur Counties, completed June 15, 1944.

Contract No. 2660, with J. P. Johnston, for repairing the Crooked River Bridges on the Crooked River and Crooked River-Paulina Secondary Highways in Crook County, completed June 30, 1944.

THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission confirmed the sale of cordwood along the McTimmons Valley Secondary Highway to George Sullivan for a consideration of $75.00, payment of which previously has been made.

The Commission authorized the Engineer to purchase four gasoline electric generators, four "Skilsaws", and four power controls for use by highway department bridge crews at a total estimated cost of $2,350.

The Commission also authorized the purchase of 10,000 gallons of traffic line paint at a cost of $1.80 per gallon to apply on 1945 requirements for this item.

Approval was given to the proposed agreement with the town of Rockaway covering the financing of certain proposed city street improvements.

Consideration was given to the request of the Curry County Pomona Grange and Office of Defense Transportation for the modification of existing regulations in order to permit the operation of oversize vehicles on the Oregon Coast Highway between Coquille and the California state line. The Engineer explained that highways have been classified in three categories, which are:

(a) Sections on which the design of the roadbed and grades and curvature are adequate to provide for overweight loads and lengths of sixty feet;

(b) Sections on which the design of the roadbed is adequate to provide for overweight loads, but the grades and curvature are not adequate for lengths in excess of fifty feet; and

(c) Sections on which the design of the roadbed is not adequate for overweight loads, and the grades and curvature are not adequate for lengths in excess of fifty feet.

He stated that the Oregon Coast Highway could be classified as class (a) from Coquille to Port Orford, but is class (b) from Port Orford to the California line; also, that the Coos Bay-Roseburg Highway from Coquille to the connection with the Pacific Highway comes under the designation of class (a). He gave it as his thought that it might be possible to establish an assembly station at Coquille, to which the loads to be transported could be brought by smaller trucks, and the loads there transferred to larger trucks which would traverse the Coos Bay-Roseburg Highway to a junction with the Pacific Highway and thence south over the Pacific Highway on sections which are all designated under class (a).

Before taking any final action on the request, the Commission authorized a demonstration run from the California line at least to Port Orford, with adequate motion pictures being taken of the trial run. It was the thought of the Commission that such pictures would not only tend to solve the present question but could be used as a reference in making decisions upon any future requests which may develop. The taking of pictures is to be restricted to essential and necessary points and is not to be a continuous record of the entire demonstration run.

Consideration was given to the suggestion of Mr. L. A. McArthur, Secretary, Oregon Geographic Board, with respect to the correct designation of what appears on the Commission's maps as "Oregon Slough". Mr. McArthur has advised that the correct designation adopted by the United States Board on Geographical Names is "North Portland Harbor". After consideration the Commission ordered that on future maps and records made by the Commission, the correct designation of "North Portland Harbor" be used in lieu of the designation "Oregon Slough".

Consideration was given by the Commission to a resolution passed by the City of The Dalles accepting jurisdiction over the old right of way of the Columbia River Highway within the city of The Dalles, which section has heretofore been abandoned by the State. The Chief Counsel gave it as his opinion that it was not necessary that the City Council pass or that the Commission accept any such resolution, but in view of the fact that action already has been taken by the City, the resolution was approved and ordered filed.

The State Highway Commission briefly discussed:

(a) The receiving of bids on behalf of the Linn County Court for construction of county bridge near Cascadia;

(b) The request of Paul Mumpower regarding continued renting of ground on which are located buildings east of the Sandy River Bridge at Troutdale;

(c) Request of Weyerhaeuser Timber Company regarding the acquisition of land previously used for ferry landing purposes at North Bend;

(d) Request of North Lincoln County Chamber of Commerce regarding construction of sidewalks and curbs along the Oregon Coast Highway at Ocean Lake, Delake and Taft; and

(e) The appearance of Recreational Resources Committee of Portland Chamber of Commerce regarding the establishment of a state park at the intersection of Willamette Meridian and Base Line, just west of Portland, and the appearance of Mr. A. D. Merrill, Engineer, Portland Dock Commission, with reference to settlement on Dock Commission property on the Front Avenue project.

In view of the fact that all of the interested parties concerned were scheduled to appear before the Commission on July 12, no definite action was taken on any of the matters involved.

The Chief Counsel was authorized by the Commission to apply to the Secretary of the Interior for the granting of appropriate rights for the maintenance of a flight strip on property in Sections 3 and 10, Township 29 South, Range 23 East, W. M., and in Sections 34 and 35, Township 28 South, Range 23 East, W. M., in Lake County. It was explained to the Commission that at the time of the construction of the flight strip the Secretary of the Interior had given certain rights to the War Department and the Highway Commission was authorized by written permission of Army officials, to award a contract and proceed with the construction of the flight strip. It is now felt, however, that the authority over the land granted by the Secretary of the Interior to the War Department is not complete enough to fully authorize the granting of authority to the State Highway Commission for the construction of a flight strip, and that the matter should be clarified by proper application to the Secretary of the Interior.

The Engineer requested authority to acquire for construction purposes a parcel of land containing approximately 27.11 acres, now owned by the United States Government, at Hood River, which is located in Section 25, Township 2 North, Range 10 East, and in Section 30, Township 2 North, Range 11 East. He explained that although construction is not probable for several years to come, the site will be necessary for the revised location of the Columbia River Highway and a major portion of the tract then will be required for right of way purposes. The Assistant Attorney advised that the War Department has placed an appraisal of $2,000 on the tract, being slightly in excess of $75.00 per acre, and is withholding sale of the property pending a decision by the Commission as to whether or not it is desired by the State. He gave as his opinion that the purchase price is very advantageous, and that if the property

is allowed to get into private hands it may cost a great deal more to acquire it at a later date. The Chief Counsel advised that the property has been withheld from sale as a gesture of cooperation on the part of the War Department, with whom our relations and dealings have been very cordial. After consideration the Commission gave authority to make the purchase at this time.

The Chief Counsel advised that considerable vandalism had been perpetrated at the Ontario Underpass, consisting of the breaking and damaging of the lighting fixtures. He said that this was perpetrated by two boys, fifteen and sixteen years of age, who had confessed to the vandalism. He also stated that in his opinion it would not be possible by civil suit to collect the amount of the damage, which is estimated to total $200.30, either from the boys or their parents, and that the only other procedure which might be followed would be to file a criminal charge against the boys who, in all probability, would then be brought before the juvenile authorities and placed under probation. It was also brought out that the younger boy is desirous of joining the Navy when he becomes of sufficient age. The Chief Counsel advised further that he had reported the matter to the District Attorney, but that no reply to his communication has been received and, so far as he knows, no action has been taken in the matter. After consideration, the Commission decided to refer the matter to the Chief Counsel for such further action or proceedings or for the entire dropping of the matter, as might appear desirable to him.

The Chief Counsel brought up for consideration the matter of acceptance from the Glens Falls Indemnity Company of the sum of $200.00 for damage done to the Salmon River Highway wayside strip by Anderson Bros., logging operators, to whom a permit had been granted for the construction and use of a logging road across state park property in Township 6 South, Range 9 West, W. M., in Lincoln County. He explained that, after the permit was given, Anderson Bros. ceased operations and log hauling was thereafter carried on by other parties who stopped hauling as soon as the condition was discovered. It appears that the total damage amounted to more than $200.00, but it is impossible to segregate what portion thereof might have been caused by Anderson Bros. and what portion might have been caused by the subsequent haulers. In other words, it would be impossible to prove and enforce a greater claim for damage against Anderson Bros. The Chief Counsel recommended that the settlement be accepted. It was moved by Chairman Banfield, seconded, and unanimously voted that the settlement of $200.00 be accepted.

The Commission authorized the Engineer to advertise for bids for repairs to the Nehalem Bridge on the Fishhawk Falls Secondary Highway No. 103, which work is estimated to cost approximately $16,500.

The Commission adopted and passed the following resolution approving city street improvement programs in the towns of Molalla, Dayton, Sodaville, Philomath and Malin:

12103

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws, 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the name of the respective city or town:

Molalla	$ 1,245.71
Dayton	694.96
Sodaville	135.97
Philomath	1,175.66
Malin	734.79

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction and improvement with the funds above specified the following streets in the following named cities:

City of Molalla - Shirley Street, Ridings Avenue, Cole Street and Lola Avenue

City of Dayton- Church Street, Alder Street and Ash Street

City of Sodaville - Spring Street

City of Philomath - "F" Street, "G" Street, "I" Street and College Street

City of Malin - 6th Street, Rosicky Avenue and Railroad Avenue

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

JUL 11 1944

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 11th day of July, 1944.

The Engineer submitted tabulations showing changes which have been made in the various department budgets. These tabulations were approved and ordered filed.

The meeting adjourned at 4:50 p.m. to reconvene at 9:00 a.m. on the following morning.

Portland, Oregon, July 12, 1944.

The State Highway Commission reconvened at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel. The following were present at such meeting:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for highway construction work and for the purchase of obsolete equipment and scrap materials were opened and read in conformity with previously published notices following which Chairman Banfield announced that the awards of contracts would be made at 2:00 p.m. in the same room. He also announced that the Commission has referred to the Engineer all of the bids received for the purchase of obsolete equipment and scrap materials with authority to sell the several items to the high bidder in each instance, if the offers are reasonable.

NEHALEM SECONDARY HIGHWAY
GRADING AND PAVING, ASTORIA-NAVAL HOSPITAL SECTION

	Items 1 to 32	Items 1 to 74
J. A. Terteling & Sons, Boise, Ida.	$241,059.00	$297,728.40
Warren Northwest, Inc., Portland	249,908.35	300,864.60

JUL 12 1944

NEHALEM SECONDARY HIGHWAY
GRADING AND PAVING, ASTORIA-NAVAL HOSPITAL SECTION (Cont'd)

	Items 1 to 32	Items 1 to 74
E. C. Hall Co., Eugene	$260,333.50	$309,257.50
Grimstad & Venderveldt, Astoria	298,182.00	353,067.00
Empire Const. Co., Portland	308,657.00	365,457.50

OREGON COAST HIGHWAY
PAINTING, COOS BAY BRIDGE AT NORTH BEND

A. H. Barbour & Son, Portland	$ 38,500.00
Geo. C. Clark, Portland	39,585.00
Jud Beardsley, Salem	59,127.60

SANTIAM HIGHWAY
WIDENING, SURFACING AND OILING, FOSTER-CANYON CREEK SECTION

E. C. Hall Co., Eugene	$178,019.00
Rogers Const. Co., Dayton, Washington	186,851.00
C. J. Eldon, Portland	223,299.50
Babler & Conley, Portland	229,267.00

COUNTY ROAD NO. 505, LINN COUNTY
BRIDGE CONSTRUCTION OVER SANTIAM RIVER

Lindstrom Bros., Portland	$ 14,676.00
C. J. Eldon, Portland	14,846.00
Harry I. Hamilton, Eugene	17,880.00
Frank Watt Construction Co., Portland	18,985.00
M. E. Van Horn Construction Co., Portland	21,478.60
John G. Lundstrom, Portland	23,996.00
Clarence A. Gilmer, Portland	27,153.50

Mr. Paul Mumpower, Portland, came before the Commission in regard to the continued operation of a restaurant and beer parlor on state property adjacent to the Columbia River Highway just east of the bridge over Sandy River at Troutdale, being an establishment known as "Tad's Place". He advised that he purchased this business from a man named Smith earlier in the year, paying the sum of $3,000 for same, it being his understanding at the time that Mr. Smith had an agreement with the State Highway Commission for the continued use of the State's property until the Highway Commission needs it, and then he would be given 30 days notice in which to move; however, when the new lease was presented to him for execution, he found that it contained certain provisions with which he could not comply without ruining his business. He particularly referred to an alleged traffic hazard. He asked the Commission to let him continue his business for

one year which would give him the benefit of the smelt run in the Sandy River next spring from which he anticipated receiving sufficient profit to reimburse him for his capital outlay. The matter was discussed by the Commission privately during which the members of the Commission expressed themselves as being opposed to being responsible for the closing up of Mr. Mumpower's business, and upon recommendation of the Engineer, voted unanimously to grant Mr. Mumpower a one year lease on the property from July 1, 1944, to July 1, 1945, provided he will do what is necessary to properly protect the general public. The action of the Commission was conveyed to Mr. Mumpower by Chairman Banfield. Mr. Mumpower agreed to accept the lease on such basis, whereupon the Attorney was instructed to prepare a proper form of agreement covering the matter.

Messrs. Minot Davis, Manager, Timber Department, Weyerhaeuser Timber Company, Tacoma, Wahsington, and R. P. Conklin, Engineer for this company, came before the Commission in regard to the purchase of the old Coos Bay ferry landing at North Bend. Mr. Davis advised that the Weyerhaeuser Timber Company owns the property on both sides of the ferry landing, and that it is the plan of the company to develop this property for an eventual annual output of between 150,000,000 and 250,000,000 feet of lumber. He advised that the company's plant will be located on the property to the west of the ferry landing, and that they plan to construct docks on the property to the east of the ferry landing, making it essential that the company own the two and two-tenths acres that are contained in the old ferry landing area. He read aloud and presented to the Commission a letter in support of his request attached to which were original letters addressed to the Commission from the following parties, all of whom expressed their approval of the transfer of the property to the Weyerhaeuser Timber Company:

Port of Coos Bay, by Franck G. Shaw, President
City of North Bend, by C. B. Sundbaum, Mayor
and Edward Sandine, Recorder
Empire Development Company, by L. J. Simpson

In reply to an inquiry from the State Highway Engineer as to what plans have been made to provide access to the company's plant site below the ferry landing, Mr. Conklin stated that tentative plans are to construct a roadway on the east side of the highway right of way for one-way traffic to the plant and a similar roadway on the west side of the highway right of way for traffic leaving the plant, at the expense of the company; however, nothing definite as yet has been decided relative thereto. After considerable discussion, Chairman Banfield advised that the Commission was not in position today to pass on the matter but will make a decision after personal inspection of the premises within the next two or three weeks.

Messrs. E. L. Gray, Fred Robinson and Paul Stege, representing the North Lincoln County Chamber of Commerce, were present with regard to the construdtion of sidewalks along the Oregon Coast Highway through several communities between Delake and Taft. Mr. Gray headed the group. He reported that in accordance with the understanding had

at the previous meeting of the Commission, property owners who are affected at Delake, Ocean Lake, Taft and Nelscott have been contacted relative to this matter, and about 90 per cent of them have signed a petition guaranteeing to construct sidewalks in front of their premises as soon as the Highway Commission constructs curbs and provides necessary highway drainage facilities. The Engineer reported the results of a survey for such an improvement through the Delake, Ocean Lake and Taft communities, which indicates that it would cost about $11,000 to construct curbs along the highway at these points; however, the estimate does not include such improvement through the Nelscott district inasmuch as he did not consider that he had authority to extend the survey through this locality. He pointed out the probabilities that some of the buildings along the highway would have to be moved in order to provide uniform sidewalk construction, and suggested in order to avoid any misunderstandings that further investigation should be made covering such particulars so that all concerned will have full and complete knowledge of the requirements. Chairman Banfield advised that the Commission wants to cooperate to the fullest extent possible in this matter and will proceed with the construction of the curbs if the matter of financing the sidewalk construction can be worked out satisfactorily. The Engineer was thereupon instructed to make further investigation to determine whether or not any of the buildings will have to be moved in order to accommodate the sidewalks at the three locations heretofore considered. He was also authorized and instructed to make a similar survey and investigation through the Nelscott community. The Attorney was instructed to pass on the legal features involved and to advise the delegation as to this feature. It was understood that the Engineer would make his investigations sometime during the following week, and that reports by the Engineer and the Attorney would be presented to the Commission at its next regular meeting, at which time the delegation is to reappear before the Commission for a final decision. Chairman Banfield concluded the conference by reiterating that the Commission is ready to proceed with the construction of the curbs if the War Production Board will approve the necessary expenditure, and if the people will agree to build the sidewalks when the curbs are installed.

The Engineer requested authority to make a reconnaissance survey to determine the most feasible route for a revision in the Klamath Lake Secondary State Highway along a ten-mile section between Wocus Marsh and Fremont Monument at the south end of Howard Bay. He estimated that such survey would cost about $1,000. The Commission approved the request by unanimous vote.

The Attorney brought up for discussion the following matters which he suggested should be presented to the 1945 legislative assembly and requested instructions relative thereto:

1. Freeway matter which limits access to main state highways to points selected by the State Highway Commission.

2. Power line control to eliminate static in radios installed in automobiles.

3. Legislation relative to maintenance of advertising signs on private property adjacent to state highways.

4. Legislation to provide consolidation of condemnation proceedings in connection with acquisition of right of way.

The Commission deferred discussion of these matters pending the submission of a written report by the Attorney on each subject, explaining the need for the legislation.

The Commission recessed for luncheon at 11:30 a.m. and reconvened in the same room at 2:00 p.m. with the same persons present and participating.

The Commission discussed with the Engineer the bids received at the morning session for highway construction work and decided unanimously to award the contract for the painting of the Coos Bay Bridge to A. H. Barbour & Son, Portland, who submitted the low bid therefor, and to award to J. A. Terteling & Sons, Boise, Idaho, the contract for the construction of the Astoria-Naval Hospital Section of the Nehalem Secondary Highway on the basis of the alternate bid which includes 74 items. The Commission referred to the Engineer the bids received for the construction of the Foster-Canyon Creek Section of the Santiam Highway and authorized him to award the contract to E. C. Hall Co., Eugene, the low bidder, if and when additional Federal funds are authorized for the project. It was decided by the Commission to refer to the Linn County Court all bids received for the construction of a bridge over the Santiam River on a county road near Cascadia, inasmuch as this is a county project and was advertised for the County Court simply as a matter of courtesy. The Linn County Court, represented by County Judge E. G. Arnold, County Commissioners H. A. Renninger and Claude G. Smith, and County Engineer, Walter W. Larsen, was present and consulted with the Commission with regard to this project. In reply to an inquiry from Chairman Banfield, the Court advised that it would announce its decision relative to the award of this contract at 10:00 a.m. on the following day in the County Court House at Albany. Chairman Banfield thereupon made the following public announcement of the award of contracts:

"Astoria-Naval Hospital Section of the Nehalem Secondary Highway in Clatsop County. The low bid for this project was submitted by J. A. Terteling & Sons of Boise, Idaho, at $241,059.00 based on items 1 to 32, and $297,728.40 based on items 1 to 74. Warren Northwest, Inc., Portland, submitted the next low bid at $249,908.35 based on items 1 to 32 and $300,864.60 based on items 1 to 74. There were three higher bidders. The Commission has awarded this contract to J. A. Terteling & Sons, the low bidder, on the basis of all 74 items in the amount of $297,728.40.

"Painting Coos Bay Bridge on the Oregon Coast Highway at North Bend, Coos County. A. H. Barbour & Son, Portland, submitted the low bid for this project at $38,500.00. George C. Clark submitted the next low bid at $39,585.00. The only other bid was that submitted by Jud Beardsley, Salem, at $59,127.60. The Commission has awarded this contract to the low bidder, A. H. Barbour & Son at their bid price of $38,500.00.

"Foster-Canyon Creek Section of the Santiam Highway, Linn County. The Commission received four bids for this project, the low one being that of E. C. Hall Company, Eugene, at $178,019.00. The next low bid was that of the Rogers Construction Company, Dayton, Washington, at $185,851.00. The Commission has referred the bids for this job to the Engineer with authority to award the contract to E. C. Hall Company, the low bidder, when certain conditions have been satisfied.

"Construction of a timber truss bridge over the Santiam River on a county road near Cascadia, Linn County. The Commission received bids on this project in behalf of the County Court of Linn County to whom the bids are being referred. The County Court advises that it will announce its decision with respect to the award of the contract in the Linn County Court House, Albany, at 10:00 a.m. tomorrow, July 13, 1944."

A delegation representing the Recreational Resources Committee of the Portland Chamber of Commerce consisting of Messrs. Alfred Loeb, Chairman, Thornton Munger, and H. A. Waterbury came before the Commission in regard to the establishment of a small state park at the intersection of Willamette Meridian and Base Line just west of the City of Portland. Mr. Loeb advised that the monument at this location was established by the Federal Government in June, 93 years ago, as a starting point for all land surveys in the States of Oregon and Washington, and that its perpetuation as an historical monument has been approved as a desirable project by the Portland Chamber of Commerce. He referred to a letter directed to Chairman Banfield by Mr. David B. Simpson, President of the Portland Chamber of Commerce, on this subject and advised that the land required for the park will be donated by the two property owners involved if the State will take over the area and maintain it. He pointed out that the area lies between the Skyline Boulevard and Barnes Road, and in order to make it accessible to the public, a trail would have to be constructed from the park to Skyline Boulevard, a distance of about 500 feet. The owners of the property, he said, are a Mr. Frank X. Miller, who has agreed to donate a small area on the west side of the monument, and the Catholic Church, owner of Mt. Calvary Cemetery, which has offered to donate an area 250 feet wide by 600 feet long extending from the Skyline Boulevard to the monument. In reply to an inquiry from Chairman Banfield, Mr. Loeb advised that so far as the Committee has been able to determine, the State is the only public body that can handle the situation, which is their reason for asking the Commission to accept the deed to the property and to maintain the area.

The Commission's Chief Counsel advised that there are no legal restrictions to prevent affirmative action by the Commission. After discussion, the Commission referred the matter to the Engineer and Attorney for investigation and report on the desirability of making this a state park and the responsibility that the Highway Commission would assume by doing so. They were instructed to consult with the Committee in their deliberations.

Messrs. A. D. Merrill, Engineer, and George LaRoach, Attorney for the Portland Dock Commission, came before the Commission in regard to the Dock Commission's claim in the amount of $5,000 arising out of the removal of the municipal boat landing at the foot of N. W. Stark Street in connection with the construction of the Front Avenue Project. Mr. Merrill was spokesman. He argued that the State Highway Commission is liable for the payment of the $5,000 on this account and in support thereof submitted copies of evidence as follows:

1. Excerpt from the Highway Commission's minutes of September 4, 1941.

2. Extract from the minutes of the Commission of Public Docks of September 11, 1941.

3. Letter from R. H. Baldock, Chief Engineer, State Highway Commission, directed to the Commission of Public Docks dated September 12, 1941.

4. Letter from A. D. Merrill, Engineer, to R. H. Baldock dated September 15, 1941, outlining his understanding of the extent of the State's obligation in connection with the moving of the dock.

5. Letter from R. H. Baldock to A. D. Merrill dated September 17, 1941, approving such arrangement.

6. Extract from the minutes of the Commission of Public Docks dated September 25, 1941, acknowledging Mr. Baldock's letter of September 17.

7. Extract from the minutes of the Commission of Public Docks' meeting held on August 13, 1942, adopting the resolution authorizing the execution and delivery to the State Highway Commission of a release of all rights and interests in the office building of the Commission of Public Docks upon payment by the State in the sum of $10,000.

(See copies of evidence in general files.)

Mr. Merrill advised that the basis of the $5,000 claim of the Commission of Public Docks is Mr. Baldock's letter of September 12, 1941, in which he advised that the State would pay the cost of moving the

existing dock to a location near the Hawthorne Bridge and would also pay the cost of constructing suitable ramps or other means of access to the dock, and in addition thereto, ten per cent of the construction cost to cover engineering and supervision expense incurred by the Commission of Public Docks. Mr. Merrill further advised that about the time that the moving of the dock was contemplated, discussion was under way concerning the moving out of the Battleship Oregon; and in view thereof, the construction of the new boat landing was held up. Later, after the Battleship Oregon was moved, plans were revised and a more elaborate dock was constructed involving considerable more expense. In fact, it was decided to spend more money for this purpose than was originally contemplated because of the anticipated State cooperation.

The Commission's Chief Counsel stated that as a result of his review of the records covering this matter, he is forced to the conclusion that the $25,000 heretofore paid to the Dock Commission for right of way for this improvement, of which $10,000 was State money and $15,000 City money, included damages for moving the boat landing as well as for the office building. So, in his estimation, the Highway Commission does not have the legal authority to pay the extra $5,000. Moreover, he could find no basis for such payment. He pointed out that when the City Council considered the protests arising out of the damage awards, the claim of the Dock Commission was discussed and denied, which indicates that the City also considered that the sum of $25,000 completed payment in full for both the office building and the boat landing. It was his thought that if the claim were a just one, then it should be paid, but the State's share should be limited to 40 per cent, or $2,000, on the basis of the Highway Commission's agreement with the City with respect to the Front Avenue Project. The State Highway Engineer submitted a written report on his version of the controversy. (See letter dated July 10, 1944, in general files for details.)

After considerable discussion, Commissioner Chessman suggested, inasmuch as the Commission's legal and moral responsibility is involved, that the matter be referred to the Engineer and the Attorney to discuss with the members of the Dock Commission in an endeavor to arrive at a solution that would be satisfactory from the standpoint of all parties concerned. He made a motion to that effect which was seconded by Commissioner Schaupp and unanimously carried by the Commission.

The Engineer presented a letter from Mr. H. R. Litel, Portland, which was referred to him by Governor Snell, stating a desire to purchase a small area of state-owned property situate adjacent to the McLaughlin Boulevard (Pacific Highway East), Portland, just south of its intersection with S. E. Rhone Street. He advised that this is a small area which is of no value for state highway purposes and suggested that it be sold to Mr. Litel if he will pay a reasonable price for the same and will relinquish direct access to McLaughlin Boulevard from the property. The Commission deferred a decision pending a written report from the Engineer on the matter.

The Commission discussed its proposed inspection trip of highways in western Oregon and decided unanimously to make such a trip during the week commencing Monday, July 24, 1944.

The Commission considered and signed agreements, etc., as follows:

Extension of lease agreement with the O. W. R. & N. Company and the Union Pacific Railroad Company for private crossings of the railroad at Corbett and at Oneonta.

Agreement with Chris J. Jorgenson covering control of commercial advertising signs on private property adjacent to the Steiwer Hill-Santiam River Section of the Pacific Highway East.

Agreement with Carrie Hochspeier covering control of commercial signs, advertisements, etc., on the Steiwer Hill-Santiam River Section of the Pacific Highway East.

Agreement with Arthur C. White covering control of commercial signs, advertisements, etc., on the Steiwer Hill-Murder Creek Section of the Pacific Highway East.

Contract with J. F. Johnston for repairing the Wilson River Bridge on the Wilson River Highway in Tillamook County.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:15 p.m.

T H Banfield Jr
Chairman

State Highway Engineer

A C Lenhart
Commissioner

H B Seaman Jr
Secretary

W F Thomas
Commissioner

JUL 12 1944

12113

Inspection Trip, July 24-28 incl., 1944.

During the period of July 24 to 28 inclusive, 1944, the State Highway Commission inspected state highways in western Oregon to ascertain at first hand how well highway surfaces are standing up under heavy wartime trucking and depleted maintenance personnel.

Present on such inspection trip were the following:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary.

Also present were W. H. Lynch, District Engineer and T. M. Davis, Senior Highway Engineer of the Public Roads Administration; Ralph Watson, representing the "Journal", and Wayne Pettit, representing "The Oregonian". Hon. James W. Mott, Salem, Congressman, 1st District, and Hon. Harris Ellsworth, Roseburg, Congressman, 4th District, also accompanied the Commission during a portion of the trip.

The following highways were inspected by the Commission:

(1) Oregon Coast Highway (US101) between Astoria and Coquille
(2) Corvallis-Newport Highway (Oregon 26) between Newport and Philomath
(3) Alsea Highway (Oregon 34) between Philomath and Waldport
(4) Coos Bay-Roseburg Highway (Oregon 42) between Coquille and the junction with the Pacific Highway (US99)
(5) Pacific Highway (US99) between Roseburg and Ashland
(6) Green Springs Highway (Oregon 66) between Ashland and Klamath Falls
(7) Portions of the Klamath Falls-Lakeview Highway (Oregon 66), Klamath Falls-Malin Highway (Oregon 39), and Hatfield Secondary Hwy (No. 426), en route Klamath Falls to the California State Line.
(8) A portion of The Dalles-California Highway (US97) and the Willamette Highway (Oregon 58), en route Klamath Falls to Eugene.
(9) Pacific Highway East (US99 and US99E), Halsey-Sweet Home Highway (Oregon 228), Santiam Highway (US20), and McKenzie-Bend Highway (US20), en route Eugene to Bend.

In addition to the above, Chairman Banfield inspected the Lower Columbia River Highway (US30), Portland to Astoria, and portions of The Dalles-California Highway (US97), Warm Springs Highway No. 53, Wapinitia Highway (Oregon 50), and Mount Hood Highway (Oregon 50), en route Bend to Portland. Commissioner Chessman also viewed the North Santiam Highway (Oregon 222) en route Bend to Salem.

The following special inspections were made by the Commission during the progress of the trip:

JUL 24 1944

(1) Proposed sidewalk construction along Oregon Coast Highway through the communities of Ocean Lake, Delake, Nelscott and Taft, with particular reference to the situation in Taft, heretofore requested by the North Lincoln County Chamber of Commerce.

(2) Proposed sidewalk construction along Winchester Avenue and the Oregon Coast Highway between the business center and Scholfield River Bridge at Reedsport, requested by the City of Reedsport.

(3) The old Coos Bay ferry landing at North Bend, which the Weyerhaeuser Timber Company desires to purchase in connection with the development and use of its properties at this location.

(4) Proposed preservation of myrtle tree groves adjacent to the Coos Bay-Roseburg Highway between Coquille and Myrtle Point, as suggested by the Chambers of Commerce in this district.

(5) Proposed improvement of the North Umpqua County Road connection with the Pacific Highway at Roseburg.

En route from Myrtle Point to Roseburg, on Tuesday afternoon, July 25, 1944, the Commission disposed of the following routine matters; also present at that time were the State Highway Engineer and the Secretary:-

(1) Request of the City of Reedsport for state cooperation in the construction of a sidewalk along Winchester Avenue between the city's business district and Scholfield River Bridge. The Commission decided unanimously not to contribute toward the construction of such sidewalk between the business district and the intersection of Winchester Avenue with the Oregon Coast Highway, about 400 feet northeast of the Scholfield River Bridge, inasmuch as Winchester Avenue is not on the state highway system; however, the Commission approved an expenditure of state funds, estimated by the Engineer at about $500.00, for the construction of an extension to the city's sidewalk between said intersection and the bridge, if and when such sidewalk is constructed by the City. The Commission ordered that the City be informed accordingly.

(2) Request of the Weyerhaeuser Timber Company to purchase the old Coos Bay ferry landing at North Bend. Chairman Banfield reported briefly the results of his conversation with Mr. R. P. Conklin, Engineer for the Weyerhaeuser Timber Company, in North Bend, following inspection of the landing. He advised that according to Mr. Conklin, the Weyerhaeuser Timber Company had as yet made no definite plans for the use of the property, in fact it appears that the company will not need it for perhaps four or five years, so there is no particular need for immediate action on the company's request. It seems, he said, that the thing uppermost in the company's mind is to know whether or not it can obtain the property from the state if necessary for their purposes. He further advised that he told Mr. Conklin that the State

Highway Commission does not care to dispose of or sell the property, but if it is absolutely needed by private interests, in connection with industrial development, the Commission would give the matter very careful thought from that standpoint because it does not want to hold up such development, but it will not dispose of the property under any other circumstances. Chairman Banfield also stated that Mr. Conklin was unable to advise as to the plans of the company to provide ingress to and egress from the company's plant area, which is situate just below the old ferry landing. After discussion, the Commission voted unanimously not to take action in the matter until the company advises definitely whether or not the property is essential in connection with its operations, and as to its plans for traffic access to and from the company's plant site.

(3) Proposed relocation of the Upper Columbia River Highway through the town of Hood River. The Secretary presented a letter from the Hood River Chamber of Commerce advising that with few exceptions the people of Hood River feel that the community would be better served by a relocation of this highway on a water grade north of the town, than directly along one of the few city streets that are available. The Engineer explained the situation with respect to alternate routes and suggested that he be authorized to make a survey for a new location. The Commission decided not to approve the relocation survey at this time, however, authorized the Engineer to make a preliminary investigation to determine how much it will cost, and to discuss the matter with the local people.

(4) Request of the City of Cascade Locks for authority to use the state scales at this place for weighing trucks for license purposes. During the discussion of this matter, it was pointed out that the former Commission granted such privilege in two or three instances because commercial scales were not available and it appearing that if the state's scales were not made available it would be necessary for truck owners to drive their trucks many miles to have them weighed. A decision in this matter was deferred by the Commission pending a report on the number of localities in which this privilege has been granted, and the reasons for granting the same.

(5) The Engineer requested authority to submit to the Public Roads Administration postwar survey and plan projects as follows:

Route No.	County	Location and Termini	Length	Contemplated Construction	Est. cost of Construction
101	Curry	Gold Beach	0.56	Gr. & Pav.	$103,000
66	Klamath	Klamath Falls (6th St.)	1.75	Gr.& Bit.Mac.	395,000
11	Umatilla	Milton-Washington State Line	5.56	Gr., Bit.Mac & Pav.	308,000
					$806,000

JUL 24 1944

He explained that the surveys have already been made and that his object in requesting authority to submit the projects to the PRA at this time is simply to expedite the securing of federal aid to pay for the right of way if and when the Commission authorizes the acquisition of the right of way. Unless such approval has been obtained in advance, he said, there are possibilities of delays occurring when construction is ready to proceed. In view of the Engineer's explanation, and the desire of the Commission to expedite the postwar work as much as possible, the Commission approved the Engineer's request unanimously.

(6) Claim against Dependable Transportation Company, Portland, for damage to the Tanner Creek Bridge on the Upper Columbia River Highway at M.P. 41.13. The Engineer advised that the accident occurred on January 21, 1944, when one of the company's trucks crashed through the banister of the bridge and severely damaged the side-wall and sidewalk, necessitating repairs costing about $350.00. The company alleges, he said, that the pavement was frosty and slippery, and for that reason the accident was unavoidable; also that the insurance company denied the claim for the same reason. A report from the section foreman in charge of this portion of the highway, he added, indicates that the pavement was not frosty or slippery when the highway was inspected at 8:30 A.M. and at noon on the day the accident occurred, although it is possible that some frost formed in the meantime. He further stated that the Attorney has requested instructions whether or not to press the claim, pointing out, however, that in his opinion if the accident were unavoidable then he did not believe that he could prove it in an attempt to collect damages by court action. Commissioner Schaupp gave as his opinion that the courts would hold that damages cannot be recovered in case of an unavoidable accident. After discussion, the Commission decided unanimously to let the matter drop, in view of the uncertainty of the facts involved. This action was confirmed by the Commission at Klamath Falls on the following day, after consulting with the Attorney with respect to details.

(7) Preservation of myrtle groves along Coquille-Myrtle Point section of Coos Bay-Roseburg Highway. The Commission inspected the groves en route to Roseburg, in company with Mr. George E. Oerding, Coquille, who represented the parties interested in the matter. Chairman Banfield advised that from information given by Mr. Oerding, it appears that the project is considerably larger than was first reported to the Commission, and that it now seems that the sponsors want the State to clear up the premises around the trees and to plant new trees where necessary, in order to fill out certain areas, which will result in a much costlier project than was first anticipated. Due to the uncertainty as to just exactly what is wanted by the sponsors, the Commission decided to defer action in the matter. The Commission ordered that definite information in that regard be secured from the sponsors, and that a report be rendered on the cost to do the things that the sponsors want.

(8) A letter was presented from the City of Ashland relative to the construction of a syphon across the Pacific Highway to serve the Ashland Airport. The Engineer advised that when the highway was constructed at this point in 1935, the plans for the improvement included provision for a syphon which was estimated to cost $520.20, based upon prices prevailing at that time. However, during the course of construction it developed that the City considered it unnecessary to place the syphon and for that reason it was not built. He estimated that it would cost about $750.00 to build the syphon today, because of the general increase in price levels. He recommended, in view of the fact that the Commission was obligated to build the syphon at one time, that the State now contribute the sum of $520.20, the amount of the original obligation, toward the cost of the syphon provided the City of Ashland will pay the balance and will construct the syphon in conformity with the original plan and under the supervision of the State Highway Department. The Commission approved the recommendation by unanimous vote.

(9) Disposition of logs dumped on highway right of way. The Engineer reported that the dumping of logs on highway rights of way seems to be on the increase, and that the owners are not very particular about removing them within the time limit specified by the Commission. In some cases, he said, the logs are left for several weeks and there is no evidence that the owners intend to remove them. He suggested that the Commission might dispose of the logs as it sees fit after giving the owners reasonable notice, and inquired as to the Commission's attitude with respect thereto. The Commission deferred action pending receipt of an opinion from the Attorney as to its authority to dispose of the logs.

(10) The Engineer reported that in conformity with the authority previously granted him by the Commission, he awarded to E. C. Hall Company, on July 24, 1944, the contract for the construction of the Foster-Canyon Creek Section of the Santiam Highway in Linn County, on which bids were received on July 12, 1944, this company being the low bidder on the project, the conditions of the award having been satisfied. The Commission confirmed the award of the contract as reported.

(11) Proposed agreement with Ostrander Timber Company for truck hauling logs across two secondary highways at grade, near Molalla. The Commission discussed this matter with the Engineer and the Attorney on the following day in Klamath Falls. The Attorney advised that the Company has licensed all of its trucks, so has legal authority to operate them on or across public highways in this state. In view of the circumstances, the Commission decided unanimously to let the Company operate the trucks over the two secondary highways in question temporarily, subject to certain conditions which are to be specified by the Engineer and the Attorney. The matter is to be covered by a written agreement between the Commission and the Ostrander Timber Company.

(12) Proposed channelization project in Roseburg. The Engineer explained the following arrangement for financing this project:

Federal funds	$15,600
State funds	22,400
Douglas County	7,000
City of Roseburg	7,000
Total	$52,000

He advised that the State's cooperation would be limited to improvements within the Pacific Highway right of way and to engineering; that the County's obligation, in addition to the cash payment, would include the furnishing of a portion of needed right of way and the assumption of maintenance of the north unit (C) outside of the highway right of way; and that the City's obligation, in addition to its cash payment, would include the furnishing of right of way for the south units (A and B), certain maintenance outside of the highway right of way, and the assumption of responsibility for damage claims, other than those against the contractor, which might arise. He gave as his thought that this is a fair arrangement, and suggested, if the Commission approves, that the arrangement be covered by written agreement among the parties concerned, which agreement shall provide that the City and the County pay their respective shares and furnish right of way in advance of the award of the contract. He requested authority, subject to the Commission's approval, to negotiate an agreement with the County and the City on such basis and to advertise the project for bids when the agreement has been signed. After discussion, the Commission approved the arrangement by unanimous vote and authorized the Engineer to advertise the project for bids when the arrangement has been accepted by the City and the County in writing.

(13) Monthly pay roll report. The Engineer submitted a pay roll report covering the month of June, which the Commission discussed briefly and approved by unanimous vote.

(14) A letter, under date of July 21, 1944, addressed to R. H. Baldock, State Highway Engineer, signed by the Secretary of the Oregon State Employees Association, asking for endorsement by the State Highway Commission of proposed legislation setting up a retirement plan for state employees, was read aloud by the Engineer, who presented a copy of the letter to each member of the Commission. The Commission took no action on the request.

(15) The Commission had under discussion the setting of a date for its next regular meeting; however, deferred action pending a report from the Engineer as to when it will be possible to advertise for bids for the Roseburg channelization project.

There being no further business to come before the Commission at this time, the meeting was declared adjourned at 5 P.M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, September 11, 1944

The State Highway Commission met in regular session at 9:00 a.m., in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary.

Bids, as follows, for highway construction work, ferry operation, and sale of property were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the award of contracts, etc., would be made at 11:30 a.m. With respect to the sale of obsolete equipment and scrap materials, Chairman Banfield announced that the Commission has referred the bids to the Engineer for tabulation and with authority to sell the several items to the highest bidder in each instance, provided the bid price is satisfactory.

PAINT EXTERIOR OF DIVISION OFFICE BUILDINGS
MILWAUKIE DIVISION HEADQUARTERS, PORTLAND, OREGON

Johnston Painting Co., Portland	$ 1,337.00
A. H. Alexander, Portland	1,500.00

NEHALEM RIVER, FISHHAWK FALLS SECONDARY HIGHWAY
REPAIR TIMBER TRUSS SPANS

C. J. Eldon, Portland	$25,660.32

ROSEBURG ACCESS ROAD PROJECT
DEER CREEK
CONSTRUCT TIMBER LOG BRIDGE ON CONCRETE PIERS

Harry I. Hamilton, Eugene	$13,871.00
Tom Lillebo, Reedsport	14,959.50
J. F. Johnston, Newberg	16,780.00
Salem Sand & Gravel Co., Salem	18,187.00

PACIFIC HIGHWAY AND NORTH UMPQUA COUNTY ROAD
ROSEBURG ACCESS ROAD PROJECT
GRADING AND PAVING

Salem Sand & Gravel Co., Salem	$53,532.40
Newport, Kern & Kibbe, Portland	54,837.00

McKENZIE HIGHWAY
NIMROD-ALDER SPRINGS SECTION
ROCK PRODUCTION PROJECT

Newport, Kern & Kibbe, Portland	$30,600.00
Rogers Construction Co., Dayton, Wn.	33,840.00
D. F. Whittaker Co., Inc., Seattle, Wn.	34,488.00
Vernie Jarl, Gresham	41,670.00
C. J. Eldon, Portland	46,584.00
R. O. Dail, Portland	47,340.00
Babler & Conley, Portland	58,500.00

REPLACE TIMBER BRIDGE WITH 48" CONCRETE PIPE
NEHALEM AVENUE, CITY OF ROCKAWAY

Dolan Construction Co., Tillamook	$ 2,087.00
Rogers Construction Co., Dayton, Wn.	2,314.45
Logan & Taylor, Portland	2,565.00

FERRY SERVICE ACROSS WILLAMETTE RIVER NEAR WILSONVILLE

	Per Month
T. E. Bruck, Wilsonville	$ 1,535.00
Portland Tug & Barge Co., Portland	1,988.00
Leonard & Slate Co., Portland	2,371.00

SEP 11 1944

SALE OF RESTAURANT BUILDING AT BANDON

William Van Fleet	$ 150.00

SALE OF TRACT OF LAND ONE MILE EAST OF TOLEDO

NO BIDS RECEIVED.

SALE OF LINDSEY INN BUILDINGS AT LINDSEY CREEK

H. Unger, Hood River	$ 320.00
Sullivan Wrecking Co., Portland	209.97
A. R. McWilliam, Hood River	200.00

SALE OF USED TELEGRAPH LINE MATERIALS

Bids received for used telegraph line materials, salvaged from a retired section of the Western Union and Southern Pacific telegraph lines in Eugene, Oregon. (For details see proposals in files in Room 321.)

SALE OF OBSOLETE EQUIPMENT AND SCRAP MATERIALS

Bids received for obsolete equipment and scrap materials at the highway department shops at Salem, Coquille, Klamath Falls and La Grande. (For details see tabulation of bids filed in general files.)

The Engineer discussed briefly with the Commission matters concerning which delegations are to appear before the Commission at this meeting.

Messrs. E. L. Gray, F. C. Robison, Paul Stege and Herbert Gordon, representing the North Lincoln County Chamber of Commerce, appeared before the Commission with regard to the construction of sidewalks and curbs along the Oregon Coast Highway through the Delake, Ocean Lake, Nelscott and Taft communities. The Commission's Attorney advised that he has prepared a formal petition to be signed by local property owners concerned, wherein provision is made that objectors to this improvement will be forced to cooperate regardless of their attitude. However, there was insufficient time to fully circulate this petition prior to this meeting. Members of the delegation expressed approval of the form of petition. Chairman Banfield inquired whether or not the committee is of the same opinion as heretofore, with respect to this improvement, and if the committee feels that it can complete and fulfill its agreement with the Commission. The committee replied in the affirmative; whereupon Chairman Banfield advised that the award of the contract for construction will depend upon the success and ability of the local people to agree among themselves relative thereto. After discussion, the Commission decided to proceed with this project, and authorized the taking of bids for improvement at all or any one of the four places mentioned, as soon as plans and specifications have been prepared, provided all other requirements have been satisfied. The question arose as to the width of the sidewalk to be constructed and it was decided by mutual agreement that provision should be

made for a sidewalk eight feet wide. (This matter was reconsidered by the Commission on the following day en route from Prineville to Burns. See ahead for minute entry.)

Mr. Gray then brought up for discussion the question of ownership of a section of the old highway right of way in Nelscott, at a point where the highway alignment has been revised. The Commission referred this matter to the Engineer and the Attorney to check into the records with respect thereto.

Messrs. A. M. Orcutt, City Attorney, and Percy Croft, City Councilman, Roseburg, came before the Commission at this time relative to the securing of right of way for the Roseburg-North Umpqua County Road Project for which the Commission received bids at this meeting. Mr. Orcutt advised that the city is having difficulty in obtaining right of way and it appears necessary to condemn some of the property which will take about 90 days' time. He pointed out that under the state law the Highway Commission can take possession of property as soon as condemnation proceedings have been started, and in view thereof, suggested that the Highway Commission institute the proceedings so as to expedite the project. He estimated the cost of the right of way at $15,000 and advised that the city would pay the entire expense. The Commission's Attorney advised that there is a question whether or not the county can take possession of the right of way upon filing of a condemnation complaint. He gave as his opinion that it would take the city about 90 days to secure it, whereas the state could acquire it in about three weeks, and stated a willingness to help the city get it if the Commission approves. Commissioner Chessman stated that he has no objection to the state acquiring the right of way if the legal department has time to handle the case. Commissioner Schaupp concurred therein, adding that he considers it advisable to expedite the project as much as possible. Chairman Banfield also approved, stating that while the Commission is not particularly anxious to take on another law suit, it will do so in this instance simply to help out the city, but it should be clearly understood that this is strictly a city proposition and that the city is to pay all costs incident thereto. The Attorney was thereupon authorized by the Commission to condemn the right of way in the name of the state.

A delegation, representing the Oregon State Federation of Labor, including Messrs. James T. Marr, Executive Secretary, F. W. Griffith, L. E. Egan and D. F. Harland, was present and discussed briefly with the Commission the matter of including in State Highway contracts, provision for the payment of the wages prevailing in the communities in which the work is to be done. Mr. Marr headed the group. He requested the privilege of meeting again with the Highway Commission or a sub-committee of the Highway Commission at some future time to discuss the matter thoroughly. After a short discussion, the Commission advised that it would give the matter study. The Engineer was thereupon instructed to furnish the members of the Commission full information with respect to the subject so that each will be conversant with the facts when the matter comes up for further discussion.

A delegation from Rockaway, consisting of G. A. Sutherlin, City Recorder, and Ed. Bjornstad, City Councilman, came before the Commission in regard to the bids received for the construction of a culvert to replace an old bridge on Nehalem Avenue in the Town of Rockaway. They gave as their thought that the bids received for this project are too high and recommended that all of them be rejected and that the project be readvertised. The State Highway Engineer concurred in the recommendation. The recommendation was approved by the Commission by unanimous vote, whereupon the Engineer was instructed to readvertise for bids to be received at the next meeting.

A delegation from the Portland Chamber of Commerce, Recreational Resources Committee, including A. A. Loeb, Chairman, J. D. Carter, Thornton Munger of the U. S. Forest Service, and Walter H. Horning, Chief Forester, came before the Commission in regard to the establishment of a Myrtle Tree Lane along the Coos Bay-Roseburg Highway, between Coquille and Myrtle Point, and the establishment of a small state park at the intersection of the Willamette Meridian and Base Line just west of Portland. Mr. Loeb headed the group. He inquired as to the status of the Myrtle Tree Lane project. He was informed by Chairman Banfield that as a result of inspection the cost to maintain such a project is estimated to be much more than the Commission had in mind; the expense for the first year being estimated at $10,000 and the annual expense thereafter at $2,500. He further stated that the Commission is not ready to make a definite statement with respect to this project until it has consulted the State Parks Superintendent, who could not be present at this meeting on account of illness.

Mr. Loeb then brought up for discussion the establishment of a small state park just west of Portland, at the intersection of the Willamette Meridian and Base Line. He advised that certain timber interests have stated a willingness to clean up the premises before the property is turned over to the state so that the obligation of the state would be simply to maintain the property thereafter, which should not be costly because they are not asking for development. The State Highway Engineer suggested, in view of the fact that access to the property will be by trail only, that some provision should be made along Skyline Blvd. for the parking of automobiles belonging to people who wish to visit the park. It was his thought that the construction of such parking area is properly a county obligation and that the Board of County Commissioners should be asked to build it. He estimated the county's expense for such parking area at about $300, and the state's expense to construct the trail at about $300. In the further discussion of this matter, the Commission's Attorney advised that the deed conveying the property to the state should contain all of the restrictions desired by the Commission. He offered to prepare the deed if that is satisfactory. The Commission indicated a desire to cooperate and advised that it would accept the deed to the property in behalf of the state if the conditions of the conveyance are met. This concluded the conference. (The matter was discussed further on the following day en route from Prineville to Burns, at which time the Engineer was instructed to prepare a description of the property and the Attorney was instructed to prepare an appropriate deed of conveyance including the description to be furnished by the Engineer and the restrictions heretofore ordered by the Commission. As

to the parking area along the Skyline Blvd., the Commission considered this a county obligation. Chairman Banfield volunteered to discuss the matter with the Board of County Commissioners.)

The Commission discussed with the Engineer the bids received at this meeting for highway construction and sale of property. As a result thereof, contracts were awarded as follows:

Painting of the Division Office Buildings at 9200 S.E. McLoughlin Blvd., Portland; awarded to Johnston Painting Co., Portland, low bidder.

Nimrod-Alder Springs Rock Production Project on the McKenzie Highway in Lane County; awarded to Newport, Kern & Kibbe, Portland, low bidders.

Furnishing of ferry service across the Willamette River at Wilsonville; awarded to T. E. Bruck, Wilsonville, low bidder.

Bids for the following purchases were rejected by the Commission:

Repairing timber truss spans over the Nehalem River on the Fishhawk Secondary Highway near Jewell, Clatsop County; grading and paving the Roseburg Access Road Project on the Pacific Highway and North Umpqua County Road in Douglas County; replacing a timber bridge with 48" concrete pipe on Nehalem Avenue in the City of Rockaway in Tillamook County.

With respect to the bids received for the timber log bridge over Deer Creek on the Roseburg Access Road Project in Roseburg, the Commission considered the bid submitted by Harry I. Hamilton, Eugene, satisfactory. However, decided not to award the contract at this meeting because of the rejection of bids received for the grading and paving work on this access road. The Engineer was instructed to ascertain from Mr. Hamilton whether or not he would be willing to allow the bid to remain active longer than the thirty days provided for in the proposal so as to give the Commission sufficient time to receive and consider new bids for the grading and paving project. In the event Mr. Hamilton will not consent to do this, then his bid is to be considered rejected.

The Commission accepted the offer of William Van Fleet to purchase an old state-owned restaurant building in Bandon for the sum of $150.00; and the offer of H. Unger, Hood River, to pay $320.00 for the Lindsey Inn buildings. The Commission referred to the Engineer for tabulation bids received for the purchase of used telegraph line materials at Eugene and for the purchase of obsolete equipment and scrap materials located in Salem, Coquille, Klamath Falls and La Grande. He was authorized by the Commission to accept the offer of the high bidder in each instance if the bid is satisfactory. In this connection, the Attorney suggested, in order to conserve the Commission's time in the opening of bids for the sale of obsolete equipment and scrap materials, that it would be

advisable for the Secretary to take bids for the Commission several days in advance of the regular Commission meeting. The bids could then be tabulated at Salem and reported to the Commission at its next regular meeting with the recommendation of the Engineer. Such procedure, he said, would be legal and would conserve much time for the Commission to dispose of other more important matters at its regular session. The Commission tentatively approved the suggestion and instructed the Attorney to prepare a formal resolution covering the matter for consideration at the next regular meeting.

At 11:30 a.m., Chairman Banfield announced the awards of contracts and sale of materials as follows, in conformity with action previously taken by the Commission:

"Painting exterior of Division Office Buildings at the Milwaukie Division Headquarters, Portland. The low bid for this work was submitted by Johnston Painting Co., Portland, at $1,337.00. The second low and only other bid submitted was that of A. H. Alexander, Portland, at $1,500.00. The Commission has awarded this contract to Johnston Painting Co., at its bid price of $1,337.00.

"Repair existing timber truss spans over the Nehalem River on the Fishhawk Falls Secondary Highway, near Jewell, in Clatsop County. The Commission received only one bid for this project, being that of C. J. Eldon, Portland, at $25,660.32. The Commission has rejected this bid.

"Construction of a timber log bridge on concrete piers over Deer Creek on the Roseburg Access Road. The low bid received for this project was that of Harry I. Hamilton, Eugene, at $13,871. The next low bidder was Tom Lillebo, Reedsport, at $14,959.50. There were two higher bidders. The Commission has deferred the award of this contract pending the satisfaction of certain conditions.

"Grading and paving the Roseburg Access Road Project on the Pacific Highway and North Umpqua County Road in Douglas County. The Commission received two bids for this project, the low one being that of Salem Sand & Gravel Co., Salem, at $53,532.40. The other bid was submitted by Newport, Kern & Kibbe, Portland, at $54,837.00. The Commission has rejected both of these bids.

"Nimrod-Alder Springs Rock Production Project on the McKenzie Highway, in Lane County. The low bidder for this project was Newport. Kern & Kibbe, Portland, at $30,600.00. The next low bid was that of Rogers Construction Company, Dayton, Washington, at $33,840.00. There were five higher bidders. The Commission has awarded the contract to the low bidder, Newport, Kern & Kibbe, Portland, at their bid price of $30,600.00.

"Replacement of a timber bridge with a concrete pipe on Nehalem Avenue in the City of Rockaway, Tillamook County. The low bidder was Dolan Construction Co., Tillamook, at $2,087.00. Rogers Construction Co., Dayton, Washington, submitted the next low bid at $2,314.45. The only other bid was that submitted by Logan & Taylor, Portland, at $2,565.00. The bids

have been rejected by the Commission at the request of the City of Rockaway, which is financing the project.

"Ferry service across the Willamette River at Wilsonville, Clackamas County. T. E. Bruck, Wilsonville, submitted the low bid for furnishing this service, being at the rate of $1,535.00 per month. Portland Tug and Barge Co., Portland, submitted the next low bid at $1,988.00 per month. Leonard and Slate submitted the only other bid at $2,371.00 per month. The Commission has awarded the contract to the low bidder, T. E. Bruck, Wilsonville, at his bid price of $1,535.00 per month.

"Sale of restaurant building, formerly known as the "Koffee Kup Cafe" in Bandon. The Commission received only one bid for the purchase of this building, being that of William Van Fleet, Coquille, at $150.00. The bid is satisfactory and the Commission has sold the building to Mr. Van Fleet at the amount of his offer.

"Sale of the Lindsey Inn buildings at Lindsey Creek on the Columbia River Highway near Cascade Locks, Hood River County. Mr. H. Unger, Hood River, submitted the high bid for the purchase of these buildings at $320.00. Sullivan Wrecking Co., Portland, submitted the second high bid at $270.90. A. R. McWilliem, Hood River, submitted the only other bid at $200.00. The Commission has accepted the bid of Mr. Unger and has sold the buildings to him for $320.00.

"Sale of tract of land adjacent to the Corvallis-Newport Highway near Toledo, Lincoln County. The Commission received no bids for the purchase of this tract.

"Sale of used telegraph line materials stored at Eugene. The Commission has referred to the Engineer the bids received for this material with authority to sell the several items to the high bidder in each instance if the bid is satisfactory.

"Sale of obsolete equipment and scrap materials stored at the highway department equipment plants in Salem, Coquille, Klamath Falls, and La Grande. The Commission has referred all bids for the purchase of this material to the Engineer with authority to sell each item to the high bidder in each instance, if the bid is satisfactory."

County Judge D. N. Busenbark and County Commissioner H. B. Roadman of Douglas County came before the Commission in regard to the maintenance of county roads that are being damaged by heavy log hauling traffic. Judge Busenbark explained the county's position in the matter, advising that the county is not financially able to properly maintain the roads under its control. He asked the Commission to assist the county in this matter and particularly referred to the North Umpqua County Road which he asked the Commission to designate as a state secondary highway. Chairman Banfield said

that the maintenance of county roads is not a state obligation and it does not appear that the Highway Commission could do much for the county in that regard. However, the Commission will discuss it with the Attorney and Engineer.

The Attorney reported receipt of deed from Mr. Seneca Fouts, Portland, conveying to the state a parcel of land situate near Mitchell Point Tunnel on the Upper Columbia River Highway for use as a state park. He advised that the form of the deed is satisfactory and recommended its acceptance by the Commission. The Commission approved the recommendation unanimously.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the Rogers Construction Company covering changes in Contracts Nos. 2668 and 2669 for the improvement of the I.O.N. Highway in Malheur County.

Agreement with the City of Portland covering the subject of right of way for the Front Avenue project.

Agreement with the City of Portland covering maintenance of streets and parkways.

Agreement with Bonneville Power Administration covering installation of power pole line crossing of the Albany-Corvallis Highway in Benton County.

Agreement with H. P. Andrus covering lease of stock pile site in Jefferson County.

Agreement with Deschutes Grain and Seed Company covering lease of stock pile site in Jefferson County.

Project agreement with Public Roads Administration covering construction of the Church-Lighthouse Section of the Cape Blanco Secondary Highway in Curry County, as an access road project.

Project agreement with Public Roads Administration providing federal funds for construction of Swan Island Access Road, Portland.

Modification of project agreement with Public Roads Administration providing increase in amount of federal funds for the improvement of Rice Hill-Turkey Hill Section of the Pacific Highway in Douglas County.

Modification of project agreement with Public Roads Administration providing for increase of federal funds for an advance engineering survey of the Front Avenue project in Portland.

Certificate acknowledging acceptance of Seneca Fouts State Park.

Quit claim deed conveying unto Roy R. McNees and wife 3945 square feet of land in Umatilla County. This deed is to correct a faulty description in deed heretofore given to the State by U. S. National Bank of Portland.

"Release" relieving Federal Government from damage claims arising out of use of Cape Arago State Park as a rifle range.

Due to the fact that there was insufficient time for the Commission to dispose of additional accumulated routine matters listed in the Agenda, before starting out on its Eastern Oregon inspection trip at 2:00 p.m., the Commission decided to defer consideration of such matters for a convenient time during the progress of the trip. The meeting adjourned at 11:45 a.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

En route Prineville to Burns,
September 12, 1944

Following an overnight stop at Prineville, the Highway Commission motored to Burns over the Central Oregon Highway, leaving Prineville at 8:00 a.m. Matters as follows were discussed by the Commission en route, the following persons being present during the discussion:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary.

The Attorney reported the successful conclusion of negotiations for the acquisition of an 80-acre addition to Silver Creek Falls State Park, as previously authorized by the Commission. He advised that the purchase was made through the cooperation and courtesy of Mr. H. R. Crawford, Salem, who is particularly interested in the State acquiring the property. Mr. Crawford, he said, was able to acquire the property for $5,000.00, the amount previously

approved by the Commission, but in connection therewith, incurred personal expense amounting to $80.00. He recommended purchase of the tract at the price quoted and that Mr. Crawford be reimbursed for his out-of-pocket expense, a total expense of $5,080.00. The Commission approved the recommendation unanimously upon motion by Mr. Schaupp, which was seconded by Commissioner Chessman.

The Engineer reported, on behalf of the State Parks Superintendent, an offer from B. B. Bennett, Portland, to sell to the State for park purposes a 30-acre tract of land situate on the south side of the Columbia River Highway at Latourelle, Multnomah County. He advised that the tract adjoins the Guy W. Talbot State Park on the east and is needed to fill out the park as well as to provide parking space for automobiles, which is not available at the present time. The Engineer advised that the Parks Superintendent desires authority to secure a six-month's option to purchase this property. The request was approved by the Commission by unanimous vote.

The Attorney reported receipt of a communication from the Marshfield Florist Company, advising that the company has sold its business in Marshfield to a Mr. J. D. Bergen, which involves the transfer of the company's lease rights to certain state property. The company, he said, is asking the Highway Commission to approve such transfer subject to the same conditions and terms of its existing agreement with the State Highway Commission. He recommended approval of the request. The Commission approved the recommendation unanimously.

The Commission, by unanimous vote, confirmed the telephonic authority previously given the Engineer to sell an old building near Roseburg, formerly used as a scale house, for the sum of $50.00.

The Secretary presented in behalf of the State Parks Superintendent a request from Mr. Henry Zorn for the renewal of his lease of a portion of Champoeg State Park, which he has been using for farm purposes for several years. The Commission voted unanimously to renew the lease subject to the conditions and rates mentioned in the previous lease.

The Attorney brought up for discussion the matter of renewing the insurance covering snow removal operations in the Columbia Gorge. He advised that the existing insurance was written by Lloyds of London, which has offered to renew it at this time, for a five-year period, for a sum of $4,500.00, and to give the State credit for the unused portion of the premium paid for the existing policy which still has one year to run. He further advised that there are some other companies who are interested in securing this business and have agreed to write the insurance on a five-year basis for a sum of $4,585.00, which is less than the premium heretofore paid for the same coverage. He requested instructions; however, recommended that the business be given to Lloyds of London as this company has given good service and was the only company that would take the business when it was first offered. The Commission decided unanimously to renew the insurance with Lloyds of London as recommended.

The Commission had under discussion a complaint from Mr. and Mrs. Chamberlain, donors of a small state park situate on Bolon Island in the Umpqua River, between Reedsport and Gardiner, concerning abuses that are allowed in the park. The Chamberlains allege that the park is not being maintained in the condition that was contemplated when it was presented to the State, that there is no caretaker employed at the park and as a consequence the park is being used for undesirable purposes. They desire the property to be reconveyed to them so they can put into effect some of the things that they have in mind in the way of development. The Engineer advised that it has not been possible to maintain a caretaker in the park on account of labor shortage and that the park has been maintained in the best possible manner under existing circumstances; also, that the State has invested considerable money in the park and it is planned to reinstate the park program as soon as possible after the war is over. The Attorney advised that due to the public money that has been invested in this place, the Commission is without legal authority to deed the property back to the Chamberlains. After discussion, the Commission decided not to relinquish the property. The Attorney was instructed to check the conditions of the deed and to advise the Chamberlains why the Commission cannot do what they ask.

The Attorney reported a request from the Springdale Volunteer Fire Department for assistance from the State Highway Commission in effecting the removal of a telephone pole which interferes with entrance to the fire station and bus terminal which they have recently constructed. He advised that the Commission has authority to order the removal of such poles or fixtures if it deems that expedient, and recommended that the Commission exercise its authority in this instance. The Commission approved the recommendation and thereupon authorized the Attorney to order the Columbia River Telephone Company, the owner of the pole, to reestablish the pole in a location that will not interfere with the use of the building.

The Commission by unanimous vote confirmed the deeding of certain state-owned property situate in Lane County, to the U. S. of America Forest Service and the signing of such deed by the individual members of the Commission on August 24, 1944 (this property consists of a strip of land 66 feet wide, extending across Devil's Elbow State Park from the Oregon Coast Highway and is to be used as right of way for a timber access road which connects with the Oregon Coast Highway at Cape Creek).

Consideration was given by the Commission to the granting of relief to the Federal Government (U. S. Army) from any claim for damages arising out of the use by the Army of the Cape Arago State Park property in Coos County as a rifle range. The Attorney advised that the State's property has not been damaged by such use and recommended that the relief requested by the Army authorities be granted. The Commission approved the recommendation.

The Attorney reported the results of a conference with the Portland Public Docks Commission relative to the Docks Commission's claim against the State in the amount of $5,000.00 for the moving of the municipal boat landing formerly located at the foot of Stark Street, Portland. He said that the En-

gineer and he met with Mr. A. D. Merrill and Mr. George LaRoche, Engineer and Attorney, respectively, for the Docks Commission, on August 28, 1944, in Mr. LaRoche's office, when this matter was fully discussed. He further advised that he stated at the conference that in his opinion the entire claim had been presented by the Docks Commission to the City Council as is evidenced by a letter dated November 8, 1940, addressed to the Mayor and Council over the signature of John H. Burgard, Chairman of the Commission of Public Docks. In view of which, together with the balance of the record and the action of the city council, he is unable to find any legal ground upon which the Highway Commission could approve the payment of the claim out of State Highway funds. He gave as his understanding, as a result of the conference, that the Docks Commission would abandon its claim. After some discussion of this matter, motion was made by Commissioner Schaupp that the Docks Commission's claim be denied. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Commission discussed the Attorney's written opinion with respect to the power of a public board or official to surrender control of a public highway to a private institution, and thus place the jurisdiction over the road or highway beyond the source to which the legislature delegated certain powers, involving exemption of the payment of road-users' taxes. (See copy of opinion dated August 10, 1944 in general files.)

The questions involved are as follows:

1. May a public official, commission or board vested by the legislature with jurisdiction and control over public highways, including city streets, enter into an agreement or agreements with a private individual or enterprise by which agreement or agreements the private individual or enterprise shall assume the obligation and responsibility for the construction, reconstruction and/or maintenance of a particular public highway and in consideration therefor be given the free and uninterrupted use of such highway for his or its own private business, and in connection therewith be permitted freely to operate over the highway motor vehicles without being required to pay a gasoline tax, plate or license tax, motor transportation tax or any other charge or fee imposed by law on users of public highways?

2. As an alternate to the foregoing question: May a public official board or commission vested with jurisdiction and control over public highways legally surrender his or its jurisdiction and control over such public highways and place such jurisdiction and control in a private individual or enterprise by agreement or agreements, whereby and pursuant to which ownership of and the right to use such highway or highways shall be so fixed in the private individual or enterprise as to relieve him or it of the statutory obligation to pay the above mentioned taxes, fees or charges?

3. To what extent may a public official, board or commission vested with jurisdiction and control over public highways legally permit the movement thereover of vehicles having a weight, size and/or length, and moving at a speed, in excess of the limitations fixed by law?

According to the Attorney's opinion, the answer to the first and second questions is "No". He advises, however, that the third question can not be so abruptly answered, for,under the laws of the State of Oregon, officials vested with jurisdiction and control over public highways are clothed with limited authority with respect to the granting of permits for the movement over public highways of vehicles, articles or things otherwise prohibited by law. Each of the questions, however, must yield to the same legal reasoning and each is challenged by the same statutes and the same court decisions.

The Attorney advised that this opinion was submitted to Mr. George Neuner, Attorney General, who concurs in the conclusions contained therein. During the discussion, the question arose whether or not the opinion should be made available to the several counties of the state. It was the unanimous opinion of the members of the Commission that the information should be placed in the hands of the county courts. The matter was thereupon referred to the Attorney to bring it to the attention of the county courts in a manner that he considers appropriate and proper.

The Commission discussed an opinion from the Attorney with respect to the Commission's authority to dispose of logs that have been left on the highway right of way by log haulers who refuse to remove them. (See letter from J. H. Devers to H. B. Glaisyer dated August 3, 1944, in general files.) According to this opinion, the powers given the State Highway Commission by the statutes are sufficiently comprehensive to sustain a rule or order of the Commission that logs dumped and left within the right of way of the state highway will be disposed of by the Commission if not removed by the owner within a reasonable length of time. In the concluding paragraph of the opinion the Attorney suggests that the owner of such logs be notified by registered mail and given a fixed period of time within which to remove the logs and that the owner be advised that if the logs are not removed within such period then the Highway Commission will dispose of them and will bill the owner for any cost or expense sustained in connection with such disposition. The Commission approved this suggestion as a trial proposition and instructed the Secretary to notify the owners of the logs in conformity therewith.

The Commission discussed briefly the claim of Mr. Ernfrid Johnson for injuries allegedly sustained as a result of falling in an open manhole situate on the right of way of the Pacific Highway near Oregon City. Action on this matter was deferred by the Commission pending detailed information which the Engineer was instructed to furnish at the next meeting.

The Engineer presented a proposed maintenance program as follows, for construction when the war is over:

12133

PROPOSED MAINTENANCE BUILDING PROGRAM

Proposed for First 3-yr. Post-war Period	Proposed for Following 3-yr. Period	Proposed for Later Construction
	DIVISION I	
Multnomah	Manning	North Portland
Troutdale		Government Camp
Newberg		
St. Helens		
	DIVISION II	
Mecanicum Junction	Clatskanie	Salem
Grand Ronde	Jewell	
Woodburn	Dallas	
Newport	Stayton	
	Eddyville	
	Sweet Home	
	DIVISION III	
Marshfield	Swisshome	Dexter
Caves Junction	Veneta	Broadbent
Prospect	Port Orford	Reedsport
Florence	Glendale Junction	Elkton
	Eugene	Green Springs
		Milo
		Eagle Point
	DIVISION IV	
Hood River	Parkdale	Dufur
Post	Shaniko	Ochoco Summit
Lapine	Sisters	Lakeview
Maupin	Beatty	
Moro	Fort Klamath	
	Keno	
	DIVISION V	
Hereford	Brogan	Fossil
Arlington	Hermiston	Heppner
Jordan Valley	Ukiah	Richland
	Harper	Snake River
	Elgin	Juntura
	Spray	

SEP 12 1944

ESTIMATE OF COST
PROPOSED MAINTENANCE BUILDING PROGRAM

1. Proposed for First
3-yr. Post-war Period

Sites - State owns 16 - has option for Marshfield Site -
Multnomah, Newberg and Maupin to be acquired

Size - 32' x 50' - at Post up to 36' x 90'
No District Offices required
Sectionmen Houses required at Prospect and Post only.

Estimated Cost:

4 Sites at $1500.00	$ 6,000.00	
20 Storage Sheds at $8,000.00 . . .	160,000.00	
4 Houses at $5,000.00	20,000.00	
		$186,000.00

2. Proposed for
Following 3-yr. Period

Sites - State own 5 sites - 19 to be acquired

Size - From 50' to 90' long
1 Office Building required at Eugene.
No Sectionmen Houses required.

Estimated Cost:

19 Sites at $1,000.00	$ 19,000.00	
23 Storage Sheds at $8,000.00 . . .	184,000.00	
1 Office Building at $10,000.00 .	10,000.00	
		$213,000.00

3. Proposed for
Later Construction

Sites - State owns 7 - 11 to be acquired

Size - Variable, but no District Offices required
Sectionmen Houses desirable at Government Camp,
Green Springs, and Ochoco Summit.

Estimated Cost:

11 Sites at $1,000.00	$ 11,000.00	
18 Storage Sheds at $8,000.00 . . .	144,000.00	
8 Houses at $5,000.00	40,000.00	
		$195,000.00
		$594,000.00

SEP 12 1944

PROPOSED CONSTRUCTION OF AUXILIARY REPAIR SHOPS

1. Proposed for First 3-yr. Post-war Period

Bend, Ore. Construction of 60' x 34' Shop Bldg.	$6,000.00	
Ontario, Ore. Alterations to Existing Bldg.	4,000.00	
Total for Period		$10,000.00

2. Proposed for Second 3-yr. Post-war Period

Burns, Ore. Construct Addition to the Existing Bldg. Estimated Cost	$5,000.00	
The Dalles, Ore. Alterations to Existing Bldg.	4,500.00	
Total for Period		$ 9,500.00

3. Proposed for Third 3-yr. Post-war Period

Grants Pass, Ore. Alterations and addition to Existing Bldg.	$5,000.00	
Astoria, Ore. Alterations and addition to Existing Bldg.	4,500.00	
Total for Period		$ 9,500.00
TOTAL FOR SCHEDULE		$29,000.00

He pointed out that the program has been divided into three parts, one of which covers the first three-year period following the war, when it is proposed to spend $186,000, plus an additional $10,000 for auxiliary repair shops; a second, which covers the second three-year period following the war, when it is proposed to spend about $213,000; and the third is for later construction, when it is proposed to spend about $195,000 for this purpose. He asked the Commission to authorize the preparation of plans for the buildings proposed for construction in the first three-year period, involving an expenditure of a proximately $200,000 of State Highway funds. He estimated the cost of preparation of plans at about 5% of the cost of construction, or about $10,000. The matter was discussed by the Commission at considerable length and as a result thereof the Commission authorized the Engineer to proceed with the preparation of plans as requested. The Commission wished it understood, however, that it is making no commitments whatsoever as to construction. Motion to that effect was offered by Commissioner Schaupp, seconded by Commissioner Chessman, and received the unanimous vote of the Commission.

The Engineer reported on the request of the City of Cascade Locks for permission to use the state-owned scales at Cascade Locks for the purpose of weighing trucks for the securing of licenses. He advised that as ordered by the Commission at the previous meeting, the records have been

searched to ascertain if the Commission previously granted such permission in other localities and it has been found that the scales at Toledo are now being used for such purpose under authority from the former Highway Commission; also, that similar authority was granted in several other localities as a temporary expedient provided those in charge of the scales are not required to make special trips to the scales. He pointed out that according to law (Chapter 223, Laws of Oregon, 1943, Section 115-105 OCLA) it is not absolutely necessary that a truck be weighed in order to secure a license from the Secretary of State, inasmuch as such law provides that the Secretary of State may use the manufacturer's chassis weight of such vehicle, plus 25% in addition, as a basis for determining the fee to be paid by the applicant. After discussion and in view of this law, the Commission decided to deny the request of the City of Cascade Locks. The Secretary was instructed to convey such information to the City and to state the reasons for such action.

The Engineer reported a dangerous situation existing along the Oregon Coast Highway through the Town of Gardiner and in the vicinity of the Schofield Creek Bridge, just south of Reedsport, caused by the parking of automobiles on the highway shoulders. He exhibited photographs showing the situation and recommended that the Commission adopt an order prohibiting the parking of vehicles on the west side of the highway in Gardiner, for a distance of about 575 feet south of Pitt Street intersection; also prohibiting the parking of vehicles on the west side of the highway for a distance of 500 feet both north and south of the Schofield Creek Bridge and on the easterly side of the highway for a distance of 300 feet north of the bridge. The Commission approved the recommendation and instructed the Attorney to prepare an appropriate resolution covering the matter for adoption at the next meeting.

The Commission again discussed the proposal to construct concrete sidewalks and curbs along the Oregon Coast Highway through the Delake, Ocean Lake, Nelscott and Taft communities, which was the subject of discussion with the delegation representing the North Lincoln County Chamber of Commerce on the previous day. In this connection, the Engineer reported on the cost to acquire extra right of way as may be needed and to move back certain buildings that are situate thereon. He explained that the extra right of way is needed in order to provide four 10-foot lanes for moving traffic, one 10-foot lane on each side of the highway for a parallel parking of cars at the curb line, an 8-foot strip on each side for sidewalks and a 2-foot strip on each side between the sidewalk and curb for public utility poles. Such arrangement is necessary, he said, in order to eliminate traffic congestion that occurs in these places during certain times of the year. He asked the Commission to approve the plan and to authorize the Attorney to secure options for the right of way in accordance with the decision reached on the previous day. Following discussion, the Attorney was instructed to proceed with the taking of options in accordance with plan outlined by the Engineer. The Commission confirmed the authority given the Engineer on the previous day to advertise for bids for the construction of sidewalks and curbs at any or all of the four localities as soon as the right of way has been acquired and all other conditions have been satisfied.

The Commission, by unanimous vote, confirmed the action taken on the previous day relative to the establishment of a small state park to preserve a stone monument at the intersection of Willamette Meridian and Base Line, just west of Portland. The Engineer was instructed to prepare a description of the property for use by the Attorney in preparation of the deed of conveyance, which deed is also to contain certain restrictions heretofore specified by the Commission. The question of providing a parking space for automobiles along Skyline Boulevard was also mentioned. The Commission reiterated that in its opinion the construction of such parking area is an obligation of Multnomah County. Chairman Banfield volunteered to discuss the matter with the Board of County Commissioners.

The Engineer discussed briefly with the Commission the provisions of the agreement with the Rogers Construction Company covering certain necessary changes in the specifications of two contracts, Nos. 2668 and 2669, for the improvement of the I.O.N. Highway in Malheur County. The agreements as prepared were approved and signed by the Commission.

A petition, signed by a number of mill owners, merchants and other users of the Tiller-Trail Highway in Douglas County, requesting the improvement of this highway between Milo and the Douglas-Jackson County line, had the attention of the Commission.

The Engineer reported in detail on the condition of this road and the volume of traffic that it carries. He gave as his thought that it would not be possible to satisfactorily improve the road throughout its entirety in the postwar program, although tentative plans provide for its improvement between Milo and Tiller, a distance of about 15 miles; and there is a possibility that the Public Roads Administration will improve the section above that point with Forest Highway funds. There is a question, he said, whether or not either improvement can be undertaken at that time, in view of the probability that anticipated funds will not materialize and that the Commission will have more important obligations for the monies available.

He suggested that the petitioners be advised that the Commission is not in a position to make any statement with respect to the road at this time, but will give it consideration in the formulation of the postwar program. The Commission approved the suggestion.

A petition was presented from residents of Oklahoma Hill, Clatsop County, in which the Commission was asked to construct a suitable school bus station on the state-owned stock pile site adjacent to the Lower Columbia River Highway, one-half mile west of Taylorville, as an accommodation to school children who are obliged to wait at this point each school day for the school bus. The Attorney advised that the Commission does not have legal authority to spend State Highway funds to construct such building, but it does have authority to allow the local people to construct its own building on the premises if it so desires.

Commissioner Chessman suggested that it might be advisable to grant these people permission to construct its own building on the state's property as a temporary proposition if they will agree to keep it in good condition. It was his thought that the results of the trial would be valuable to the Commission in the establishment of a permanent policy with respect to such matters. The suggestion was approved by the Commission by unanimous vote subject to the condition that the privilege shall not extend for more than three years and that the permit be of a revocable nature. The Attorney was instructed to prepare a formal permit on such basis. The Engineer was instructed to give the matter some study and advise the Commission his recommendation with respect to the establishment of a permanent policy.

The Secretary presented a resolution from the Oregon State Grange for the construction of a new highway across the Cascade Range Mountains along the Clackamas River route. The Commission took no action in this matter.

The Commission approved a project agreement with the Public Roads Administration providing $2,500.00 of Federal funds to finance a survey of the Church-Lighthouse Section of the Cape Blanco Secondary Highway in Curry County, which it is proposed to construct as an access road project.

The Commission had under consideration the following requests for extensions of time within which to complete highway construction projects:

McNutt Brothers, Contract No. 2582, for grading and paving the Judkins Point Section of the Pacific Highway in Lane County, requested an extension of time from May 31, 1943 to July 31, 1944 within which to complete this job. They gave as their reasons for failure to complete this project within the specified time limit, extreme difficulty in obtaining labor, adverse weather conditions and extra work ordered by the Engineer. The Engineer advised that the reasons given by the contractor for the overrun of time limit are correct. Further, that while the State incurred extra expense for engineering supervision he did not believe that this should be charged against the contractor, because it was through no fault of the contractor that the work was delayed. He pointed out that the contractor was in direct competition with the largest lumber operators in the state for men to carry on the work, and despite the contractor's best efforts to secure labor, men could not be obtained and as a consequence the job lagged. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Chester T. Lackey, Contract No. 2622, for furnishing crushed materials in stock piles for the John Day Rock Production Project on the John Day, Beech Creek and John Day-Burns Highways in Grant County, requested an extension of time from August 31, 1943 to June 21, 1944, within which to complete this job. He attributed his failure to complete the project within the specified time limit to labor difficulties and

delay in securing repair parts for his equipment. The Engineer advised that labor troubles and plant breakdowns contributed largely to the failure of the Contractor to complete this project within the specified time limit. Further, that notwithstanding the poor progress of the work, the State was not inconvenienced by lack of material for oiling or plant patching. He recommended that the extension of time requested be granted without penalty, notwithstanding that the State incurred some extra expense for engineering supervisions. The Commission approved the recommendation unanimously.

R. O. Dail & Warren Bros., Inc., Contract No. 2635, for surfacing and oiling the Dallas-Fern Corner and Pedee-Wren Section of the Dallas-Kings Valley Secondary Highway, in Polk and Benton Counties, requested an extension of time from October 15, 1943 to July 10, 1944, within which to complete this project. They attributed their failure to complete the project within the specified time limit to labor difficulties, trouble in securing certain equipment and major breakdown of their plant. The Engineer advised that the contractor placed all of his surface rock on the road before it was necessary to close down operations during the winter season but could not complete the manufacture of the oiling rock although that and the maintenance rock were produced during the winter months. He gave as his opinion that the delay in completing the work, particularly the oiling, was beneficial to the road and for that reason recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Clifford A. Dunn, Contract No. 2672, for grading and construction of bituminous macadam on the Klamath Falls Air Station Access Road in Klamath County, requested an extension of time of ten days, from June 30, 1944 to July 10, 1944, within which to complete this job. He attributed his failure to complete the project within the specified time limit to poor delivery of oil needed for surfacing and to car shortages. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct; that the contractor had no control over oil shipments. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Western Rock Company, Contract No. 2675, for resurfacing and production of rock for the Rhea Creek-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County, requested an extension of time of ten days, from June 30 to July 10, 1944, within which to complete this job. They gave shortage of labor and difficulties in securing repair parts for their equipment as the reasons for their failure to complete the project within the specified time limit. The Engineer advised that the only real delay in the execu-

tion of the contract was in the setting up of a new portable plant that the contractor purchased for this job and which took longer to get into operation than was expected. The traveling public, he added, has not been inconvenienced by the delay and no extra expense for supervision was incurred by the State. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

In the discussion of the granting of extensions of time, the Attorney suggested that it would be advisable to make a careful check into the liability of the contractor's surety in the event the contractor defaulted after the time limit for completion of the contract had expired and before it had been extended, particularly if the bonding company should refuse to acknowledge liability for payment of claims incurred against the work in the meantime. The Commission indicated approval of the suggestion and instructed the Attorney to give the matter further study.

The Engineer reported that Contracts Nos. 2622, 2635, 2654, 2656, 2661, 2665, 2672, 2677, 2678, 2680, 2681, 2682, 2684, and 2691, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2622, with Chester T. Lackey, for furnishing crushed materials in stock piles for the John Day Section of the John Day, Beech Creek and John Day-Burns Highways, in Grant County; completed on June 21, 1944.

Contract No. 2635, with R. O. Dail & Warren Bros., Inc., for surfacing and oiling the Dallas-Fern Corner and Pedee-Wren Section of the Dallas-Kings Valley Secondary Highway, in Polk and Benton Counties; completed on July 10, 1944.

Contract No. 2654, with E. C. Hall Co., for furnishing crushed rock in stock piles for the Ashland-State Line Section of the Pacific Highway, in Jackson County; completed on June 29, 1944.

Contract No. 2656, with Oscar E. Joelson, for furnishing crushed material in stock piles for the Cold Springs Section of the Columbia River, Pendleton-Cold Springs and Hermiston Highways, in Umatilla County; completed on August 9, 1944.

Contract No. 2661, with R. O. Dail & Warren Bros., Inc., for furnishing crushed gravel in stock piles for the Hunter Creek-Lone Ranch Creek Section of the Oregon Coast Highway, in Curry County; completed on May 13, 1944.

SEP 12 1944

Contract No. 2665, with M. C. Lininger & Sons, for furnishing crushed rock in stock piles for the Umatilla County Line-Long Creek Section of the Pendleton-John Day Highway, in Grant County; completed on June 30, 1944.

Contract No. 2672, with Clifford A. Dunn, for grading and bituminous macadam surfacing on the Klamath Falls Air Station Access Road Project, in Klamath County; completed on July 10, 1944.

Contract No. 2677, with A. C. Suhre, for furnishing crushed material in stock piles for the Bend-Lava Butte Section of The Dalles-California and Central Oregon Highways in Deschutes County; completed on July 31, 1944.

Contract No. 2678, with T. W. Thomas, for furnishing crushed material in stock piles for the Juniper Ridge-Alkali Lake Section of the Lakeview-Burns Highway, in Harney and Lake Counties; completed on September 2, 1944.

Contract No. 2680, with T. W. Thomas, for furnishing crushed gravel in stock piles on the Valley Falls Section of the Fremont and Lakeview-Burns Highways, in Lake County; completed on July 18, 1944.

Contract No. 2681, with Warren Northwest, Inc., for paving the Crabtree Corner-Crabtree Creek Section of the Albany-Lyons Secondary Highway, in Linn County; completed on July 20, 1944.

Contract No. 2682, with Russell Olson, for reoiling the Owyhee River-McDermitt Section of the I. O. N. Highway, in Malheur County; completed on August 5, 1944.

Contract No. 2684, with Babler & Conley, for grading and surfacing the Lakeview Airfield Access Road Project, in Lake County; completed on August 8, 1944.

Contract No. 2691, with Babler & Conley, for oiling the Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway, in Tillamook County; completed on July 19, 1944.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

SEP 12 1944

The Engineer reported difficulties in the securing of materials for repairing the Crooked River Bridge and the Deschutes River Bridge on the Culver-Grandview Market Road in Jefferson County, which work was authorized by the Commission on April 3, 1944, under agreement with the Jefferson County Court. He said that because of the circumstances it has been necessary to post the bridges for an 8-ton load limit until such time as the reinforcement work is completed. He asked the Commission to order such reduced load limit as a safety measure. The Commission approved the request and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the road known as the Culver-Grandview Road is a county road in Jefferson County and is therefore a road under the jurisdiction of the County Court of said County; and

WHEREAS, a part of said road is within the boundaries of a state park, namely, The Cove State Park, over which members of the general public travel while entering and leaving said park area; and

WHEREAS, on said road there are two bridges, one over Crooked River located at mile post 6.0, and the other over the Deschutes River located at mile post 7.5; and

WHEREAS, the State Highway Engineer has advised the Commission that said bridges are in a condition of impairment which renders them unsafe for other than restricted load limits; and

WHEREAS, because of war emergencies the labor and materials necessary for the proper repair and reconditioning of said bridges are not available at this time; and

WHEREAS, because of said impaired condition of said bridges and the obligation imposed on the Commission to maintain said structures for park traffic and because of the lack of either materials or labor necessary for the rebuilding or reconditioning of said structures, it is the judgment of this Commission that restrictions and limitations as to loads should be established with respect to each of said bridges;

NOW, THEREFORE, the premises being as above stated, and the Highway Commission having as a result of due investigation found that the said bridge structures are incapable of safely sustaining and supporting a total gross load in excess of the total gross loads hereinafter specified, it is hereby ordered that the total gross weight of combined load and vehicle which at any one time shall be permitted on any single or individual span of either of said bridge structures shall not exceed the limits given and set forth hereinbelow. In computing the total weight of any single vehicle within the meaning of this resolution, the total gross weight of any trailer or trailers attached to said vehicles shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle. The combined gross weight thus deteremined shall not exceed the following limits:

CULVER-GRANDVIEW COUNTY ROAD, JEFFERSON COUNTY

Mile Post 6.0	Crooked River Bridge	8 tons
Mile Post 7.5	Deschutes River Bridge	8 tons

IT IS FURTHER ORDERED, that these rules, regulations and restrictions shall be in full force and effect with respect to said bridges until rescinded, modified or revoked by order of the State Highway Commission.

IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named bridge structures, so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions of the traffic hereby in this order determined and fixed.

AND IT IS FURTHER ORDERED, that a certified copy of this resolution be furnished the County Clerk of Jefferson County, in which county the said bridge structures are located, and the Superintendent of the Department of State Police for his information.

The Secretary presented a letter from the City of Ontario requesting the installation of a flashing beacon at the intersection of Oregon and S. W. Fourth Avenues in Ontario. The Engineer advised that this intersection is on the main thoroughfare where highway traffic makes a right-angle turn, and in his estimation the installation is justified. He estimated the cost involved at $250 and recommended approval of the request subject to the condition that the City will pay for the electrical energy required to operate the light. The Commission approved the recommendation.

The Commission confirmed its telephonic approval heretofore granted authorizing the taking of bids for the purchase of fallen timber in Joaquin Miller State Park adjacent to the Oregon Coast Highway at Glenada, Lane County. In this connection, the Engineer advised that the sale was advertised for bids to be received in his office at 2:00 p. m. on August 15, but apparently no one was interested because no bids were submitted. He requested authority to negotiate the private sale of the timber. The request was approved by the Commission by unanimous vote.

The matter of designating the Yamhill-Newberg Secondary Highway a "through highway" within the city limits of Newberg, had the attention of the Commission. The Engineer advised that the highway carries a considerable volume of traffic and in his estimation it would be advisable from a safety standpoint to require traffic to stop before entering the same, and he so recommended. After discussion, the Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to resolution duly and regularly adopted by the Highway Commission and entered in the minutes and records of the Commission as of the twenty-seventh day of April, 1943, the Highway Commission declared certain highways to be "through highways" under the provisions of Section 115-351, O.C.L.A., and directed the State Highway Engineer to erect and maintain along the said enumerated highways or sections of highways at all points where streets or roads intersect or enter said highway or sections of highway, except at such points as are specifically noted in said resolution, signs or markers notifying drivers of vehicles to stop before entering or crossing the designated through highways; and

WHEREAS, when said resolution was adopted it was the purpose and intent of the Highway Commission to add to said list of designated highways such other state highways as in the judgment of the Commission should be declared to be through highways within the meaning of the said law; and

WHEREAS, an investigation of the portion of Main Street and the portion of Illinois Street in the City of Newberg over which state highway traffic is routed discloses that the type, character and volume of traffic using said street warrants its designation as a through highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED that the resolution adopted by the Highway Commission under date of April 27, 1943, under the authority and provisions of Section 115-351, O.C.L.A., be and the same hereby is amended by adding thereto the following section of Illinois Street and the following section of Main Street in the City of Newberg, to-wit:

> Beginning at a point on Illinois Street where said street intersects the west city boundary, thence in a southeasterly and easterly direction on Illinois Street to its intersection with Main Street, thence southerly on Main Street to the Pacific Highway West at First Street.

That traffic entering and leaving the City of Newberg over the Yamhill-Newberg Secondary Highway No. 151 is sufficient in type, character and volume to warrant the designation of said sections of said streets as a part of a through route.

That the State Highway Engineer be and he hereby is directed to erect and maintain on said designated through-highway streets appropriate signs and markers conforming in all respects with the instructions given in said resolution adopted by the Commission on the twenty-seventh day of April, 1943.

There is attached hereto and made a part hereof a map on which is shown colored in red the sections of the streets of Newberg which by this resolution are declared to be a part of a through highway.*

SEP 12 1944

*Map filed in "Through Highways" file - No. 6, with resolution.

That this resolution shall be deemed to amend the said resolution adopted April 27, 1943, by adding thereto the sections of streets defined or described herein.

That this resolution be entered in the minutes and records of the Commission as of the 12th day of September, 1944, and a duly certified copy thereof delivered to the Public Roads Administration, to the County Court of Yamhill County and the Mayor of the City of Newberg.

The Commission had under discussion the adoption of a resolution authorizing truck and trailer combination movements 60 feet over-all in length on the Oregon Coast Highway from Coquille south to the Oregon-California state line and along the entire Coos Bay-Roseburg Highway between Pacific Highway Junction, south of Roseburg, and a junction with the Oregon Coast Highway, in Coquille. The Engineer recommended the granting of such permits if the movements are properly flagged for the protection of other highway traffic, so as to facilitate the movement of livestock from Curry County to California. He advised that from authentic information available an emergency exists; moreover, the emergency is recognized by the Honorable Earl Snell, Governor of Oregon, who has approved the granting of such permits if the Commission considers it advisable. After discussion, the Commission authorized the Secretary to issue such permits under the conditions mentioned by the Engineer. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, this Commission has heretofore given due consideration to the transportation needs of the State and Nation, which transportation problems have become acute because of war emergencies, and for the purpose of contributing at least a measure of relief, this Commission on the twenty-fifth day of June, 1942, adopted a resolution in which the Commission declared the policy of the Highway Department with respect to the use of state highways for the movement thereover of motor vehicles having a length and a combined weight in excess of the statutory limits; and

WHEREAS, this Commission recognizes that an emergency continues to exist in the transportation systems of the State, both with respect to transportation by rail and by motor, resulting in a loss to producers of food and other essential commodities; and

WHEREAS, for the purpose of further cooperating with the Federal authorities for national defense this Commission by said resolution, but without specific statutory authority, authorized the issuance of permits for the movement over public highways under certain specific and express conditions of motor

vehicles greater in length and heavier in combined weight than is authorized by the laws of the State; and

WHEREAS, the legislature of the State of Oregon, sitting in its 1943 session, enacted Chapter 266, Oregon Laws, 1943, by which the Commission is now vested with authority, with the approval of the Governor, to "*** permit the movement over state highways of vehicles, or combination of vehicles, having a length and combined and gross weight in excess of all statutory limitations."

WHEREAS, pursuant to instructions given by this Commission the State Highway Engineer has made or has caused to be made an inspection and an engineering study of certain state highways, and, based upon such study and inspection, the Engineer has determined the maximum combined and gross weight and the maximum length of vehicle which, in his opinion, said highways will accommodate, giving due regard to the stability and preservation of the highway and the safety and welfare of the general public; and

WHEREAS, after due consideration, it is the judgment of this Commission that provision should be made whereby vehicles, or combination of vehicles, having a length and combined and gross weight in excess of all statutory limitations but not in excess of the limitations fixed by this Commission should be permitted to move over state highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the resolution heretofore, to wit: On the twenty-fifth day of June, 1942, adopted by this Commission shall be and the same hereby is re-adopted and all permits heretofore issued thereunder hereby are ratified and affirmed.

2. That the highways enumerated and designated in said resolution are by this reference made a part of this resolution to the same effect and with full recognition as though expressly written or copied herein.

3. That permits hereby are authorized for the movement over any of said highways or sections thereof of vehicles or combination of vehicles having a length and a combined and gross weight in excess of all statutory limitations but not in excess of the limits fixed in the form of permit provided for in this resolution.

4. That there shall be and hereby is added to the list of highways designated and provided for in said resolution of June 25, 1942, the following highways, to wit: The Oregon Coast Highway from Coquille south to the Oregon-California state line, and the entire Coos Bay-Roseburg Highway; provided, however, that permits issued for the movement of

vehicles over the said Coos Bay-Roseburg Highway and the said section of the Oregon Coast Highway shall, in addition to the provisions, limitations, and conditions contained in said standard permit, contain the provision that on all sections of either of said highways where the vehicle described and defined in the permit cannot keep on its own side of the yellow dividing line flagmen shall precede the vehicle.

5. The form of permit which for identification purposes is marked Form 242 Revised-3M-9-43 shall be and the same hereby is approved and adopted as the form of permit to be used for all operations by motor truck within the meaning and purpose of this resolution, subject, however, to the provision with respect to flagmen for movements over the Coos Bay-Roseburg Highway and the Coquille-Oregon-California state line section of the Oregon Coast Highway.

6. H. B. Glaisyer, Secretary to the Commission, be and he hereby is authorized to issue permits under the terms of this resolution and in the name of the Commission to any and all applicants whose equipment and loads have been approved by the State Highway Engineer.

7. Any permit issued pursuant to the provisions of this resolution may be cancelled and terminated by the Commission at any time for cause, or when in the opinion of the Commission the cancellation and termination of such permit is required in the interests of the general public.

8. Each permit issued pursuant to this resolution shall terminate on a date fixed therein, but in any event shall terminate as provided in Chapter 266, Oregon Laws, 1943; provided, however, that permits issued for the movement of vehicles over the Coos Bay-Roseburg Highway and the Coquille- Oregon-California state line section of the Oregon Coast Highway shall be in effect for the lamb market season of 1944 only.

9. This resolution shall be entered in the minutes and records of the Commission as of July 12, 1944, and shall be effective from and after said date until modified, rescinded or otherwise changed by the Commission.

The following statement appears on the "office copy" of the above resolution:

"Within the meaning and purpose of Chapter 266, Oregon Laws, 1943, I hereby approve the action of the Oregon State Highway Com-

mission as evidenced in and disclosed by the foregoing resolution.

Dated this 30th day of August, 1944.

Earl Snell,
Governor of Oregon."

In the discussion of the matter, the Commission considered it advisable, if the expense is not too great, to widen and otherwise improve the several points on the highways under discussion sufficiently to enable truck-trailer combinations 60 feet long to move thereover without encroaching on the opposite lane of travel, thus eliminating the necessity of flagmen. The Engineer was instructed to investigate the matter and to report back the cost to improve these few points in such manner.

The Engineer reported a violation by logging operators in the employ of the C. K. Spaulding Logging Company. He advised that on August 19, 1944, state weighmasters were weighing logging trucks on Highway 191 south of Dallas, with portable scales, and that between 1:15 and 1:30 p. m. on that day several trucks were lined up to be weighed. He also said that a Mr. Barnes, superintendent of the Spaulding operations, was present and requested that some of his trucks be allowed to proceed without weighing because he did not believe that they were overloaded. The request was denied by the weighmasters, whereupon Mr. Barnes instructed his drivers to by-pass the scales, which they did, thus committing a violation of the requirements. The Engineer gave as his thought that the offense is serious enough to justify drastic action and suggested that it be called to the attention of the officials of the company and that the company be warned that, unless they show a greater respect for the requirements, the State Highway Commission will take drastic action to force them to do so. The Commission approved this suggestion subject to the condition that the Highway Department representatives should contact the highest official of the company, who is to be informed that the Commission will take such drastic action if the offense is repeated, although it is reluctant to go to that extreme unless it is absolutely necessary.

The Commission discussed a request from A. C. Pierce, President of the Pierce Auto Freight Lines, Inc., for a permit authorizing the movement of a combination of equipment consisting of truck-tractor and two semi-trailers, commonly known as "jeep-tractor" equipment, carrying a gross load of 68,000 pounds. The Engineer advised that he has checked into this matter and in his estimation, to all interests and purposes, the combination is the same as a tandem axle truck-tractor with tandem axle trailer, which, according to the provisions of the Highway Commission's emergency transportation permits covering Group 1 highways, is limited to a gross load of 61,500 pounds. He recommended that Mr. Pierce's request be denied because of the damaging effect that the heavier load would have on the highway surfaces and bridges. After discussion, motion was made by Commissioner Chessman that the request be denied. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Commission had under discussion a request from the United States Bureau of Reclamation for permission to construct three irrigation pipes across the Vale-West Secondary Highway No. 451 in Malheur County, and a proposed agreement between the United States of America and the Highway Commission covering the matter. The Engineer advised that there are no objections to the three installations across the highway, but he does object to certain provisions of the proposed agreement, particularly the paragraph which requires the State to reimburse the Federal Government for certain expense. This clause, he said, is based on an act of Congress dated August 30, 1890, wherein the United States reserves in the issue of land patents rights of way thereover and the privilege of constructing roads, canals, etc., and a blanket right to cross over patented lands any place desired. The Attorney explained this feature of the law and advised that the decisions of the courts are all in favor of the Federal Government. The Engineer suggested that an attempt should be made to secure release from payment of any part of the cost, and, if unsuccessful, then the State might offer to pay one-half of the expense. The matter was discussed at considerable length, and as a result thereof, the Commission authorized the payment of the 50 per cent of the cost of constructing such pipe lines across the highway right of way in the event that it is impossible to secure full release. The Engineer was instructed to take the matter up with the Reclamation Service by telephone.

In this connection, the Engineer advised that a similar situation obtains with respect to a Reclamation Service culvert which crosses the Old Oregon Trail near the Town of Nyssa. In this instance, he said, the Reclamation Service desires to lower an existing concrete culvert which was originally constructed by either Malheur County or the Reclamation Service prior to the construction of the highway. It was his thought that inasmuch as the water grade has been fixed for 25 years or more, the expense of changing it across the highway should be paid by those who benefit rather than by the State, as the Reclamation Service has requested. He was instructed by the Commission to handle this case in the same manner as the other one.

The Engineer requested authority to purchase one Holland truck loader at a cost of $200 for use in connection with maintenance work. The purchase was approved by the Commission by unanimous vote.

The Engineer requested authority for Bridge Engineer G. S. Paxson to make an inspection trip in northern California at state expense. He advised that Mr. Paxson would accompany C. B. McCullough, Assistant State Highway Engineer, whose expenses will be paid by the Federal Government, and that they will travel by automobile so that Mr. Paxson's out-of-state expense will be kept to a minimum of about $40 or $50. The Commission approved the expenditure. The Engineer also requested authority for Acting Traffic Engineer F. B. Crandall to attend, at state expense, a meeting of the Institute of Traffic Engineers and National Safety Congress, which is to be held in Chicago, October 1 to 5, 1944. He estimated the cost at about $200 and ad-

vised that it is quite important that Mr. Crandall attend this meeting inasmuch as the information that he will obtain will be of great value to him in connection with his highway planning. The Commission approved the expenditure subject to concurrence by Governor Snell. The Commission also approved out-of-state travel expense of Oscar Cutler, Acting Director of the Travel and Information Department, in attending a meeting of the Western Conference on Postwar Problems, which is to be held soon in Salt Lake City. The Engineer advised that this is a meeting of the highway travel organizations of several of the northwestern states and that he considers it important that Mr. Cutler be in attendance to obtain information that will be of value in connection with highway travel in Oregon. He estimated the cost involved at about $75. The Commission approved the expenditure subject to concurrence by Governor Snell.

The Attorney requested instructions whether or not to take action to collect the cost of repairing the Pudding River bridge at Aurora which was damaged in an automobile accident on May 2, 1944. He explained that two brothers were involved in the accident, which occurred late at night when both boys were really too sleepy to drive a car, and it so happens that the driver actually did go to sleep and as a result the car careened into the bridge railing killing one of the boys. He gave as his opinion that the Commission could not recover damages by court action because it would be difficult to prove negligence on the part of the boys, and recommended that the claim be not pressed. The Commission approved the recommendation.

A letter was presented from the Coos Bay Lumber Company, requesting permission to obtain 15,000 cubic yards of rock from a state-owned quarry in Coos County to surface a logging road. The Engineer explained that the policy established by the former Highway Commission will not permit the granting of such privileges to private parties, such privileges being limited to county courts, municipalities, and the Federal Government. He recommended a continuation of this policy. The Commission approved the recommendation unanimously, however, instructed the Engineer to investigate the quarry in question and if it is no longer needed by the State, then to offer it for sale to the Coos Bay Lumber Company.

The Commission had under discussion the setting of a date for its next regular meeting and decided by unanimous vote to hold it in Portland on Monday afternoon, October 23, and all day Tuesday, October 24, 1944. The Secretary was instructed to make the usual arrangements to hold the meeting in the Stock Exchange Room of the Imperial Hotel.

The meeting adjourned at 10:30 a. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

SEP 12 1944

12151

Burns, Oregon, September 12, 1944.

The members of the State Highway Commission and its party were luncheon guests of the Burns Chamber of Commerce, in the Arrowhead Hotel, following which, at 1:00 p. m., the Commission discussed briefly with the local group matters of mutual interest. Present at such meeting were the following:

T. H. Banfield, Chairman,
A. W. Schaupp, Commissioner,
M. R. Chessman, Commissioner,
R. H. Baldock, State Highway Engineer,
J. M. Devers, Attorney,
H. B. Glaisyer, Secretary.

Members of the Chamber of Commerce present were: W. G. Shepard, Vice President, who presided; C. M. McConnell; County Judge Nelson B. Higgs; D. C. Jordan, Secretary; James Appling, County Agent; Archie McGowan; LaVern Gray; W. C. Carroll, County Clerk; M. O. Timms; Chester Felt; R. E. Kriesien, City Attorney; P. Skiens; James Smith; E. B. Bennett; F. K. Mc Cullough; L. R. Swarthout; Don Willmarth; Tom Wentz; Dr. K. E. Hibbard; M. H. Kuncan and Dr. B. M. Smith.

Following introductions, Mr. Shepard called upon Mr. McConnell for remarks. Mr. McConnell spoke briefly in behalf of the Warm Springs Highway and for the further improvement of the secondary highway between Princeton and Rome. Judge Higgs also endorsed the Rome-Princeton Highway improvement.

Chairman Banfield responded by stating that the primary purpose of the Commission's trip is to inspect highway maintenance and construction work now under way on the I.O.H. Highway. He further advised that the Commission is formulating plans for postwar improvements, but has not as yet adopted a definite program because of uncertainty with respect to funds that will be available to finance the work. Such uncertainty, he said, will not be expelled until the Congress has adopted postwar construction legislation, in view of which the Commission is making no promises whatsoever at this time with respect to any project wherever situate.

The meeting adjourned at 1:30 p. m., following which the Commission motored to Jordan Valley via the Princeton-Rome Secondary Highway.

T H Banfield
Chairman

State Highway Engineer

A W Schaupp
Commissioner

H B Glaisyer
Secretary

M R Chessman
Commissioner

SEP 12 1944

Jordan Valley, Oregon, September 12, 1944.

The State Highway Commission and party were guests of local business men at dinner in the Marquina Hotel. There followed an informal meeting with Dr. W. W. Jones presiding. Representing the State Highway Commission were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary.

Visitors included a delegation representing the Boise, Idaho Chamber of Commerce, which included: Laurel Elan, Attorney, President of Chamber of Commerce; Ike Wescott, State Fish and Game Commissioner; Don Whitehead, Druggist; Ned Harland, Secretary; Harry Yost, Postmaster; Art Lyons, Winnemucca States; and Clyde Humphreys of the Morrison-Knudson Company, Contractors. The local group included Dr. W. W. Jones, Domingo Yturri, Jake Long, Jenoro Rementaria, Hugh Scott and Pete Laca.

Brief talks were made by the members of the Highway Commission, Chairman Banfield explaining that the purpose of the Commission's trip is to inspect highway maintenance and construction work on the I.O.N. Highway. Members of the Boise delegation expressed appreciation for the I.O.N. Highway improvement.

The meeting adjourned at 8:40 p. m.

T H Banfield
Chairman

State Highway Engineer

A W Schaupp
Commissioner

H B Glaisyer
Secretary

M R Chessman
Commissioner

Ontario, Oregon, September 13, 1944.

Following an overnight stop at Jordan Valley, the State Highway Commission motored to Ontario where at 10:15 a.m. a conference was held in the City Hall with a delegation from Adrian and Ontario who urged the Commission to improve the Oregon section of the secondary state highway (Homedale Spur) which extends from Adrian to Homedale, Idaho. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary.

SEP 12 1944

The Adrian Chamber of Commerce was represented by Harold Patch, President, and Claude Euchus. The Ontario Commercial Club was represented by W. R. Hollingsworth, President; E. C. Van Petten; H. F. Logue; H. C. Peterson; H. C. Boyer and J. R. Richardson.

Mr. Patch stated that they have no criticism to offer with regard to the existing rock surface on this road, but they are very anxious to have the road oiled. Mr. Van Petten endorsed Mr. Patch's remarks and added that they would like to have the work done just as early as possible. He pointed out that the road is now oiled between Adrian and Nyssa and declared that there remains only about 9½ miles of oiling to be done between Adrian and the state line. He urged the improvement as a most desirable project, because they are extremely anxious for a highway leading south to a connection with the I.O.N. Highway. He gave as his thought that this job could be classified as an extension of an old project and not a new one, which possibly would make it eligible for Federal funds. He concluded his remarks by saying that they are not asking for a special favor but only consideration of their project by the Commission.

The Engineer advised that the hands of the State Highway Commission are tied so far as projects of this kind are concerned, because of the requirements of the War Production Board, which has limited expenditures to maintenance work and access road projects that are of importance in connection with the war effort. He advised that there is no argument but what the road needs an oiled surface and gave as his thought that the Commission would consider the project as soon as funds are available to finance it and oil can be obtained. He estimated the cost to do a proper oiling job at $100,000. In reply to Mr. Van Petten's statement that the project could be considered an extension of an old one, the Engineer stated that the Federal Government considers as new construction the changing over of a rock surface to an oiled surface, which is the category of this road. The statement was endorsed by Mr. T. M. Davis, Senior Highway Engineer, Public Roads Administration, who was present.

Chairman Banfield advised that the Highway Commission has made no commitments whatsoever concerning its postwar construction program, but is now studying the matter from a state-wide standpoint and in that study intends to give all projects fair consideration. He added that the Commission is interested in the Adrian-Homedale Road and is sympathetic with the improvement thereof as with others, but under the present set-up it is not possible to do the work now.

The meeting adjourned at 10:30 a. m., following which the Commission motored to Baker, where the Commission and party were luncheon guests of the Baker Chamber of Commerce in the Baker Hotel; all members of the Commission, the Engineer, the Attorney and the Secretary being present. Following the luncheon, at 1:30 p. m., brief remarks were made by members of the Commission and others who were present. Mr. Lynn Vermillion, Chairman of the Highway Committee of the Chamber of Commerce, presided. The local group included the following: George Scott, President; Lynn Vermillion, Chairman, Roads Committee; Leo Adler, Chairman of the Entertainment Committee; James T.

Donald, Attorney, Director; Earl Hoget, Director; Henry McKinney, Director and Mayor of Baker; Honorable R. C. Frisbie, State Representative; William Smith, Director and City Commissioner; W. S. Hughes, City Commissioner; Henry Milton, City Engineer; Charles Simpson, Forest Supervisor; Otto Karg, Fire Chief; Blaine Hallock, Attorney; Al Schroeder; Carl Waltz; County Judge Charles E. Baird; County Commissioner R. M. Phipps; County Commissioner George B. Saunders; Mrs. Margaret Slocum, Secretary of the Chamber of Commerce.

Chairman Banfield explained that the purpose of the Commission's trip is primarily to inspect highway maintenance and the I.O.N. Highway construction. He also outlined briefly the prospects of securing Federal funds to finance postwar construction and advised that until it is known how much money Oregon is to receive, the Commission cannot arrange a program so is making no promises now with respect to any project. Commissioner Chessman advised that as a result of the Commission's canvass of the state last year, projects totaling $300,000,000 were presented to the Commission for consideration. The Commission, he said, cannot possibly finance a program of such size with the $40,000,000 or $50,000,000 that it anticipates may be available so it is going to be necessary to delete and eliminate a lot of projects that may have merit. Commissioner Schaupp endorsed the remarks of Chairman Banfield and Commissioner Chessman. Mayor McKinney and Representative Frisbie made brief remarks in behalf of the local group as did also County Judge Baird. Judge Baird particularly urged the elimination of the railroad grade crossing on Dewey Avenue, Baker, where the Baker-Unity Highway crosses the main line tracks of the O.W.R.&N. Railroad. He urged the improvement from the standpoint of safeguarding several large lumber mills which are located on the south side of the railroad and which could not be served by the City's fire department in case of fire if Dewey Avenue were blocked by a train, which frequently occurs. The separation of the railroad and highway grade, he added, would eliminate any possibility of such an occurrence.

Judge Baird also spoke for the improvement of the Sumpter Valley Secondary Highway and suggested that the State purchase the old railroad grade of the Sumpter Valley Railroad, which he thought could be used to advantage as a highway grade between Baker and Austin as was done between Robinette and Homestead.

The meeting adjourned at 2:00 p. m., following which the Commission inspected the proposed Dewey Avenue grade separation project and the Sumpter Valley Secondary Highway in company with members of the County Court and Mayor McKinney.

En route Baker to Sumpter, the Commission disposed of the following routine matters, all members of the Commission, the State Highway Engineer, the Assistant Attorney, J. W. DeSouza, and the Secretary being present.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various state highway im-

provements throughout the state. He submitted a list of such properties together with offers that he recommended be made in connection with each. After careful consideration of each item, the Commission approved the request and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11295- Multnomah County	5,000 sq.ft. at 9¢	$450.00	$450.00	McCallister
11095- Multnomah County	1,377 sq.ft. at $1.00	1,377.00		
	Allowance for damage to balance of land	1,123.00	2,500.00	"
11021- Moore, W.E. and L.E. Moore	9,500 sq.ft. at 68½¢	6,500.00	6,500.00	"
11019- Lessard, May I. and E.Homer Lessard	4,500 sq.ft. at 35¢	1,500.00		
	Concrete building	13,500.00		
	Moving and reestablishing printing plant	2,000.00	17,000.00	"

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST (Cont'd)

11295-A Multnomah County				
5,000 sq.ft. at 17¢	$850.00	$850.00	McCallister	
11011- Howard, Elizabeth				
Right of Way 4,250 sq.ft. at 30¢	1,250.00			
less House	2,650.00			
" Garage	100.00	4,000.00	"	
11133- Johnson, T. D.				
Right of Way 3,500 sq.ft. at 35¢	1,225.00			
Building	2,525.00	3,750.00	"	
10143- Mathe, Margaret				
Right of Way 5,773 sq.ft. at 43-1/3¢	2,500.00			
Building	5,375.00	7,875.00	"	
✓ 10976- Snavely, V. E.				
Right of Way 7,000 sq.ft. at 25¢	1,750.00			
Severance damage, moving oil storage bldg., moving gara ge and replacing concrete floor and foundation	1,250.00	3,000.00	"	
10941- Heintz, Susan E.				
Right of Way 7,300 sq.ft. at 68½¢	5,000.00	5,000.00	"	
✓ 10977- Robison, Hubert I. and Muriel Virginia				
Right of Way 12,748 sq.ft. at 25¢	3,187.00			
4,880 sq.ft. at 88.38¢	4,313.00	7,500.00	"	

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY

9717-A Headings, John P. and Mary A.			
Right of Way			
Option expires			
1.58 acres at $100	158.00		
crop loss on 4.91 acres at $60.00 per	294.60		
General damages and allowance for signing waivers	400.00	852.60	Collins

SEP 15 1944

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY (Cont'd)

10264-A	Thomas Alford Cemetery Association Right of Way Option expires 2/27/45	5,227 sq.ft. less 227 to be acquired from owners other than grantor 5,000 sq.ft. at $0.06 $300.00 Moving four graves, gravestones, shrubbery and construction concrete curbs, estimated at 850.00 Expense Julia Cline coming to Harrisburg from Menlo Park, California, to select new burial lot and supervise moving deceased husband's remains, estimated at 300.00	1,450.00	Collins Landon

LITTLE LUCKIAMUTE-MONMOUTH SECTION-BRIDGEPORT-MONMOUTH HIGHWAY

10922-A	Johnson, Walter E. and Manie B. Right of Way Option expires 2/6/45	0.14 acre at $100 14.00 2 rods fence at $1.50 rod 3.00	17.00	McChesney

FOSTER-CANYON CREEK SECTION, SANTIAM HIGHWAY

11478-	Harrang, J. P. Right of Way Option expires 2/3/45	3.13 acres at $100 313.00	313.00	McChesney
11479-	Cubbison, Otha Right of Way Option expires 2/3/45	0.07 acre at $20.00 1.40 9 trees at $1.00 ea. 9.00	10.40	"
9256-A	Lyon Lumber Company Right of Way	4.1 acres 00.00 9,000 fbm at $6.50 M (fir) 58.50 2,000 fbm at $2.00 M (hemlock) 4.00	62.50	Eason

SEP 13 1944

GARDINER RANCH-BERGER RANCH SECTION, WOLF CREEK HIGHWAY

6509- Imbrie, James H. and Lillian
Right of Way
Option expires

8/23/44	16.72 acres at $225	$3,762.00	$	
	5.80 acres at $125	625.00		
	Severance on 30.0 acres at $33.75 (15%)	1,012.50		
	Allowance for 360 rods new fence at $1.50	540.00		
	Easement for 2500 ft. 36" pipe line and 3 manholes	150.00		
	Loss of year-round spring	1,500.00		
	Adjustment for even money settlement	10.50	7,600.00	Collins

Rubberizing tractor if and when necessary estimated at $400.00

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY EAST

11323-Chleborad, Elmer F.
Right of way and gravel pit
Option expires

10/6/44	4.0 acre at $130	520.00		
	2.0 acres at 75.00	150.00		
	13.7 acres at 10.00	137.00		
	23 rods fence at $1.50	34.50	841.50	Benson Parker

11084-A Miller, Leona H. and Forrest H.
Right of way and gravel pit
Option expires

10/6/44	2.0 acres at $10.00	20.00	20.00	"

11044- Drager, L. W.
Right of Way
Option expires

9/27/44	9.15 acres at $100	915.00		
	Fencing, gates, anchor posts, alfalfa seed and labor, waiver of access, severance damage	1,585.00	2,500.00	"

SEP 13 1944

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY EAST (Cont'd)

11077- Murray, Tom Right of Way Option expires 10/16/44		$	$	
	2.37 acres at $100	237.00		
	65 rods fence at $1.50	97.50		
	Damages, waiver of access, and advertising agreement	190.50	525.00	Benson Parker
11043- Holloway, E. H. Right of Way Option expires 10/16/44				
	2.19 acres at $100.00	219.00		
	9.18 acres at $ 65.00	595.70		
	37.5 acres at $65.00	2,437.50		
	112 rods fence at $1.50	168.00		
	Gate, anchor posts, waiver of access, advertising agreement, compromise	279.80	3,700.00	"
11083- Hampton, Heirs J. H. Right of Way Option expires 10/12/44				
	6.62 acres at $130	860.60		
	20.02 acres at $100	2,002.00		
	821 rods fence at $1.50	1,231.50		
	Gates, anchor posts, bridges, severance damage, waiver of access, crop losses	1,639.30	5,733.40	"
	Buildings to be moved and estimated at $750.00	----------		
	State to drill well			
11039-A Corbit, James C. Gravel Pit Option expires 10/23/44	16.50 acres at $10.00	165.00	165.00	"
11216-A White, A. C. Gravel Pit and Right of Way Option expires 10/21/44				
	1.21 acres at $75.00	90.75		
	12.79 acres at $10.00	127.90		
	39 rods fence at $2.00	78.00	296.65	

SEP 13 1944

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY (Cont'd)

11071-	Peterson, Dewey E. and Lillian W.		$	$	
	Right of Way				
	Option expires				
	11/3/44	3.55 acres at $100	355.00		
		65 rods fence at $1.50	97.50		
		Waiver of access and advertising and building agreement	147.50	600.00	Benson Parker
11049-	Simon, Chas. R. and Ned Miller				
	Right of Way				
	Option expires				
	11/23/44	0.48 acre at $50.00	24.00		
		Fencing, waiver of access and advertising	51.00	75.00	"

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

10815-	Smith, C. C.				
	Right of Way				
	Option expires				
	8/16/44	8,864 sq.ft. at 5¢	443.20		
		House	700.00		
		Cost shed and fence	56.80	1,200.00	Witt
10803-	McBride, Edward				
	Right of Way				
	Option expires				
	8/4/44	5,433 sq.ft. at 2-3/4¢ sq.ft.	150.00	150.00	"
10811-	Sardam, Maude C.				
	Right of Way				
	Option expires				
	9/2/44	15,350 sq.ft. at 2-3/4¢	422.00	422.00	"
10805-	Hayner, Eva Dawn				
	Right of Way				
	Option expires				
	8/17/44	4,561 sq.ft. at 2-3/4¢	125.45	125.45	"
10826-	Esch, John H.				
	Right of Way				
	Option expires				
	8/25/44	18,679 sq.ft. at 2¢	373.55	373.55	"
10828-	Mayn, Estate James W.				
	Right of Way				
	Option expires				
	9/17/44	374 sq.ft. at 066¢ plus	25.00	25.00	"

SEP 13 1944

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY (Cont'd)

10829-	Hellwig, Mary Orra Johnson		$	$	
	Right of Way				
	Option expires				
	8/15/44	9.28 acres at $100.00	928.00	928.00	Witt
10807-	Raepenny, Minnie E.				
	Right of Way				
	Option expires				
	8/3/44	1,896 sq.ft. at $0.021 plus	40.00	40.00	"
10810-	Broadwell (Grocery)				
	Right of Way				
	Option expires				
	8/3/44	6,152 sq. ft. at $0.017 less	100.00	100.00	"
10808-	Reinig, Winifred M. Franklin				
	Right of Way				
	Option expires				
	8/3/44	14,272 sq.ft. at $0.021 plus	300.00	300.00	"
11480-	Corrigan, George A.				
	Right of Way				
	Option expires				
	2/4/45	1,475 sq.ft. at $0.035	51.65	51.65	"
10820-	Tinsman, J.R. and F.G.				
	Right of Way				
		0.16 acre	00.00	00.00	"
11485-	Ruegg, Clyde A.				
	Right of Way				
	Option expires				
	3/1/45	2,245 sq.ft. at $0.035	78.58	78.58	"
10806-	Bloom, A.G. and E.G. Bloom and Margaret E. Baker				
	Right of Way				
	Option expires				
	9/14/44	4,567 sq.ft. at 2-3/4¢	125.60	125.60	"
10809-	Stowell, W. T.				
	Right of Way				
	Option expires				
	9/16/44	12,444 sq.ft. at 2¢ plus sq.ft.	250.00		
		building	350.00	600.00	"

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY (Cont'd)

			$	$	
10804-	Wineberg, Wm. J.				
	Right of Way				
	Option expires				
	9/28/44	9,700 sq.ft. at $0.041			
		plus sq.ft.	400.00		
		476 sq.ft. at $0.0105			
		sq.ft.	50.00		
		2,750 sq.ft. at $0.055			
		less sq.ft.	150.00	600.00	Witt
10824-	Short, Sara A.				
	Right of Way				
	Option expires				
	1/27/45	4,000 sq.ft. at 3-1/3¢	133.30	133.30	"
	(Correction)				
10823-	Zimmerman, Ada M.				
	Right of Way				
	Option expires				
	1/27/45	2,200 sq.ft. at 3-1/3¢	73.35	73.35	"
	(Correction)				
10822-	Green, Clayton O.				
	Right of Way				
	Option expires				
	1/26/45	2,037 sq. ft at 3¢	61.10	61.10	"
	(Correction)				
10814-	Mansur, Leonard A.				
	Right of Way				
	Option expires				
	2/1/45	2.37 acres at $150.00	355.50		
		0.56 acre at $50.00	28.00		
		420 sq.ft. at 1¢	4.20		
		Moving garage estimated at	100.00	487.70	"
10813-	Ostrum, Bert Jacob				
	Right of Way				
	Option expires				
	1/31/45	2.88 acres at $150.00	432.00	432.00	"
10346-	Clatsop County				
	Right of Way				
		2.10 acres	00.00	00.00	"

SEP 13 1944

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY (Cont'd)

10821- Tinsman, Jacob Russell and F. G. Tinsman Option expires 2/4/45	12,151 sq. ft. 50.14 acres Moving woodshed and chicken-house, 2 large signs, estimated	$ 00.00 00.00 175.00	$ 175.00	Witt
PELICAN CITY-SOUTH 6th STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY				
11471- Klamath Falls, City of Right of Way Option expires 12/27/44	6,500 sq.ft. at 11½¢	750.00	750.00	"
11403- Snyder, Ruth M. Right of Way Option expires 1/9/45	0.07 acre at $500.00	35.00	35.00	"
11371- Eschle, Louis A. and Stanley T. Soran and Shirley L. Soran Right of Way Option expires 12/29/44	4,250 sq.ft. at 10¢ Loss shade trees, cost new lawn, flowers, garden plot and fill over entire back yard, cost of moving and inconvenience Credit Lot 2, Block 32, Hot Springs Addition Moving house and garage to Lot 2, Blk 32, estimated	425.00 285.00 710.00 700.00 10.00 1,475.00	1,485.00	"
11344- Orlin, George Right of Way Option expires 1/26/45	4,725 sq.ft. at 1¼¢	59.06	59.06	Cozad
11379- Gooding, I.L.C. Right of Way Option expires 2/17/45	7.446 acres at $200.00 Credit for postage	1,489.20 .20	1,489.00	Witt

SEP 13 1944

PELICAN CITY-SOUTH 6th STREET SECTION, KLAMATH FALLS-ALIN HIGHWAY (Cont.)

			$	$	
11472-	Klamath Falls, City of				
	Right of Way				
	Option expires				
	1/17/45	6,500 sq.ft. at 10¢	650.00	650.00	Witt

PELICAN CITY-SOUTH 6th STREET SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

11365-	Jenkins, Verna Leah and Ernestine Alice Ortis				
	Right of Way				
	Option expires				
	12/22/44	3,750 sq.ft. at 4¢	150.00		
		House and garage picket fence, shade trees vines and shrubbery, lawn, cement walk to house	2,450.00		
			150.00	2,750.00	Cozad
11375-	Henris, John L. and Anna L.				
	Right of Way				
	Option expires				
	11/8/44	3,200 sq.ft. more or less	1,000.00		
		House	3,500.00	4,500.00	Witt
		(Portion of 2 lots triangular-shaped.)			
11370-	Dieckman, Henry and Arthur H.				
	Stites and wife				
	Right of Way				
	Option expires				
	12/22/44	14,670 sq.ft. at 7½¢	1,100.00		
		3-room house	350.00		
			1,450.00		
		Credit: Lots 7 & 8, Blk 29, Hot Springs Addn. to be conveyed by State	1,100.00		
			350.00		
		Moving 5 roomed house to Lots 7,8, Blk.29, estimated $1,250.00	1,250.00	1,600.00	"
11363-	Fiala, C.J. and Ann B.				
	Right of Way				
	Option expires 12/1/44				
	(Correction)	Cost of Lot 24 Blk.31 Hot Springs Addn. to be purchased by State and conveyed to C.J.Fiala	550.00		
		Moving house and garage to Lot 24 (low bid)	975.00	1,525.00	Cozad

SEP 13 1944

PELICAN CITY-SOUTH 6th ST. SEC.-KLAMATH FALLS-LAKEVIEW HWY. (Cont'd)

11333- Daggett, Floy R. and Fred Schallock		$	$	
Right of Way				
Option expires				
11/26/44	113,400 sq.ft. at 1¢	1,134.00	1,134.00	Cozad

PUDDING RIVER SECTION, PACIFIC HIGHWAY

10076- Rooklidge, Eugene E.				
Right of Way				
Option expires				
12/13/44	0.41 acre at $200.00	82.00		
	Trees, general inconvenience, advertising agreement, waiver of access, shrubs	518.00		
	Reconstruction of house and clearing right of way	2,400.00	3,000.00	Parker Benson

SILVER CREEK FALLS PARK SECTION, SECONDARY HIGHWAY #163

11436- Crawford, H. R. and Ada A.				
Park	80.40 acres at $63.184	5,080.00	5,080.00	Devers

LAKE COUNTY-LAKEVIEW SEC., KLAMATH FALLS-LAKEVIEW HIGHWAY *

*11165- Lake County				
Wayside Strip	43.2 acres	00.00	00.00	Cozad
*11167- Jarisch, Adolph				
Wayside Strip				
Option expires				
9/21/44	26.89 acres at $7.00	188.23	188.23	"
*11166- Hill, Andy O.				
Wayside strip				
Option expires				
8/23/44	31.0 acres at $5.00	155.00		
	160 rods wire fence at $1.50 rod	240.00	395.00	"
*11163- Newell, Estate G. H.				
Wayside strip				
Option expires				
8/25/44	52.0 acres at $5.00	260.00	260.00	"
*11161- Arthur, Eva				
Wayside strip				
Option expires				
11/5/44	4.21 acres at $5.00	210.50	210.50	"

SEP 13 1944

LAKE COUNTY-LAKEVIEW SECTION, KLAMATH FALLS-LAKEVIEW HWY (Cont'd)*

*11298-	Owen, James H. Wayside strip Option expires 2/10/45	71.0 acres at $5.00	$ 355.00	$ 355.00	Cozad

ROSEBURG SECTION, PACIFIC HIGHWAY

1436-A	Douglas County Maintenance Site	4,000 sq.ft. at $0.0285 (1 lot)	114.00	114.00	Collier

JUDKINS POINT-SPRINGFIELD JUNCTION SECTION, PACIFIC HIGHWAY

9444-A	Eugene Power Company Right of Way Option expires 9/8/44	0.297 acre at $673.40 plus	200.00	200.00	Parker

BEECH CREEK SECTION, PENDLETON-JOHN DAY HIGHWAY

11289-	Sproul, R. E. Right of Way Option expires 10/16/44	2.94 acres at $5.00 218 rods fencing at $1.00	14.70 218.00	232.70	Cozad
11287-	Patterson, Orin L. and Harold L. Patterson Right of Way Option expires 10/3/44	2.62 acres at $5.00	13.10	13.10	"
11288-	Wagner, Iva W. Right of Way Option expires 2/24/45	1.55 acres at $10.00 2 pine trees at $2.50 ea	15.50 5.00	20.50	"

FISHER'S POINT-MANZANITA JUNCTION SECTION, OREGON COAST HIGHWAY

9020-	Laneda, Inc., Right of Way Option expires 1/22/45	12.83 acres at $25.00 Less credit - sale house to grantor - $75.00	$320.75 75.00 245.75	245.75	Benson

SEP 13 1944

LEABURG-ALDER SPRINGS SECTION, McKENZIE HIGHWAY

11498- Brown, W.G. and Ethel M. Hauling road Easement	0.425 acre	$ 00.00	$ 00.00	McChesney
11497- Hall, Estate Geo. T. and Willis Brewster Option expires March 5, 1945	2.176 acres at $75.00	163.20	163.20	"

SCOTTSBURG-ELKTON SECTION, UMPQUA HIGHWAY

11496- Brown, Henry G. Right of Way for slide Option expires 3/6/45	0.61 acre at $82.00	50.00	50.00	"

*With respect to the wayside strip acquisition along the Lakeview Section of the Klamath Falls-Lakeview Highway, the Assistant Attorney advisdd that there is a possibility that some of the properties can be acquired without cost through an exchange of forest lands, and that the State Parks Superintendent is now negotiating with the U. S. Forest Service to that end. In view of this information, the Commission decided not to complete the purchase of these tracts until the outcome of the negotiations is known. In the event the exchange does not materialize, then such properties are to be acquired by purchase at prices mentioned in this resolution.

The Assistant Attorney also requested authority to institute condemnation proceedings to acquire certain properties that are needed as right of way for the Wolf Creek Highway in Washington County. He submitted a list of such properties and offers that he recommended in condemnation, as follows:

Vadis-Gardner Ranch Section of the Wolf Creek Highway

File 6555-A	Zurcher Bros.	$11,500.00

Gardner Ranch-Berger Ranch Section of Wolf Creek Highway

File 6513	Dora Scoggins and Ida Scoggins	$ 1,250.00
File 6503	Arnold Berger	11,000.00
File 6506	Albert L. Croeni and Rose Croeni	4,500.00
File 6507	John C. Bechen	7,500.00
File 6510	John Berger and Elise Berger	4,250.00
File 6511	Walter F. Stucki	15,000.00
File 6512	Rosa Berger	2,750.00
File 10255	Reinhold Hoffman	5,000.00

Berger Ranch-Barnes Road Section of Wolf Creek Highway

File 10256	Minnie C. Morgan	1,500.00

After careful consideration of each item, the Commission approved the request and recommended offers and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access for abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites,patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, by official act of the State Highway Commission there has been located and established a state highway which is known as the Wolf Creek Highway and otherwise designated as State Highway No. 47; and

WHEREAS said highway between the Davies Overcrossing in Washington County and the westerly terminus of said highway in Clatsop County has been constructed, but the easterly section of said highway which begins at the said Davies Overcrossing and terminates at the Multnomah County line is not yet completely constructed; and

WHEREAS, in connection with and for the completion of said highway it is necessary that real properties be acquired for right of way and other purposes; and

WHEREAS, on the third day of April, 1941, the Highway Commission adopted a resolution by which, among other things, the Commission found, declared and therefore authorized that for the purpose of making possible a highway adequate for the needs of the traveling

public there should be acquired in addition to the necessary rights of way all right of access to said highway except at such places as might be agreed upon by the Highway Commission and the property owners; and

WHEREAS, the Commission does now find and declare that the real properties hereinafter described are required and are necessary for use in connection with the permanent construction, improvement and maintenance of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary and needed for and in connection with the construction of the said Wolf Creek Highway between Davies Overcrossing and the Multnomah County line. The properties, the acquisition of which hereby is authorized and ordered, and the names of the owners thereof are shown on the sheets attached hereto and by this reference made a part of this resolution, which said sheets for identification purposes bear the date of September 13, 1944, and the signature of H. B. Glaisyer, Secretary of the Oregon State Highway Commission.*

2. The Commission does further find and declare that in addition to the acquisition of the real properties described on the attached sheets it is necessary in order to make possible the proper construction and maintenance of a highway thereover that there be acquired all rights of access from abutting properties to the said parcels of real property and the highway which is to be constructed thereover.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized and directed to attempt to agree with the owner or owners or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto, and in the event that no satisfac-

tory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property, and all rights of access thereto except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties or any of them or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission and/or the defendant property owners.

6. This resolution shall be entered in full in the minutes and records of the Commission.

*(The detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 46, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Assistant Attorney reported the results of his inspection of the proposed state park in the John Day Highway fossil bed area in company with the State Parks Superintendent, S. H. Boardman. He advised that Mr. Boardman and he inspected this area very carefully and selected certain properties that they consider should be included in this park. The properties chosen, he said, total some 2,952 acres, which, together with 1601 acres now owned by the State, will provide a park of 4,553 acres. He further stated that the land is valuable principally for grazing purposes, which brings up the question of acquisition of the grazing rights. He estimated the average value of the land, including grazing rights, at $2.50 per acre; however, pointed out that the grazing privileges in this locality now rent at a rate of one cent per acre per year. He suggested that it would be advisable to purchase both the land and the grazing privileges and then offer to lease the grazing rights to the former owners for a limited period. In the discussion that followed, the Assistant Attorney advised that the initial expense of acquisition would amount to

about $3,000, but the State will have to pay the Government an additional amount later on for government-owned lands that are included. He estimated the total cost involved at $5,120. The Commission decided unanimously to purchase both land and grazing privileges. The Assistant Attorney was authorized to secure options on such basis with the understanding that $2.50 per acre is the maximum amount that the State will pay for both land and grazing privileges, and that the total amount to be paid for the entire acreage shall not exceed the amount set up in the 1944 budget for acquisition of this park. The former owners of the land may be given first refusal of the grazing rights for a limited period, not to exceed five years, at the prevailing rate.

The Commission discussed a report from the Assistant Attorney on the results of his investigation of the request of Mr. H. R. Litel, Portland, to acquire certain state-owned property adjacent to McLaughlin Boulevard in Portland, described as portions of Lots 4, 5, and 6 of Block 5, Riverside Homestead Addition. He advised that Mr. Litel has been maintaining some chicken pens on a portion of this property and the inquiry reveals that he does not wish to purchase the land but that his principal interest is in being allowed to continue to use this state property for chicken-raising purposes. He suggested that the property be not sold to Mr. Litel but that Mr. Litel be given a revocable permit to use the property for the balance of the year. The Commission approved the recommendation.

The Assistant Attorney presented an offer from M. F. Fry to purchase an old state-owned gravel pit situate adjacent to the Sunnyside-Umapine Secondary Highway in Umatilla County. He advised that the pit is exhausted and is of no further value to the State and that Mr. Fry has offered to pay $150 for it. He recommended acceptance of this offer. The Commission approved the recommendation.

He also presented for consideration by the Commission the offer of Mr. Louis Schmidt to pay $80.00 for an old service station building acquired by the Commission in connection with a right of way transaction on the Wolf Creek Highway. The Assistant Attorney advised that this is a small, dilapidated building of no value and, in his estimation, the Commission is fortunate to secure an offer of any kind. He recommended acceptance of Mr. Schmidt's offer. The Commission approved the recommendation.

The Commission confirmed the telephonic approval given the Assistant Attorney on August 14 to purchase for the sum of $1200, certain property owned by C. C. Smith, which is needed in connection with the Seaside-Hug Point Section of the Oregon Coast Highway. Advance approval was necessary in order to obtain the property before the expiration of the option period.

The Commission declared the meeting adjourned at 3:10 p. m. upon arrival in the Town of Sumpter, where the Commission conferred briefly with the following local residents: F. L. Wilson, Rancher, R. D. Shelley, Manager

of the Sumpter Dredging Company; W. R. Hawley, Rancher; Brooks Hawley, Rancher; Albert DeFreese, Rancher, Glen Howard, Manager of the Light and Water Company.

T H Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

LaGrande, Oregon, September 13, 1944.

The State Highway Commission and party were dinner guests of the LaGrande Chamber of Commerce, at the Country Club, following which at 8:15 p. m. a brief informal meeting was held. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary.

The local group included the following: R. L. Gray, President of the Chamber of Commerce, the Local Manager, Eastern Oregon Light & Power Co.; A. K. Parker, Manager, First National Bank; W. C. Perkins, Automobile Dealer; H. V. Leffell, Manager, J. C. Penney Co.; August J. Stange, President, Mt. Emily Lumber Company; F. E. Lanzer, Sales Manager, Mt. Emily Lumber Company; Hon. R. J. Green, Circuit Judge; Fred Spaeth, Plumbing Contractor; F. E. Kiddle, President, Pioneer Flouring Mills; Victor Eckley, Postmaster; T. B. Lumsden, Manager, U. S. National Bank; Colon R. Eberhard, Attorney; Frank Schiro, Publisher, LaGrande Evening Observer; C. J. Shorb, Publisher, Eastern Oregon Review; C. H. Reynolds, Insurance, and President, Oregon Trail Association; J. L. Sinden, City Commissioner; B. A. VanWormer, City Commissioner; T. H. Gaither, City Commissioner; all from LaGrande; C. Kenneth McCormick, County Judge; Chris Johnson, Commissioner; William L. Condit, Commissioner, representing the Union County Court; C. I. Hess, Automobile Dealer, and L. H. Bramwell, Manager, First National Bank, from the Town of Union; Glen Sands and Roy Baker, Farmers, from the Town of Cove; Jesse Crum, Attorney; Arthur Hallgarth; F. S. Emery, Manager, Pondosa Pine Lumber Company; J. W. Fitzgerald, Office Manager, Pondosa Pine Lumber Company; and Fred Guthery, Owner, Elgin Recorder, from the Town of Elgin.

SEP 13 1944

Mr. Reynolds presided. Mr. Kiddle welcomed the Highway group. Chairman Banfield explained that the purpose of the Commission's trip is to inspect highway maintenance and the I.O.N. Highway construction. He also outlined briefly the status of the postwar highway construction bill that is now pending in the Congress and advised that until the bill passes and the Commission knows how much money Oregon is to receive, a construction program cannot be arranged; but that will be done as soon as such information is available, and at that time the Commission will make a selection of projects to the best of its ability, giving fair consideration to all parts of the State. The Commission, he said, is not in a position at this time to make any promises whatsoever with respect to any project in any locality.

The meeting adjourned at 9:40 p. m., after appropriate remarks by Mr. Reynolds.

T H Banfield Jr
Chairman

State Highway Engineer

A W Stanfield
Commissioner

H B Searing Jr
Secretary

W K Newman
Commissioner

Enterprise, Oregon, September 14, 1944.

Following an overnight stop at LaGrande, the State Highway Commission drove to Enterprise from which place the Commission inspected the Enterprise-Flora Highway and a proposed state park at Wallowa Lake. All members of the Commission, the Engineer, the Attorney and the Secretary, were present. The Commission was accompanied on such inspection by County Judge Ben Weathers of Wallowa County, and Senator C. H. Zurcher, Enterprise. Joining the Commission in the inspection of the proposed park at Wallowa Lake were Max Wilson, Mayor of Joseph and Secretary of the Consolidated Ditching Company, which owns the property under discussion; Mr. A. Daisley, President of the Joseph C. of C., and C. D. Cannon, Division Office Engineer, LaGrande, who represented the State Parks Superintendent.

Mr. Cannon exhibited a map of the proposed park and explained the details. He pointed out particularly that whereas the map indicates an area of 62 acres in the tract, there is some question as to the ownership at the edge of the lake, so actually the tract may contain no more than 50 acres. The Commission evidenced an interest in this matter and, as a result of inspection of the premises and discussion, authorized the Engineer to make a survey of the property to determine ownerships and the high water meander line

of the lake. Such information is to be reported to the Commission at a future meeting when the matter will be given further consideration.

Following return of the Commission to Enterprise, a short meeting was held in the Enterprise Hotel for the disposal of the following matters that had arisen during the progress of the Commission's trip:

1. Use of Pilot Butte State Park, Bend, by the Federal Government. The Engineer advised that he has received telephonic information from Salem to the effect that the Federal Government desires the use of this state park as an army airplane observation post. He gave as his thought that such use of the property would not hurt the park in any way, although the probabilities are that the park would have to be closed to the public while the army is using it. He recommended approval of the request, because the park is not being used to any great extent during present abnormal times. The recommendation was approved by the Commission by unanimous vote.

2. Sale of an obsolete tractor for which bids were received on September 11. The Engineer advised that the high bid received by the Commission for this equipment is considerably in excess of the ceiling price set by the Government Agency, O. P. A., which may object to the sale at the higher figure. He requested instructions from the Commission whether or not to sell the tractor to the high bidder at his bid price. The Attorney advised that the Commission is strictly within its legal rights in accepting the offer of the high bidder, if it so desires, because its actions are governed entirely by state law, whereas the O. P. A. ruling is a federal directive. In view of the Attorney's statement, the Commission decided to sell the tractor to the high bidder regardless of the O. P. A. ceiling price, and so instructed the Engineer.

The Commission and its party were the dinner guests of the Enterprise Chamber of Commerce in the dining room of the Caton Hotel, following which at 8:00 p. m., a short business session was conducted in the same room. Mr. Glen Jacobs, President of the Enterprise C. of C., presided. Chairman Banfield explained the object of the Commission's visit and the prospects of highway construction during the postwar period. The Highway Commission, he said, has not adopted a program for such period as yet and cannot do so until Congress has passed the bill now pending which provides federal funds to assist the states in financing such work. He assured the group that the Highway Commission would give fair consideration to all parts of the State in the distribution of the funds available, but is not in a position at this time to make any promises with regard thereto. His remarks were endorsed by Commissioners Schaupp and Chessman. Delegations from nearby communities were then introduced by President Jacobs, as follows: Representing the Wallowa County Court were County Judge Ben Weathers and County Commissioners George Dawson and F. W. Hammack. Representing the City of Enterprise, were Mayor Ira E. Snyder; L. E. Jordan, Justice of the Peace; Tom Ratcliff; H. A. Mutch, Councilman; Carl Miller; Gwen Coffin;

M. L. Osborn; Robert Christman; Ed Forrstrom; Garnet Best, County Agent; Hon. Charles H. Zurcher, State Senator; Sgt. George Rogers, State Police; Cliff Jacobs; William Ortman; R. D. McClellan, State Game Commissioner. Representing the Town of Joseph, were Max Wilson, Mayor; Ab Daisley, President, C. of C.; Frank McCully and George Dawson, County Commissioner. Representing the Town of Wallowa were Cecil Chrisman, City Attorney; Verdo Baird, Councilman; Stanley Shell and Harold Lawrence.

A number of local people were called upon for remarks, and the following responded briefly: County Judge Weathers, who urged the Commission to complete construction of the Enterprise-Flora State Highway to a connection with the highway in the State of Washington; Hon. Ira Snyder, Mayor of Enterprise; Hon. Max Wilson, Mayor of Joseph, who endorsed the remarks of Judge Weathers; Ab Daisley of Joseph, who spoke for the establishment of a state park at Wallowa Lake; Frank D. McCully of Joseph, who endorsed the remarks of Mr. Daisley; Cecil Chrisman, Wallowa, who urged favorable consideration by the Commission on both projects mentioned by the other speakers; Stanley Shell, Wallowa; Verdo Baird, Wallowa; Harold Lawrence, Wallowa, and Mr. R. D. McClellan, State Game Commissioner. County Commissioners Fred Hammack and George Dawson also spoke in behalf of the Flora-Enterprise project.

A feature of the evening was the presentation of an elk-tooth charm to State Highway Commissioner A. W. Schaupp by Sgt. George M. Rogers of the State Police Department, as a token of friendship and esteem in which Mr. Schaupp is held by the people of Wallowa County. Commissioner Schaupp responded with a few appropriate remarks.

The meeting adjourned at 9:30 p. m. with closing remarks by Chairman Banfield, who paid high tribute to the Highway Department engineering personnel for the manner in which highways throughout the State are being maintained under existing abnormal conditions.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Schaupp
Commissioner

H. H. Blaine
Secretary

W. H. Chapman
Commissioner

Hood River, Oregon, September 15, 1944.

The State Highway Commission and its party were dinner guests of the Hood River Chamber of Commerce. A short business session was held immediately

SEP 15 1944

thereafter (7:00 p. m.). Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Chessman was excused. The local group consisted of: Sullivan C. Gaulke, President of the C. of C. and City Councilman; R. C. Samuel, Mayor; A. C. Johnsen, Councilman; P. F. Bucklin, Councilman; E. F. Barclay, Councilman; J. C. Meyer, Councilman; Harold Hershner, City Treasurer; Luke Nichols, Port Commissioner; Edward Hobson, City Engineer; C. D. Nickelsen, County Judge; R. W. Arens, County Commissioner; C. M. Hurlburt, County Engineer; W. S. Finney, Realtor; Tom Scott, Realtor and Port Commissioner; E. L. Martin, Banker; J. H. Travis, Hood River County Sun; H. O. Kresse, Merchant and former Mayor; C. O. Bunnell, Pacific Power & Light Company; J. H. Klahre, Manager, Apple Growers Association, and Edward Steel, Secretary C. of C. Mr. Sullivan C. Gaulke, President of the Chamber of Commerce, presided.

Following introductions, Chairman Banfield explained the purpose of the Commission's visit and outlined briefly the prospects of postwar highway construction. He pointed out that the tentative highway bill now pending in the Congress, provides for an appropriation of federal funds considerably less than was anticipated, so many projects that were being considered by the Commission for postwar construction will have to be deferred. Due to uncertainties, he said, the Highway Commission is not in a position to make any commitments or promises with respect to any project, and the program cannot be decided until the Commission knows how much federal money Oregon is to receive and how it is to be spent. Commissioner Schaupp endorsed Chairman Banfield's remarks.

There followed a general discussion of highway matters. Judge Nickelsen asked the Commission to complete the Hood River Secondary Highway to Parkdale. He also asked completion of the water-grade highway between Portland and The Dalles. He particularly mentioned the adoption of a definite location for this highway through the Town of Hood River, and in this connection mentioned that public sentiment in Hood River at present is divided as to the location. He recommended adoption of a route that will serve the best interests of the entire Hood River Valley. The State Highway Engineer explained briefly the results of investigations which have already been made for the routing of the highway through Hood River. Mr. Klahre presented statistics on fruit shipments emphasizing the need for better highway facilities. He said that he was not speaking in behalf of any particular route, but he is not in favor of a route that would require the installation of stop lights or traffic separation structures. Tom Scott voiced objections to the routing of the highway between the Columbia River and the railroad. He gave as his opinion that the

SEP 15 1944

interests of the Hood River community would be best served by a location closer to the center of the town. He admitted, however, that his concern is selfish. It was his thought that the people of Hood River should unite on some definite route and make a joint recommendation to the Highway Commission. Mr. Hurlburt endorsed Mr. Scott's suggestion that the people should get together and make a recommendation to the Highway Commission. However, he added, that should not be done until the report of the State Highway Engineer has been made on the alternate routes under consideration. Mr. Kresse voiced objections to the adoption of the route that would by-pass the Town of Hood River. He gave as his understanding that the Highway Commission proposes to route the highway directly through the City of The Dalles, which, if a fact, and the Town of Hood River is by-passed, will work to the disadvantage of the Hood River community. The State Highway Engineer explained the plan of development proposed at The Dalles. The ultimate solution, he said, is to by-pass cities and towns as has been done in such places as Roseburg and Eugene. After further discussion, Chairman Banfield concluded the meeting by stating that the Highway Commission is pleased to listen to the arguments in support of the alternate routes but will not make a decision in the matter until the Engineer's report on the subject has been rendered and carefully studied. The people of Hood River, he said, should get together and settle their differences before the Commission spends any money for construction on any route.

The meeting adjourned at 8:00 p. m., concluding the week's inspection trip.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Crawford
Commissioner.

H. L. Kreason
Secretary

SEP 15 1944

VOLUME 29

PART II

PART 2

OF

VOLUME XXIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

OCTOBER 23, 1944

TO

MARCH 31, 1945

- - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
Arthur W. Schaupp, Commissioner
Merle R. Chessman, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1944	Subject
12178	Oct.23	Wages. Oregon State Federation of Labor delegation requests payment of prevailing wages. No action taken.
		Minutes approved as follows: July 11 and 12, July 24 to 28 incl., and September 11 to 15 incl.
		Park Matters: Parks Supt. reports on following:
		Jackson County. Purchase of property of M. A. Goldy near Gold Hill. Offer declined.
12179		The Cove State Park. Jefferson County. Appraisal of Government-owned land with view to purchase approved.
		The Cove State Park. Jefferson County. Report on sale of peaches approved. Request to destroy 600 peach trees denied. Profits from sale of peaches to be used for care of trees.
		Wayside strips. Quartz Mtn. Sec. of Klamath Falls-Lakeview Hwy. Exchange of govt.-owned wayside strips for state-owned land approved.
		Camas Creek State Park. Grant County. Pendleton-John Day Hwy. Addition not to be purchased from L. O. Case.
12180		Guy W. Talbot State Park. Proposed purchase of B. B. Bennett tract for $3,500 denied.
		Champoeg State Park. Major plan of development to be discussed with Oregon Historical Society.
		Coos Bay-Roseburg Hwy. Proposed "Myrtle Tree Lane". Parks Supt. to prepare specimen trees. Pictures to be taken before and after improved.
12181		Budget for 1945-46 biennium approved for State Budget Director.
		Real property. Resolution authorizing acquisition adopted.
12184		Condemnation. North Umpqua Access Road Project. Roseburg. Resolution adopted "Nunc pro tunc."
12190		Real property. Policy requiring minimum offer of $250 in connection with sales eliminated.
12191		Real property. Offer from Lillian Barzee to purchase property in East St. Johns Addn. to Portland deferred pending Engineers inspection.
		Real property. Sale of property along Interstate Ave., Portland, to E. R. Spackman for $100 approved.
		Real property. Eugene. Offer of Mrs. Lucy Martin to purchase 2 tracts for $500 and $400 each accepted.
12192		Klamath County. Exclusion of state-owned lands from Klamath Irrigation Dist. Petition to be filed.
		Claim. William J. Donovan. Willamette Hwy. Lane County. Right of way settlement approved for $367.50. Agreement signed.
		Park. John Day Fossil Park. Options to be secured at maximum of $2.50 per acre. Grazing rights to be offered to present
12193		owners at .01¢ per acre a year for five years. Withdrawal of Govt. lands from public entry to be requested. Petition signed.
		Insurance. Snow removal in Columbia Gorge. Old policy replaced by new one.

Page	Date 1944	Subject
12193	Oct.23	Claim. Verne A. Nelson. Damage to property on U.S. 99W near Portland. Offer to settle for $100 accepted.
		Signs. Pacific Hwy. at Goshen & Grants Pass. Golden Gate Bridge & Hwy. Dist. of San Francisco to be asked to revise in order to conform with Oregon requirements.
		Equipment. Expense of rental, insurance, etc., to be charged hereafter in connection with billings for repair of highway facilities.
12194		Railroad stop signs. Oregon Electric Rwy. Co. granted temporary permission to use non-standard signs at grade crossings.
		Waiting stations. Conditional permits to be granted for occupation of highway property outside right of way.
		Claim. Mr. Ernfrid Johnson for personal injuries. Settlement of $50 approved.
		Multnomah County. Pacific Hwy. West. Request of Mrs. Chas. Redmond to construct stairway discussed. Matter deferred.
12195		Travel and Information. William Tugman, Eugene, appointed member Advisory Comm. for Ed. Miller, deceased.
		Klamath County. Crescent Lake County Rd. State maintenance at county expense approved.
		Wallowa County. Water-grade highway down Grand Ronde River proposed by Fred G. Potter, Enterprise. Not practicable.
		Lane County. Springfield. Sidewalk construction. Request of School District No. 85 approved.
12196		Scales. Publicity. No objection to publicising Martin-Decker weighing scales if Highway Commission not mentioned.
		Meeting adjourned at 5:00 p.m. to reconvene next day at 9:00 a.m.
	Oct.24	Bids received as follows for highway construction and purchase of property:
		Clatskanie Rock Production Project.
12197		Clatskanie Army Works Access Road Project.
		Combination bids for:
		Clatskanie Rock Production Project and Clatskanie Army Access Road Project.
		Roseburg Access Road Project.
		North Ninth Street (Klamath Falls) Section, concrete curbs.
12198		Nehalem Avenue, City of Rockaway, replace timber bridge with concrete pipe.
		Sale of tract of land in Cottage Grove.
		Sale of tract of land near Toledo.
		State Tax Street Funds. Plans for certain cities and towns approved. Resolution adopted.
12200		Surveys. Surveys ordered by Engineer since last meeting approved.
12201		Extensions of time granted as follows:
		Erickson Paving Co., Tongue Point Sec. of Columbia River Hwy. grading and paving. (#2559).
12202		D.C. & A.L. Williams, Metolius-Redmond Sec. of The Dalles-California Hwy. in Deschutes & Jefferson Counties, Rock Prod. (#2663)

Page	Date 1944	Subject
12202	Oct.24	Extensions of time granted as follows: (Cont.) Bonding company's liability. Contract work to be stopped if extension of time is not obtained in advance. Contracts accepted as follows: Tongue Point Sec. of Columbia River Hwy. in Clatsop Co., Erickson Paving Co.; (#2559) Rhea Creek-Rock Creek Sec. of Heppner-Spray Sec. Hwy., Western Rock Company; (#2675) Beaver Marsh-Fort Klamath Sec. of The Dalles-California Hwy. in Klamath County, Babler & Conley; (#2679) Meacham-LaGrande Sec. of Old Oregon Trail in Umatilla and Union Counties, Western Rock Co.; (#2683) Oneonta Sec. of Columbia River Hwy. in Multnomah County, Babler & Conley; (#2688) Sheridan City Streets in Yamhill Co., Western Rock Co. (#2690) Resolution adopted.
12203		Polk County. Camp Adair. County Court present re exchange of secondary highways and county roads. Agreement reached.
12204		State to contribute $5,000 immediately for repairs. Polk County. Maintenance of county roads near Independence. Engineer to report on previous agreement.
12205		Wasco County. Columbia River Hwy. Adoption of route thru The Dalles. Appearance of Mayor Stadelman and O. W. Gustafson before Commission. Survey authorized. Wasco County. The Dalles. Mayor Stadelman re Lewis & Clark Monument. City to complete. Otherwise to be torn down. Myrtle Tree Lane. Delegation from Recreational Resources Committee.
12206		Portland C. of C. Previous day's action explained and approved by Committee. Park. Establishment of park at Intersection of W.M. and Base Line. Attorney's suggestion that parking area be deeded to county approved. Multnomah County. Stairway construction requested by Mrs. Chas. Redmond. Attorney instructed to advise re state's liability. Load limit. Fishhawk Falls Sec. Hwy. Clatsop Co., Posting of Vine Maple Bridge for reduced load limit approved.
12207		Load Limit. Siletz Sec. Highway. Lincoln Co. Posting of two bridges over Siletz River for reduced load limit approved. Resolution adopted.
12208		Load limit. Engineer authorized to post load limit signs and make minor repairs without Commission's previous approval. Resolution adopted.
12210		Douglas County. Oregon Coast Hwy. Parking of vehicles along hwy. in Gardiner and at Schofield River Br. prohibited. Resolution adopted.
12211		Marion County. Beaverton-Aurora Sec. Hwy. Traffic stop ordered at Clackamas-Marion County line. Resolution adopted.
12212		Jackson County. Sams Valley Sec. Hwy. Camp White. Warning signs to be erected. Resolution adopted.

Page	Date 1944	Subject
12214	Oct.24	Claim. Against Army Engineers for rental of grader, cancelled.
		Equipment. Sale of obsolete equipment and scrap materials approved.
		Equipment. Sale of old P. & H. shovel approved.
		Bids. Proposed plan for opening bids at Salem office approved.
12215		Resolution adopted.
12216		Equipment. Offer of M. G. Summerlin to pay $15 for obsolete tidegate and section of iron pipe accepted.
		Radio. Request of Inland Navigation Co. for permission to maintain radio aerial pole on Interstate Bridge denied.
		Douglas County. Oregon Coast Hwy. Gardiner to Lake Tahkenitch. West Coast Telephone Co. granted permit to construct pole line.
12217		Permits covering emergency movements. Certain field employees
12219		authorized to sign special permits. Resolution adopted.
		Oregon Chapter of American Inst. of Architects. Offer of services declined.
12220		American Assn. of State Highway Officials. Annual meeting at Cincinnati on November 27 to 30 incl. Commissioners Schaupp and Chessman, Mr. Baldock, Mr. Devers, and additional Engineer authorized to attend.
		Richard Rosecrans authorized to attend conference in Seattle, October 9-14th.
		League of Oregon Cities. Suggestion that Committee be appointed to work with Commission approved.
		Log hauling. Request of Gilchrist Timber Co. to haul across The Dalles-California Hwy. in Town of Crescent denied unless comply with legal requirements.
		Log hauling. Heppner-Spray Sec. Hwy. in Wheeler County. Kinzua Pine Mills Co. must comply with legal requirements to haul across highway.
		Logging. Wilson River Hwy. Operations hazardous to traffic.
12221		Company to be enjoined from operating unless public protected. Attorney to handle.
		Meeting date. December 18th and 19th set for next regular meeting.
		Unfinished business discussed as follows:
		Douglas County. North Umpqua County Rd. Request for designation as state sec. hwy.
		Sale of timber in Joaquin Miller State Park near Glenada, Lane Co.
		Coos Bay-Roseburg and Oregon Coast Hwys. Report on cost of widening to facilitate truck and trailer movements sixty feet in length.
		Survey of proposed park at Wallowa Lake.
12222		Baker County. Proposed RR grade separation project on Dewey Ave., Baker.
		Park. Multnomah County. Thos. H. West, Chairman, Board of County Commissioners files letter re construction of parking space.

Page	Date 1944	Subject
12222	Oct.24	Scrap material on R/W of U.S. 99W near Capitol Hwy. Jctn., Portland. Engineer to discuss disposition with County Commissioners.
		Meeting recessed at 12:00 noon for luncheon and reconvened at 2:00 p.m.
		Claim against Giles Wagner, Mehama, for appropriating grader without authority. Attorney authorized to take court action.
12223		Westland Irrigation District petitioned to exclude certain state-owned lands from district. Attorney instructed to take action. Payment of $514.69 taxes approved.
		Bids received on Clatskanie Rock Production Project and Clatskanie Army Works Access Road Project. Both jobs to be awarded to Rogers Construction Co.
		Douglas County. Roseburg Access Road Project. Bids referred to Engineer to award contract to low bidder when conditions satisfied.
		Douglas County. Deer Creek Bridge on Roseburg Access Road Project. Bids referred to Engineer to award contract to low bidder when conditions satisfied.
12224		Tillamook County. Rockaway. Culvert on Nehalem Avenue. Dolan Construction Co., conditionally awarded contract for construction.
		Sale of land in Cottage Grove. Sold to Signal Oil Co., Portland.
		Sale of land near Toledo on Corvallis-Newport Hwy. No bids received. Private sale authorized.
		Harney County. Princeton-Diamond Sec. Hwy. County Judge Nelson B. Higgs requests additional expenditure of $10,000 in 1945. No action taken.
		Survey. State Bd. of Control. Plans for new State Office Bldg. Survey approved.
		Clatsop County. Oregon Coast Hwy. Offer of Arch Cape Land Co. to clean up debris accepted.
		Park. Deed to Short Sand Beach State Park received. Delin-
12225		quent taxes to be investigated.
		Lane County. Eugene. Willamette River Bridge on Eugene-Coburg County Road. R/W acquisition deferred. Engineer to submit written report.
		Awards. Chairman announces award of contracts and sale of land.
12226		Forest Highways. Conference with PRA and U.S. Forest Service to program 1945 funds to be held in November.
12227		Linn and Josephine Counties. Pacific Hwy. Steiwer Hill-Albany Sec. and Coyote Creek-Grave Creek Sec. Application for construction to be renewed.
		Marion County. North Santiam Hwy. Mill City-Detroit Sec. Suggestion of War Dept. that annual payments be increased to $300,000. Taken under advisement.

Page	Date 1944	Subject
12227	Oct.24	Agreements, etc., signed as follows:
		Petition to Secy. of Interior, Washington, D. C., requesting withdrawal from public entry of lands adjacent to John Day Hwy. in Grant Co.
		Petition to Secy. of Interior, Washington, D. C., for appraisal of lands heretofore leased in The Cove State Park.
		Petition for exclusion of lands from Klamath Irrigation District.
		Agreement with Verne A. Nelson and wife disposing of claim.
		Agreement with Dewey E. Peterson re rental of state property in Marion County.
		Bargain and Sale Deed conveying to Jesse C. Plankinton and wife land adjacent to Oregon Coast Hwy. in Lincoln County.
12228		Bargain and Sale Deed conveying to M. F. Fry and Rozella Stalnaker 1.86 acres of land in Umatilla County.
		Agreement with J. M. Gallaway re rental of state land in Washington County.
		Agreement with Wm. J. Donovan and wife re R/W controversy.
		Release terminating old insurance covering snow removal operations on Upper Columbia River Hwy. New policy purchased.
		Agreement with J. S. Fenwick and wife disposing of controversy due to reconstruction of I.O.N. Hwy., Malheur Co.
12229	Nov.14	Multnomah County. Portland. Schmeer County Road connection with Denver Ave. (U.S. 99W). Construction authorized.
		Forest highway funds. Log hauling. Brief discussion before delegations appear. Action deferred.
12230		Umatilla County. Purchase of quarry site from Westland Irrigation Dist. approved.
		Park. Lease of land in Cape Arago State Park for bulb growing approved. Bids to be received.
		Forest highway program. Conference with representatives of
12231		PRA and U. S. Forest Service. List of projects approved.
12235		Real property. Resolution authorizing acquisition adopted.
12237		Permits. Use of state-owned land in 1945 authorized.
		Sale of land. Offer of G. W. McLean to pay $275 for land at Grants Pass accepted.
		Jackson County. Rental of storage site at Camp White. Approved.
12238		Resolution adopted.
		Log truck inspection. Cost report.
12239		Polk County. County road maintenance. State to pay costs as per Misc. Agreement #669.
		Awards of following contracts by Engineer confirmed:
		Roseburg Access Road project, grading and surfacing.
		Deer Creek Bridge on Roseburg Access Road.
		Construction of 49-inch pipe culvert on Nehalem Ave. Rockaway.

Page	Date 1944	Subject
12239	Nov.14	Awards, (Cont.) Clatskanie Rock Production project. Clatskanie Army Works Access Road project.
12240		Snow removal. Weston Elgin Secondary Highway to be kept open. Mt. Hood Highway and McKenzie Highway to remain closed.
		Extensions of time approved as follows: Peter Kiewit Sons Co., Monmouth-Pedee Sec. of Bridgeport-Monmouth County Road and Dallas-Kings Valley Sec. Hwy. (#2642)
		Rogers Construction Co., Hooker Creek-Jordan Creek Sec., Jordan Valley Sec. Hwy. (#2668)
12241		Rogers Construction Co., Jordan Creek-Scotts Butte Creek Sec., I.O.N. Hwy. (#2669)
		Northwest Development Co., Medical Springs Rock Production on Medical Springs Sec. Hwy. (#2673)
		M. C. Lininger & Sons, Klamath Falls-Lakeview and Fremont Hwys. (#2685)
12242		J. F. Johnston, Wilson River Bridge, Wilson River Hwy. (#2689)
		A. H. Barbour & Sons Painting, Coos Bay Bridge, Ore. Coast Hwy. (#2693)
		Contracts accepted as follows: Metolius-Redmond Rock Production on The Dalles-Cal. Hwy. (#2663), D. C. & A. L. Williams.
		Medical Springs Rock Production on Medical Springs Sec. Hwy. (#2673), Northwest Development Co.
		Wilson River Bridge, repairs on Wilson River Hwy. (#2689), J. F. Johnston.
12243		Coos Bay Bridge, painting. (#2693), A. H. Barbour & Son.
		Milwaukie Div. Bldgs., painting. (#2695), Johnston Painting Co.
		Equipment. Purchase of Adams road grader authorized.
		Oregon Historical Society. H. G. Smith, Construction Engineer, appointed to represent Hwy. Commission on Committee on Memorials.
		Trans-Columbia River Interstate Bridge report. Proposed bridge in The Dalles. Letter from The Dalles C. of C. requesting adoption. No action taken.
		Permit. N. McDaniels, Klamath Falls, to move house over The Dalles-Cal. Hwy.
12244		The Texas Co. Application for permission to drill test holes on state highway near Newberg granted conditionally.
		Medford. Designation of Front Ave., as alternate route for Pacific Hwy. Action deferred.
		Lane County. Willamette Highway. Abandonment of old route between Goshen and Pleasant Hill. Approved. Resolution adopted.
12245 12247		Columbia County. Resolutions from County Court accepting jurisdiction of abandoned sections of Columbia River Hwy. and Nehalem Sec. Hwy. approved.

Page	Date 1944	Subject
12247	Nov.14	Load limit. Siletz Secondary Hwy. Ojalla and Fuller Bridges over Siletz River. Reduced load limit lifted. Resolution adopted.
12248		Equipment. Purchase of three tractor loaders approved.
		Harney County. Diamond Valley Sec. Hwy. Judge Higgs requests $10,000 appropriation for addn. improvements in 1945. No action.
		Unfinished business:
12249		Polk County. Exchange of secondary highways near Camp Adair. "Myrtle Tree Lane". Coos Bay-Roseburg Hwy. between Coquille and Myrtle Pt.
		Park. Wallowa Lake. Survey for proposed park.
		Park. Champoeg. Proposed development.
		Portland. Sale of excess property to Lillian Barzee.
		Harney County. Diamond Secondary Hwy. Improvement in 1945.
		1945 Budget for hwy. funds to be submitted at next meeting.
		Douglas County. Maintenance county roads damaged by log hauling. Report pending.
		Stairway. Pacific Hwy. West. Mrs. Redmond. Permit authorized. State to provide parking space for cars.
12250		Log hauling. The Dalles-Cal. Hwy. Gilchrist Logging Co. Permit to haul across highway. Referred to Attorney.
		Park. Short Sand Beach. State to pay delinquent taxes on addition acquired from D. & K. Logging Co.
		Eugene. Postwar highway plans. Report of Engineer pending.
		Commission recessed from 12:00 noon to 1:30 p.m.
12251		Log hauling. Conference with representatives of logging and lumbering industries. Committee to be appointed by industry to act as liaison between industry and Hwy. Commission.
12253		
12254		Log hauling. Myrtle Creek. Traffic hazard. Flagmen to be maintained.
		Jefferson County. The Dalles-Cal. Hwy. Contract with U. S. Dept. of Int. for construction of irrigation canal and laterals across highway approved and signed.
		Crook County. Proposed exchange of portion of Crooked River-Paulina Sec. Hwy. for county road across Combs Flat, account reclamation project, approved conditionally.
12255		Rock Production. List of projects approved for 1945 performance.
		Curry County. Oregon Coast Hwy. Expenditure of $10,000 for widening two curves near Brush Creek approved.
12256		Gilliam & Sherman Cos. Wasco-Heppner Sec. Hwy. Cottonwood grade section. Improvement to be considered in programing postwar funds.
		Agreements, et cetera signed as follows:
		F. J. Sullivan and wife, approach road adj. to Sunset Tunnel-Buxton Sec. of Wolf Creek Hwy.
		City of Ashland. Installation of siphon across Pacific Hwy.
		Ostrander Rwy. & Timber Co., truck haul logs across two sec. state hwys. near Molalla.

Page	Date 1944	Subject
12256	Nov.14	Agreements, et cetera signed as follows: (Cont.)
		H. W. Kuhn, rental of buildings in Williamson State Park.
		City of Roseburg, maintenance of Roseburg Federal Access Rd.
		E. A. Hughes, et al, lease of gravel pit at Cape Blanco, Curry County.
		U. S. Bureau of Reclamation, construction of irrigation canal and laterals across The Dalles-Calif. Hwy. in Jefferson Co.
		Bargain and sale deed conveying to G. W. McLean land adj. to Pacific Hwy. near Grants Pass.
		Bargain and sale deed conveying to Caroline Margaret Bowers, et al, property on Halsey-Harrisburg Sec. of Pacific Hwy., Linn County.
12257		Meeting adjourned at 4:00 p.m.
12258	Dec.18	Budgets for 1945. Maintenance & Minor Betterment approved.
12268		Holding Accounts for rock, asphalt, etc. purchases ordered. Quarterly report to be rendered.
		Financial report. Federal Aid items to be shown in detail.
12269		Budgets for 1945. General Highway Budget approved.
12272		Parks, Reports of Parks Superintendent.
		Champoeg State Park. Proposed improvement for 1945. Report not ready.
		Oregon Coast Hwy. Acquisition of parking areas during 1945 authorized.
		Bonneville. Request of Veterans of Foreign Wars to acquire property denied.
12273		"Myrtle Tree Lane." Coos Bay-Roseburg Hwy. Expenditure of $4,223.40 for development authorized conditionally. To be covered by written agreement.
		Wayside tracts on Quartz Mtn., Klamath Falls-Lakeview Hwy. Exchange for U. S. Forest land through Bly Timber Co. approved.
		Real property. Resolution authorizing acquisition adopted.
12277		Josephine County. Wolf Creek-Grave Creek Sec., Pacific Hwy. Sale of buildings to Mrs. Eugene Little for $10 approved.
		Douglas County. North Umpqua Access Road. Payment of $1,742.75 for removal of service station from r/w authorized.
		Clatsop County. Astoria. Acquisition of property for new ferry landing. Referred to Commissioner Chessman for action.
		Linn County. Santiam Hwy. Negotiations for right of way through Louis Hill holdings authorized.
12278		Park. Deschutes County. Leasing of Pilot Butte State Park to U. S. Army approved. Agreement signed.
		Sale of property. East St. Johns, Portland. Offer of Lillian Barzee to pay $100 accepted.
		Portland. Front Avenue. Leasing of property to Northwest
12279		Marine Iron Works approved. Resolution adopted.
		Sale of timber along Wolf Creek Hwy. Bids received in Salem Nov. 18. Sale to Winter Bros. confirmed.

Page	Date 1944	Subject
12280	Dec.18	Jackson County. Medford. Designation of Front St. as alternate
12281		route for Pacific Hwy. approved. Resolution adopted.
		Jackson County. Crater Lake Hwy. at Shady Cove. Sidewalk con-
12282		struction on Rogue River Bridge approved.
		Linn County. Santiam Hwy. Albany & Cottonwood Corners. Con-
		tracting of repairs authorized.
		Grant County. Seneca. Furnishing of housing facilities for
		maintenance forces. Hines Lbr. Co. to be contacted.
		Meeting adjourned at 5:00 p.m. until following day.
12282	Dec.19	Bids. Bids received on following projects and sale of land:
		Austin Junction-Unity Junction Rock Prod. Proj.
12283		Union Rock Prod. and Resurfacing Proj.
		Sandy-Government Camp Rock Prod. Proj.
		Elsie-Sunset Camp-Vernonia Rock Prod. Proj.
		Shutler-Condon Rock Prod. Proj.
12284		Alameda-City Limits Section of Marine Barracks Access Road.
		Grading and Macadam Surfacing
		Hendricks Bridge-Nimrod Rock Prod. Proj.
		Newport Rock Prod. Proj.
		Elgin Rock Prod. Proj.
12285		Hermiston Rock Production Project
		Sale of tract of land in Northeast Portland
		Portland, Front Ave. Acquisition of r/w from Standard Brands,
		Inc., for $35,000 approved conditionally.
		Lane County. Siuslaw Hwy. Improvement at junction with Horton
		County Road authorized.
12286		Lane County. Springfield-Creswell Sec. Hwy. between Jasper &
		Willamette Hwy. Oiling requested by Jasper Grange. Consider
		in future plans.
		Josephine County. Rogue River Loop Sec. Hwy. between Robertson
		Br. and Redwood Hwy. Petition for oiling filed for future
		consideration.
		Swift Secondary Hwy. Request of Portland Union Stock Yards Co.
		and Swift & Co. for widening. Inspection ordered.
		State Tax Street Funds. Street improvement plans for Adams,
		Aumsville, Carlton,, Clatskanie, Dayville, Dufur, Echo,
		Florence, Fossil, Monroe and Yamhill approved. Resolution
		adopted.
12288		Klamath County. Crescent Lake County Road. Crescent Lake to
		Willamette Hwy. Junct. Maintenance agreement approved and signed.
12289		Claim. Henry L. Horn. Denver Ave.-Union Ave. Project in
		Portland. Extra compensation approved.
12290		State Highway Funds. Committee from County Judges and Commis-
		sioners Assoc. requests endorsement of bill to increase allot-
		ment of funds to counties.
12291		"Fireproofing" state highways. Morrow, Umatilla, & Gilliam
		Counties. Delegation headed by Harry R. Fuller, U. S. Grazing
		Service, requests state aid in prevention and spread of fires
		on highway rights of way. Decision pending.

Page	Date 1944	Subject
12292	Dec.19	Traffic Training School. Oregon State College. Fred Judges. Requests contribution of highway funds to help defray expense. Matter under advisement.
		Travel & Information Dept. Budget for 1945. Recommendation presented by Advisory Committee discussed and approved.
12293		Travel & Information Dept. Salary increase for secretary of director. Referred to Engineer.
		Travel & Information Dept. Harold B. Say, former director. Payment of salary and expenses in checking Travel Dept. Referred to Advisory Committee for decision.
		Emergency transportation permits. Oregon Motor Transport Assoc. Presents proposed bill to legalize increase in weight and length limits. Request Commission endorsement. Referred to Engr. & Atty. to analyze.
		Surveys. List of surveys ordered by Engineer approved.
12294		Commission recessed at 12:00 noon and reconvened at 2:00 p.m.
		Columbia River Hwy. Proposed revision near Troutdale. Claude M. Bristol objects to line across his celery land. Engr. to investigate alternate line.
12295		Extensions of time granted as follows:
		Porter W. Yett, Banzer Bridge-Mist Sec. of Nehalem Sec. Hwy. (No. 2504)
		Morrison-Knudsen Co., Inc., Molloy Ranch-Hooker Creek Sec. of I.O.N. Hwy. (No. 2649)
12296		C. J. Eldon, Goshen-Pleasant Hill Sec. of Willamette Hwy. (No. 2590)
		J. S. Risley, Belknap Springs-Fourmile Butte Sec. of McKenzie Hwy. (No. 2637)
		C. H. Wheeler, Astoria Airport Sec. of Ore. Coast Hwy. (No. 2644)
12297		M. C. Lininger & Sons, Brothers-Harney County Line Sec. of Central Ore. Hwy. (No. 2664)
		Morrison-Knudsen Co., Inc., Idaho State Line-Molloy Ranch Sec. of the I.O.N. Hwy. (No. 2667)
		Oscar Joelson, Lexington Rock Prod. Proj. on Heppner and Lexington-Echo Hwys. (No. 2671)
12298		Western Rock Co., Kimberly-Dayville Sec. of John Day Hwy. (No. 2674)
		Frank Watt Construction Co., Halsey-Harrisburg Sec., of Pacific Hwy. East. (No. 2687)
		Contracts completed and accepted as follows:
		Goshen-Pleasant Hill Sec., C. J. Eldon (No. 2590)
		Monmouth-Pedee Sec., Peter Kiewit Sons' Co. (No. 2642)
		Molloy Ranch-Hooker Creek Sec., Morrison Knudsen Co., Inc. (No. 2649)
		Brothers-Harney County Line Sec., M.C. Lininger & Sons. (No. 2664)
		Idaho State Line-Molloy Ranch Sec., Morrison-Knudsen Co., Inc. (No. 2667)

Page	Date 1944	Subject
12298	Dec.19	Contracts completed and accepted as follows: (Cont.) Kimberly-Dayville Sec., Western Rock Co. (No. 2674) North Ninth Street in Klamath Falls, Angelo Doveri (No. 2698)
12300		Equipment. Purchase of equipment and tools authorized.
		Equipment. Sale of road grader to City of Wallowa confirmed.
		Sale of buildings. Spencer Creek tourist cabins. Lincoln County. Bids to be received.
		Polk County. Camp Adair. Exchange of secondary highways and
12301		county roads approved. Resolutions adopted.
12305		Lane County. Abandonment of Old Willamette Hwy. between Goshen & Lowell. Agreement with Lane County signed. County Court's resolution re Goshen-Pleasant Hill Sec. approved
		Servicemen's shelters. Request of Hood River Post, American Legion, for permission to maintain two small buildings on Columbia River Hwy. r/w approved conditionally.
12306		Shelters. Request of Dilley Community Club for permission to maintain shelter for school children. Referred to Engineer.
		Smeltsand. Yachats. Request of L. M. Christensen to remove sand from beach referred to Attorney to obtain opinion from State Fish Commission.
		Meeting date. January 22 & 23, 1945, set for next meeting date.
		Unfinished business:
		Douglas County. Designation of North Umpqua County Road as a state secondary hwy. Report pending.
		Park. Survey for determining ownership of proposed state park property at Wallowa Lake ordered discontinued.
		Postwar plans. Eugene. Report of Engineer on status of studies not ready.
		Permits. Application of Douglas Co. Cooperative Assoc. to construct power line on Pac. Hwy. near Drain approved.
12307		Log hauling. Springfield, Lane County. Site for dumping of logs to reduce weight. Attorney authorized to negotiate purchase.
		Bids received at morning session discussed.
		Awards of contracts. Chairman Banfield announces awards of contracts and sale of property.
12309		Agreements, etc., signed as follows:
		Lane County. Agreement re abandonment of old Willamette Hwy. between Goshen and Lowell.
		Polk County. Agreement re exchange of highways at Camp Adair
		Klamath County. Agreement re maintenance of Crescent Lake County Road.
		Contractor Henry L. Horn. Agreement re disposition of claim for extra compensation arising out of Denver Avenue-Union Ave. Proj.
12310		U. S. A. Lease agreement covering use of Pilot Butte State Park.
		Bonneville Power Administration. Acceptance of permit authorizing maintenance of traffic sign guy wires on Gov. property at Astoria Substation site.

Page	Date	Subject
	1944	
12310	Dec.19	Agreements, etc., signed as follows (cont.):
		H. H. Skipper et ux, Astoria. Agreement disposing of damage claim.
		P. W. and J. W. Williams. Agreement covering rental of State-owned property, Tillamook County.
		S. P. Mathney. Agreement covering construction of logging road approach, Pacific Highway, Douglas County.
		Bargain and sale deed to Signal Oil Co., property in Cottage Grove.
		Bargain and sale deed to Alma Inman, property in Portland.
		Bargain and sale deed to D. W. Starkey et ux, property in Klamath Falls.
		Bargain and sale deed to Lucy Martin, property in Eugene.
		Bargain and sale deed to Lillian Barzee, property in Portland.
	1945	
12311	Jan.22	Minutes approved as follows: Oct. 23 & 24., Nov. 14, and Dec. 18 & 19, 1944.
		Real property. Resolution adopted authorizing acquisition.
12315		Real property. Resolution authorizing condemnation.
12319		Sale of buildings at Spencer Creek. Report on bids received Dec. 27. Decision deferred pending inspection of property by Chairman Banfield.
		Klamath County. U. S. Indian Service. Voucher approved to secure $50 refund for hauling road easement not used.
		Corvallis. Traffic Training School. Contribution of state highway funds denied.
		National Assoc. of Travel Officials. Question of taking membership. Engineer to discuss with Botsford, Constantine & Gardner.
12320		Eugene. Postwar plans. Engineer reports results of study. No action.
		Lane County. Willamette Hwy. Construction of new bridge over Duval Creek approved.
		Emergency repairs to highway facilities. Bids to be received in Salem between regular meetings for repairs costing less than $2,000. Resolution adopted.
12322		Surveys. Surveys ordered by Engineer since last meeting approved.
		Klamath County. Klamath Falls-Hatfield, Calif. road. Designation as a Federal Aid Hwy. to be obtained if possible.
		Multnomah County. Pacific Highway West. Denver Avenue intersection. Revised plan for improvement approved.
12323		Multnomah County. Columbia River Highway. Permanent alignment at Troutdale approved. Resolution to be adopted at next meeting.

Page	Date 1945	Subject
12323	Jan.22	Extensions of time granted as follows:
		Rogers Constr. Co., Contract #2668, Hooker Creek-Jordan Creek Sec., Jordan Valley Sec. Hwy., Malheur Co.
12324		Rogers Constr. Co., Contract #2669, Jordan Creek-Scotts Butte Cr. Sec., I.O.N. Hwy., Malheur Co.
		Chester T. Lackey, Contract #2670, Juntura-Hope Rock Prod. Proj., Central Ore. Hwy., Malheur Co.
		J. A. Terteling & Sons, Inc., Contract #2692, Astoria-Naval Hospital Sec., Nehalem Sec. Hwy., Clatsop Co.
		Harry I. Hamilton Co., Contract #2699, construction of bridge over Deer Creek, Roseburg Access Rd. Proj., Douglas Co.
12325		Contracts completed and accepted as follows: Resolution adopted
		Hooker Creek-Jordan Cr. Sec., Jordan Valley Sec. Hwy. (#2668) Rogers Constr. Co.
		Jordan Creek-Scotts Butte Cr. Sec., I.O.N. Hwy. (#2669) Rogers Constr. Co.
		Astoria-Naval Hospital Sec., Nehalem Hwy. (#2692) J.A. Terteling & Sons, Inc.
12326		E. H. Clymer, cost analyst, authorized to go to Boise, Idaho, to inspect books of Morrison-Knudsen Co.
		Award. Engineer's award of contract for construction of Alameda-City Limits Sec. of Marine Barracks Access Rd. Proj., Klamath Co. to Clifford A. Dunn confirmed.
		Equipment. Purchase of four motor truck scales for $5,500 authorized
		City of Ontario. Request for rerouting of truck traffic approved. State to maintain new route.
		American Assoc. of State Highway Officials. Payment of 1945 membership dues of $450 authorized.
12327		Agreement with Ostrander Rwy. & Tmbr. Co. and Weyerhaeuser Timber Co. re truck hauling logs across two secondary hwys. near Molalla approved.
		Coos County. Cape Arago State Park. Proposed settlement with U.S. War Dept. for use of park approved. Agreement signed.
		Meeting date. Next regular meeting date set for March 12 & 13, 1945.
		Unfinished business discussed as follows:
		Douglas Co. North Umpqua Co. Rd. Request for designation as state sec. hwy. Engineer to inspect.
12328		Park. Champoeg State Park. Proposed improvement in 1945. Report pending.
		Grant Co. Seneca. Report on housing facilities for maintenance forces. Construction of houses deferred.
		Multnomah County. Swift Sec. Hwy. Request of Portland Union Stock Yards Co. and Swift & Co. for widening. Engineer to report.
		Assoc. of Oregon Counties. Request for endorsement of proposed bill to increase counties' share of state highway funds from 15.7% to 20%. Denied.

Page	Date 1945	Subject
12328	Jan.22	Unfinished business discussed as follows (cont.):
		Oregon Motor Transport Assoc. Request for endorsement of proposed bill to increase weight and length of truck and trailer combinations operating over state highways. To be discussed with delegation next day.
12329		Signs. Pacific Hwy. at Goshen & Grants Pass. Existing signs of Golden Gate Bridge & Highway District illegal. Ordered changed.
		State Tax Street Fund. Resolution adopted approving certain
12330		city street improvement programs.
12331		Real property. Sale of old stockpile site in Sheridan approved. Bids to be received in Salem.
		Meeting adjourned at 5:00 p.m. to reconvene following morning at 9:00 a.m.
12332	Jan.23	Bids received on the following projects and sale of down timber:
		Baker Rock Production Project
		Oregon City-Molalla-Eagle Creek Rock Production Project.
		Silverton-Silver Creek Rock Prod. Project
12333		Sale of tract of timber in Joaquin Miller State Park
		Log hauling. Logging Industry Advisory Committee suggests
12335		penalties for overloading, etc. Classification of operators according to rating suggested by Chairman Banfield and approved by all. Attitude of Supt. State Police to be ascertained.
12336		Benton County. Pacific Highway West. Corvallis. Delegation urges rerouting through Corvallis with two one-way streets. Report ordered.
		Alsea Hwy. Improvement as postwar project requested. Project to be kept in mind for Forest Highway funds.
		By pass route proposed to relieve congestion following football games at O.S.C. No action.
		Klamath County. Sprague River County Road. Delegation.
12337		Obligation of former Highway Commission confirmed. Modification of plans approved.
		Request for additional State funds denied, but Commission not unfavorable to project.
12338		Multnomah County. Columbia River Hwy. Troutdale. Relocation discussed with Claude Bristol. Engineer to make further study.
		Recess at 12;00 noon and reconvened at 1:30 p.m.
		Lincoln County. Oregon Coast Hwy. Taft. Curb and sidewalk construction. Project approved conditionally. Condemnation authorized. Bids to be received.
12339		Drift Creek bridge near Cutler City. Construction as Forest Hwy. Project approved. Chairman Banfield to inspect right of way and pass on purchase price.
		Smelt Sand. Yachats. L.M. Christensen authorized to remove "smeltsand" conditionally.

Page	Date 1945	Subject
12339	Jan.23	Marion County. West Portland-Hubbard Hwy. Ward C. Russell authorized to farm right of way along Aurora Flight Strip.
		"Fireproofing" state highways in Echo Grazing District, Gilliam, Morrow & Umatilla Counties. Request of U.S. Grazing Service for state cooperation. Plowing of furrows on
12340		highway right of way authorized
		Claim. Against U.S. Navy Dept. for damage to state equipment, dropped.
		Claim. Against Giles Wyner for appropriating Hwy. Dept. road grader at Detroit, for personal use. Compromise settlement refused.
		Polk County. Pacific Hwy. West. Right of way controversy
12341		with A. F. Elkins, Monmouth. Engineer to investigate and report.
		State Tax Street Funds. Resolution adopted apportioning 1944 funds to cities and towns.
12347		Travel & Information Dept. Botsford, Constantine & Gardner selected to handle publicity matters during 1945. Supplemental agreement signed.
		National Hospital Association and Oregon Physicians Service. Continuation of present contracts approved.
		Lane County. Right of way for postwar projects near Eugene.
12348		Delegation urges immediate acquisition. Appraisal ordered.
		Oregon Motor Transport Assoc. Delegation requests endorse-
12349		ment of "Big Truck Bill," Senate Bill #5. Matter left with Legislature to decide.
		Awards. Public announcement by Chairman Banfield.
12350		Legislative matters. Bills pending in Oregon Legislature discussed informally.
		Agreements, etc., signed as follows:
		U. S. Dept. of Interior. Bureau of Indian Affairs. Modification of previous agreement re Sprague River Road, Klamath County.
		Modification of project agreement with P.R.A. re snow removal on Mt. Hood Highway near Parkdale.
		Supplemental agreement with U.S. War Dept. terminating use of Cape Arago State Park.
		Permit authorizing Ostrander Rwy. & Tmbr. Co. and Weyerhaeuser Tmbr. Co. to operate logging trucks across two sec. hwys. near Molalla.
		Public voucher to secure reimbursement of $50 advanced for easement for hauling road in Klamath County.
		Agreement with Botsford, Constantine & Gardner extending former agreement with respect to publicizing scenic values of State of Oregon.
		Agreement with Edward K. Piasecki authorizing construction of logging road across Comas Mt. State Park.
		Bargain and sale deed conveying to Henry Dieckman and wife Lots 7 and 8 of Block 29, Hot Springs Addn. to City of Klamath Falls.

Page	Date 1945	Subject
12350	Jan.23	Agreements, etc., signed as follows: (Cont.)
		Bargain and sale deed conveying to Lucy R. Martin property situate in Lots 25, 26 and 27X of Block 34, Amended Plat of Fairmount, Eugene.
		Bargain and sale deed conveying to Ernest Franklin Wilson and wife property situate in Lots 1, 2, 3, 4 and 5, Block 2, Zwalhen Home Sites, Northeast Portland.
		Agreement with U. S. of America, Dept. of Interior Bureau of Reclamation, covering construction of Klamath Straits drain outlet across The Dalles-California Hwy.
		Lease agreement with Clyde C. Montag for use of a residence building situate in The Cove State Park.
12351		Agreement with Forest W. Casey, James A. Houck, and Charles A. Pence, disposing of state's claim for damages arising out of accidents which occurred when using state-owned equipment for personal uses.
	Mar.12	Delegations. Subject matter discussed. Action deferred until following day when delegations are present.
		Real property. Resolution authorizing acquisition adopted.
12359		Condemnation. Recommended offers approved.
12360		Resolution adopted.
12363		Deschutes County. Bend. Request of Mr. Ralph Cake, Portland, to purchase state-owned quarry site. Conditional lease approved. Matter referred to Attorney to investigate.
12364		Umatilla County. Stanfield-Boardman Hwy. Sale of "Duck Pond" property approved at $3,000.
		Sale of land. Reedsport. "L" Street and 16th Street. Bids to be taken in Salem.
		Sale of land. Troutdale. Bids to be taken; property to be sold if revised alignment adopted.
		Meeting date. April 16 and 17, 1945, set for next regular meeting. No delegations to be heard.
		Parks. Cape Arago State Park. Leasing denied. Sale authorized if property not needed for park.
		Sale of land. Excess land along Wolf Creek Hwy. near Portland. Property not to be sold until highway constructed.
12365		Parks. U.S. Grazing Service. Renewal of field agreements for protection of Juniper Wayside Strips approved. Agreements signed next day.
		Parks. Williamson State Park. Yamhill County, Salem-Dayton Highway near Hopewell. One-year extension of W. H. Kuhn building lease approved,
		Sale of houses in Klamath Falls. Sale approved. Bids to be received. Attorney to notify tenants to vacate.
		Claim. Against O. P. Beecher and J. A. Turner for damage to traffic light pole in Milwaukie on Pacific Hwy. Settlement for $86.47 approved.

Page	Date 1945	Subject
12365	Mar.12	City of Pendleton. State cooperation in improving S.E. 12th Street between S.E. Court Place and S.E. Byers Ave. requested. Approved. Work to be done by State forces
12366		when labor and materials available.
		Umatilla County. Hermiston Sec. Hwy. Request for widening oiled surface from East 4th Street to East 7th Street, Hermiston. Approved. Work to be done next year.
		Yamhill County. New secondary state highway designation Carlton east to junction Yamhill-Newberg Sec. Hwy. requested. Action deferred for future consideration.
		Lane County. Territorial Sec. Hwy. Request for improvement between Elmira and Siuslaw Hwy. Jct. to be considered later.
		Klamath County. Klamath Lake Sec. Hwy. Sidewalk requested on
12367		Freemont Bridge over Link River. Request approved.
		Crook & Grant Counties. Crooked River Sec. Hwy. Extension Paulina to junction with John Day-Burns Hwy. requested. Denied.
		Tillamook County. Bayocean. Request for state aid in protection of private property denied.
		State Tax Street Funds. Resolution adopted approving plans.
12371		City Street Improvement. Town of Columbia City. Expenditure of $584 authorized.
		Surveys. List of surveys ordered by Engineer approved.
12372		Surveys. Post War Projects. Engineer authorized to complete surveys, plans, specifications and estimates for 4th partial program.
12374		Extensions of time granted as follows:
		Tom Lillebo, Construction of bridges on Goshen-Pleasant Hill Sec. Willamette Hwy., Lane County. Contract #2591.
		Oscar Joelson, Heppner & Lexington-Echo Sec. Hwys., in Morrow County. Rock Production. Contract #2671.
		Contracts completed and accepted as follows:
		Construction of bridges on Goshen-Pleasant Hill Sec., Willamette Hwy., Lane County, Tom Lillebo. Contract #2591.
		Lexington Sec., Heppner and Lexington-Echo Hwys. in Morrow County, Oscar E. Joelson. Rock Production. Contract #2671.
		Lakeview Section, Klamath Falls-Lakeview and Fremont Hwys., Lake County, M. C. Lininger & Sons. Rock Production. Contract #2685.
		Curry County. Oregon Coast Hwy. Gold Beach Section. State to maintain notwithstanding incorporation of town.
12376		Gold Beach. Proposed settlement for removal of bank building at $5,000 approved.
		Claim. Against Mr. Henris, Klamath Falls, for collection of rental. Referred to Attorney to settle.
		Federal Aid matters as follows, discussed. Action deferred. Adoption of interstate system of highways.

Page	Date 1945	Subject
12376	Mar.12	Federal Aid matters as follows, discussed. Action Deferred. (cont.)
		Determination of urban areas for use in connection with allocation of Federal monies.
		Adoption of Federal aid secondary highways system.
12377		Federal Aid Funds. Special allotment to be used before July 1, 1946. Oregon's share $1,416,872. Application for maximum amount to be filed.
		Jefferson County. Crooked River and Deschutes River Bridges on Culver-Grandview Market Road repaired. Resolution adopted lifting reduced load limit neretofore ordered.
12378		Traffic line lacquer. Purchase of 15,000 gallons authorized.
		Equipment. Purchase of 2 hystevators, 3 tractor-loaders, 1 athey loader authorized.
		Equipment. Purchase of 2 farm tractors, 2 plows, 2 discs, 2 harrows, 2 mowers, 2 rakes authorized for Parks Dept.
		Sale of buildings. Spencer Creek. Oregon Coast Hwy., Lincoln County. Sale to D. Wadsworth confirmed.
		Sale of land. Sheridan. Block 2, Foster's Addition. Engineer's report of bids received in Salem, Feb. 9, 1945. Rejection of bids confirmed.
12379		Log hauling. Santiam Hwy. between Cascadia and junction with North Santiam Hwy. and on Crater Lake Highway between Crater National Park and junction with The Dalles-Calif. Hwy. Denied until subgrade dries. Federal timber access road monies to finance improvements to be obtained.
12379		Curry County. Eucher Creek to Ophir School. Request from Gold Beach Utilities to construct power pole line denied. Facilities to be placed underground.
12380		Meeting adjourned at 5:00 p.m. until following day.
	Mar.13	Bids. Bids received on following projects:
		Prospect-Antelope Creek Rock Production Project
		Union Creek Rock Production Project
12381		Widen Trail Bridge over Rogue River
		Burns Rock Production Project
		Chemult-Beaver Marsh Rock Production Project
		Fort Klamath-Lobert Rock Production Project
12382		Trent-Salt Creek Falls Rock Production Project
		Reconstruct Duval Creek Bridge
		Construction of Concrete Curb and Retaining Wall in Taft
		Construction of Albany-Crabtree Corner Section
		Schmeer Road Junction Section Project
12383		Maupin-Criterion Rock Production Project
		Wilson River Hwy. Request from Consolidated Timber Co. to obtain rock from state-owned quarry. Approved.
		Columbia & Clatsop Counties. Lower Columbia River Hwy. St. Helens to Rainier. Delegation from Rainier Commercial Club requests improvement. To be considered in post-war program.

Page	Date 1945	Subject
12383	Mar.13	Pacific Hwy. West. Corvallis. Engineer's report on re-routing and establishment of two one-way traffic streets.
12384		Engineer to discuss matter with city officials.
		Columbia River Hwy. Troutdale. Proposed relocation discussed. Action deferred until all Commissioners present.
		Malheur County. Ontario. Rerouting truck traffic along West First Street. Idaho Ave. to Fourth Ave. South. Approved. Resolution adopted.
12385		Right of way. Pacific Hwy. West near Camp Adair. Controversy with A. F. Elkins re slide condition. Engineer's report. Acquisition of additional strip authorized.
12386		Travel & Information. Taking of membership in National Association of Travel Officials authorized conditionally.
		Parks. Champoeg State Park. Proposed improvements deferred pending approval of major plans by Parks Advisory Committee.
		Log hauling. Classification of log haulers ordered. Time clocks to be purchased.
		Douglas County. North Umpqua County Road. Delegation including County Court and representatives of P.R.A., and U.S. Forest Service present. Improvement requested as state secondary highway and Forest Hwy. Action deferred. Engineer to discuss further with Federal officials.
		Grant County. Delegation from Baker requests new highway extending from Bates, Grant Co., to Baker, Baker Co., to facilitate log hauling. Reconnaissance survey ordered.
		Commission recessed at 12:30 p.m. and reconvened at 2:00 p.m.
		Recreational areas. U.S. Army Engineers request state aid in development of areas adjacent to Government reservoirs. Project to be analyzed by Engineer and Attorney. Report ordered.
12390		Lane County. Pacific Hwy. Eugene. Delegation requests acquisition of right of way for proposed relocation. Matter deferred.
		Bids received at morning session discussed.
		Awards of contracts. Chairman Benfield announces awards.
12393		Hood River County. Relocation of Columbia River Hwy. through Hood River. Delegation requests adoption of route between railroad and Columbia River; also state aid in reclaiming land along water front. Decision deferred.
		Minutes of meeting on January 22 & 23, 1945, approved.
12394		Douglas County. Pacific Hwy. Roseburg. Construction of additional traffic lane at railroad crossing approved as safety measure.
		Claim. Against Belyea Trucking Co. for pulling equipment out of ditch on Sun Mt. Company required to pay full amount of $127.69
		Curry County. Oregon Coast Hwy. Proposed widening south of Port Orford to accommodate 60' vehicle combinations postponed. Approval of W.P.B. for construction of major Forest Highway project to be obtained.

Page	Date 1945	Subject
12395	Mar.13	Right of way. Pacific Hwy. West through Camp Adair. Attorney authorized to negotiate with Federal Government for 100' width.
		Historical Marker. Old Oregon Trail. "Lone Pine Tree" at jct. Medical Springs Sec. Hwy. with Baker-Halfway Hwy. Request of Baker Historical Society for permission to plant tree on highway to commemorate "Lone Pine Tree" denied but placing of marker to point out exact location of tree approved.
		Log hauling. Permits authorized for direct crossings on highways if equipment properly licensed.
		American Association State Hwy. Officials. Engineer authorized to attend executive meeting in Washington, D. C.
12396		Agreements, etc., signed as follows:
		U.S. Grazing Service. Field agreements re protection of Juniper Wayside Strips on state hwys. near Redmond & Bend.
		P.R.A. Agreement re Roseburg Access Road Project.
		Lake County. Klamath Falls-Lakeview Hwy. Bargain and sale deed conveying timber strip to Bly Land Co. to facilitate exchange for National Forest lands.
		Agreement with W.J. and Theresa H. Sweet providing for ten-year lease of stockpile site in Curry County.
		Extension of lease with Harry C. Shelton covering property formerly owned by Fletcher Oil Co. in Nyssa, Oregon.
		Agreement with G.E. McConnell covering rental of house at Bonneville.
		Permit authorizing Bonneville Power Administration to construct power line over and across Lower Columbia River Hwy. at Westport, Clatsop County.
		Agreement with Arch Cape Land Co. disposing of company's claim for damages resulting from slide on Ore. Coast Hwy. near Arch Cape Tunnel.
		Agreement with U.S. Dept. of Interior, Bureau of Reclamation, granting to State of Oregon right to occupy portions of Reclamation's Main Canal R/W near Klamath Falls.
		Quitclaim deed conveying to U.S. of America 1.38 acres of land situate adjacent to The Dalles-Calif. Hwy., Jefferson County.
		Meeting adjourned at 4:30 p.m.

Portland, Oregon, October 23, 1944

The State Highway Commission convened in regular session at 1:30 p.m. in Room 615 of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The following persons, representing the Labor Relations Committee of the Oregon State Federation of Labor, came before the Commission in regard to the Committee's previous request that the Highway Commission hereafter include in its contracts provision for the payment of wages that prevail in the communities in which which the work is to be done: F. W. Griffith, representing Engineers Local Union 701, Spokesman; J. T. Marr, Executive Secretary, Oregon State Federation of Labor; John O'Neill, Secretary Building & Construction Trades Council. Chairman Banfield advised that the Commission has not as yet had opportunity to discuss the Engineer's report on this matter, so is not in a position to make a definite statement at this time. Moreover, it may be several months before the Commission can make its decision. In any event, the Commission cannot take action until Congress passes the postwar Road Bill, now pending, and the rules and regulations which are to govern the expenditure of the funds provided by such bill have been received. He added that the Commission expects to give the matter fair consideration and will act in conformity with what the Commission believes its responsibility dictates, and the matter will not be debated. Commissioners Schaupp and Chessman concurred in Chairman Banfield's statements.

In the discussion that followed, Mr. Marr declared that the Highway Department maintenance men are not now receiving the wages to which they are entitled; he urged the Commission to increase the rate of pay for these men. The Commission agreed to give the matter study. This concluded the conference.

The Commission, by unanimous vote, approved the minutes of the meetings held on July 11 and 12, July 24-28 inclusive, and September 11-15 inclusive, 1944.

The State Parks Superintendent was present and reported on the following state park matters:

(1) Purchase of property belonging to M. A. Goldy, which fronts on the Rogue River about two miles from Gold Hill, Jackson County: - The Parks Superintendent advised that this property lies adjacent to the Sams Valley Secondary Highway and is not particularly desirable from a state park standpoint. The owner, he said, is offering to sell the entire acreage for the sum of $10,000, although he will accept $5,000 for the area fronting on the Rogue River. He recommended that the offer be declined. The Commission approved the recommendation.

(2) Purchase of government-owned land in The Cove State Park, Jefferson County:- The Parks Superintendent advised that this tract contains 2471 acres of land, which the Commission now has under lease from the Department of the Interior at an annual charge of $10.00. However, he has been notified that the land will be returned to public domain the first of the year, so, in order to protect the state's interests, it will be necessary for the state to purchase the land outright. He estimated the cost at $1.25 per acre. He requested authority from the Commission to petition the Department of the Interior for an appraisal of the property to determine a definite sale price. The Commission approved the request unanimously.

(3) Sale of peaches in The Cove State Park:- The Parks Superintendent reported the result of the sale of the peach crop in this park, advising that gross sales amounted to $828.50 and sales expense amounted to $50.00, leaving a net profit of $778.50. The Commission approved the report.

In this connection, the Parks Superintendent requested authority to destroy about 600 peach trees that are over twenty years old and are not of much value. The cost of spraying and pruning the trees, he said, is out of proportion to their value and in his estimation the trees should be replaced with other trees, such as locusts, which he thought would make for a more attractive park. In the discussion of this matter, the Commission expressed a reluctance to destroy existing trees and accordingly instructed the Parks Superintendent to properly care for them, using the profits from the sale of the peaches to pay the expense involved.

(4) Wayside strips along the Quartz Mountain Section of the Klamath Falls-Lakeview Highway:- The Parks Superintendent advised that 74.34 acres of wayside timber land have been purchased along this section at a cost of $5340.00; also, that the U. S. Forest Service has acquired the remaining property that is desirable as waysides, except three small privately-owned tracts. He gave as his thought, in view of the fact that the Forest Service controls most of the wayside land along this section, that it should have jurisdiction over the state's waysides, thus eliminating dual control of adjoining properties that were acquired for the same purpose. He requested authority to negotiate an exchange of the state's property for Forest Service land of equal value in some other location. The Commission approved the recommendation by unanimous vote and ordered discontinuance of negotiations for the acquisition of the three privately-owned tracts.

(5) Proposed purchase of additional property along the Pendleton-John Day Highway in Camas Creek Canyon, Grant County:- The Parks Superintendent advised that investigation in connection with the Commission's purchase of timbered wayside strips from the Pilot Rock Lumber Company reveals that the company had previously sold to a Mr. L. O. Case, a small tract containing 18.4 acres which he thought was included in the state's purchase. The acquisition of this area, he said, is required to fill out the wayside strip, but Mr. Case will not sell for less than $2,500, alleging that he purchased the property for a homesite. He gave as his thought that the price demanded is exhorbitant and requested instructions whether or not to purchase the property at such figure. The Commission decided not to purchase the property.

(6) Proposed addition to Guy W. Talbot State Park:- The Assistant Attorney, who was present, reported that as previously instructed by the Commission, he contacted Mr. B. B. Bennett, the owner of the tract which contains 30 acres, and secured from him an option to purchase the property for the sum of $3500. Inspection of the site, he said, reveals that only one acre is capable of development, the balance being steep hillside. He valued the property at $2,000 and advised that he could not recommend purchase even at such figure because he believed that it would be possible to obtain the tract for less money at some future time when the highway has been realigned. The State Parks Superintendent urged acquisition of the property now as a needed addition to the existing park, because of its one-quarter mile frontage on the highway and its proximity to Latourelle Falls. He questioned the Assistant Attorney's prediction that it could be purchased for a lesser amount later on. After discussion, the Commission decided unanimously not to purchase the tract at this time.

(7) Proposed improvements in Champoeg State Park during 1945:- The State Highway Engineer exhibited a development plan for this park as prepared by the former landscape engineer, Mr. George Otten, and requested authority to expend during 1945 the sum of $6,286.90 for certain betterment work included therein. The matter was discussed at some length during which Chairman Banfield gave as his thought that the proposed major plan of development and the items proposed for 1945 performance should be discussed with the Oregon Historical Society before the Commission acts on them. Commissioners Schaupp and Chessman concurred, whereupon the Parks Superintendent was instructed to contact the officers of the Oregon Historical Society relative thereto. In the event the Historical Society approves the plan, then the Parks Superintendent is to report same to the Highway Commission for further instruction.

(8) Establishment of proposed "Myrtle Lane" along Coos Bay-Roseburg Highway between Coquille and Myrtle Point:- The Parks Superintendent outlined briefly his plans for this project which include the clearing of small areas surrounding existing myrtle trees for a distance of 50 feet and not more than 200 feet, on each side of the highway so the trees can be readily seen by the traveling public. He estimated that it would cost about $4200 to prepare the trees in the first instance and thereafter the services of only one man would be required to properly maintain them. Chairman Banfield remarked that a misunderstanding apparently exists as to the extent of the proposed development, because the Parks Superintendent's ideas do not conform with those of the local sponsors of the project as expressed by Mr. George E. Oerding, Coquille, who accompanied the Commission on its inspection of the project during July. He suggested, in order that the Commission may have a clear understanding of the entire matter, that the State Parks Superintendent prepare a few specimen trees to illustrate just what he has in mind. Commissioners Schaupp and Chessman approved the suggestion whereupon the Parks Superintendent was instructed to proceed with the work. Pictures are to be taken of each of the specimen trees both before and after the development is done for submission to the Commission along with the Park Superintendent's report. The Parks Superintendent was also instructed to show the completed work to the local sponsors and to secure

expressions from them whether or not the development is in conformity with their ideas.

The Engineer presented for the Commission's approval a proposed budget of estimated highway expenditures during the next biennium. He explained that this is for use by the State Budget Director in the preparation of a general budget of all state activities that he is required to furnish the members of legislature. He advised that this budget is based on the period of the two fiscal years ending June 30, 1947. The Engineer also presented a budget for the next calendar year. He explained that it has been customary for the Commission to approve the working budget on the calendar year basis; also, that the State Budget Director requires a breakdown of the budget on the basis of salaries and wages, materials, supplies and equipment, whereas the working budget is broken down on the basis of class of work to be performed. The working budget, he stated, is now being prepared and will be presented to the Commission at its meeting in December, at which time he would give a full explanation of the work proposed to be done. After careful consideration of the general budget items, and in view of the Engineer's explanation, Chairman Banfield moved the adoption of the budget as presented. The motion was seconded by Commissioner Schaupp and carried by unanimous vote of the Commission. The Commission thereupon signed the budget as presented.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties, together with offers that he recommended be made in connection therewith. After careful consideration of each item, the Commission approved the request, and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

11450-A Clatsop County Right of way	970 sq. ft.	$00.00	Landon

ROSEBURG-SHADY POINT SECTION, PACIFIC HIGHWAY

6776- Young, A. J. and Cora Right of Way	4.798 acres at $10.00	$47.98	
	0.642 acre at $10.00	6.42	
	0.23 acre at $10.00	2.30	
	164 rods fencing at $1.00 per rod	164.00	
	Severance damage to 4.0 acres across RR track	125.00	
	Loss use powder house and oil building	154.30	
		$500.00	Witt

ANNUAL RENTAL ON U. S. GOVERNMENT PARKS

Clackamas County- Mt. Hood Hwy. 120.0 acres	$75.60	Boardman
Josephine County- Redwood Hwy. 70.0 acres	6.88	Boardman
Marion County- Silver Creek Falls Park 200.0 acres	35.00	Boardman

CLATSKANIE-RAINIER SECTION, COLUMBIA RIVER HIGHWAY

11514- Shepard, Vilas L. Quarry Site	38.3 acres at $13.055	$500.00	McChesney

CONDON-SHUTLER SECTION, JOHN DAY HIGHWAY

11483- Bradley, W. E. Stockpile site	1.23 acres at $5.00	$ 6.15	
	Federal Land Bank fees	7.50	
		$13.65	Cozad

HUGHES RANCH-LIGHTHOUSE SECTION, CAPE BLANCO HIGHWAY

11506-Hughes, E.A.,T.P. and F.J. Gravel Pit and hauling road	0.53 acre	$ 1.00	Lytle

COLTON SECTION, SANDY-WOODBURN HIGHWAY

11522- Battleson Land Co., and Leonard R. & Latlye Mummert Stockpile site	1.21 acre at $200.00	$242.00	
	44 rods new fence at $1.50	66.00	
		$308.00	McChesney

PACIFIC HIGHWAY-JACKSON STREET SECTION, NORTH UMPQUA HIGHWAY

11457- Young, A. J. and Cora Right of Way	3,230 sq.ft.(in exchange for 3,205 sq.ft. to be conveyed by State and acquired from Schloemann Estate)	00.00	
	Moving Neon sign, est.	$100.00	Witt

OCT 23 1944

PACIFIC HIGHWAY-JACKSON STREET SECTION, NORTH UMPQUA HIGHWAY (Cont.)

11458-	Schloemann, Estate August and Sarah Schloemann	0.46 acres LUMP SUM	$4,000.00	
	Right of Way	3,205 sq.ft.	00.00	
			$4,000.00	Witt

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

11481-	Wilson, J. W. Right of Way	3,322 sq.ft. at 3 1/3¢	$110.63	Witt
10817-	Foster, Sam B. Right of Way	2.03 acres at $500.00	$1,015.00	
		Loss or possible loss trees, shrubs etc, making changes in flower beds, re-establishing entire water system, including water tank	786.00	
			$1,801.00	Witt
10812-A	Clatsop County Right of Way	2,586 sq.ft.	00.00	Witt
10816-	Greenwood, A. C. Right of Way	10,606 sq.ft. at 7¢	$ 742.40	Witt

ALTAMONT DRIVE-U.S.RECLAMATION SERVICE CANAL SECTION, KLAMATH FALLS-LAKEVIEW HWY.

9762-	Klamath Moulding Company Right of Way	4,008 sq.ft. at 10¢	$ 400.80	
		shade trees, and hedge	320.00	
			720.80	Cozad

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, WOLF CREEK HIGHWAY

3186-A	Holboke, Anna M. Right of Way	0.168 acre at $1,000.00	$168.00	Collins
3188-A	Holboke, Bernard Right of Way	0.057 acre at $1,000.00	57.00	Collins

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY EAST

10264-B	Dempsey, Edward and Irene Right of Way	4.93 sq.ft. at approx. 20¢ sq.ft.	$10.00	Landon
10264-C	Hill, A.J. and Effie E. Right of Way	9.40 sq.ft. at approx 10¢ sq.ft.	10.00	Landon

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

9628-	Wells, L.V. and Mary, and Habib David	586 sq.ft. Cutting off store front etc. Moving lunch room, cold storage room, kitchen, etc.	$ 00.00 455.00 550.00 $1,005.00	Cozad

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11141-	Jones, Paul E., Ida M. Brackett and T.B.Jones Estate	5,000 sq.ft. at 20¢ 5,000 sq.ft. at 30¢	$1,000.00 1,500.00 $2,500.00	McCallister
11223-	Emken, Ida M., Pearl, Hazel, Gertrude, Cecil W.	5,000 sq.ft. at 20¢ 5,000 sq.ft. at 30¢	$1,000.00 $1,500.00 $2,500.00	McCallister
11530-	Sewall, Russell E.	9,500 sq.ft. at 50.5¢ sq.ft.	$5,000.00	McCallister

MARSHFIELD-COQUILLE SECTION, OREGON COAST HIGHWAY

11501-	Coos County Right of Way	6.2 acres at $10.00 2.33 acres at $25.00 (½ interest) 2.0 acres at $5.00 (") 1.28 acres at $117.00 aporox.	$62.00 58.25 10.00 150.00 $280.25	Benson

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11334-	Baker Bros. Right of Way	3.11 acres at $40.00 170,725 sq.ft. at ½¢ sq.ft.	$124.40 853.63 $978.03	Cozad
11177-	City of Klamath Falls Right of Way	63 lots at $1.00 per lot	63.00	Cozad

---

The Commission's Attorney reported that in conformity with authority granted him by the Commission at the previous meeting, he has commenced condemnation proceedings to acquire right of way that is needed for the North Umpqua County Road Project in the City of Roseburg. He pointed out that while the Commission authorized such condemnation, it did not adopt the customary resolution pertaining thereto because it was not known definitely at the time whether or not condemnation would be required. It so happens, he said, that it has been necessary to condemn some of the properties in view of which the Commission should take formal action now "nunc pro tunc". The following

resolution in regard to this matter was adopted by the Commission by unanimous vote, on motion of Commissioner Schaupp which was seconded by Commissioner Chessman:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, by virtue of subsection 32 of Section 100-115, O.C.L.A., the Highway Commission is authorized to "Enter into an agreement or agreements with any county, city, town or road district for the construction, reconstruction, improvement or repair of any road, highway or street, on such terms and conditions as the contracting parties may mutually agree upon."; and

WHEREAS, under the provisions of Chapter 198, Oregon Laws, 1943, the Highway Commission is authorized to cooperate with the United States in the making of surveys, plans, specifications and estimates for and in the construction and maintenance of flight strips and air fields and in the construction, reconstruction and maintenance of roads and bridges necessary to provide access to military and naval reservations, to defense industries and defense-industry sites, and to sources of raw materials; and

WHEREAS, for the purpose of providing more adequate traffic connections between the Umpqua County Road on East Second Avenue and the Pacific Highway in and near the City of Roseburg to the end that the transportation of logs by motor truck from forest or timbered

areas east of Roseburg to mills or manufacturing establishments located in and near the City of Roseburg may be accomplished with a minimum of traffic hazard, traffic congestion and other traffic difficulties, the parties to this agreement have proposed and now contemplate the construction of a connection between said county road and said state highway; and

WHEREAS, the accomplishment of said project requires the acquisition of real properties for right of way purposes; and

WHEREAS, in response to a request and recommendation made by the United States Public Roads Administration, the State of Oregon, acting by and through its State Highway Commission, the County of Douglas and the City of Roseburg entered into a tri-party agreement with respect to and for the construction of said connecting street or road; and

WHEREAS, in the opinion and judgment of the Commission the construction and maintenance of said connecting road or street is necessary for and will contribute to the convenience of the general public and will facilitate the transportation of timber products from forest to mill, much of which products are to be used in the manufacture of materials or things to be used in national defense;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the construction and maintenance of an access or connecting road or street connecting the Umpqua County Road with the Pacific Highway in Roseburg is necessary and will be of advantage to the general public in that it will facilitate the movement and transportation of timber products from forest to mill and will relieve a severe traffic hazard caused by the movement of such traffic over the busy thoroughfares of the City of Roseburg.

2. The Commission does further find and declare that the acquisition of title to the real properties hereinafter described is necessary, is needed and is essential to the construction and maintenance of said proposed connecting street or road.

3. The real properties with the names of the owners thereof, the acquisition of which this Commission has found and does find and declare is necessary for right of way purposes in connection with said project, are described as follows, to wit:

12187

John Rast Estate property (R 11456)

Parcel No. 1:

A parcel of land lying in the City of Roseburg in the Northwest quarter ($NW\frac{1}{4}$) of Section 19, Township 27 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by those certain deeds to John Rast recorded in Book 5 at page 179, and Book 11, at page 267, of Douglas County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the existing easterly right of way line of the Pacific Highway, said point being opposite and 50 feet distant easterly from Engineer's center line station 1601+79.23 of said highway; said point being the northwest corner of that tract of land conveyed by that certain deed to A. J. and Cora Young as recorded in Book 100, Page 88 of Douglas County Record of Deeds; said point also being 215.44 feet North and 479.31 feet west of the city street monument at the intersection of the center line of Winchester Street with the center line of North Jackson Street; thence along said right of way line parallel to and 50 feet distant from said highway center line along the arc of a spiral curve left (the long chord of which curve bears North 22° 10' East 92.39 feet) a distance of 92.40 feet; thence South 41° 44' 30" East a distance of 74.18 feet to a point 40 feet distant northerly from (when measured at right angles to) the relocated center line of the North Umpqua Highway at Station 1+25; thence South 84° 16' East parallel to and 40 feet distant northerly from said relocated center line a distance of 38.68 feet to the center of Deer Creek; thence South 0° 07' 30" West up the center of Deer Creek a distance of 85.85 feet to the northeast corner of that tract of land conveyed by that certain deed to A. J. Young and Cora Young recorded in Book 100, Page 88, of Douglas County Record of Deeds; thence North 64° 06' West along the north line of said property a distance of 136.22 feet to the point of beginning, containing 9060 square feet.

Parcel No. 2:

A parcel of land lying in the City of Roseburg and being in the Northwest quarter ($NW\frac{1}{4}$) of Section 19, Township 27 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to John Rast recorded in Book 5, Page 179 of Douglas County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the existing easterly right of way line of the Pacific Highway, said point being opposite and 40 feet distant easterly from Engineer's center line station 1601+30.3

OCT 23 1944

of said highway; said point being the southwest corner of that tract of land conveyed by that certain deed to A. J. Young and Cora Young as recorded in Book 100, Page 88, of Douglas County Record of Deeds; said point also being 164.1 feet north and 508.61 feet west of the city street monument at the intersection of the center line of Winchester Street with the center line of North Jackson Street; thence South 64° 06' East along the south line of the foregoing described property recorded in Book 100, Page 88, of Douglas County Record of Deeds, a distance of 32.52 feet; thence South 71° 19' West a distance of 44.85 feet to the right of way line of the Pacific Highway; thence along said line parallel to and 40 feet distant from said highway center line on the arc of a spiral curve left (the long chord of which bears North 24° 51' East 31.49 feet) a distance of 31.5 feet to the point of beginning, containing 506 square feet.

Together with the perpetual right and easement to construct, maintain, repair and have free access to all slopes of cuts or fills upon the property of the owners, for a distance of 10 feet, outside of and adjoining on the south side of the property herein described, occasioned by or resulting from the construction, operation or maintenance of a public highway and its appurtenances.

Leona Creason Koff property (R 11459).

A parcel of land lying in Lots 5, 6, 7, and 8 of Block 6 of Kinney's Improved Plat in Roseburg, Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Leona Creason, Registered Title No. 3514, Torrens Transfer of Title Register, recorded in Book 6, Page 458, of Douglas County Record of Registered Titles, the said parcel being described as follows:

Beginning at the northwest corner of said Block 6; said point being 22 feet distant easterly from (when measured at right angles to) the center line of the Winchester Street connection to the North Umpqua Highway; thence South 85° 52' East along the northerly line of said Block 6 a distance of 10.37 feet; thence parallel to and 30 feet distant from said Winchester connection center line on a 72.32 foot radius curve left (the long chord of which bears South 48° 19' 40" East 26.04 feet) a distance of 26.18 feet; thence South 58° 42' East along a line 30 feet distant northerly from and parallel to said center line a distance of 126.36 feet to the easterly line of said Block 6; thence South 27° 48' West along said easterly line of Block 6 a distance of 52.66 feet; thence South 6° 13' West along said easterly line of Block 6, a distance of 8.21 feet; thence North 58° 42' West along a line 30 feet distant southerly from and parallel to said

OCT 23 1944

center line a distance of 89.24 feet; thence on a 15 foot radius curve left (the long chord of which bears South 57° 04' 40" West 27.02 feet) a distance of 33.63 feet to the westerly line of said Block 6: thence North 7° 09' 30" West along said westerly line of Block 6 a distance of 107.54 feet to the point of beginning, containing 8642 square feet.

Helen Cardwell Hammock property (R 11460 and R 11461)

Parcel No. 1:

A parcel of land lying in Block 1 of Bushey's Addition to the City of Roseburg, Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Emma P. Cardwell recorded in Book 57, Page 560, of Douglas County Record of Deeds; the said parcel being described as follows:

Beginning at a point on the east line of North Jackson Street; said point being 113.84 feet north and 38.97 feet east of the city street monument located at the intersection of the center line of Winchester Street and the center line of North Jackson Street; thence North 27° 48' East along the east line of Jackson Street a distance of 21.98 feet to the southwest corner of that tract of land conveyed by that certain deed to O. F. Matot recorded in Book 97, Page 114 of Douglas County Record of Deeds; thence South 85° 52' East along the south line of said property a distance of 21.84 feet; thence North 27° 48' East along the east line of said property a distance of 103.5 feet; thence South 85° 52' East along the south line of East Second Avenue South a distance of 111.72 feet; thence South 62° 08' West a distance of 216.89 feet to the point of beginning; containing 5604 square feet.

Together with the perpetual right and easement to construct, maintain, repair and have free access to all slopes of cuts or fills upon the property of the owners, for a distance of 10 feet, outside of and adjoining on the south side of the property herein described, occasioned by or resulting from the construction, operation or maintenance of a public highway and its appurtenances.

Parcel No. 2:

A parcel of land lying in Block 1, Bushey's Addition to the City of Roseburg, Douglas County, Oregon, and being all of that tract of land which was conveyed by that certain deed to O. F. Matot recorded in Book 97, Page 114, of Douglas County Record of Deeds; the said parcel being described as follows: a strip of land 20 feet by 103.5 feet on Jackson Street, in Block 1, Bushey's Addition to the City of Roseburg, as shown by the official plat

on file in the office of the Clerk of Douglas County; said parcel being more particularly described as follows:

Beginning at the intersection of the east line of North Jackson Street with the south line of East Second Avenue South (North Umpqua Highway); thence South 85° 52' East along said south line a distance of 21.84 feet; thence South 27° 48' West parallel to and 50 feet distant from the center line of North Jackson Street a distance of 103.5 feet; thence North 85° 52' West a distance of 21.84 feet to the east line of North Jackson Street; thence North 27° 48' East along said line a distance of 103.5 feet to the point of beginning; containing 2070 square feet.

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

5. That J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, and George Neuner, Attorney General of the State of Oregon, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

6. That this resolution be entered in full in the minutes and records of this Commission nunc pro tunc as of the eleventh day of September, 1944.

The Assistant Attorney brought up for discussion the policy adopted by the former Commission with respect to acceptance of offers of less than $250.00 to purchase properties that are not needed by the Highway Department. He advised that the former Commission set an amount of $250.00 as a minimum that it would consider for any such properties and inquired whether or not the

present Commission desires to continue such policy. He explained that quite frequently offers of lesser amounts are received for properties that are not worth $250.00 and suggested, in order to dispose of such properties, that the Commission reduce the minimum amount that it would consider for them. The Commission decided to do away entirely with the minimum amount. Motion to that effect was made by Commissioner Chessman, seconded by Commissioner Schaupp, and carried by the unanimous vote of the Commission.

The Assistant Attorney presented an offer from Lillian Barzee to purchase fragmentary portions of state-owned lots in Block 34, East St. Johns Addition to Portland. He advised that this property is located adjacent to the access road leading to the Oregon Shipbuilding Corporation in North Portland, and is of no value for highway purposes, being outside of the standard width right of way. The property, he said, is worth only $52.00, but Mrs. Barzee is willing to pay $250.00 for it in view of the minimum price set by the former Commission. The Commission deferred action in the matter pending inspection of the property by the Engineer and his recommendation.

The Assistant Attorney also presented the offer of E. R. Spackman to pay the sum of $82.00 for a small parcel of state-owned property situate adjacent to Interstate Avenue in Portland. He recommended sale of the property to Mr. Spackman if he will pay $100.00 for it and will accept a deed containing a clause prohibiting maintenance of billboards on the property. The Engineer concurred in the recommendation. The recommendation was approved by the Commission by unanimous vote.

The Commission had under discussion the proposed sale of a portion of the property in Eugene that was purchased from A. D. Jones in connection with the acquisition of right of way for a revision of the Pacific Highway between Eugene and Springfield. Mr. C. W. Parker, Right of Way Agent, who was present, advised that he has received an offer from Mrs. Lucy Martin, Eugene, mother of B. A. Martin, Locating Engineer for the Highway Department, to pay $500.00 for the area which lies between the revised railroad right of way and the south bank of the Eugene Power Company millrace. He pointed out that the former Commission paid $650.00 for this property, but in acquiring it also acquired an obligation to pay a portion of the cost of maintaining a bridge over the millrace, the immediate repair of which is estimated to cost about $1100. He gave as his thought that it would be to the advantage of the State to accept Mrs. Martin's offer, because it would eliminate any responsibility in connection with the bridge maintenance or repair; moreover, it would eliminate the expenditure of approximately $300 to destroy the morning-glory vines which now cover the property. He pointed out, however, that it would be necessary to give Mrs. Martin an easement for the use of an existing roadway connecting this property with the highway. The Engineer recommended acceptance of Mrs. Martin's offer. The Commission discussed the matter at considerable length and as a result authorized the sale of the property for the amount of the offer.

In this connection, Mr. Parker also presented the offer of Mrs. Martin to pay $400 for a small tract of land fronting on the highway south of the millrace. He pointed out that this is business property which could be used

to advantage for commercial purposes but Mrs. Martin has stated a willingness to accept a deed which restricts its use for residential purposes only. He recommended acceptance of Mrs. Martin's offer subject to the restricted use of the property. The Engineer and the Attorney concurred. The commission approved the recommendation by unanimous vote.

The Attorney brought up for discussion the exclusion of certain state-owned lands from the Klamath Irrigation District in Klamath County in order to avoid the payment of assessments. He recommended the filing of a petition with the district requesting such exclusion of the state's property. The Commission approved the recommendation and signed the petition on the following day.

The Assistant Attorney brought up for discussion a proposed settlement of a controversy with William J. Donovan and wife concerning real property which the Commission acquired sometime ago as right of way for a revision in the Willamette Highway across lands formerly owned by Frank E. Moore, who subsequently sold the property to the Donovans. He explained that the settlement with Mr. Moore included, among other things, payment by the state of an additional sum for the moving of a residence located on the property, improvement of the detour road that was used during construction of the highway, construction of certain guard fences and assumption by the state of certain responsibilities with respect to a well situate on the premises and used by the owners in connection with the operation of their ranch. It now develops, he said, that the detour road is in a satisfactory condition for use by the present owners, who have agreed to relieve the State from future maintenance of the road and from the other obligations that are covered by the option if the State will pay them the sum of $367.50. He presented a form of agreement with the Donovans covering the matter and pointed out particularly that its acceptance by the Commission will relieve the State from any future responsibility or liability in connection with this property. He also pointed out that the agreement has already been signed by the Donovans and recommended approval by the Commission. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote and thereupon signed the agreement.

The Assistant Attorney reported the status of negotiations for the establishment of a state park in the John Day fossil area. He advised that Mr. James Cant, one of the owners, refuses to sell his agricultural land for less than $5.00 per acre but will accept $2.50 per acre for the remainder. Also, that Mr. William Mascall, who also owns some of the property, will sell at the rate of $2.50 per acre provided the state will not take his bottom land. He pointed out that if the Commission pays these owners $5.00 per acre for their holdings, then, in fairness, it would be necessary to pay the other property owners the same rate which will add considerably to the total cost of the private holdings. The Commission considered it inadvisable to pay one owner more than others, and as a result of discussion instructed the Assistant Attorney to secure options insofar as is possible at the rate of $2.50 per acre. The action was unanimous upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman. The Commission approved the action of the Assistant Attorney, offering present owners first refusal of grazing rights for a period of five years at the rate of one cent per acre per year.

In this connection the Assistant Attorney presented a form of petition directed to the federal government requesting the withdrawal from public entry of government-owned land within the proposed park area, consisting of approximately 1,609 acres. Commissioner Schaupp moved approval of the petition and that it be filed with the proper federal authority. The motion was seconded by Commissioner Chessman and carried unanimously. The petition was signed on the following day.

The Commission approved and signed a form of release terminating, as of September 21, 1944, Insurance Policy No. CA-24942 of Underwriters at Lloyds of London, Certificate No. 500 issued by Hansen & Rowland, Inc. of Oregon, covering snow removal operations on the Columbia River Highway through the Columbia Gorge, in view of the fact that this policy has been replaced by a new one.

The Commission confirmed the oral arrangement heretofore approved, disposing of the claim of Mr. and Mrs. Verne A. Nelson, who allege damage to their property situate adjacent to the Pacific Highway West (US99W) at Mile Post 5.0, Multnomah County. This claim arises out of the flooding of the Nelson property by reason of the faulty functioning highway drainage facilities. The Nelsons have accepted the sum of $100 as payment in full for their losses.

The Attorney requested instructions concerning signs that are being maintained by the Golden Gate Bridge and Highway District, San Francisco, California, on the Pacific Highway at Goshen and at Grants Pass directing travel to the Golden Gate Bridge. He said that the information contained on both signs is correct insofar as it goes, but is misleading in that the impression is given that the Pacific Highway is the only available route to the Golden Gate Bridge. He pointed out that under present laws, the Highway Commission is made responsible for the erection and maintenance of directional signs along public highways and gave as his thought that if the signs are to remain where they are then the district should be required to revise them so as to conform to the type and character to which the Commission believes the motoring public is entitled. After discussion, the Attorney was instructed to ask the District to change the signs to meet the Oregon requirements, otherwise to remove them from the highway right of way.

The Attorney brought up for discussion the question whether or not to make a charge for equipment rental, insurance, etc., in connection with future billings to secure reimbursement for expense of repairing highway facilities damaged by private parties. He advised that past practice has been to include such items but recently insurance adjusters have interposed objections to the payment of such expense alleging that it is not a just charge. Several cases are now pending, he said, which involve this feature, and in each instance the insurance adjuster has refused to approve the payment of rental on the state equipment that was used in connection with the repair work. In the discussion, it was brought out that the repair work undoubtedly would have cost much more if it had been done by contract. Chairman Banfield suggested that this feature should be brought to the attention of the insurance companies who should be asked how they preferred the work done, by state forces or by contract. The suggestion was approved by the Commission by unanimous vote and the Attorney was instructed to follow such procedure in the settling of future claims.

The Commission authorized the settlement of pending claims without charge for these particular items.

A request was presented from the Oregon Electric Railway Company for permission to erect and maintain at railroad grade crossings non-standard stop signs. The Attorney advised that the company has a lot of these signs on hand which it constructed before it realized that they were not standard, and did not intend to use them. However, due to existing conditions, it is practically impossible to obtain materials to construct standard signs so the company wants to use the signs that they now have as a temporary expedient, and has agreed to change them later on when standard signs are obtainable. The Engineer advised that inspection of the signs reveals that they differ somewhat from the standard sign in that they are smaller, are constructed of wood and do not contain the required wording. He added that the signs are not objectionable and recommended that the company be permitted to use them as a temporary expedient if it will add the words "Railroad Crossing" on the face of each sign, and will replace them with standard signs when requested. The Attorney concurred in the recommendation. The Commission approved the recommendation unanimously, subject to the condition that the signs are to be changed to standard signs as soon as the war is over.

The Commission had under discussion the adoption of a policy with respect to the construction of waiting rooms for bus patrons upon highway rights of way or on state property adjacent thereto. The Engineer recalled the policy adopted by the former Highway Commission, which prohibits the maintenance of such buildings on the highway right of way. He recommended retention of such policy, however, stated that he would offer no objections to the construction of such waiting stations on state property beyond the limits of the standard width right of way provided they are maintained properly and if the owners will agree to move them when requested. As a result of discussion, the Commission decided not to permit construction of such waiting stations on standard width right of way; however, authorized the granting of permits for their construction on state property outside right of way limits subject to the conditions mentioned by the Engineer.

The Engineer reported on his investigation of the claim of Mr. Ernfrid Johnson, who was injured when he fell into an open manhole on the right of way of the Pacific Highway near Oregon City. He advised that while there is some question as to the responsibility of the State, he is convinced that the State has an obligation and that Mr. Johnson is entitled to a reasonable compensation for his injuries and losses. He recommended acceptance of Mr. Johnson's offer to settle his claim in full for the sum of $50.00. The Attorney concurred. The recommendation was approved by the Commission by unanimous vote.

The Engineer also reported on the results of his investigation of the request of Mrs. Charles Redmond for construction of a stairway and bus turnout on the Pacific Highway West (US99W) in front of her premises a short distance west of Portland. He presented a map showing the proposed development which, he said, would cost about $400 to build, using timber construction. The Attorney advised that the Commission is under no legal obligation to construct

the facilities, although it has the legal authority to do so if it wishes. He pointed out, however, that if the state constructs the facilities then it would be the state's obligation to maintain them and the state would also be liable in the event of accidents occurring. The Commission expressed disapproval at assuming such obligation, however deferred a definite decision until the following day, when Mrs. Redmond is scheduled to appear for a discussion of the matter.

The Commission had under discussion the appointment of a member of the Advisory Committee on Travel and Information Matters, to replace Mr. Ed Miller, Eugene, deceased. Commissioner Chessman suggested the name of Mr. William Tugman, Editor of the "Register-Guard", Eugene. The suggestion was approved by the Commission unanimously. The Secretary was intructed to notify Mr. Tugman of the appointment.

The Secretary presented a letter from the County Court of Klamath County requesting state maintenance of the Crescent Lake County Road from the Town of Crescent Lake to its connection with the Willamette Highway, a distance of about two miles, including snow removal. The Court points out that this is an isolated section of county road which the County cannot properly maintain without excessive cost and expense and advises, if the Highway Commission will authorize state crews to perform the maintenance and snow-removal operations, the County will reimburse the State for all costs incurred therefor. It was brought out in the discussion that this is the only road in the north end of Klamath County that the County is obliged to maintain and the cost to maintain it properly is excessive due to the fact that it is about 100 miles from the County's shops in Klamath Falls. The Engineer recommended, in view of these circumstances, approval of the County Court's request. After discussion, the Commission approved the recommendation by unanimous vote.

The Engineer reported on the suggestion of Fred G. Potter, Enterprise, for construction of a water-grade highway down the Grand Ronde River from Elgin, through the Town of Troy, to a connection with the Enterprise-Lewiston Highway at the Washington state line. The Commission considered that it would be impossible to finance the construction of such a highway for many years, particularly in view of the large expenditure that must be made to complete the Enterprise-Lewiston Highway to state highway standards; also, that even then the justification of this road would depend upon the volume of traffic that would use it. The Engineer was instructed to inform Mr. Potter accordingly.

A request was presented from School District No. 85, Springfield, Oregon, for sidewalk construction along the north side of the McKenzie Highway from Paramount Market, near the east city limits of Springfield, to its junction with the Emery County Road, a distance of about .4 mile, as an accommodation and safeguard for school children who are obliged to walk to and from school on this highway. The Engineer advised that this road carries a considerable volume of traffic, including numerous logging trucks, and that a hazardous condition actually exists for pedestrians. He estimated that it would cost about $400 to construct a sidewalk and recommended approval of the expenditure provided the property owners will donate right of way for the

same, there being insufficient room on the existing right of way to accommodate the walk. The Commission approved the recommendation unanimously.

Mr. Floyd Cook, Executive Secretary of Highway Traffic Advisory Committee, was present and reported a proposal by certain timber concerns to publicize the Martin-Decker weighing scales that they are using in connection with their logging operations. Mr. Cook advised that these companies are well pleased with the scales, the use of which, they state, has resulted in the delivery of more logs to the mills with less overloads than heretofore, and want to give the matter publicity if no objections thereto are offered by the Highway Commission. He particularly referred to the operations of the Hammond Lumber Company in Linn County and of the George Gray Logging Company in Clatsop County. He was instructed by the Commission to inform these companies that the Highway Commission has no objection to their bringing this matter to public attention provided the Highway Commission is kept out of the picture.

The meeting adjourned at 5:00 p.m. to reconvene the following morning at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel.

Portland, Oregon, October 24, 1944

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present. Bids as follows for highway construction and purchase of property were opened and read by the Secretary in conformity with previously published notices, following which Chairman Banfield announced that awards would be made at 3:00 p.m. in the same room:

COLUMBIA RIVER AND MIST-CLATSKANIE HIGHWAYS
CLATSKANIE ROCK PRODUCTION PROJECT

Goodat Crane & Trucking Service, Portland	$24,120.50
+Rogers Construction Company, Dayton, Washington	24,755.00
*J. S. Risley, Milwaukie	26,110.00
**D. F. Whittaker, Seattle, Washington	27,920.00
Vernie Jarl, Gresham	28,045.00
+E. C. Hall Co., Portland	30,550.00
+Babler & Conley, Portland	32,220.00

\+ Bidder will not accept this project alone
* Lump sum reduction of $5,000.00 if also awarded Clatskanie Army Works Access Road Project.
** Lump sum reduction of $1,000.00 if also awarded Clatskanie Army Works Access Road Project.

OCT 23 1944

12197

COUNTY ROADS IN COLUMBIA COUNTY
CLATSKANIE ARMY WORKS ACCESS ROAD PROJECT

	Using Asphalt	Using Tar
*Rogers Construction Co., Dayton, Wn.	$28,272.00	$28,264.00
*D. F. Whittaker, Seattle, Wn.	29,521.00	30,097.00
Goodat Crane & Trucking Service, Portland	32,643.00	32,595.00
*E. C. Hall Co., Portland	34,363.00	34,295.00
*Babler & Conley, Portland	- - - - -	35,270.00
J. S. Risley, Milwaukie	36,130.00	- - - - -

* Bidder will not accept this project alone.

COMBINATION BIDS FOR:
(1) CLATSKANIE ROCK PRODUCTION PROJECT
(2) CLATSKANIE ARMY ACCESS ROAD PROJECT

	(1)	(2)		Reduc.	Low Com. Bid
		Asphalt	Tar		
Rogers Construction Co., Dayton, Wn.	$24,755.00	$28,272.00	$28,264.00		$53,019.00 Tar
D. F. Whittaker, Seattle, Wn.	27,920.00	29,521.00	30,097.00	$1,000.	56,441.00 Asph.
Goodat Crane & Trucking Co., Portland	24,120.50	32,643.00	32,595.00		56,715.50 Tar
J. S. Risley, Milwaukie	26,110.00	36,130.00	- - - - -	5,000.	57,240.00 Asph.
E. C. Hall Co., Portland	30,550.00	34,363.00	34,295.00		65,845.00 Tar
Babler & Conley, Portland	32,220.00	- - - - -	35,270.00		67,490.00 Tar

PACIFIC HIGHWAY AND NORTH UMPQUA COUNTY ROAD.
ROSEBURG ACCESS ROAD PROJECT

Chas. Shannon & Son, Roseburg	$50,954.00
Salem Sand & Gravel Co., Salem	53,919.50

THE DALLES-CALIFORNIA HIGHWAY
NORTH NINTH STREET (KLAMATH FALLS) SECTION
CONCRETE CURB

Angelo A. Doveri, Klamath Falls	$ 2,574.00
Tru-Mix Concrete Co., Medford	3,217.50
Clifford A. Dunn, Klamath Falls	4,095.00

OCT 24 1944

NEHALEM AVENUE, CITY OF ROCKAWAY
REPLACE TIMBER BRIDGE WITH CONCRETE PIPE

Dolan Construction Company, Tillamook	$1,941.00
Vernie Jarl, Gresham	1,974.50

SALE OF TRACT OF LAND IN COTTAGE GROVE

Signal Oil Company	$2,155.00

SALE OF TRACT OF LAND NEAR TOLEDO

NO BIDS RECEIVED

The Commission had under consideration for approval resolutions from the city councils of the following cities and towns describing plans for the improvement of city streets with funds made available under the State Tax Street Fund Law (Chapter 371, Oregon Laws, 1943):

Bandon	Jordan Valley	Talent
Canyon City	Mitchell	Turner
Eagle Point	Phoenix	Umatilla
Gearhart	Port Orford	Wallowa
Gladstone	Richland	Yoncalla
Hermiston	Riddle	

The Engineer advised that he has examined the plans and has found them to be in conformity with the legal requirements and that they meet with his approval. Following discussion, the Commission approved the respective improvement programs and thereupon, by unanimous vote, adopted the following resolution relative thereto upon motion by Commissioner Chessman which was duly seconded by Commissioner Schaupp:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Bandon	$1,378.93	Port Orford	$1,036.94
Canyon City	428.51	Richland	348.85
Eagle Point	333.74	Riddle	293.92
Gearhart	438.13	Talent	523.28
Gladstone	2,237.33	Turner	568.60
Hermiston	1,102.87	Umatilla	508.17
Jordan Valley	376.32	Wallowa	1,150.94
Mitchell	300.78	Yoncalla	380.44
Phoenix	593.32		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

City of Bandon - Seventh Street West, Cliff Street, Ogden Avenue, June Avenue, First Street North, Harlem Avenue, Caroline Avenue, Third Street East, Fillmore Avenue, Elmira Avenue, Oregon Avenue, Fourth Street West

City of Canyon City - Washington Street, Main Street, Park Street, Izee Street, Bridge Street, Clay Street

City of Eagle Point - 1st, 2nd and 3rd Streets and County Road in original plat of Eagle Point, Main Street, Rogue River Avenue, Cameron Avenue, and 3rd Street in Central Addition

City of Gearhart - First Street, Sixth Street, 11th Street, 12th Street, 13th Street, Cottage Avenue, Ocean Avenue, Marion Avenue and Hager Avenue

Gladstone - Hereford Street, Harvard Avenue, West Gloucester, Portland Avenue

Hermiston - Ridgeway Avenue, Gladys Avenue, Hurlburt Avenue Second Street East, Third Street East and First Street West

Jordan Valley - California Street and Blackaby Street

Mitchell - Nelson Street, High Street, Rosenbaum Street, and Folston Alley

Phoenix - Church Street

Port Orford - Washington Street, 11th Street, Idaho Street, 16th Street, Jackson Street

Richland - Main Street

Riddle - 4th Street

Talent - Gibson Street and "I" Street

Turner - B Street, 2nd Street, C Street, the unnamed street in front of the school, 5th Street, Sunnyside Road, 3rd Street, D Street

Umatilla - Railroad Avenue, E, F, and G Streets

Wallowa - Holmes Street, Storie Street, Alder Street, Spruce Street, Clairmont Street, Douglas Street, Fifth Street, First Street, and the old highway route

Yoncalla - 1st Street, Applegate Avenue, 4th Street, 5th Street, A Street, B Street, C Street, and D Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the fund to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 24th day of October, 1944.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission and asked the Commission to confirm them and the amounts allocated for each. After due consideration the Commission authorized and instructed the Engineer to make such surveys on various sections of the highways of this state, which said sections of highways, together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures, are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Prospecting	1-1440	Baker & Grant	John Day Highway	1st - $ 100.00
Slide	10-1443	Douglas	2½ miles south of Tahkenitch River Bridge, Oregon Coast Highway	1st - $ 220.00

OCT 24 1944

SURVEYS (Cont.)

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Quarry & Stockpile	11-1416	Gilliam	John Day & Wasco-Heppner Hwy.	1st-$ 300.00
Prospecting	113-1429	Harney	Diamond Valley Sec. No. 441	1st-$ 300.00
Plans	15-1448	Jackson	Connection of Central Ave. to Front Street in vicinity of 12th and 13th Sts., Medford, Pacific Highway.	1st-$ 325.00
Quarry & Stockpile	30-1455	Umatilla	Old Oregon Trail, Hermiston and Lexington-Echo Highways	1st-$ 250.00
Quarry & Stockpile	130-1456	Umatilla & Union	Weston-Elgin and Wallowa Lake Highways	1st-$ 250.00
Prospecting	9-1453	Deschutes	Between Bend and Millican, Central Oregon Highway	1st-$ 250.00
Re-establish Centerline	112-1423	Josephine	Powers Ranch-Powell Creek Section, Williams Secondary Highway No. 261.	1st-$ 280.00
Plans	18-1473	Klamath	North Ninth Street, Klamath Falls	1st-$ 100.00
Plans	23-1434	Malheur	Hope-Cairo Junction Section, Central Oregon Highway	1st-$ 150.00
R/W	26-1476	Multnomah &Washington	Willamette Stone Park	1st-$ 75.00

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

Erickson Paving Company, Contract No. 2559, for grading and paving the Tongue Point Section of the Columbia River Highway in Clatsop County, requested an extension of time from December 31, 1942 to September 8, 1944 within which to complete this job. The company gave no reasons for failure to complete the project within the specified time limit. The Engineer advised that the contractor failed to complete the contract as originally planned because of labor difficulties and many slides that occurred during

the progress of the work. It was his thought that these reasons justify the granting of an extension of time without penalty and so recommended. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

D. C. & A. L. Williams, Contract No. 2663, for rock production on the Metolius-Redmond Section of The Dalles-California Highway in Deschutes and Jefferson Counties, requested an extension of time of 21 days, from August 31 to September 21, 1944, within which to complete this project. They alleged that their failure to complete the project within the specified time limit was occasioned by scarcity of labor. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct, also, that the State has not been seriously handicapped by reason of the delay and has not incurred any extra expense for engineering supervision. He recommended that the extension of time requested be granted without penalty. The recommendation was approved by unanimous vote of the Commission.

In connection with the discussion of this subject the question of checking into the liability of the bonding company was considered. The Attorney advised that, as instructed by the Commission at the previous meeting, he has given this matter some study and it is his suggestion that contractors be required to request extensions of time and accompany the same with the written consent of the surety prior to the expiration of time limit specified in the contract, otherwise there is a possiblity that a bonding company in some instance may refuse to accept liability for claims incurred against the work after the specified time has expired. He gave as his thought that a contractor who does not secure an extension of time before the specified time limit has expired should be stopped from performance of any further work until this requirement is satisfied. The Commission approved the Attorney's suggestion upon motion by Commissioner Schaupp who moved that the Attorney's suggestion be adopted and that the matter be handled in such manner hereafter. The Attorney was instructed to outline in writing the procedure to be followed, for future guidance.

The Engineer reported that Contracts Nos. 2559, 2675, 2679, 2683, 2688 and 2690, for the construction of state highway projects, have been completed according to the requirements of the contracts of modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2559, with Erickson Paving Co., for grading and paving on the Tongue Point Section of the Columbia River Highway in Clatsop County; completed on September 8, 1944.

Contract No. 2675, with Western Rock Company, for resurfacing and furnishing crushed rock in stockpiles on the Rhea Creek- Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County; completed on July 10, 1944.

Contract No. 2679, with Babler & Conley, for furnishing crushed rock in stockpiles on the Beaver Marsh-Fort Klamath Section of The Dalles-California Highway in Klamath County; completed on September 18, 1944.

Contract No. 2683, with Western Rock Company, for furnishing crushed gravel in stockpiles on the Meacham-LaGrande Section of the Old Oregon Trail in Umatilla and Union Counties; completed on August 26, 1944.

Contract No. 2688, with Babler & Conley, for removal of detritus encroachment on the Oneonta Section of the Columbia River Highway in Multnomah County; completed on September 15, 1944.

Contract No. 2690, with Western Rock Company, for oiling Sheridan City Streets in Yamhill County; completed on August 24, 1944.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The County Court of Polk County represented by County Judge Herman Van Well and County Commissioners Fred Gibson and H. H. Brant came before the Commission regarding exchange of secondary highways at Camp Adair. The Engineer suggested the following changes:

That the Commission take over as a state secondary highway the new county road which was constructed along the north and west boundaries of Camp Adair from Monmouth to Pedee, about 12.9 miles in length, and turn over to Polk County for future maintenance that portion of the Kings Valley Secondary Highway No. 190 which extends east from Pedee, and that portion of the Dallas-Kings Valley Secondary Highway No. 191, which lies within the borders of Camp Adair, a total of 14.1 miles. By such an exchange, he said, the county would be assuming the maintenance of 14.1 miles of road and the state 12.9 miles, however, the state would also assume the obligation to complete the county road into Monmouth, which is estimated to cost about $46,000, together with the maintenance of such road, which is estimated to cost $10,000 annually. The county's expense, he said, would consist of repairing

the secondary highways that it would take over, which is estimated to cost $37,600, and maintenance of these roads which is estimated to cost $2600 annually. He pointed out that the secondary highways within Camp Adair were not deeded to the federal government when Camp Adair was constructed but are still on the state secondary highway system and are under the control of the State Highway Commission, so the Commission and the county have the legal authority to make the exchange if they so desire. He also pointed out that the Army was responsible for the damage to the secondary highways and there are possibilities that federal funds can be obtained to pay for the repairs. W. H. Lynch, District Engineer, Public Roads Administration, who was present, mentioned that the State is obligated to maintain the Monmouth-Bridgeport-Pedee Road if the county will not assume this responsiblity. The State Highway Engineer advised that action at this time is required because immediate repairs are necessary. He suggested if a decision cannot be reached at this meeting that the county be notified by letter to maintain the county road. Chairman Banfield gave as his thought that the State should not be required to assume the maintenance of the county road in addition to the secondary highways. Judge VanWell stated that the county is willing to exchange roads "even up" if the secondary highways are repaired, but the county is not willing to make the exchange unless the secondary highways are put back in their original condition. He agreed with Chairman Banfield that it would not be fair for the state to assume the obligation for maintaining all three roads.

In the further discussion of this matter, it was brought out that these secondary highways are in need of immediate repairs, that are estimated to cost about $5,000, and unless this work is done now the roads will not be passable this winter. Commissioner Chessman suggested that the state might make $5000 immediately available to the county for such purpose, pending conclusion of the exchange proposal. The suggestion was approved by Commissioner Schaupp and also by Chairman Banfield, who stated that the state's contribution would be in cash and that the county could spend it as it sees fit in the maintenance of the secondary highways under discussion. He pointed out, however, that by such contribution the state would be assuming a $51,000 obligation rather than $46,000 and the county $32,600 rather than $37,600, in the event the exchange of highways materializes. The County Court appeared favorably impressed with this proposition and agreed to give the Commission a definite answer later in the session. After retiring for a few moments for a private discussion of the matter, Judge VanWell reappeared before the Commission and reported that the County Court is agreeable to make the exchange on such basis, if the Commission will help the county in securing reimbursement from the federal government for the cost of repairing the secondary highways. The Commission agreed to do this, and it was understood that the entire matter would be covered by a written agreement between the county and state.

During the discussion of the foregoing subject question arose as to the Commission's agreement with the county with respect to the maintenance of county roads in the vicinity of Independence that were being damaged by trucking operations of State and Army contractors engaged in construction work at and near Camp Adair. The Engineer was instructed to report the status of the agreement at the next meeting of the Commission.

Mr. George P. Stadelman, Mayor of The Dalles, and Mr. O. W. Gustafson, Manager of the Port of The Dalles, appeared before the Commission regarding the adoption of a permanent route for the Columbia River Highway through The Dalles and the completion of the Lewis and Clark monument at The Dalles city limits. Mr. Stadelman advised that industrial development along the Columbia River frontage in The Dalles is being hindered because of the lack of definite information as to where the highway will be located, and urged the Commission to adopt a permanent location so development can proceed properly. He gave as his thought that the proper location for the highway is along the river frontage where it will bypass the city's business district. The Engineer advised that a location survey has not as yet been made through The Dalles, but two routes are under consideration, one of which is along the river frontage and the other below the bluff above the business district. He estimated that it would cost approximately $6,000 to make the survey, which, he said, would include investigations for a "through" highway and consideration of river-front development. He recommended that the Commission authorize the survey now to determine the facts. Chairman Banfield pointed out that monies available to the Commission are limited and there is a question whether or not sufficient funds will be available to undertake this project, taking into consideration the many projects that have been requested and the fact that it would take an enormous amount to satisfy everyone. He gave as his personal thought that the Commission should give preference to the reconstruction of the highway west of The Dalles before undertaking an improvement within the city. However, he added, the adoption of a location through The Dalles is important enough to justify a survey now, although the Commission will not commit itself as to when construction will be undertaken. Commissioner Schaupp concurred, stating that the people should know where the highway is to be located so they can develop their properties accordingly. The location survey was thereupon authorized by the Commission by unanimous vote.

Mr. Stadelman then brought up for discussion the matter of completing the Lewis and Clark monument. He advised that this work was started several years ago as a W.P.A. project and about $70,000 of city and government money was spent in connection therewith, but the job was not finished and in its present condition creates an eyesore which the city wants to eliminate. Estimates of cost to complete the job are now being prepared, he said, and the city will do the work if it is not going to be too expensive, otherwise the city will destroy the work already accomplished. He inquired whether or not the Commission would object if the city destroyed the present work. Chairman Banfield advised that the Highway Commission will offer no objections to the elimination of this eyesore. However, he wished it understood that the state will not contribute any funds toward the costs involved. Commissioners Schaupp and Chessman concurred.

A group representing the Recreational Resources Committee of the Portland Chamber of Commerce, consisting of Alfred A. Loeb, Chairman, H. E. Waterbury, John Carter, K. Wolfe, R. T. Moore and Art Kirkham, was present and discussed with the Commission matters pertaining to the establishment of a "Myrtle Tree Lane" along the Coos Bay-Roseburg Highway between Coquille and Myrtle Point, and the establishment of a small state park at the intersection of Willamette Meridian and Base Line just west of Portland. Chairman

Banfield explained the action taken by the Commission on the previous day with respect to the establishment of the "Myrtle Tree Lane". The Committee expressed its hearty approval of such action.

With respect to the establishment of the small park west of Portland, he advised that he contacted the chairman of the Board of County Commissioners relative to the construction of a parking area adjacent to Skyline Boulevard and gathered from the discussion that there is a question as to the county's authority to spend its money for this purpose in view of the fact that the area is not owned by the county. The Attorney suggested that this feature could be disposed of by deeding the parking area to the county. The Commission approved the suggestion and instructed the Engineer to prepare a description for insertion in the deed. The Attorney advised that he has prepared and forwarded to the Committee the deed transferring the park area to the state but it has not as yet been returned. Mr. Loeb acknowledged receipt of the deed and advised that he would have it signed as soon as possible. (Mr. Tom H. West, member of the Board of County Commissioners, appeared before the Commission later in the session and advised that the county would assume the obligation of preparing the parking area.)

Mrs. Charles Redmond came before the Commission in regard to the construction of a stairway and parking place for buses in front of her restaurant on U.S. Highway 99W a short distance west of Portland. She presented two petitions signed by numerous property owners of Multnomah County, endorsing her request. The Engineer pointed out briefly what Mrs. Redmond has in mind and advised that former Highway Commissions had never seen fit to approve such installations except in a very few instances years ago, when a few were installed as partial consideration in connection with right of way settlements. He exhibited a plan for the proposed stairway, which he estimated could be built for about $185.00 although an additional expenditure of about $100.00 would be required, he said, to install a light so the stairs would be visible during hours of darkness. The Attorney advised that the Commission is not legally obligated to construct such facilities although it has the authority to do so if the facilities are needed for the convenience and safety of the general public, but not for private gain. He pointed out that if the state constructs the stairway then it would be responsible for the maintenance of the same and would be liable if an accident occurred as a result of the presence of the stairway on the highway property. Chairman Banfield stated that he did not care to pass judgment on this matter until he has been informed fully as to the obligations and liabilities that the state would assume if the stairway were constructed. Commissioners Chessman and Schaupp concurred. The Attorney was thereupon instructed to advise the Commission fully with respect thereto.

The Engineer reported the need to post the Vine Maple Bridge over the Nehalem River, at Mile Post 103-03.75, Fishhawk Falls Secondary Highway, Clatsop County, for a maximum load limit of 10 tons in order to carry this structure over the winter. He recalled that bids for the repair of this bridge were received by the Commission on September 11, 1944, but were rejected, and he considers it inadvisable to re-advertise the project at this time, because he is fearful that high water in the river at this time of

the year will damage false work and increase the cost of the work. He recommended posting of the bridge for 10-ton loads until such time as the repairs are completed. The Commission approved the recommendation by unanimous vote.

The Engineer also asked the Commission to confirm the posting of two bridges over the Siletz River on the Siletz Secondary Highway for 5-ton load limits pending repairs that are now under way. The Commission approved such posting. The following resolution reducing the load limit on both highways was adopted by the Commission by unanimous vote upon motion by Commissioner Chessman, which was seconded by Commissioner Schaupp:

WHEREAS, the roads or highways hereinafter named have been designated and declared to be and are State Highways and have been improved and are being maintained by the State Highway Commission, pursuant to the laws of the State of Oregon as state highways;

AND WHEREAS, on each of the said state highways, and on all of them, there are located certain bridge structures which, in the judgment of the State Highway Commission, are incapable of safely carrying the traffic to which they are being subjected, and in order to protect said bridge structures against damage and injury and in order to safeguard traffic over said bridge structures it is deemed and is the judgment of the Highway Commission and said Commission finds that it will be for the best interests of the said bridge structures and each of them and of the traffic which uses the said bridge structures that the maximum weights now permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has, after due investigation, determined and found and it is the judgment of the Commission that the maximum gross loads which shall be permitted upon any single span of any of the said structures at any time shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated and the State Highway Commission having as a result of due investigation found that the bridge structures above referred to and hereinafter designated are incapable of safely sustaining or supporting a total gross load in excess of that specified in the table given hereinbelow:

IT IS HEREBY ORDERED, that the total gross weight of combined load and vehicle which at any one time shall be permitted upon any single or individual span of the bridge structures hereinbelow designated shall not exceed the limits given and set forth hereinbelow. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle. This combined gross weight shall not exceed the limits given hereinbelow, to wit:

FISHHAWK FALLS SECONDARY HIGHWAY No. 103
103-03.75 "Vine Maple" Bridge over Nehalem River 10 tons

SILETZ SECONDARY HIGHWAY No. 181
181-20.66 "Ojalla" Bridge over Siletz River 5 tons
181-23.10 "Fuller" Bridge over Siletz River 5 tons

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394 O.C.L.A., shall be in full force and effect from the twenty-fourth day of October, 1944, until rescinded, modified or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named bridge structures, so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions of the traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the County Court of each county in which any of said highways are located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

In this connection, the Engineer requested authority from the Commission to post for reduced loads bridge or other highway structures that are in a weakened condition and unsafe for traffic, without first securing the Commission's approval for such posting. He also requested authority to make minor repairs on such structures before consulting the Commission in order to restore the structures to a safe condition without excessive delay. The Commission approved the request and thereupon by unanimous vote adopted the following resolution with regard thereto upon motion by Commissioner Chessman, which was seconded by Commissioner Schaupp:

WHEREAS, for the purpose of insuring, in so far as feasible and practicable, safety to the general public, it is the opinion of the Commission that bridges and other highway structures should be frequently inspected, and when defects or other impairments are found or are otherwise disclosed prompt and effective measures should be employed for the purpose of correcting all such defects or impairments; and

WHEREAS, notwithstanding constant inspection and observation of bridge and other highway structures sudden destruction or substantial impairment is often caused by the movement thereover of excessive and unauthorized loads, thereby requiring the prompt imposition of restrictions with respect to load and speed limits pending the repair or reconstruction of the damaged structure; and

WHEREAS, oftentimes conditions with respect to damaged or impaired bridge structures are such that immediate consideration and action by the Commission is not possible, therefore for the purpose of properly safeguarding the public it is deemed by the Highway Commission necessary and proper that certain authority be vested in the State Highway Engineer and certain duties prescribed for his performance;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The State Highway Engineer be and he hereby is instructed to make or cause to be made as often as good engineering and prevailing conditions require or warrant an inspection of all bridge structures on state highways, the results of which said study and inspections shall be reduced to writing and shall be preserved in the files and records of the Commission at Salem, Oregon

2. If upon inspection of any bridge or other highway structure a weakness, or structural or other defect is found to exist, or if, independent of any such inspection it is disclosed from or by any source that said structure is in a condition which in the opinion of the Engineer renders the same unsafe for the movement thereover of loads and vehicles of a type, size, dimension, description, length or weight or at a speed permitted under the laws of the State, then said Engineer shall promptly determine the maximum load and/or the maximum speed which in his opinion, based upon good engineering practice, should be permitted with respect to said structure, and said Engineer shall thereupon cause to be erected and thereafter maintained for so long a time as may be necessary adequate warning signs disclosing the maximum load which may be transported or moved over such structure and/or the speed at which such vehicle or load may operate.

3. If in the opinion of the Engineer, based upon known facts and upon approved engineering practice, the said structure is in a state of disrepair which renders the same unsafe for any traffic, then said Engineer shall immediately close said structure to all traffic and shall cause to be erected for such purpose proper and adequate barricades.

4. If by moderate and reasonable repairs such structure can again be made safe for normal traffic, then said Engineer shall proceed at once to make or cause to be made such repairs as in his judgment and opinion will be adequate to restore the said structure to its normal or to a safe condition. If, however, the damage or impairment to said structure is of such magnitude as to warrant major reconstruction work or the construction of a new facility, then the Engineer shall report such facts and condition to the State Highway Commission with such recommendation as he may deem appropriate and shall accompany the same with an estimate of the cost incident to the restoration or reconstruction of the said structure.

5. This resolution shall be entered in the minutes and records of the Commission as of the 24th day of October, 1944.

The Commission had under discussion the adoption of a resolution prohibiting the parking of motor vehicles along or adjacent to the Oregon Coast Highway in the Town of Gardiner and at the Schofield River Bridge south of Reedsport in conformity with the action taken by the Commission at a previous meeting. The following resolution was offered and adopted by the unanimous vote of the Commission upon motion by Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, it has been brought to the attention of the Commission by the State Highway Engineer that cars are being parked for long periods of time along and adjoining the Oregon Coast Highway at the following points: in the town of Gardiner and at the Schofield River Bridge in Reedsport; and

WHEREAS, it appears that the highway as constructed at said points is not of sufficient width to permit the parking of vehicles on the shoulder or adjacent to the shoulder and at the same time afford to the traveling public a necessary and reasonable degree of safety; and

WHEREAS, it is the opinion of the Commission that because of said conditions and facts the parking of cars along the highway within said areas should be prohibited so that there may be afforded reasonable safety to traffic;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively as follows:

1. That the parking of motor vehicles along or adjacent to the westerly side of the Oregon Coast Highway in the Town of Gardiner between Highway Engineers Station 621+00, M. P. 223.42 and Highway Engineers Station 626+75, M. P. 223.31 hereby is prohibited until such time as conditions may make possible the widening and reconstruction of said highway; and that like parking of vehicles on either side of said highway in the Town of Reedsport at the following points towit: on the easterly side of the highway from a point 500 feet north of the Schofield River Bridge to a point 500 feet south thereof, and on the westerly side of the highway from the north end of said Schofield River Bridge to a point 300 feet north thereof, hereby is prohibited for a like period.

2. That the Engineer be and he hereby is directed to place or cause to be placed at the termini of said areas and at such other places between said termini as in his opinion may be necessary appropriate signs warning the motoring public of the prohibition against parking within said areas.

OCT 24 1944

The Engineer reported a hazardous cross-road condition at Mile Post 18.65 on the Beaverton-Aurora Secondary Highway, such point being at the Clackamas-Marion county line. He advised that a considerable volume of traffic enters this intersection and that the sight distance in each direction is greatly impaired by brush and tree growth. It was his thought that traffic should be required to come to a stop before entering the secondary highway in order to reduce the possibility of accidents occurring, and recommended the adoption of an order to that end. The Commission approved the recommendation and thereupon adopted the following resolution with regard thereto upon motion by Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, by the provisions of Section 115-351, O. C. L. A., the State Highway Commission with respect to state highways is authorized to designate main-traveled or through highways or sections thereof by placing at the entrance thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways; and

WHEREAS, the Highway Commission has heretofore, to wit: on the twenty-seventh day of April, 1943, adopted a resolution in which a large number of state highways have been declared to be and have been designated as through highways, and the Engineer was instructed to properly mark the same; and

WHEREAS, it is now the judgment and opinion of the Commission that the highway known and designated as the Beaverton-Aurora Secondary Highway has become a highway which carries a large volume of traffic, both local and through traffic, and by reason thereof and by reason of other conditions and facts it is the judgment of the Commission that in the interests of the general public said highway should be declared to be a through highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the Beaverton-Aurora Secondary Highway, otherwise known as Highway No. 141, hereby is declared to be and is designated as a through highway.

2. All traffic entering said highway over the Butteville County road where said Butteville County road is intersected by said highway at mile point 18.50 shall come to a stop before entering said State Highway No. 141.

3. That the State Highway Engineer be and he hereby is instructed to place, or cause to be placed, and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by this resolution. Such signs as may be erected at said points of intersection shall conform to the types and standards heretofore approved by the Commission.

4. The Engineer is instructed to place such signs or markers as nearly as practicable at the place where said intersecting road meets a prolongation of the nearest property line of such through highway, and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said highway from said intersecting road the place where the stop shall be made.

5. This resolution shall be entered in the minutes and records of the Commission as of the twenty-fourth day of October, 1944, and a duly certified copy thereof delivered to the Public Roads Administration, to the County Court of Clackamas County and to the County Court of Marion County.

The Engineer also reported a dangerous condition existing on the Sams Valley Secondary Highway where it passes through the military reservation known as Camp White. He advised that in April, 1942, the former Highway Commission ordered the closing of that portion of this highway for the duration, subject to the provision that upon advice, in writing, from the proper officer in charge of the cantonment that the closing of the highway no longer is necessary in the interests of the War Department, the Highway Commission would adopt a resolution declaring the highway open again for public use. He pointed out that the cantonment is not now being used by the Army to the extent and for the purpose which prevailed when that resolution was adopted and inquiry has been made of the commanding officer as to whether or not it is in the interests of the U. S. War Department that the closure be continued inasmuch as people are using the road through the cantonment area. The Army's reply, he said, is not definite and for that reason gave as his thought that the public should be warned as to the condition of the highway and the operations of the War Department. He suggested the erection of appropriate signs on the highway at the point where it crosses the boundaries of the reservation, calling public attention to the conditions and warning that travel beyond those points is at the traveler's own risk. The Commission approved the suggestion and thereupon by unanimous vote adopted the following resolution with regard thereto upon motion by Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, in response to a request made by an officer of the United States Army in charge of maneuvers at Camp White in Jackson County, Oregon, the State Highway Commission adopted a resolution on the thirtieth day of April, 1942, by which the Commission ordered that a portion of the Sams Valley Secondary Highway in said County be closed for the duration, but said resolution provided that "upon advice in writing by proper officer in charge of said cantonment that the closing of said section of said highway to public traffic is no longer in the interests of the United States War Department, then said section of said secondary highway shall be by resolution of this Commission declared open again for public traffic"; and

WHEREAS, it appears that the said cantonment is not now being used by the Army to the extent and for the purpose which prevailed when said resolution was adopted, but this Commission has been unable to obtain from the Army written or other advice that conditions now prevail which render safe the opening of said road for public traffic; and

WHEREAS, in response to an inquiry addressed to the Commanding Officer at Camp White under date of May 9, 1944, there was addressed to R. H. Baldock, State Highway Engineer, a communication dated May 22, 1944, over the signature of John W. Horsley, Lieutenant Colonel, FA, Executive Officer, Headquarters Camp White, Medford, Oregon, which contained the following information:

> "Travel over State Highway No. 234 across the Camp White military reservation has been permitted continuously, except when artillery firing was actually going on, at which times range guards were posted on either side of the impact area to stop traffic for safety reasons. In recent weeks there has been no artillery firing and traffic is now moving freely across the area. It is not known when the training program may again call for the use of the range and the exclusion of traffic during firing periods. But no objection is seen to the operation of a survey party along the road this summer, provided that they keep in close contact with this headquarters to receive notice of any change in the training program that might affect their safety."

AND, WHEREAS, inspection of said highway made by the Highway Department disclosed that said highway is in such condition as to make the same unsafe for public traffic, but, because of the fact that the Highway Commission has been unable thus far to obtain from the United States Army definite information with respect to the continuance or renewal of conditions which in the first place brought about the closing of said road, the Highway Commission has been unable to undertake any work looking toward the repair of the surface of said highway; and

WHEREAS, it is the judgment of the Commission that under existing conditions and circumstances the said road should be posted as unsafe for public traffic;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Highway Commission does hereby find and declare that, based upon the advice and report of the State Highway Engineer, the section of the Sams Valley Highway which is within the military reservation known as Camp White is unsafe for public traffic and should therefore be so posted.

2. The State Highway Engineer is hereby ordered and instructed to erect and thereafter maintain at each end of the section of

said highway which was heretofore closed to traffic appropriate signs or boards upon which shall appear in plain and legible letters the following words:

"Road Closed--Military Reservation--Travel beyond this point at own risk--Oregon State Highway Commission".

3. That this resolution be entered in the minutes and records of the Commission and a duly certified copy thereof sent by registered mail to the officer in charge of said camp, a like copy sent to the District Engineer, Public Roads Administration, and a like copy sent to the County Judge of Jackson County.

The Engineer requested instructions whether or not to press the Commission's claim against the Army Engineers for the rental of a pull-type grader which was placed at their disposal during the Central Oregon maneuvers in 1943. The bill, he said, amounts to only $16.56, but the Army refuses to pay it, giving as their understanding that the arrangement was that the Army Engineers would maintain certain roads if the Highway Commission would loan them the equipment with which to do the work. He gave as his thought that there may be some grounds for misunderstanding and suggested, in view thereof, that the Commission approve the cancellation of the claim in order to close the books on the subject. After discussion, Commissioner Schaupp moved that the claim be cancelled. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Engineer reported briefly on the sale of obsolete equipment and scrap materials for which the Commission took bids on September 11, advising that practically all of the high bids received for such material were satisfactory and that he has sold it in conformity with authority granted him by the Commission. The Commission approved the Engineer's action in this matter.

The Commission also confirmed oral authority previously given to the Engineer to take bids in Salem on September 27, 1944, for the purchase of a P & H shovel, being one of the items for which an unsatisfactory bid was received on September 11. The Engineer advised that bids were received as advertised and, as a result thereof, the shovel was sold for an amount $2,150 higher than the high bid received for it on September 11. The Commission by unanimous vote confirmed the oral authority previously given to advertise this sale, and approved the sale of the shovel to the high bidder as reported.

In this connection, the Attorney presented a form of resolution for adoption by the Commission outlining a proposed plan for the receiving, reading and opening of bids at the Salem office of the Commission for sale of personal property in order to avoid loss of time in reading bids for such property at the regular meetings of the Commission. The Commission approved the proposed plan and by unanimous vote adopted a resolution relative thereto, as follows, upon motion by Commissioner Schaupp:

WHEREAS, in connection with the acquisition of real properties, the maintenance of shops, the construction, maintenance and betterment of highways, and the conduct generally of Highway Department business and activities there is acquired and accumulated much personal property which becomes obsolete, worn out, or for other reasons becomes economically unusable by the Highway Department; and

WHEREAS, by the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to dispose of personal property, including equipment and materials which in the opinion of the Highway Commission are no longer needed, required or useful for highway purposes; and

WHEREAS, the law does not fix or prescribe any method or procedure to be followed in the disposition of such personal property but vests in the Commission authority to dispose of such property in such manner as "in the judgment of the Commission will best serve the interests of the State and will most adequately conserve highway funds"; and

WHEREAS, it is the judgment of the Commission that, unless special and particular circumstances warrant some other procedure, all personal property exchanged, sold or otherwise disposed of should be sold, exchanged or disposed of to the highest and best bidder as a result of a call for competitive bids; and

WHEREAS, it is further the judgment of the Commission that the interests of the State in connection with the disposition of personal property can be best served and the time and attention of the Commission kept free for regular business of the Department and for discussion with persons or delegations having business to bring before the Commission if bids for personal property offered for sale are received, opened and read at the Commission's office in Salem, Oregon;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and voting affirmatively, as follows:

1. All peronal property belonging to the State of Oregon, acting by and through its Highway Commission, hereafter offered for sale, exchange or other disposition by the Commission shall be sold to the highest and best bidder as a result of a callfor competitve bids, except as may be otherwise ordered by the Commission.

2. When any personal property is by order of the Commission offered for sale, exchange or other disposition by the Commission a formal call for bids shall be published pursuant to the approved and adopted method, which call shall announce that bids will be received, opened and read at the office of the State Highway Commission in Salem, Oregon, at an hour and on a day fixed in said call.

3. At such time and place all bids received shall be publicly opened and read by the Secretary in the presence of the State Highway Engineer and the Chief Counsel, and thereafter all such bids shall be properly tabulated and submitted to the Highway Commission for consideration and for acceptance or rejection.

4. If the personal property offered in said call for bids involves property acquired in connection with the activities and functions of the Right of Way and Legal Department such tabulation of bids shall be accompanied by a recommendation by the Chief Counsel. Bids involving any other personal property so offered for sale shall be accompanied by the recommendation of the State Highway Engineer.

5. This resolution shall be entered in the minutes and records of the Commission and shall, until rescinded or changed, become the policy and procedure of the Highway Commission with respect to the sale, exchange or other disposition of personal property; provided, however, that the Commission may by special order under special or peculiar circumstances provide a different method or procedure for the sale, exchange or disposition of a specific or particular piece of personal property.

The Engineer reported an offer from Mr. M. G. Summerlin, Coquille, to pay the sum of $15.00 for an old, obsolete tidegate and a short section of corrugated iron pipe which have been stored at Coquille for a long time. He advised that this material is of no value whatsoever for highway purposes and recommended acceptance of the offer. The Commission approved the recommendation unanimously upon motion of Commissioner Schaupp.

A letter was presented from the Inland Navigation Company requesting the privilege of maintaining a radio aerial pole on the Interstate Bridge between Portland and Vancouver to improve radio communication with the company's boats operating on the Upper Columbia River. The Engineer recommended that the request be denied in order to avoid the establishment of a very undesirable precedent. The Attorney concurred in the recommendation. Motion was made by Commissioner Schaupp that the request be denied. The motion was seconded by Commissioner Chessman and carried by unanimous vote.

The Commission discussed the application of the West Coast Telephone Company for a permit to construct a telephone pole line along the west side of the Oregon Coast Highway between the Town of Gardiner and Lake Tahkenitch, in Douglas County. The Engineer advised that the east side of the highway has already been reserved for power line construction so is not available for communication lines in view of the Commission's policy which prohibits more than one pole line on either side of the highway. He also recalled the Commission's policy which prohibits the construction of pole lines on the westerly side of this highway if the facilities interfere with the ocean view. He pointed out that the highway, for the most part, along this section is more than a mile from the ocean and that a heavy stand of timber intervenes so that the scenic view will not be obstructed except for about 1000 feet just north of the Town of Gardiner and at Elbow Lake. He recommended, in view thereof, that the West Coast Telephone Company be permitted to construct its pole line along the

westerly side of the highway for the entire distance except at these two points. The recommendation was approved by the Commission by unanimous vote with the understanding that the action is not to be considered a deviation from its standard policy covering such matters.

The Commission had under discussion the delegation of authority to certain field employees to sign permits in behalf of the Commission covering emergency movements over state highways, involving dimensions and weights in excess of the legal specifications. It was pointed out that the only person now having such authority is the Commission's Secretary who, according to a recent opinion of the Commission's Attorney, cannot delegate it to others. The Engineer suggested that certain field employees be given similar authority in order to expedite the issuance of permits and to avoid delaying movements that are of an emergency nature. The Attorney advised that the Commission can legally grant such authority if it so desires. After discussion, the Commission approved the Engineer's suggestion and thereupon by unanimous vote adopted the following resolution with regard thereto upon motion by Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, pursuant to and within the meaning of Section 115-393, O.C.L.A., the Commission is authorized, after due investigation, to issue permits for the movement over state highways of any vehicle, article, property or thing having a combined weight in excess of that permitted by law or of a size or description not permitted by law upon such terms, rules, stipulations and conditions as the Commission may deem necessary or desirable; and

WHEREAS, in response to instructions given by the Highway Commission, the State Highway Engineer has made or caused to be made an inspection of the highways which constitute the State Highway system and as a result of such investigation said Engineer has determined what in his opinion is the maximum load which each highway can sustain without undue damage thereto, including structures thereon and without unnecessary hazard to the traveling public, and has also determined the overall length of vehicle and load which in his opinion may with safety to the traveling public be permitted to move over the several highways of the State or sections thereof; and

WHEREAS, the data and information obtained as a result of and in connection with such study and inspection of highways, together with the conclusions reached, have been made and are a part of the records and files in the office of the Highway Commission at Salem, Oregon, and are available for appropriate reference and application; and

WHEREAS, it appears that many of the movements for which permits are required are of emergency character requiring action at times when the Commission is not in regular or special session; and

WHEREAS, for the purpose of contributing to the orderly and speedy movement of traffic and materials, some of which are essential

to the war effort, it is the purpose of the Commission to make possible and to provide for the clerical administrative functions incident to the issuance of permits upon conditions and in conformance with requirements and limitations heretofore approved by the Commission; and

WHEREAS, for the accomplishment of such purpose the Commission deemed it advisable to adopt and approve standard forms of permits which may be used when permits are issued pursuant to and within the meaning of the said statute and within the scope and purpose of this resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The forms of permits hereto attached, which for identification purposes are marked Exhibit A and Exhibit B, are hereby approved and adopted as the forms of permits to be used when permits are issued under the provisions of Section 115-393, O.C.L.A., as authorized by this resolution.*

2. When an application is filed for a permit under said law the State Highway Engineer shall examine the same and determine whether or not the equipment as to size, weight, description and overall length and whether or not the particular property, article or thing are such as can with due regard to the preservation of the highway involved and with due regard to the safety of the public be operated or moved over the highway or highways designated or any section thereof. If, as a result of such examination it be found by said Engineer that said movement is within the reach and purpose of this resolution and the terms of said statute, then a permit may be issued as provided herein.

3. Permits issued pursuant to the provisions and within the meaning of this resolution shall be issued in the name of the Commission, using for such purpose the appropriate attached approved form after the necessary and appropriate data and other information has been incorporated therein.

4. Any permit issued as provided herein shall be valid when signed for the Commission by any one of the following state highway employees:

*(The permit forms mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, and are further identified as being permit forms No. 215 and No. 250, and said forms by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

OCT 24 1944

H. B. Glaisyer	Secretary	Salem
W. C. Crews,	Supervisor of Special Permits	Salem
K. D. Lytle,	Division Engineer	Roseburg
Miss Grayce M. Rasche,	Officewoman	Roseburg
Wm. E. Chandler,	Division Engineer	Bend
Miss Marguerite Elder,	Officewoman	Bend
Paul Van Scoy,	Division Engineer	LaGrande
C. D. Cannon,	Office Engineer	LaGrande
F. T. Young,	Acting Division Engineer	Portland
E. E. Stream,	Office Engineer	Portland
J. G. Bromley,	Dist. Maintenance Supt.	Grants Pass
D. J. Sage,	" " "	Coquille
J. D. Walker,	" " "	Burns
V. H. Coffey,	" " "	John Day
H. J. Miller,	" " "	Baker
C. H. Armstrong,	" " "	Pendleton
C. C. Seeley,	" " "	The Dalles
L. V. Koons,	" " "	Astoria
R. M. Smith,	" " "	Corvallis
J. G. Toole,	" " "	Eugene
Tom Edwards,	" " "	Klamath Falls
H. H. Heath	Officeman	Klamath Falls

5. Each permit shall contain an express period of time for which the permit is valid.

6. In addition to the study and investigation already made or caused to be made by the Engineer of state highways and structures thereon, said Engineer shall from time to time make or cause to be made other and repeated inspections of said highways, together with all structures thereon for the purpose and to the end that the physical and structural conditions of the same may be known and the records with respect thereto kept current. The results of such repeated inspections shall be preserved in the files and records of the Commission at Salem, Oregon.

7. A fully completed and executed copy of each permit issued hereunder shall be filed and preserved in the office of the State Highway Commission at Salem, Oregon.

8. This resolution shall be entered in the minutes and records of the Commission as of the twenty-fourth day of October, 1944.

The Commission had under discussion a letter from the Oregon Chapter of the American Institute of Architects offering the services of that organization in the selection of architects to assist in the design of contemplated postwar construction work. The Commission evidenced appreciation of the offer, however, considered that the highway organization is now well equipped with competent men to perform such functions.

The Commission had under discussion the designation of officials who are to represent Oregon at the annual meeting of the American Association of State Highway Officials, in Cincinnati on November 27 to 30, inclusive. The following were authorized to attend such meeting at state expense, subject to approval by Governor Snell: Commissioners A. W. Schaupp and M. R. Chessman; R. H. Baldock, State Highway Engineer; J. M. Devers, Chief Counsel; and one other engineer to be selected by Mr. Baldock.

The oral authority heretofore given Richard Rosecrans, Engineer's Specialist, to attend a conference of engineers in Seattle from October 9 to 14 at state expense, for discussion of tests on suspension bridges was confirmed by the Commission.

The Engineer reported receipt of a suggestion from Mr. Fred C. Inkster, President of the League of Oregon Cities, that both the Highway Commission and the League might receive benefits if a committee were appointed by the directors of the League to work with the Commission in the solution of problems that are of mutual concern and inquiring as to the Commission's reaction thereto. The Engineer gave as his thought that advantages would be gained if such a committee were appointed and recommended approval of the suggestion. The Commission aproved the recommendation subject to the condition that the League's contact with the Commission should be through the State Highway Engineer and the Attorney except when major problems are involved.

The Engineer brought up for discussion a request from the Gilchrist Timber Company for permission to truck-haul logs directly across The Dalles-California Highway in the Town of Crescent. He advised that the company expects to haul loads that are larger and heavier than are allowed by the statutes; that the company's trucks are not licensed, and do not operate under special carrier permit; and that company does not pay a tax on the gasoline that is used in the trucks. He further advised that the company proposes to operate over a public street in the Town of Crescent which is under the jurisdiction of the County Court, and that the company has arranged with the County Court to operate its trucks over such street without the payment of fees and taxes, which is not legal according to a recent opinion of the Commission's Attorney. The Attorney advised that he is conversant with the facts in this case, and, in his opinion, the Commission cannot logically sanction the crossing unless the company complies with the statutory requirements. After considerable discussion, the Commission instructed the Engineer and the Attorney to ascertain whether or not the company is complying with the legal requirements governing their operations, and to tell the company to comply therewith if the investigation reveals that the law is being violated.

In this connection, the Engineer advised that a similar situation exists in connection with proposed operations of the Kinzua Pine Mills Company, directly across the Heppner-Spray Secondary Highway in Wheeler County. He was instructed by the Commission to proceed in this case as in the other.

The Engineer brought to the Commission's attention a dangerous condition that exists along the Wilson River Highway where logs are being removed

from steep hillsides above the highway. He said that falling trees and sliding logs create an unnecessary hazard for highway traffic, which is offered no protection at the present time, and recommended action by the Commission to correct the situation. The Attorney suggested that the company be ordered to protect the public, and, if the order is not obeyed, that the company's operations be entirely stopped by injunction. The Commission approved the suggestion and so ordered. The Attorney was informed that the Commission considers it his duty to take care of such matters automatically without first presenting them to the Commission.

The Commission had under discussion the setting of a date for its next regular meeting and decided unanimously to hold such meeting on Monday afternoon, December 18 and Tuesday, December 19, 1944. The Secretary was instructed to make the usual arrangements to hold this meeting in the Imperial Hotel, Portland.

The Commission also discussed the following items of unfinished business:

1. Request of Douglas County for state assistance in the maintenance of county roads that are being damaged by log hauling, and for designation of the North Umpqua County Road as a state secondary highway. The Engineer advised that his investigations are not yet complete so he is not ready to report at this meeting.

2. Sale of timber in Joaquin Miller State Park near Glennda. Lane County. The Engineer advised that a buyer has not yet been found for this timber. In this connection he reported an inquiry from parties by the name of Winter to purchase "down" timber, snags and a few live trees on the Wolf Creek Highway, a short distance west of the Washington-Tillamook County Line. He said that there are about 150,000 F.B.M. of fallen timber and snags and about 50 live trees that this party wishes to purchase, all situate on an area about ten acres in extent. It was his thought that this would be a good opportunity to get the highway cleaned up and recommended the sale of the timber to the highest bidder therefor, also; that he be authorized to advertise the sale for bids to be received in Salem prior to the next regular meeting of the Commission in accordance with the Commission's new policy. The Commission approved the recommendation.

3. Report on the cost to widen several points on the Coos Bay-Roseburg and Oregon Coast Highways to facilitate truck and trailer movements 60 feet in length. The Engineer advised that investigations reveal that the work on the Coos Bay-Roseburg Highway will cost about $40,000.00 and that on the Coast Highway will cost about $60,000.00, or a total of about $100,000.00 or more. The Commission took no action on this report.

4. Survey to determine ownership of a proposed park at Wallowa Lake. The Engineer advised that the survey will be made in the near future.

5. Status of proposed railroad grade separation project on Dewey Ave., Baker. The Engineer advised that this project was authorized by the former Highway Commission in January 1941 for construction in 1942, and was submitted to the Public Roads Administration for approval. However, such approval was not given at once because the Public Roads Administration did not care to approve it until January of the calendar year in which the money was to be expended. In the meantime the federal funds were "frozen" when the United States became involved in the war with Japan, so it has not been possible to proceed with the construction. He advised that additional right of way will be required which is estimated to cost about $4500, and that construction will cost about $150,000 based on estimated postwar prices. The Commission took no action on this matter.

Thomas H. West, Chairman, Board of County Commissioners, Multnomah County, was present and filed with the Commission a letter stating that Multnomah County will construct a parking space for automobiles adjacent to Skyline Boulevard, for the convenience of people who wish to visit Willamette Stone State Park, if the other conditions governing establishment of this park are satisfied. The Commission accepted the letter as satisfaction of its requirements with respect to this park.

Mr. West also discussed with the Commission the disposal of a pile of scrap material that was deposited on the right of way of US Highway 99W near Capitol Highway Junction in southwest Portland during one of the scrap drives. He advised that the material is of no value for the purpose intended and should be removed, as it is only and "eyesore" where it is, but no one seems willing to assume the responsibility to take it away. He gave as his thought that it would take about a week to clean up the site and suggested that the state might furnish a truck and derrick for this purpose. The Commission instructed the Engineer to discuss the matter with the County Commissioners.

The Commission recessed at 12:00 o'clock noon for luncheon and reconvened at 2:00 p. m. in the same room with the same persons being present and participating.

The Attorney brought up for discussion the Highway Department's claim against Giles Wagner, Mehama, Oregon for rental of a highway department grader which he took without permission and used for private purposes. He advised that the claim, which amounts to $109.00, represents a charge for rental at the standard rate but Mr. Wagner ignores requests for payment. He explained in considerable detail the facts surrounding the case (see correspondence in files for details) and requested instructions whether or not to sue Mr. Wagner for the states losses. After discussion, motion was made by Commissioner Schaupp that the Attorney be authorized to take court action to collect the amount of the claim. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Attorney also brought up for discussion the matter of petitioning the Westland Irrigation District for the exclusion of certain state-owned lands situate within the district boundaries. He advised that the District is retiring some of its outstanding bonds and in doing so has incurred certain expense, a portion of which, $514.69, is chargeable to the Highway Department as owner of lands within the district. He suggested in order to avoid further expense of this nature, that the state lands be excluded from the district, and advised that he has a letter from the district stating its willingness to exclude the state lands if and when the current bill is paid. The Commission decided to take advantage of this offer and thereupon approved payment of the $514.69 now due. Commissioner Schaupp's motion to that effect was seconded by Commissioner Chessman and carried unanimously. The Attorney was instructed to take the necessary legal action to effect the exclusion of the state lands from the district.

The Commission discussed with the Engineer the bids received at the morning session for construction work and sale of property. The Engineer pointed out that the combination bid submitted by the Rogers Construction Company for the Clatskanie Rock Production Project and for surfacing and oiling the Clatskanie Army Works Access Road Project in Columbia and Clatsop Counties, based on the use of tar, at $53,019.00 is the low bid received for these jobs. He recommended award of both contracts to the Rogers Construction Company, when assurance has been received that sufficient federal funds are available to finance the access road job. The Commission approved the recommendation and thereupon referred the bids to the Engineer with authority to award both contracts to the Rogers Construction Company when such information has been furnished.

Discussion of the bids received for the Roseburg Access Road Project on the Pacific Highway and North Umpqua County Road revealed that of Chas. Shannon & Son, Roseburg, to be low at $50,954.00. The Engineer advised that the conditions governing the award of this contract have all been satisfied except that the county and the city have not yet executed the agreement covering the working arrangement. He recommended award of the contract to the low bidder when the agreement has been signed by all parties. The Commission approved the recommendation and referred the bids to the Engineer with authority to award the contract to Chas. Shannon & Son at their bid price when this condition has been satisfied.

In this connection, the Engineer requested instructions relative to awarding the contract for the construction of the bridge over Deer Creek on the Roseburg Access Road Project, bids for which were received by the Commission at its meeting on September 11, 1944. He recalled that the low bid was submitted by Harry I. Hamilton, Eugene, in the amount of $13,871.00, and that this bid was considered satisfactory at the time, but the award of the contract was deferred pending the result of bids received at this meeting for the construction of the grading and paving project. He recommended the award of this contract to the low bidder, Mr. Hamilton, when the city and county have signed the agreement covering this entire project. The Commission approved the recommendation and thereupon referred the bids to the Engineer with authority to award the contract when this condition has been satisfied.

Construction of a concrete pipe to replace an existing timber bridge on Nehalem Avenue in the City of Rockaway. The Engineer advised that only two bids were received for this job, that of Dolan Construction Company, Tillamook, being low at $1,941.00. He recommended award of the contract to the Dolan Construction Company, if the city will concur in the award and will pay the Commission, in advance, the amount called for in the written agreement covering the project. The Commission approved the recommendation subject to the condition that the city shall signify its concurrence in writing.

Sale of triangular tract of land in Block 22, Long and Lander Addition to Cottage Grove. The Engineer advised that only one bid was received for the purchase of this property, being that of the Signal Oil Company of Portland, in the amount of $2,155.00. He recommended acceptance of this offer. The Commission approved the recommendation unanimously.

Sale of tract of land adjacent to the Corvallis-Newport Highway, one mile east of Toledo. The Engineer advised that the Commission received no bids for the purchase of this property. He requested authority to negotiate the private sale of this property, subject to approval of the price by the Commission. The Commission approved the request by unanimous vote.

A letter was presented from County Judge Nelson B. Higgs, Harney County, requesting that an amount of $10,000 be included in the Commission's 1945 budget for improvement to the Princeton-Diamond Secondary Highway. The Engineer was instructed to bring this project to the Commission's attention at the next meeting when it is proposed to discuss the 1945 budget.

The Commission discussed a request from the State Board of Control for engineering assistance in the preparation of plans for a new state office building, which the Board proposes to construct under authority of Chapter 446, Oregon Laws, 1941. The Engineer advised that what the Board wants is a small amount of survey work which would cost about $300, and that the Board would pay this expense when actual construction of the building is authorized. He recommended approval of the request. The Commission approved the recommendation unanimously.

The Attorney reported a proposal offered by the Arch Cape Land Company for the cleaning up of its property adjacent to the Oregon Coast Highway just south of the Arch Cape Tunnel. He advised that the Company has stated its intention to accept the Commission's offer of settlement of the controversy, which includes among other things the removal of debris from some of the company's land, and has offered to have the work done by the company's contractor who is doing similar work on adjacent property, if the state will pay its proportionate share of the costs. The Attorney gave as his thought that the state would save money by accepting the proposition and recommended approval thereof. The Engineer concurred in the recommendation, which was approved by the Commission by unanimous vote.

In the discussion of this matter Commissioner Chessman inquired whether or not the state has received the deed from L. E. Donelson and A. F. Koppisch (D. & K. Lumber Co.) conveying land which the company agreed to give

to the state as part consideration for the purchase of state-owned timber in Short Sand Beach State Park and for the privilege of constructing a logging road across the park. The Attorney advised that the deed has been received but investigation reveals there are delinquent taxes against the property which the company refuses to pay, the company having been dissolved in the meantime. He inquired whether or not the Commission wishes to assume the payment of these taxes. He was instructed to report the amount of the taxes to the Commission at the next meeting when instructions will be given relative thereto.

The Engineer reported the results of investigations for a proposed bridge over the Willamette River on the Eugene-Coburg County Road, construction of which is included in Eugene's postwar highway program. He advised that the proposed site requires the building of a new connection with the Pacific Highway in Eugene that involves, on one location, the acquisition of right of way that will cost about $80,000. A portion of this expense, he said, would be chargeable to the City of Eugene, and a portion to the state if the Pacific Highway were relocated along Mill Creek. He recommended in view of the other obligations that the Commission now has in Eugene, the uncertainty that the city could finance its share, and the fact that an immediate decision is not necessary, that the taking of options for the right of way be deferred. The Commission so ordered.

As a matter of explanation the Engineer advised that the investigations now being made were authorized by the Commission some time ago and are limited to studies of alternate lines for a connecting road between the Pacific Highway in Eugene and the proposed county bridge over the Willamette River on the Eugene-Coburg County Road. He added that the investigations are not complete so he is not prepared to make a definite recommendation on the subject. He was instructed by the Commission to submit a written report when ready.

At 3:00 p. m. Chairman Banfield announced the following awards of contracts and sale of property, bids for which were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote.

"Clatskanie Rock Production Project on the Columbia River and Mist-Clatskanie Highways, in Clatsop and Columbia Counties, and the Clatskanie Army Works Access Road Project in Columbia County. Bids for these projects were received separately and in combination. The tabulation of all bids reveals that the combination bid submitted by Rogers Construction Company, Dayton, Washington, in the amount of $53,019.00, based on the use of tar, is the low bid received. The next low bid for both projects was that submitted by D. F. Whittaker, Seattle, at $56,441, based on the use of aspahlt. There were four higher bids. The bid of Rogers Construction Company is satisfactory to the Commission; however, the award of the contracts has been deferred pending the satisfaction of certain conditions. The Commission has referred the bids to the Engineer with authority to award both contracts to the Rogers Construction Company, the low bidder, when these conditions have been satisfied.

"Roseburg Access Road Project on the Pacific Highway and North Umpqua County Road, Douglas County, involving grading and paving. Charles Shannon and Son, Roseburg, submitted the low bid on this project in the amount of $50,954. The next low and only other bid was that submitted by Salem Sand and Gravel Company of Salem at $53,919.50. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Charles Shannon and Son, when certain conditions have been satisfied."

In this connection Chairman Banfield also announced that the Commission has authorized the Engineer to award the contract for the construction of a timber log bridge over Deer Creek on the Roseburg Access Road Project in Roseburg, bids for which were received by the Commission on September 11, 1944, when the conditions covering the award of the grading and paving project have been satisfied.

"Construction of concrete curb on N. Ninth Street (Klamath Falls) Section of The Dalles-California Highway in Klamath Falls. Angelo A. Doveri, Klamath Falls, submitted the low bid for this project in the amount of $2,574. Tru-Mix Concrete Company, Medford, submitted the next low bid in the amount of $3,217.50. Clifford A Dunn submitted the only other bid in the amount of $4,095. The Commission has awarded this contract to Angelo A. Doveri, the low bidder.

"Replace an existing timber bridge with concrete pipe on Nehalem Avenue in the City of Rockaway. The low bid for this project was submitted by Dolan Construction Company, Tillamook, in the amount of $1,941. The next low and only other bid was that submitted by Vernie Jarl, Gresham, in the amount of $1,974.50. This project was advertised in behalf of the City of Rockaway. The low bid submitted by Dolan Construction Company is satisfactory to the Commission and the contract will be awarded to that company in the event that the City of Rockaway concurs. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder if the Rockaway City Council aproves the award.

"Sale of a tract of land in Cottage Grove. The only bid received by the Commission for the purchase of this property was that submitted by Signal Oil Company, Portland, in the amount of $2,155. The Commission has accepted this offer and has sold the land to the Signal Oil Company at its bid price."

W. H. Lynch, District Engineer, Public Roads Administration, who was present suggested a conference sometime during November among the Highway Commission, the Public Roads Administration and the U. S. Forest Service to arrange a program for forest highway funds that may become available next year. The Commission agreed to such conference but left it with the State Highway Engineer to arrange a definite meeting date sometime between the 13th and 16th of November.

Mr. Lynch also brought up for discussion the matter of constructing the two units of the Pacific Highway, viz, Steiwer Hill-Albany Section and the Coyote Creek-Grave Creek Section, which were disallowed by the War Production Board sometime ago on the grounds that there was insufficient labor and materials available for the work. He suggested that the Commission renew its application for such projects in view of improved conditions. The Commission instructed the State Highway Engineer to file the necessary papers with Mr. Lynch.

The Commission had under discussion the construction of the North Santiam Highway between Mill City and Detroit. The Engineer recalled the three-party agreement executed by the former Highway Commission, providing for this improvement, in connection with which the state is obligated to pay $100,000 annually until the obligation has been paid in full. It now appears, he said, that the War Department wants to expedite this project and has made inquiry whether or not the State would be willing to increase the annual payments to $300,000. The matter was discussed briefly, but action was deferred pending study.

The Commission approved and signed agreements, etc., as follow:

Petition directed to the Secretary of the Interior, Washington, D. C., requesting the withdrawal from public entry of certain lands situate adjacent to the John Day Highway in Grant County, and title thereto vested in the State of Oregon as a state park.

Petition directed to the Secretary of the Interior, Washington, D. C., requesting the appraisal of certain lands heretofore leased in The Cove State Park and value fixed so the sale to the state may be completed.

Petition for the exclusion of certain lands from Klamath Irrigation District.

Agreement with Verne A. Nelson and wife, disposing of their claim for damages arising out of the flooding of their property adjacent to the Pacific Highway West, Multnomah County, said property being known as the Englewood Motel at 10727 S. W. Pacific Highway, approximately Mile Post 5.0.

Rental agreement with Dewey E. Peterson, whereby the State rents to the Petersons a portion of the property acquired from Hudson D. Reeves and wife as right of way for a proposed revision in the Pacific Highway East, Marion County.

Bargain and sale deed conveying unto Jesse C. Plankinton and wife 0.4 acre of land situate adjacent to the Oregon Coast Highway in Lot 2, Section 2, Township 14 South, Range 12 West, W.M. Lincoln County.

Bargain and sale deed conveying unto M. F. Fry and Rozella Stalnaker 1.86 acres of land situate in the NE¼ of the SE¼ of the NE¼ of Section 33, Township 6 North, Range 35 East, W. M. Umatilla County.

Rental agreement with J. M. Gallaway, whereby Mr. Gallaway leases property acquired by the State from Jurgen Lafrentz and wife, in Lots 3 and 4, Block 54 of the recorded plat of North Plains, Washington County; said property lying southerly from the right of way boundary of the Wolf Creek Highway.

Agreement with William J. Donovan and wife, disposing of a right of way controversy.

Release terminating the insurance policy covering snow removal operations along the Upper Columbia River Highway. (New policy purchased)

Agreement with J. S. Fenwick and wife, disposing of a controversy concerning Mr. Fenwick's irrigation system, which was affected by the reconstruction of the I. O. N. Highway, Malheur County.

The meeting adjourned at 3:20 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

OCT 24 1944

Portland, Oregon, November 14, 1944

The State Highway Commission convened in regular session at 9:30 a.m. in the Rainbow Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp arrived at 10:30 a.m.

The Engineer brought up for discussion a plan to improve the Schmeer County Road connection with U. S. Highway 99W (Denver Avenue), North Portland. He explained that this matter comes up at this time as a result of request from a Mr. Roy Anderson who is constructing a store building close to the intersection and wants permission to cut the concrete curb in front of the premises for the convenience of his patrons. The Engineer stated that this is a very dangerous intersection on account of the heavy travel along Denver Avenue and the impaired sight distance prevalent here; also that in his estimation the danger would be greatly increased if vehicular traffic were allowed to leave and enter the highway at this point. He pointed out that the Commission has tentative plans to widen Denver Avenue south of the Vanport undercrossing to connect with the Schmeer Road, which, when completed, will eliminate to a large extent the existing dangerous conditions inasmuch as traffic could then have access to Mr. Anderson's premises by means of a third lane. He estimated the cost to widen the highway between Schmeer Road and the present widened section near the Vanport City underpass at approximately $7,000.00 and suggested that now would be a good time to do the work before Mr. Anderson completes construction of his store building. He also pointed out that it would be necessary to acquire extra right of way about 25 feet wide for a distance of about 500 feet between these points. The Attorney advised that the property owner is entitled to a reasonable entrance to the highway from his property and in his opinion the Highway Commission could not refuse to let him have such entrance. The Commission discussed the matter at considerable length and as a result thereof authorized the Engineer to complete the survey and to advertise the project for bids when the right of way has been acquired. The Attorney was authorized to secure options for the right of way.

The Engineer discussed briefly with the Commission matters concerning which delegations are scheduled to appear before the Commission at this meeting, viz., programing of forest highway funds that were "frozen" when war was declared in 1941, and matters concerning the truck-hauling of logs over state highways. Action on these matters was deferred by the Commission until the delegations appeared.

The Attorney brought up for discussion a proposed settlement with the Westland Irrigation District for the purchase of a quarry site in Umatilla County.

He advised that the tract containes 13 acres situate adjacent to the Boardman-Stanfield Highway; also, that the Irrigation District refused to accept the Commission's offer to purchase the property so it was necessary to file condemnation proceedings, but the case has not as yet come to trial. He further advised that the District has now stated a willingness to accept the sum of $850.00 for the property, which is about $100.00 more than the amount of his offer, and recommended settlement on such basis, in view of the fact that such sum is less than the amount at which the property was recently appraised by two competent appraisers. The Commission approved the recommendation unanimously.

The Attorney also brought up for discussion the matter of leasing about 30 acres of land in Cape Arago State Park, Coos County. He advised that the tract is suitable for the growing of bulbs and that the State Parks Superintendent has received an offer of $25.00 per acre per year for a five-year lease of the property but questions the advisability of accepting the offer, in view of the fact that others in the same vicinity are paying as much as $80.00 per acre for similar land. The Commission decided that the rental rate should be established by competitive bidding and thereupon ordered that the lease of the land be advertised for bids to be received at the next meeting.

At 10:30 a.m. the Commission conferred with representatives of the Public Roads Administration and U. S. Forest Service with regard to the programing of forest highway funds which were "frozen" when the United States entered the war. The Public Roads Administration was represented by W. H. Lynch, District Engineer, H. J. Andrews, Senior Highway Engineer, and H. D. Farmer, Senior Highway Engineer. The U. S. Forest Service was represented by James Frankland, Acting Regional Forester. Mr. Lynch headed the group. He advised that cash in the amount of $1,386,000 is available to finance such a program and presented for the Commission's consideration a list of projects proposed therefor. After careful consideration of each individual project, mutual agreement was reached with respect to a sufficient number of projects to take up the funds available. The following letter directed to the Chief, Forest Service, and to the Commissioner of Public Roads, Washington, D. C., was thereupon signed by all parties concerned.

November 14, 1944

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Gentlemen:

A conference attended by representatives of the Oregon State Highway Commission, the Forest Service and the Public Roads Administration has agreed to recommend the following Forest Highway Program for the State of Oregon to be financed from funds authorized for the fiscal years 1942 and 1943.

Funds available (Balance in the State contingent)..... $1,386,000
Less Administration and Equipment (Approximately 10% of unapporopriated cash)..... 154,800

Cash available for program..... $1,231.200

In addition there are a number of projects cited in the following tabulation which were previously financed and approved by the Secretary for the fiscal year of 1941 or 1942 but which were never constructed. Most of these projects are carried herein for the purpose of recommending the necessary increases or decreases to adjust the funds to current estimates to construct.

LIST OF PROJECTS:

No.	Project	Probable Cost	Remaining In Present Authorization	New Funds Increases & Decreases	Remarks
3-B1	Oregon Coast Highway Grad., Surf. & Bit.Surf. Length: 2.0 miles	$160,000		$160,000	Schooner Creek to Siletz River
3-B2	Oregon Coast Highway Bridges Length: .09 mile	115,000		115,000	Schooner Creek & Drift Cr. Brs.
10-D1, E	Oregon Coast Highway Grad., Surf. & Bit.Surf. Length: 2.32 miles	405,000	$170,000	235,000	Port Orford Rocky Point
21-M	Willamette Highway Surf., and Bit. Surf. Length: 4.6 miles	105,000	87,800	17,200	Odell Lake Sec.
23-H3 I3,J2 K4,L3	Santiam Highway Surf. & Bit. Surf. Length: 15.5 miles	215,000		215,000	No.Santiam Jct.West
23-G5 H3,I3	Santiam Highway Surf. & Bit. Surf. Length: 12.2 miles		160,000	-160,000	to be cancelled.Replaced by proj. above.
23-K4, L3	Santiam Highway Slide Correction		45,000	-45,000	Cancel.Use funds to finance surfacing
25-A7	Mt. Hood Highway Bridge, Grading, Surfacing and Bit. Surfacing Length: 2.6 miles	295,000		295,000	Forest Bdry. Rhododendron Twin and Mile Bridges

NOV 14 1944

No.	Project	Probable Cost	Remaining In Present Authorization	New Funds Increases & Decreases	Remarks
27-A1	Ochoco Highway Grading and Bridge Length: 6 miles	$300,000		$300,000	End of State Construction-East.
30-A3, E1	Klamath Falls-Lakeview Highway, Grad.,Surf. and Bit. Surfacing Length: 5.2 miles	150,000	(F.H. 33,000) (Coop.23,000)	94,000	Completion Quartz Mt. East
36-A2	John Day Highway Surf. & Bit. Surf. Length: 5.2 miles	125,000	190,000	-65,000	Dad's Creek Dixie Summit
42-A1	Warm Springs Highway Grading Length: 6.9 miles	230,000	160,000	70,000	Wapinitia Hwy.-Forest Bdry.
	Total	2,100,000	FH 845,800	1,231,200	

OREGON COAST HIGHWAY

Grading, Surfacing and Bituminous Surfacing, Project 3-B1
Length: 2 miles

Bridges, Project 3-B2
Length: .09 mile

This project is divided into two contracts. One consists of the reconstruction of two existing untreated timber bridges over Drift Creek and Schooner Creek which have now reached the end of their useful life and must be replaced. The second contract provides for the necessary aproach grading, surfacing and bituminous surfacing from a point near Schooner Creek to the Siletz River.

Grading, Surfacing and Bituminous Surfacing, Project 10-D1,E
Length: 2.319 miles

A shorter section of this same project was approved for construction in the 1941 program but was never let to contract because of the developing war conditions. The project is now extended to include the reconstruction of some very bad alignment on the existing road and to connect with somewhat better existing construction at Rocky Point. The proposed work lies both to the north and south of the Hubbard Creek Bridge which was reconstructed in 1941 and 1942 as Forest Highway Project 10-D2. This structure is not useable until the work now recommended is completed.

WILLAMETTE HIGHWAY

Surfacing and Bituminous Surfacing, Project 21-M
Length: 4.568 miles

This project was approved in the fiscal year 1941 program, was let to contract and was cancelled before any actual construction began. It involves the surfacing of a section previously stabilized with pit run gravel which now requires a standard surfacing to make it suitable for travel. It is on one of the more important state highways.

SANTIAM HIGHWAY

Surfacing and Bituminous Surfacing, Project 23-G5,H3,I3 -- TO BE CANCELLED
Length: 12.2 miles

This project was approved in the fiscal year 1942 program but was never started due to war conditions. Several changes are now desirable which are incorporated in a new project hereinafter recommended. It is, therefore, recommended that the old project be cancelled.

Slide Correction, Project 23-K4,L3 -- TO BE CANCELLED

This project, approved in the fiscal year 1943 program was deferred in order to conduct further investigations. Since an adequate detour is available, it is recommended that the corrective work be postponed until after the war and the project cancelled to make the funds available for other work.

Surfacing and Bituminous Surfacing, Project 23-H3,I3,J2,K4,L3
Length: 15.5 miles

This project involves the surfacing and bituminous surfacing from the junction with the North Santiam Highway westerly to an existing bituminous surfaced section of the road constructed by the State. It involves the bituminous surfacing of Project 23-I2,J1,K3,L2 let to contract to the E. C. Hall Company in 1941 which was cancelled by Change Order No. 2 approved March 2, 1943, after having completed the surfacing and production of aggregates.

MT. HOOD HIGHWAY

Grading, Surfacing, Bit. Surfacing and Bridges, Project 25-A7
Length: 2.6 miles

This project involves the reconstruction of four bridges, namely Zig Zag, Mile Bridge and Twin Bridges, one of which is an untreated wooden structure in very poor condition and the others are of reinforced concrete but so narrow as to be extremely hazardous. There is also involved the reconstruction of the approaches to the several bridges and a relocation between the Forest Boundary and Rhododendron to eliminate some very poor alignment on the existing road. The relocation will eliminate the necessity of

reconstructing the Still Creek Bridge by crossing Zig Zag River below the confluence of the two streams.

OCHOCO HIGHWAY

Grading and Bridges, Project 27-A1
Length: 6 miles

The funds here recommended will continue a program of reconstruction on this cross-state route which, outside of the National Forest, has already been improved with Federal Aid funds (F.A. Project 175). The improvement of this section will open up a body of merchantable timber much needed in the war effort. It is the initial project in a long needed program of reconstruction of the present low standard road.

KLAMATH FALLS-LAKEVIEW HIGHWAY

Grading, Surfacing and Bituminous Surfacing, Project 30-A3,E1
Length: 5.236 miles

The funds recommended for this project are planned to complete the work initiated under Project 30-A2,E which was discontinued in 1943 due to war conditions. The contract is now in process of cancellation which when accomplished will leave approximately $33,000 of previously approved Forest Highway funds and $23,000 of cooperative funds to partially finance the proposed project. It is recommended that in addition to the new funds cited in the tabulation the balances above-mentioned be approved to assist in financing the project.

JOHN DAY HIGHWAY

Surfacing and Bituminous Surfacing, Project 36-A2
Length: 5.2 miles

Funds recommended are to finance a surfacing and bituminous surfacing project on sections of the road graded from Forest Highway, State and Federal Aid funds in the years just prior to the War. The surfacing on the present low standard road has deteriorated to such a degree that reinforcement is necessary and it is now proposed to place the metal on the newly constructed roadbed. A longer project having the same designation was approved in the fiscal year 1942 program for $190,000. The State has improved a short section of it and the balance at a reduced cost is recommended in this program.

WARM SPRINGS HIGHWAY

Grading, Project 42-A1
Length: 6.9 miles

This project was cleared in 1941 and 42 as Forest Highway Project 42-A. It is now proposed to finance the grading which will connect the Wapinitia Forest Highway and a section of improved road inside of the Indian Reservation previously improved with Public Lands funds.

Very truly yours,

NOV 14 1944

The Assistant Attorney requested authority to purchase certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with offers that he recommended in connection with each parcel. After careful consideration the Commission approved the purchase of the properties listed at the prices recommended and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

GARDNER RANCH-BERGER RANCH SECTION, WOLF CREEK HIGHWAY

6510-	Berger, Elise, Ernest Berger and Henry Berger Right of Way	10.3 acres *LUMP SUM SETTLEMENT	$4,250.00	Collins

MILTON-STATE LINE SECTION, OREGON-WASHINGTON HIGHWAY

10553-A	Markham, Octavia L. Right of Way	1,829 sq. ft. at 2¢	$ 36.58	Cozad
10551-A	Homan, Edward James Right of Way	1,811 sq.ft. at 2¢ cherry trees-3 at $15.00	36.22 45.00 81.22	Cozad

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

10825-	Green, Margaret E. et al Right of Way	2.20 acres at $150.00 Cost of moving garage	$ 330.00 100.00 $ 430.00	Witt

NOV 14 1944

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY EAST

11052- Fisher, Floyd E.	21.57 acres at $100.00	$2,157.00		
Right of Way	406 rods fence at $1.50	609.00		
	Anchor posts, gates, maintenance new fence, waiver access, advertising signs, severance damages,	2,626.50	Benson	
		$5,392.50	Parker	
10647-A McCourt, Estate James	.89 acre at $150.00	133.50	Benson	
Right of Way	waiver access, advertising, etc.		Parker	
10648-A Truax, H.B. and G. R.	1.44 acres at $150.00	216.00		
Right of Way	6 cherry trees, $10 each	60.00		
	waiver access, advertising, etc.		Benson	
		276.00	Parker	
10645-A Burkhart, John G.	0.44 acre at $100.00	44.00		
Right of Way	waiver access, advertising, etc.	56.00	Benson	
		100.00	Parker	
11045- Meeker, Olive A.	7.78 acres at $100.00	778.00		
Right of Way	9.94 acres at $50.00	497.00		
	2.34 acres at $25.00	58.50		
	fencing, posts, gates, waiver of access, advertising signs, damage severance, maintenance new fence, compromise	1,566.50	Benson	
		$2,900.00	Parker	
	State to pay for any growing crop at time of actual construction			

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

11531- Clatsop County			
Overhead traffic direction signs Easement	10 foot encroachment easement for double guy wires supporting signs	00.00	Landon
11532- U. S. Government (Bonneville Power Adm)			
Overhead traffic direction signs Easement	5 foot encroachment easement for double guy wires supporting signs	00.00	Landon

OREGON CITY-MULINO SECTION, CASCADE HIGHWAY

11534- Davies, Mary, Sara & G. B.			
Stock Pile	1.0 acre at $150.00	$ 150.00	
	27 rods fence at $1.50 rod	40.50	
		190.50	McChesney

NOV 14 1944

CITY OF BAKER SECTION, OLD OREGON TRAIL

11525- City of Baker Right of Way	0.29 acre		$00.00	Van Scoy

YOUNG'S BAY SECTION, OREGON COAST HIGHWAY

11539- Hobson, Estate Anna K. and George Colbert, and Joseph Hobson	8,500 sq.ft. at 7¢		$595.00	Landon

MARSHFIELD-COQUILLE SECTION, OREGON COAST HIGHWAY

11502- City of Marshfield Right of Way	3.47 acres		$00.00	Benson

SUNSET TUNNEL-BUXTON SECTION, WOLF CREEK HIGHWAY

5234-A Sullivan, F. J. and Bessie M. Drain Tunnel	1.35 acres	LUMP SUM	$ 25.00	Collins

---

The Assistant Attorney brought up for discussion and requested instructions relative to the issuance of permits during the calendar year 1945 for the use of state-owned land, such as unused right of way and excess property acquired in connection with right of way transactions. He advised that it has been the practice for several years past to rent these properties on an annual basis until they are needed for state highway purposes and suggested that the practice be continued, at least during the year 1945. The Commission approved the suggestion by unanimous vote.

The Commission had under discussion the sale of a parcel of state-owned land at Grants Pass, to Mr. G. W. McLean. The Assistant Attorney advised that this tract contains only one-fifteenth of an acre and that Mr. McLean has offered to pay $275 for the same with complete restriction as to access to the state highway on which it fronts. He recommended acceptance of this offer. The Engineer concurred in the recommendation stating that the land is not needed for highway purposes. The Commission voted unanimously to sell the property to Mr. McLean for the amount which he offered.

The Attorney presented a form of revocable license prepared by the Army Engineers covering the storage of some 600 cubic yards of road building material now stock piled on a site formerly owned by the state but now contained in the Camp White Military Reservation. He advised that the United States acquired this tract by eminent domain but refused to pay for the removal of the material located thereon; also, that it is necessary to leave the material where it is because state forces and equipment are not available to move it. The license now before the Commission for approval, he said, simply covers the storage of this state-owned material on the Government's property

without liability on the part of the United States or its agency. He recommended acceptance of the permit. The Engineer concurred. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution authorizing the Attorney to sign the acceptance of the permit on behalf of the Commission.

WHEREAS, in connection with Camp White Cantonment and reservation the United States acquired from the State of Oregon by eminent domain a tract of land owned by the State and referred to in said condemnation proceeding as Tract No. 254, Camp White Military Reservation; and

WHEREAS, at the time said tract was appropriated by the United States, the State Highway Commission had stockpiled thereon a quantity of roadbuilding materials which it was impossible to move; and

WHEREAS, there is still stockpiled on said Tract No. 254 approximately six hundred cubic yards of roadbuilding materials which are needed by the State, but which because of shortage of manpower and equipment the Highway Commission cannot move and store elsewhere at this time; and

WHEREAS, the United States has tendered to the State of Oregon, by and through its State Highway Commission, a revocable license to permit said materials to remain on said tract but without liability on the part of the United States or its agencies; and

WHEREAS, it is the judgment of the Commission that said offer of revocable license should be accepted;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission that J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, be and he hereby is authorized to sign for the Commission acceptance of said revocable permit or license.

BE IT FURTHER RESOLVED that this resolution be entered in the minutes and records of the Commission as of November 14, 1944, and a duly certified copy thereof attached to the said revocable license for delivery to Colonel John R. Young, F. A., Commanding Officer, Army Service Forces, Ninth Service Command, Headquarters, Camp White, Oregon, with appropriate acceptance noted thereon.

The Engineer presented the following statement showing the cost of truck inspection and weighing by state weighmasters as compared with revenues received from fines imposed by Justices of Peace for traffic law violations, covering the years 1940 to 1944, inclusive.

	1940	1941	1942	1943	1944*
Truck Inspection Costs	-----	$16,642	$44,203	$52,200	$64,150
Revenue - Traffic Violations	$30,292	$41,145	$47,054	$54,690	$80,000

*Estimated from reports to September 30, 1944

The Commission took no action on this report.

The Engineer also reported on his investigation of the Commission's agreement with Polk County covering the maintenance of county roads in the vicinity of Independence, as instructed by the Commission at the previous meeting. He advised that according to the provisions of the agreement the state is obligated to maintain the roads at state expense for the duration of the present war and six months thereafter. (See Miscellaneous Contract and Agreement #669) The Commission took no action in this matter.

The Engineer reported the award of the following contracts in conformity with authority previously granted him by the Commission, the conditions of the awards having been satisfied.

Roseburg Access Road Project on the Pacific Highway and North Umpqua County Road, in Douglas County. Bids received October 24, 1944. Contract awarded to Charles Shannon & Sons, low bidder, on October 26, 1944.

Deer Creek Bridge on the Roseburg Access Road Project, in Roseburg. Bids received September 11, 1944. Contract awarded to Harry I. Hamilton Company, low bidder, on October 26, 1944.

Construction of a 48-inch concrete pile culvert on Nehalem Avenue, City of Rockaway, Tillamook County. Bids received October 24, 1944. Contract awarded to Dolan Construction Company, the low bidder, on November 3, 1944.

Clatskanie Rock Production Project on the Columbia River and Mist-Clatskanie Highways in Clatsop and Columbia Counties. Bids received October 24, 1944. Contract awarded to Rogers Construction Company, low combination bidder, on November 3, 1944.

Clatskanie Army Works Access Road Project on County Roads, in Columbia County. Bids received October 24, 1944. Contract awarded to Rogers Construction Company, low combination bidder, on November 3, 1944.

The Commission by unanimous vote confirmed the award of these contracts as reported.

The Commission discussed a petition from users of the Weston-Elgin Secondary Highway requesting that this highway be kept free of snow and open for travel during the coming winter season. The Engineer pointed out the

scarcity of manpower and snow-fighting equipment; also, the fact that former Highway Commissions have never attempted to keep this road open during the winter months throughout its entire length because of the expense involved. After discussion the Commission ordered that every reasonable effort be made to keep the road open and if it appears that this cannot be done, then that the facts be reported to the Commission for further instructions.

In this connection the Engineer reported that snow conditions on the Mt. Hood Highway between Wapinitia Junction and Parkdale have become so bad that immediate closure of this road is required. He advised that the road does not carry much travel at this time of the year and requested authority to close it at once and to erect barricades. He requested similar authority with respect to the McKenzie Highway. The request was granted by the Commission by unanimous vote.

The Commission had under discussion the following requests for extensions of time within which to complete highway construction contracts:

Peter Kiewit Son's Company, Contract #2642 for grading, surfacing, and oiling the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and Dallas-Kings Valley Secondary State Highway, in Polk County, requested an extension of time from July 31 to October 10, 1944, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: Difficulties in obtaining labor and equipment required for the job due to war-time conditions, unsuitable weather in the spring of 1944 which handicapped grading operations, and shut-down of the work during the winter months as ordered by the Engineer. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He further stated that the traveling public was not materially inconvenienced by the delay because the road for the most part is on new alignment. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Rogers Construction Company, Contract #2668 for re-grading surfacing, and oiling the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County requested an extension of time of 60 days, from September 30 to November 30,1944, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions, bad condition of the highway which delayed delivering the road equipment to the job, and the necessity to revise their operating schedule because of the insufficiency of suitable rock from a designated quarry. The Engineer advised that the reasons given by the contractor for failure to complete the contract within the specified time limit are substantially correct. He recommended in view thereof that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Adminis-

tration concurring therein. The Commission approved the recommendation unanimously.

Rogers Construction Company, Contract #2669 for grade widening, surfacing, and oiling the Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway in Malheur County, requested an extension of time of 60 days, from September 30 to November 30, 1944, within which to complete this job. They attributed their failure to complete the project within the specified time limit to bad road conditions which made it difficult to move in equipment, adverse weather, difficulties attributable to war-time conditions, and a change in the specifications necessitated by insufficiency of rock available from one of the quarries. The Engineer advised that the reasons given by the contractor for failure to comolete the project within the soecified time limit are substantially correct. He recommended that the extension of time requested be granted without penalty A letter was oresented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Northwest Development Company, Contract #2673 for rock production on the Medical Springs Section of the Medical Springs Secondary Highway in Baker and Union Counties, requested an extension of time of forty days from August 31 to October 11, 1944, within which to complete this job. They gave no reason for failure to complete the project within the specified time limit. The Engineer advised that the contractor had considerable trouble in operating its plant due largely to unfamiliarity with this type of work and poor crushing equipment. Also, that the contractor experienced trouble with the pit operations because of a great excess amount of fine material. The delay in completing the project, he said, did not inconvenience the public nor the state's oiling program. Moreover, the engineering costs for supervision were not increased because the engineers were engaged on other work in the vicinity at the same time. He recommended in view of the circumstances that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

M. C. Lininger & Sons, Contract #2685 for rock production on the Klamath Falls-Lakeview and Fremont Highways in Lake County requested an extension of time from September 30, 1944, to May 1, 1945, within which to complete this contract. They gave no reasons for their failure to complete the project within the specified time limit. The Engineer advised that the main reason for the contractor's failure to complete the project within the specified time limit was the lateness in starting the job due to the necessity to complete another job for the state on the Central Oregon Highway. The overrun of time limit, he said, will not inconvenience Highway Department oiling operations next season; neither will it increase the costs of engineering supervision. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

J. F. Johnston, Contract #2689, for repairing the bridge over the Wilson River on the Wilson River Highway in Tillamook County, requested an extension of time of twenty-one days, from September 30, to October 21, 1944, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing labor and materials. The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct, he being unable to obtain the necessary lumber because of competition with the Army and Navy which had higher priority for such material. He recommended that the extension of time requested by the contractor be granted without penalty. The Commission approved the recommendation.

A. H. Barbour & Son, Contract #2693, for painting the bridge over Coos Bay on the Oregon Coast Highway, in Coos County requested an extension of time of twenty-six days, from September 30 to October 26, 1944, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that the contractor had a sufficient number of men on the job all of the time to have completed the work within the specified time limit had weather conditions been suitable, which they were not. He recommended in view of the circumstances that the extension of time requested be granted without penalty. The Commission approved the recommendation.

The Engineer reported that Contracts Nos. 2663, 2673, 2689, 2693, and 2695 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission.

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2663, with D. C. and A. L. Williams, for furnishing crushed rock in stockpiles on the Metolius-Redmond Section of The Dalles-California Highway in Deschutes and Jefferson Counties; completed on September 21, 1944.

Contract No. 2673, with the Northwest Development Co., for furnishing crushed materials in stockpiles on the Medical Springs Section of the Medical Springs Secondary Highway in Baker and Union Counties; completed on October 11, 1944.

Contract No. 2689, with J. F. Johnston, for repairs to Wilson River Bridge on the Wilson River Highway in Tillamook County; completed October 20, 1944.

Contract No. 2693, with A. H. Barbour & Son, for painting the Coos Bay Bridge; completed on October 26, 1944.

Contract No. 2695, with Johnston Painting Company, for painting Milwaukie Division Headquarters Building; completed on October 31, 1944.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission by unanimous vote confirmed the oral authority given the Engineer on November 4, 1944, to purchase from the Federal Government an Adams road grader for the sum of $250.

A letter was presented from Mr. Lewis A. McArthur, President, Oregon Historical Society suggesting the appointment by the Highway Commission of someone to represent the Commission on the Society's Committee on memorials. It was Mr. McArthur's thought that this committee would serve the Highway Commission satisfactorily in passing on historical monuments etc., and would eliminate the necessity of the Commission appointing a special committee for this purpose. After discussion Commissioner Chessman moved adoption of Mr. McArthur's suggestion and that Mr. H. G. Smith, Construction Engineer, be selected to serve on this committee. The motion was seconded by Commissioner Schaupp and carried unanimously. The Engineer was instructed to convey such information to Mr. McArthur and to ask him to furnish the Commission with the names of the other members of the committee.

The Commission discussed a letter from The Dalles Chamber of Commerce requesting adoption of the Trans-Columbia River Interstate Bridge report, and the design and construction of the proposed bridge in The Dalles at the earliest possible time. The Commission took no action on this matter due to the fact that the report is still being studied and the Commission is not yet ready to pass on it.

A letter was presented from W. McDaniels, Klamath Falls, requesting permission to move a house, thirty feet by thirty-six feet in dimension, over The Dalles-California Highway for a distance of about 500 feet, about three-quarters of a mile south of Fort Klamath Junction. Mr. McDaniels estimates that it will not take longer than fifteen minutes to move this building on the state highway, and states a willingness to comply with all of the rules and regulations that the Commission sees fit to specify with respect to this movement. As a result of discussion, motion was made by Commissioner Schaupp that the permit be granted. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Secretary presented an application from The Texas Company for permission to drill test holes on certain state highways in connection with the company's investigations for oil. The Attorney advised that the company is now prospecting for oil on county roads in the vicinity of Newberg and wishes to extend the operations to the state highways in that vicinity. He explained that the drilling consists of test holes about sixty feet deep into which is placed a small charge of powder; the powder is exploded and the results of the concussion recorded on a seismograph recorder for the information of the company scientists in determining the possibilities of oil in that locality. The Engineer gave as his thought that it would be satisfactory to grant the company's request if the work is properly handled and highway traffic properly protected. After considerable discussion, the Commission approved the company's request subject to the condition that the company will furnish public liability and property damage insurance in sufficient amounts to protect the public, and that the operations are limited to only one section of highway at a time. The first operation is to be considered as an experiment to determine whether or not to extend the privilege to other highways. The matter was referred to the Attorney to prepare the permit, the Engineer to furnish the details.

The Engineer brought up for discussion the matter of designating a portion of Front Avenue, Medford, as a route of the Pacific Highway. He recalled that the former Highway Commission, in order to relieve the congestion of traffic on Riverside Avenue, the original route of the Pacific Highway through Medford, designated this street as a one-way traffic route for north bound travel and routed south bound highway traffic along Central Avenue. Such routing, he said, was approved by the Medford City Council and apparently was satisfactory from all standpoints except that business interests along Central Avenue objected to the noise created by trucks operating on that street. In order to eliminate this objection, he added, the City Council adopted an ordinance routing trucks along Front Avenue from Fourth Street to Eleventh Street which seemed to satisfy the businessmen but not the interstate truckers who allege that the routing jeopardizes their I.C.C. permits under which they are required to operate over the Pacific Highway, and Front Avenue has not been so designated. In order to overcome this difficulty, the Engineer suggested that the Highway Commission might designate this section of Front Avenue as a route for the Pacific Highway. If that were done, he said, the state would have to maintain the few blocks concerned and construct diagonal connections to Central Avenue which would not be very costly. The matter was discussed at considerable length, but action thereon was deferred by the Commission pending receipt of formal application from the City for such routing. The Engineer was instructed to secure such application in writing.

The Commission had under discussion the abandonment of the old right of way of the Willamette Highway between Goshen and Pleasant Hill where the highway has been reconstructed on permanent alignment. The Engineer advised that the old road for the most part is of no value for state highway purposes and recommended that it be turned over to Lane County for future maintenance as a county road if the County wants it. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Schaupp which was seconded by Commissioner Chessman.

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to and did relocate a portion of the Willamette Highway in Lane County, Oregon; and

WHEREAS, by reason of said relocation and the construction of a highway thereover there were eliminated and made unnecessary as parts of the permanent highway right of way of said highway certain sections which are more particularly defined and described hereinafter in this resolution and are shown on the map attached hereto; and

WHEREAS, there were also eliminated certain sections of said highway which will no longer be within the highway right of way proper but ownership and possession of which are retained by the State and which are more particularly defined and described hereinafter in this resolution and are shown on the map attached hereto; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to abandon as parts of said highway the segments or sections hereinafter designated; and

WHEREAS, it appears that some segments or sections of said highway which are eliminated as parts of said new location must be maintained as a public road for the service of people residing thereon, and other parts retained by the State for public use; and

WHEREAS, the County Court of Lane County has indicated a willingness to take over the said sections or segments needed for local use and maintain the same as a county road for the service of people living thereon;

NOW, THEREFORE, the premises being in general as stated above, it hereby is resolved by this Commission, all members being present and voting affirmatively as follows:

1. That the segments or parcels of land confined within the areas hereinafter described, which segments or parcels of highway right of way were formerly parts of the Willamette Highway but by reason of the relocation of said highway are no longer parts thereof, be and said segments or parcels hereby are abandoned as parts of the said Willamette Highway, and said segments or parcels hereby are permitted to revert to the status of a county road under the jurisdiction of the County Court of Lane County, Oregon. The segments or parcels of said highway right of way hereby eliminated as parts of the Willamette Highway and which hereafter shall be under the jurisdiction of the County Court of Lane County are described as follows, to wit:

All those certain parts of the old right of way of the Goshen-Pleasant Hill Section of the Willamette Highway lying on each side of the right of way required for the reconstructed Willamette Highway which lie between Highway Engineer's Station 75+20 and Highway Engineer's Station 86+45 on the easterly side of the reconstructed center line, and also between Highway Engineer's Station 87+20 and the east line of Section 30, Township 18 South, Range 2 West, W.M., on the southwesterly side of the reconstructed center line, and also between Highway Engineer's Station 202+50 and Highway Engineer's Station 240+10, on the northeasterly side of the said center line of said highway.

2. The following described parcel of land formerly within the right of way of said highway, but which now is eliminated therefrom by reason of the relocation of said highway, is to be retained by the State and title to and possession thereof shall remain in the State for such public purpose and use as the Highway Commission may deem appropriate, necessary and proper:

That certain part of the old right of way of the Goshen-Pleasant Hill Section of the Willamette Highway lying on the westerly side of the right of way required for the reconstructed Willamette Highway which lies between the east line of Section 30, Township 18 South, Range 2 West, W.M., and the intersection of the old right of way with the reconstructed line of the Willamette Highway at Engineer's Station 202+60 of said highway.

3. The following described section of the right of way of the Willamette Highway as heretofore located shall be retained for public highway purposes until the completion of the Willamette Highway project, and thereafter said right of way shall be permitted to revert to Lane County to be maintained by said County as a county road:

That certain part of the old right of way of the Goshen-Pleasant Hill Section of the Willamette Highway lying on the westerly side of the right of way required for the reconstructed Willamette Highway which lies between the intersection of the Pacific Highway and the south line of Section 14, Township 18 South, Range 3 West, W.M., and the intersection of the old right of way with the reconstructed line of the Willamette Highway at Engineer's Station 72+70.

4. That the Highway Commission's Chief Counsel be and he hereby is instructed to negotiate with the County Court of Lane County an agreement or understanding by which the County will take over the jurisdiction of said segments or sections of the Willamette Highway and will in the future maintain the same as a county road for public service.

NOV 14 1944

5. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Lane County, together with a copy of said map or white print, for such action as said County Court may desire to take with respect thereto.

6. There is attached hereto a map or print marked Exhibit A and by this reference made a part hereof, which said map for identification purposes bears the signatures of C. B. McCullough, Assistant State Highway Engineer, H. G. Smith, Construction Engineer, and K. D. Lytle, Division Engineer, on which map or print there are shown colored in red the parcels or segments described under paragraph 1 on page 2 hereof, which parcels are to be eliminated from the highway right of way and are to revert to the County to be maintained as a county road; there is shown colored in blue on said map the segment of said highway described under paragraph 3 on page 3 hereof, which parcel is to be retained by the State until said highway project is completed, and thereafter said segment shall be permitted to revert to the County as herein provided; and there is shown on said map colored in yellow the parcel of land described in paragraph 2 on page 3 hereof, which parcel of land is to be retained by the State for highway and other public purposes. Said map bears date of October 5, 1944. *

*(Map filed in "Right of Way Abandonment and Retention" File - No. 121

The Secretary presented two resolutions from the County Court of Columbia County accepting jurisdiction over the following abandoned sections of state highways:

(1) Columbia River Highway between Engineer's Stations 35+50 and 101+25 south of Scappoose.

(2) The Treharne Section of the Nehalem Secondary Highway between Highway Engineer's Stations 99+00 and 144+50.

The Commission approved the resolutions and ordered them filed.

The Engineer reported that repairs to the "Ojalla" and "Fuller" Bridges over the Siletz River on the Siletz Secondary Highway in Lincoln County have been completed and that there no longer exists any occasion for maintaining the five-ton reduced load limit that the Commission ordered for these bridges at its last meeting. He recommended the adoption of an order by the Commission lifting such reduced load limit. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto.

WHEREAS, on the 24th day of October, 1944, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the maximum load limit on the following state highway bridges:

SILETZ SECONDARY HIGHWAY No. 181

181-20.66	"Ojalla" Bridge over Siletz River	5 tons
181-23.10	"Fuller" Bridge over Siletz River	5 tons

and

WHEREAS, subsequent to the passage of said resolution conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limits set out in said resolution on the said state highway bridges;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the said bridges be and the same is hereby rescinded and cancelled as of this date, and the maximum load limit permissible on the said highway bridges hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the county clerk of the county in which said highway bridges are located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

The Engineer requested authority to purchase three tractor loaders for use by maintenance crews. He estimated the cost at $2,700 each or a total of $8,100. The Commission approved the request on the condition that the purchase is made through the state purchasing agent as a result of competitive bidding.

County Judge Nelson B. Higgs of Harney County was present and asked the Commission to include in its 1945 budget an item of $10,000 to finance additional improvements to the Diamond Valley Secondary Highway between Follyfarm and Diamond, the improvement to consist of work similar to that performed this year north of Follyfarm. He advised that this road serves a most productive valley and is the only outlet available for the people of the district to market their produce; also, that the most important section to be improved is that over Smith Hill which is practically impassable several months of the year. The Engineer advised that this is one of the projects that will be considered by the Commission at its next meeting when the Maintenance and Minor Betterment Budget will be discussed. The Commission took no action on the matter.

The Engineer reported briefly on the following matters of unfinished business:

(1) Exchange of secondary highways with Polk County at Camp Adair. He advised that the agreement and resolutions to effect the exchange have been prepared and are now in the hands of the County Court for acceptance, and it is likely that they will be ready for approval by the Highway Commission at its next meeting.

(2) Establishment of "Myrtle Tree Lane" along the Coos Bay-Roseburg Highway between Coquille and Myrtle Point. The Engineer advised that the State Parks Superintendent is now preparing specimen trees as instructed by the Commission.

(3) Survey for proposed park at Wallowa Lake. The Engineer advised that this survey is now under way.

(4) Proposed development project in Champoeg State Park. The Engineer advised that the Parks Superintendent is contacting the Oregon Historical Society with respect to this matter, as instructed.

(5) Proposed sale of excess property in Portland to Lillian Barzee. The Engineer advised that he has not yet had an opportunity to inspect this property so is not ready to make a recommendation.

(6) Request of Harney County for the improvement of the Diamond Secondary Highway. The Engineer advised that this is one of the projects that he intends to submit to the Commission at its next meeting for c onsideration in the adoption of a Maintenance and Minor Betterment Budget for 1945.

(7) 1945 budget for highway funds. The Engineer advised that the budget is now being prepared and will be submitted to the Commission for adoption at its next meeting.

(8) Request of Douglas County for state aid in maintaining county roads that are being damaged by log hauling traffic. The Engineer advised that his investigations are not yet complete so he is not ready to report.

(9) Proposed stairway construction on the Pacific Highway West in front of Mrs. Redmond's restaurant a short distance west of Portland. The Attorney gave as his opinion that the responsibility for the stairs cannot be divided between the State and Mrs. Redmond and if the stairway is constructed by the State, then it is the legal obligation of the State to maintain it in a reasonably safe condition for use. He also stated that if the stairway is to serve Mrs. Redmond alone, then the Commission does not have legal authority to spend state money to construct it. On the other hand, if the stairway were constructed by Mrs. Redmond under a permit issued by the Commission, the facility would be the property of Mrs. Redmond and the maintenance of and responsibility for the stairway would then be Mrs. Redmond's obligation and under those conditions neither the Commission nor the Engineer would be liable, except as to the obligation to see that the facility did not become a hazard to highway traffic. He gave as his further opinion that the Commission is not legally obligated to build the stairway with highway funds unless it is essential to the

convenience and safety of the public. The Engineer advised that the proposed improvement would serve some fifteen or twenty families in this district. He suggested that if Mrs. Redmond is allowed to build the stairway and elects to do so at her own cost and expense that the State then oil the shoulders adjacent to the highway pavement so as to provide a parking place for automobiles. The Attorney stated his concurrence in the Engineer's suggestion. In the discussion that followed Chairman Banfield gave as his understanding that the State is not obligated to provide this facility or any part thereof. He suggested, however, that Mrs. Redmond be given a permit to construct her own stairway, if she wants to, provided she will build it in conformity with approved design and under the Engineer's general supervision, will install a satisfactory light so the stairs can be seen at night time, and will relieve the State from maintenance of both stairway and light, and obligation should accidents occur. He further suggested, if Mrs. Redmond builds the stairway, that the state then provide a parking area for cars. Commissioners Schaupp and Chessman approved the suggestion. The Commission thereupon ordered that Mrs. Redmond be so informed.

(10) Request of the Gilchrist Logging Company to truck-haul logs directly across The Dalles-California Highway in the Town of Crescent. The Attorney advised that he has written the company that the Highway Commission is without legal authority to grant the permit that they request and is of the feeling that permits in the same category heretofore issued by the Commission should be cancelled; further, that the company has replied to the effect that they are considering the advisability of building their own private road up to the highway so as to avoid using any public road or street. He said, if the company carries out this plan then it would need a permit from the Highway Commission simply to cross the state highway. After discussion the Commission referred the matter to the Attorney to work out a solution of the problem that will be satisfactory from all standpoints.

(11) Question of payment of delinquent taxes against property acquired by the State from the D. & K. Logging Company, Seaside. The Attorney advised that the delinquent taxes amount to $276.22. He recommended payment of the same by the state in view of the fact that the D. & K. Logging Company has been dissolved and no longer can be held responsible for payment. The Commission approved the recommendation unanimously, it appearing that the land is worth at least the amount of the unpaid taxes.

(12) Report on studies made by the Engineer incident to the post-war highway plans of the City of Eugene. The Engineer advised that he is not yet ready to make a complete report on this subject.

The Commission recessed at 12:00 noon and reconvened in the Stock Exchange room of the Imperial Hotel at 1:30 p.m., with all Commissioners, the State Highway Engineer, the Attorney, and the Secretary present.

The Commission conferred with the following representatives of the logging and lumbering industries who were present at the invitation of the

Commission for discussion of matters concerning the trucking of logs over state highways:

Representing the West Coast Lumbermen's Association:

Orville Miller, Ex-President, Portland
J. R. Blunt, Manager Columbia Valley Section, Portland, representing Col. W. B. Greeley, Secretary-Manager, Seattle

Representing Willamette Valley Lumbermen's Association:

H. J. Cox, Secretary-Manager, Eugene

Representing Western Pine Association:

Stewart Moir, Forester, Portland

Representing Columbia River Loggers Association:

George S. Gray, Seaside

Representing Timber Operator's Association:

Roy A. Gould, President, Mayfield, Washington

Representing Pacific Northwest Loggers Association:

Lloyd Crosby, Manager, Portland Section
Chet Sorensen, Portland, representing E. T. Clark, Secretary-Manager, Seattle

Representing Pacific Logging Congress:

M. Wishnant, Secretary, Portland

Representing Trucker's Association:

Hon. J. S. Greenwood, State Representative, Wemme

Representing Hammond Lumber Company:

H. C. Patton, Portland

Representing State Forestry Department:

N. S. Rogers, State Forester, Salem

Chairman Banfield opened the conference by stating that the Commission has called the meeting simply for a round-table discussion of matters of mutual concern; that the Highway Commision is not antagonistic toward log haulers or other haulers but it does have a duty to the State as a whole because public money

is being used to build and maintain highways and the Commission considers that it is its duty to protect the public's interests. The Highway Commission, he said, is endeavoring to administer the state highway law in a manner that it considers was intended and at the same time is doing everything it can to help the logging operators get the logs to the mills; however, there is a limit to what the Commission can do with the funds, manpower, and equipment that are available. Commissioners Schaupp and Chessman endorsed the remarks of Chairman Banfield. There followed a general discussion of log hauling problems.

Mr. Miller inquired as to the Highway Department record of overloads during the last two or three months. It was his thought that the percentage of overloads might have dropped because tires are becoming extremely hard to obtain and the operators are holding down their loads in order to conserve them. This is being done, he said, by carrying fewer logs, shortening the hauls, and by using a new type of scales in the woods. He was informed by the Engineer that of all the trucks weighed only between two percent and three percent were observed with overloads. Chairman Banfield stated that the records disclose that by far the greatest percentage of log haulers are responsible and try to cooperate with the Highway Commission, but there are a few, commonly known as "gippos", who do not respect the rules and regulations and they are the ones that the Commission feels should be sternly dealt with. These few, he said, are consistent violators and are the operators who are damaging the highways. He suggested that the industry could be of greater assistance to the Commission in taking care of them. He pointed out that the Commission could cancel the permits of these operators, but does not wish to go to that extreme. On the other hand the Commission believes that the industries can help to solve the problem more than it has in the past and suggested the adoption of standards by the industries which the Commission could back up. Mr. Miller admitted there is room for education by the industry and asserted that the industry would be glad to cooperate with the Highway Commission in every way possible.

Commissioner Schaupp inquired as to the position of the log haulers, do they think that they should be allowed to haul more logs or is it a matter of the individual loads? Mr. Miller replied that each log hauler feels that he should be allowed to haul bigger loads. Some of them, he said, deliberately overload, but in general the violations are unintentional.

Mr. Patton recited the experience of the Hammond Lumber Company since August when the Company installed a new type of scales for the purpose of weighing each log as it is loaded on the truck. Since the use of the scale was started, he said, the Company has had only one gross overload on all of its trucks, and at the same time has been delivering more logs to the mill, but its main difficulty is in the axle overloads. He added that the Company is trying its best to comply with the wishes of the Highway Commission but finds it extremely difficult to gauge the weight on the individual axles. He suggested that the Commission might allow a 2000 pound axle tolerance which, in his estimation, would eliminate entirely all overloads and in turn would relieve the haulers from payment of fines. In the discussion of this feature it was brought out that no state in the West allows more axle weight than does Oregon.

Also, that it is the axle overload that is causing the most damage to the highway surfaces, so an additional tolerance could not be allowed.

The basis of imposition of fines was also mentioned, and in this connection, the Commission's Attorney advised that under present laws the Justice of Peace sets the amount of the penalty. He pointed out, however, that the legislature has authority to make new rules and to establish a sliding scale of fines if it so desires, and if it did so then the Justices of Peace would have to comply therewith.

The question of single-log loads was brought up for discussion by Mr. Greenwood, who gave as his thought that a Justice of Peace should not fine an operator who is apprehended for overload when only one log is being carried on the truck. It was explained to Mr. Greenwood that the Commission now has a special ruling with respect to single log movements and issues permits for such movements up to the extent that the highway facilities will stand; also, that the permits are limited to a certain section of highway and can not be issued on a blanket permit basis because of the difference in the carrying capacity of the highway sections.

Mr. Crosby expressed appreciation for the cooperation that the industry has received from the State Highway Commission during the past year in connection with log hauling. He advised that insofar as he knows the industry has no cause to complain.

Mr. Gould spoke in behalf of the independent log hauler whose troubles for the most part, he said, can be attributed to the difference between the size of a log as determined by log scale measurement and the actual wood content of the log. He declared that the problem of loading cannot be solved without giving consideration to this feature since under the log scale measurement plan the hauler actually delivers a considerable quantity of wood for which he receives no compensation. Particularly is this true, he added, in the case of small logs where the difference is much greater than where large logs are hauled, and as a consequence the hauler is inclined to protect his interests by overloading, which could be avoided if the rate of pay were properly adjusted. He suggested that the rate of pay for the hauling of logs be set by the State Highway Commission, which system, he alleged, is now being used in the State of Washington. He was informed by Chairman Banfield that the Highway Commission is not particularly concerned with the rate of pay but believes that to be a matter entirely between the log hauler and the industry. After further discussion, Chairman Banfield raised the question, what is to be done to the hauler who deliberately overloads? Commissioner Chessman added that the Highway Commission is not a law enforcing agency and has no jurisdiction over the State Police, that the Commission is sympathetic and is trying to cooperate with the industry in every way possible and to avoid penalizing the flagrant violators by canceling their permits. He suggested that it might be in order for the industries to appoint a committee to act as a liason between the industries and the Highway Commission for consideration of problems that are of mutual concern and to recommend penalties for imposition upon log haulers who do not respect the rules and regulations. Mr. Miller approved the suggestion in behalf of the industries. The suggestion was also approved by Chairman Banfield and

Commissioner Schaupp, whereupon Mr. Miller advised that such committee would be appointed by the industries.

The conference was concluded at 3:00 p.m. with appropriate remarks by Chairman Banfield.

The Engineer reported that a dangerous condition exists in the Town of Myrtle Creek, where log-haulers turn off the highway to deliver logs to the E. W. Picco Mill which is located at the west end of Fourth Street. He advised that some of the logs are brought to the mill from the north over the Pacific Highway and in making the turn onto Fourth Street the loads take up the entire street creating a very serious traffic hazard. A similar hazard, he said, exists where logs are brought into the mill over the Pacific Highway from the south, but in this case highway traffic is subjected to an additional hazard where the logging trucks enter the highway from Second Street, involving a right angle turn. He suggested that the log-haulers be required to maintain flagmen where the loads leave the highway at Fourth Street, and at the Second Street intersection if they wish to continue to enter the highway at such point, otherwise that the north bound loads be rerouted on a city street that will require only the crossing of the highway at Fourth Street. The Commission approved this suggestion and instructed the Secretary to notify all operators who are hauling logs to this mill in conformity therewith.

The Commission had under discussion the approval of a form of contract with the United States Department of Interior covering construction of an irrigation canal and laterals across The Dalles-California Highway (U.S. Highway 97) in Jefferson County. The Engineer advised that the contract as prepared is satisfactory from the engineering standpoint and recommended approval of the same. The Attorney advised that he has approved the proposed contract as to form. In view of these reports the Commission approved the contract by unanimous vote and thereupon signed the same.

The Engineer brought up for discussion a proposed exchange of a portion of the Crooked River-Paulina Secondary Highway for a county road in Crook County. He advised that the Bureau of Reclamation plans to construct a dam across the Crooked River which, eventually, will inundate several miles of the secondary highway, and in order to provide roadway facilities for the people residing in the upper reaches of the Crooked River the Reclamation Service has arranged with the Crook County Court for a roadway connection across Coombs Flat, southeasterly from Prineville. This road, he says, has already been built and inspection of the same reveals that it has been constructed to proper standards except that it is in need of additional surfacing to bring the road to a standard comparable with the present highway. He estimated the cost of such surfacing at $30,000, and advised that the expense should be paid by the Reclamation Service. He further advised that according to the information at hand, the Crook County Court has agreed to the exchange of roads but pointed out that the County has an implied agreement with the Ochoco Timber Company for the maintenance of the road for about three years, during which time the Company is to be allowed to truck-haul logs over the same without regard to weight. He gave as his thought that the exchange of roads is to the

State's advantage and recommended approval thereof when the County's agreement with the Ochoco Timber Company has been satisfied, provided the Reclamation Service will see to it that the road is turned over to the State in a condition comparable with the existing road. Following discussion of this matter, the Commission approved the arrangement subject to the condition that the exchange shall not be made until such time as the Coombs Flat County Road can be turned over to the State without encumbrance of any kind. The Commission ordered that the arrangement be covered by written agreement among the parties concerned.

The Engineer presented a list of Rock Production projects, as follows, which he requested authority to advertise for bids to be received at the meeting scheduled to be held on December 19, 1944, so that material will be available for use in connection with special maintenance jobs during 1945.

Section	County	Quantity	Est. Cost
Shutler-Condon	Gilliam	10,300	$ 32,000
Union	Baker & Union	8,000 S. Piles	
		1,500 Resurfg.	30,600
Hermiston	Umatilla	15,400	43,400
Elgin	Umatilla & Union	11,000	32,900
Austin Jct.-Unity Jct.	Baker & Grant	6,000	21,000
Newport	Lincoln	12,120	31,500
Hendricks Br.-Nimrod	Lane	8,500	26,000
Sandy-Govt. Camp	Clackamas	7,600	26,700
Quartz Cr.-Sunset Camp	Clatsop, Till. Col. & Wash.	12,000	33,000
		Total.	$277,100

He explained that these jobs are included in the $1,000,000 Special Maintenance and Rock Production Budget which he plans to present to the Commission for adoption at the next meeting. After discussion the Commission by unanimous vote authorized the Engineer to advertise these projects for bids to be received at the December meeting.

The Engineer reported on the cost to widen two curves on the Oregon Coast Highway at Mile Post 322.0 and at Mile Post 326.71, in the vicinity of Brush Creek, Curry County, so as to permit movement of a combination of vehicles sixty feet overall in length without taking up more than one-half the traveled roadway. The widening work, he said, is required at this time particularly to facilitate the truck-hauling of gasoline into Gold Beach from Marshfield, which cannot be done under present conditions with equipment available without endangering other traffic at these two points. He estimated the cost of the widening work at approximately $10,000 and recommended that the expenditure be authorized. The Commission approved the project by unanimous vote.

The Commission discussed briefly a letter from Mr. Clyde Palmer, Condon, Oregon, urging improvement of the Cottonwood Grade Section of the

Wasco-Heppner Secondary Highway, in the Commission's postwar construction program. The Secretary was instructed to advise Mr. Palmer that the Commission is not in position at the present time to adopt a program for the postwar funds and cannot do so until Congress has acted on the pending postwar highway construction bill and until the Commission receives the rules and regulations that will govern the expenditure of the Federal money; however, the Commission will be pleased to consider this project with others in the formation of such program.

The Commission considered and signed agreements, etc., as follows:

Agreement with F. J. Sullivan and wife with reference to an approach road which is to be constructed on their property adjacent to the Sunset Tunnel-Buxton Section of the Wolf Creek Highway in Washington County, as a right of way consideration.

Agreement with the City of Ashland covering the installation of a siphon across the Pacific Highway at Mile Post 326.11, Jackson County.

Agreement with Ostrander Railway & Timber Company authorizing the Company to truck-haul logs across two secondary state highways near Molalla, Clackamas County.

Agreement with H. W. Kuhn covering rental by Mr. Kuhn of buildings situate in Williamson State Park, Yamhill County.

Two agreements with the City of Roseburg covering maintenance of the Roseburg Federal Access Road project upon completion of construction by the state.

Agreement with E. A. Hughes, et al, covering lease of a gravel pit for use in connection with the surfacing of a section of the Cape Blanco Secondary Highway in Curry County.

Agreement with the U. S. Bureau of Reclamation covering construction of an irrigation canal, laterals, and other facilities of the Reclamation Service across The Dalles-California Highway in Jefferson County.

Bargain and Sale Deed conveying unto G. W. McLean a parcel of land situate adjacent to the Pacific Highway south of Grants Pass in Josephine County. Right of Way File #R6626.

Bargain and Sale Deed conveying unto Caroline Margaret Bowers, et al, certain property on the Halsey-Harrisburg Section of the Pacific Highway in Linn County. Right of Way File #10262.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:00 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

NOV 14 1944

Portland, Oregon, December 18, 1944

The State Highway Commission met in regular session at 1:30 p.m. in Room 615 of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission had under discussion the approval of budgets for 1945 expenditures. First consideration was given to the Maintenance and Minor Betterment Budgets covering primary and secondary highways. After careful consideration, the following budgets for such items were adopted by the Commission by unanimous vote upon motion of Commissioner Chessman which was seconded by Commissioner Schaupp:

PRIMARY MINOR BETTERMENT BUDGET

Stabilize Roadbed		$ 8,700
Pendleton-John Day Highway near Albee Jct.	$ 1,200	
John Day Highway near Mt. Vernon	3,500	
Central Oregon Highway near Harper	4,000	
Widening Curves		16,300
Siuslaw Highway at Horton Road	7,000	
Coast Highway in Curry County	8,800	
Ochoco Highway in Wheeler County	500	
Widen Surfacing at Umatilla Junction		250
Widen Pavement in Pilot Rock		250
Shoulder Oiling		9,280
Pacific Highway through Portland	4,320	
Junction City to Eugene	4,960	
Culverts, Catch Basins, etc.		7,228
Drainage Tunnels, Siskiyou Slides		20,580
Arizona Inn Slide, Curry County		1,000
Flume for Irrigation Ditch at John Day		400
Ditches through Irrigation Area, Ochoco Highway		500
Road Approaches		6,050
Guard Fence		1,840
North of Oswego	940	
Klamath Falls-Lakeview Highway	900	
Site Posts, Gales Creek		50
Concrete Curb over Retaining Walls, Columbia River Hwy.		1,500
Wire Mesh Slope Protection, Cabin Creek and Starvation Creek		1,000
Bridges		12,655
Riprap	4,335	
Widening Timber Bridges in Connection with Reconstruction	3,755	
Construct Concrete Smoke Guards	940	

(Continued on next page)

DEC 18 1944

PRIMARY MINOR BETTERMENT BUDGET. Bridges (Cont.)

Replace Timber Culverts with Pipe or R. C. Box Culverts	3,000	
Concrete Foundations	625	
Sand Bunkers		15,000
Traffic Signals		6,000
Highway Illumination		1,000
Contingencies		15,417
TOTAL MINOR BETTERMENT		$125,000

PRIMARY MINOR BETTERMENT BUDGET

GENERAL SUMMARY

Division I	$ 9,835.00
Division II	5,020.00
Division III	45,843.00
Division IV	4,480.00
Division V	9,750.00
Sand Bunkers	15,000.00
Bridges	12,655.00
Traffic Signals	6,000.00
Highway Illumination	1,000.00
Contingencies	15,417.00
TOTAL MINOR BETTERMENT	$125,000.00

SECONDARY MINOR BETTERMENT BUDGET

Stabilize Roadbed		$ 930
Powers Secondary Highway	$ 450	
Weston-Elgin Highway	480	
Rock Surfacing		12,650
Rome-Princeton Highway	1,750	
Diamond Valley Highway	10,000	
Hermiston Highway	900	
Oil Surfacing		19,100
Monmouth Secondary Highway	17,500	
Albany-Lyons Highway	1,600	
Culverts		2,355
Road Approaches		4,150
Widening Curves		750
Paulina Highway	250	
Beech Creek Secondary Highway	500	
River Channel Protection, Lexington-Echo Highway		500
Oil Foot Path, Hermiston		150

(Continued on next page)

DEC 18 1944

SECONDARY MINOR BETTERMENT BUDGET. (Cont.)

Bridge Betterment		$ 2,500
Construct Concrete Floor in Concrete Box Culverts	$ 400	
Concrete Bridge Foundations	1,450	
Widen Timber Bridges in Connection with Reconstruction	450	
Riprap	200	
Contingencies		6,915
TOTAL MINOR BETTERMENT		$50,000

SECONDARY MINOR BETTERMENT BUDGET

GENERAL SUMMARY

Division I	$ 2,085.00
Division II	21,450.00
Division III	2,520.00
Division IV	250.00
Division V	14,280.00
Bridges	2,500.00
Contingencies	6,915.00
TOTAL MINOR BETTERMENT	$50,000.00

CONSTRUCTION OF BUILDINGS AND IMPROVEMENTS AT MAINTENANCE STATIONS

Maintenance Station - Betterment

Division 1	Total Minor Betterment	$1,000
Division 2	Total Minor Betterment	2,500
Division 3	Total Minor Betterment	700
Division 4	Total Minor Betterment	3,330
Division 5	Total Minor Betterment	625
Contingencies		1,845
Total Maintenance Station Betterment		$10,000

Maintenance Station - New Construction *

Proposed Maintenance Building Program approved by State Highway Commission September, 1944.

(Continued on next page)

DEC 18 1944

Maintenance Station - New Construction * (Cont.)

Proposed buildings at the following sites:

Division 1 - Multnomah, Troutdale, Newberg and St. Helens
Division 2 - Macanicum, Grande Ronde, Woodburn, and Newport
Division 3 - Marshfield, Cave Junction, Prospect and Florence
Division 4 - Hood River, Post, Lapine, Maupin and Moro
Division 5 - Hereford, Arlington, Jordan Valley

Estimated Cost		
4 sites at $1500.00	$ 6,000	
20 storage sheds at $8000.00	160,000	
4 houses at $5000.00	20,000	
Contingencies	4,000	
Total Maintenance Station New Construction		$190,000 *

Total Construction of Buildings and Improvements at Maintenance Stations $200,000

*Note:- This item approved by Commission subject to condition that no building is to be constructed until the Commission authorizes the work to proceed.

CONSTRUCTION OF BUILDINGS AND IMPROVEMENTS ON MISCELLANEOUS PROPERTIES

Truck Scale Betterment	$ 400	
Stockpile Sites, Quarries, Gravel Bars and Fencing	1,600	
Stockpile Sites, Quarries, Clearing and Grading	2,500	
Stockpile Sites, Quarries and Road Approaches	1,500	
Contingencies	4,000	
TOTAL		$10,000

PRIMARY MAINTENANCE BUDGET

GENERAL SUMMARY

Section Maintenance

Division I	$158,300.00
Division II	277,355.00
Division III	454,440.00
Division IV	425,700.00
Division V	492,990.00
Contingencies	91,215.00
Total Section Maintenance	$1,900,000.00

DEC 18 1944

(Continued on next page)

PRIMARY MAINTENANCE BUDGET. (Cont.)

Extra Gang Maintenance

Division I	$182,255.00
Division II	238,950.00
Division III	327,600.00
Division IV	333,580.00
Division V	208,810.00
Bridge Maintenance	187,690.00
Signs	51,605.00
Traffic Lines	94,950.00
Traffic Signals	9,235.00
Highway Illumination	7,250.00
Contingencies	158,045.00
Total Extra Gang Maintenance	$1,800,000.00
TOTAL GENERAL MAINTENANCE	$3,700,000.00

SECONDARY MAINTENANCE BUDGET

GENERAL SUMMARY

Section Maintenance

Division I	$ 53,200.00
Division II	159,100.00
Division III	116,525.00
Division IV	84,570.00
Division V	166,140.00
Contingencies	30,465.00
Total Section Maintenance	$610,000.00

Extra Gang Maintenance

Division I	$ 96,500.00
Division II	126,940.00
Division III	67,460.00
Division IV	23,735.00
Division V	48,570.00
Bridge Maintenance	94,699.00
Signs	13,215.00
Traffic Lines	10,355.00
Traffic Signals	140.00
Highway Illumination	130.00
Contingencies	128,256.00
Total Extra Gang Maintenance	$610,000.00
TOTAL GENERAL MAINTENANCE	$1,220,000.00

DEC 18 1944

SPECIAL MAINTENANCE BUDGET

	Primary	Secondary	Total
Paint Newport Bridge	$35,000		$35,000
Paint Coos Bay Bridge	$35,000		$35,000
Re-oiling on I.O.N. Highway		$30,000	$30,000
Contingency Reserve for Emergencies	$20,000	$ 5,000	$25,000
TOTAL	$90,000	$35,000	$125,000

ROCK PRODUCTION BUDGET

	Primary	Secondary	Total
Obligated Balance. To be paid in 1945 for jobs now contracted.			
Lexington	$ 8,100	$ 5,600	$13,700
Juntura	40,200		40,200
Nimrod-Alder Springs	35,000		35,000
Lakeview	19,600		19,600
Kimberly-Dayville	9,500		9,500
Belknap Springs	26,500		26,500
Clatskanie	23,100	4,400	27,500
Totals	$162,000	$ 10,000	$172,000
Unobligated Work. Jobs proposed for 1945.			
Division I			
Quartz Creek to Sunset Camp, 10,800 C.Y.	$ 32,000		$ 32,000
Sandy-Rhododendron, 7,600 C.Y.	23,000		23,000
Oregon City-Springwater, 18,000 C.Y.		54,000	54,000
Total-Division I	$ 55,000	$ 54,000	$109,000
Division II			
Silver Creek Falls Loop, 10,000 C.Y.		$ 30,000	$ 30,000
Waldport, 10,000 C.Y.	$ 30,000		30,000
Pioneer Mountain, 10,000 C.Y.	30,000		30,000
Total-Division II	$ 60,000	$ 30,000	$ 90,000
Division III			
Antelope-Prospect, 15,000 C.Y.	$ 45,000		$ 45,000
Hendricks Bridge-Nimrod, 8,500 C.Y.	25,000		25,000
Dexter-Salt Creek, 24,000 C.Y.	72,000		72,000
Hoffman Bridge, 10,000 C.Y.	20,000	$ 10,000	30,000
Total-Division III	$162,000	$ 10,000	$172,000
Division IV			
Maupin-Sherman Junction, 6,700 C.Y.	$ 26,000		$ 26,000
Biggs-De Moss Springs, 7,900 C.Y.	30,000		30,000
Fort Klamath, 11,000 C.Y.	16,000	$ 14,000	30,000
The Dalles-Calif., MP 205-225, 8,000 C.Y.	24,000		24,000
Total-Division IV	$ 96,000	$ 14,000	$110.000

(Continued on next page)

DEC 18 1944

ROCK PRODUCTION BUDGET. (Cont.)

	Primary	Secondary	Total
Division V			
Union, 8,000 C.Y.	$ 20,400	$ 4,600	$ 25,000
Hermiston, 15,400 C.Y.	17,900	25,100	43,000
Elgin, 11,000 C.Y.	11,000	22,000	33,000
Burns, 12,000 C.Y.	32,000		32,000
Vale, 12,000 C.Y.	32,000		32,000
Unity, 6,000 C.Y.	20,000		20,000
Baker, 11,000 C.Y.	24,700	5,300	30,000
Condon, 10,300 C.Y.	27,000	5,000	32,000
Total-Division V	$185,000	$ 62,000	$247,000
Total-All Divisions	$558,000	$170,000	$728,000
SUMMARY Rock Production Budget for 1945.	$720,000	$180,000	$900,000

COUNTY ROADS BUDGET
SUMMARY

Section Maintenance

Division II	$8,250.00
Division IV	250.00

Extra Gang Maintenance

Division II	$3,450.00
Division IV	--------
Bridge Maintenance	$5,165.00
Signs Maintenance	3,500.00
Contingencies	4,285.00
TOTAL	$25,000.00

1945 BUDGET FOR
DISTRICT MAINTENANCE SUPERINTENDENTS

District	1944 Budget	Estimated 1944 Expenditures	1945 Budget
1-A	$ 8,000	$ 7,700	$ 8,500
1-B	8,400	8,350	9,000
Total Division 1	$16,400	$16,050	$17,500

(Continued on next page)

DEC 10 1944

1945 Budget for District Maintenance Superintendents. (Cont.)

District	1944 Budget	Estimated 1944 Expenditures	1945 Budget
2-A	$ 9,000	$ 8,700	$ 9,500
2-B	10,000	8,800	10,000
2-C	9,000	10,700	11,000
Total Division 2	$ 28,000	$ 28,200	$ 30,500
3-A	$ 10,300	$ 8,750	$ 11,000
3-B	10,500	10,600	11,500
3-C	10,300	9,600	11,000
Total Division 3	$ 31,100	$ 28,950	$ 33,500
4-A	$ 8,500	$ 8,400	$ 8,500
4-B	8,500	8,300	8,500
4-C	10,000	8,800	9,000
4-D	8,500	8,200	8,500
Total Division 4	$ 35,500	$ 33,700	$ 34,500
5-A	$ 8,500	$ 8,000	$ 8,500
5-B	8,500	8,100	8,500
5-C	8,500	7,700	8,500
5-D	8,500	8,300	8,500
Total Division 5	$ 34,000	$ 32,100	$ 34,000
Total	$145,000	$139,000	$150,000

MINOR PARK MAINTENANCE & PARK ROADWAYS

Section	641	642	643	644	646	647	652	Total	Name of Park	
				Division I						
26-6701						$25		$25	Talbot	O
26-6703						25		25	Ainsworth	O
				Division II						
21-6701						25		25	Boiler Bay	O
21-6703						25		25	Rocky Creek	O
21-6704						100		100	Devil's Punch Bowl	O
21-6705						25		25	Yachats,MP 177.63	O
21-6709						25		25	Yachats,MP 178.20	M
21-6714						25		25	Keady	M
22-6701	300							300	Waverly Lake	M
22-6702						100	100	200	Cascadia	O
24-6701						100		100	Silver Falls	O

DEC 18 1944

(Continued on next page)

MINOR PARK MAINTENANCE & PARK ROADWAYS. (Cont.)

Section	641	642	643	644	646	647	652	Total	Name of Park	
					Division III					
6-6702						$200		$200	Cape Arago	O
6-6703						50		50	Simpson	O
8-6701						100		100	Cape Sebastian	O
8-6703						25		25	Humbug Mountain	O
8-6707						20		20	Buena Vista	O
8-6710						50		50	Azalia	O
15-6704	10	10						20	Tub Springs	M
20-6703						100		100	Honeyman	O
20-6704						20		20	Devil's Elbow	O
20-6705						50		50	Hendricks Bridge	M
20-6713						300		300	Borrow Pit Lake	M
					Division IV					
7-6701	75					25		100	Ochoco	M
9-6702						100		100	Pilot Butte	O
9-6705	300	25	100	75				500	Bros. Oasis	M
18-6701	25							25	K.F.-Lakeview FR	M
19-6704	25							25	Quartz Mt. for R	M
19-6701						75		75	Chandler Park	O
19-6702						75		75	Booth Park	O
					Division V					
11-6701	100							100	Dyer	M
25-6701	700		50	100				850	Castle Rock Oasis	M
25-6702	700		50	100				850	Boardman Oasis	M
					All Divisions					
Various				240				*240	Fire Patrol Tax	(Minor Parks (Only
Various					250			*250	Rental	
							Total	$5,000		

* No work orders written to cover these charges.

MAINTENANCE STATION OPERATION
Including
BUILDING MAINTENANCE AND OPERATION

	641	642	643	644	646	647	657	658	659	Total
District 1-A	$100	$150		$400	$1050					$1700
1-B	1200	1690	20	4250	180				4764	2576
Total Division 1										$4276
District 2-A	100	85	90	865	740			30	300	$1610
2-B		50	275	295	700					1320
2-C	265	210	90	675	180				60	1360
Total Division II										$4290

(Continued on next page)

DEC 18 1944

MAINTENANCE STATION OPERATION, Including BUILDING MAINTENANCE AND OPERATION. (Cont.)

	641	642	643	644	646	647	657	658	659	Total
District 3-A	$500	$250	$465	$910	$300				$360	$2065
3-B	60	110	20	510	915		100		180	1535
3-C	1045	2120	535	1335	690				1920	3805
Total Division III										$7405
District 4-A	100	80	150	566	934				300	$1530
4-B	775	1005	150	915	240			95	700	2480
4-C	370	425	120	1425	335		350		620	2405
4-D	665	915	275	2600				70	3015	1510
Total Division IV										$7925
District 5-A	190	540	250	969	876		500		120	$3205
5-B	310	1225	375	1200	520				360	3270
5-C	259	640		420	660				288	1691
5-D	425	1045		980	360				720	2090
Total Division V										$10256
All Division Total										$34,152
Contingencies										848
TOTAL										$35,000

TRUCK LOAD INSPECTION

Truck Scale Maintenance and Operation
50 Permanent Truck Scale Installations

Maintenance of Grounds	$ 300	
Maintenance of Buildings	1950	
Maintenance of Machinery	1330	
General Operating Expense	1030	
Maintenance of Roadway	2745	
TOTAL		$ 7,345.00

Weighmaster Operation and Expense
25 Weighmasters & Chief Weighmaster

Supervision	$ 6500	
Truck Scale Weighing	46500	
Loadometer Weighing	12500	
TOTAL		$65,500.00
Contingencies		2,155.00
TOTAL TRUCK LOAD INSPECTION		$75,000.00

DEC 18 1944

DRAWBRIDGE AND FERRY OPERATION BUDGET

Prefix	Name of Bridge	642	643	644	645	659	Total
26-6601	Interstate Bridge	$	$	$25,000	$	$12,500	$12,500
4-6601	Youngs Bay	25	200	9,275			9,500
4-6602	Lewis and Clark	25	100	9,375			9,500
4-6603	John Day River			100			100
4-6605	Skipanon River			50			50
29-6601	Nehalem River		50	200			250
104-6604	Walluski River			250			250
129-6602	Tillamook River			100			100
29-6603	Little Nestucca		100				100
103-6601	Wilsonville Ferry			200	18,420		18,620
21-6601	Siletz River	100	200	1,700			2,000
102-6601	Willamette River		50	50			100
20-6602	North Fork of Siuslaw River			50			50
6-6601	Coquille River			200			200
6-6605	Coalbank Slough			250			250
10-6601	Dean Creek			100			100
10-6602	Schofield River			50			50
10-6603	Umpqua River			4,500			4,500
10-6604	Smith River			200			200
20-6601	Siuslaw River			1,000			1,000
106-6602	South Slough			4,500			4,500
106-6603	Isthmus Slough			1,200			1,200
106-6604	Catching Slough			100			100
106-6606	Enegren Ferry			200	21,000		21,200
	Totals	$150	$700	$58,650	$39,420	$12,500	$86,420

In the discussion of this matter the Commission ordered that hereafter all purchases of rock, asphalt, oil, and similar materials shall be charged to holding accounts for later transfer to the various sections of highway on which the material is used. The Engineer was instructed to put the order into effect immediately and to render a quarterly report to the Commission on such holding accounts.

The Engineer was also instructed to revise his monthly report to the Commission covering receipts and expenditures so as to show further details with respect to the items included therein, particularly the ramifications of Federal Aid collections and the statement of cash on hand available for construction

DEC 18 1944

The Commission next discussed the General Highway Budget for 1945. The Engineer presented a blue print tabulation showing estimated receipts and estimated expenditures for 1945, as compared with actual receipts and expenditures for the years 1942 and 1943, and the 1944 budget. Careful consideration was given by the Commission to each item listed thereon. As the result of discussion the following budget was approved in principle by the Commission, by unanimous vote upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp. The maintenance, operation and administration expenditures as listed heretofore were specifically approved, with the understanding that the other items such as construction would require specific approval before expenditures were made.

GENERAL STATE HIGHWAY FUND

	1945 (Estimated)
RECEIPTS	
State Funds:	
Motor vehicle license fees and operators' fees	$ 3,300,000
Gasoline tax	9,600,000
Diesel fuel tax	220,000
Motor transportation fees	1,800,000
Fines for traffic law violations	75,000
Cash discounts	4,000
County cooperation	2,000
Miscellaneous cooperative funds	- - -
Gross Receipts, state funds	$15,001,000
Less contributions to State Police	336,000
Less contributions to Counties (15.7%)	2,336,000
Less contributions to Cities (5%)	744,000
Net receipts, state funds	$11,585,000
Federal Cooperative Funds:	$ 4,840,000
Net receipts for highway purposes	$16,425,000
First of year balance	7,859,000
Estimated total available funds	$24,284,000
EXPENDITURES	
Capital Outlays:	
Federal cooperative projects	$ 5,740,000
WPA highway projects	- - -
State construction (primary)	250,000
State construction (secondary)	150,000
State construction (city streets)	- - -
Cooperation in forest road work	- - -
Minor betterments (primary)	125,000

(Continued on next page)

GENERAL STATE HIGHWAY FUND (Cont.)	1945 (Estimated)
Expenditures - Capital Outlays (Cont.)	
Minor betterments (secondary)	$ 50,000
Surveys (primary)	200,000
Surveys (secondary)	100,000
Surveys (county roads)	50,000
Engineering county construction	---
Property acquisition, general expense	40,000
Purchase of real property:	
For rights of way, general	500,000
For right of way on Front Avenue ($800,000)	250,000
For quarries and gravel pits	10,000
For stockpile sites	5,000
For parks	100,000 *
For flight strips and miscellaneous sites	10,000
Construction of buildings and improvements:	
In parks (general)	10,000 *
In parks (roadways)	- - -
At maintenance stations	200,000
On other properties	10,000
Equipment:	
Purchase and betterment of equipment	200,000
Sale and depreciation credits	Cr. 200,000
Contingencies, construction	200,000
	$ 8,000,000
Maintenance:	
Special maintenance (primary)	$ 90,000
Special maintenance (secondary)	35,000
General maintenance (primary)	3,700,000
General maintenance (secondary)	1,220,000
Maintenance of county roads	25,000
Maintenance of city streets	- - -
District maintenance superintendence	150,000
Contingencies, maintenance	100,000
	$ 5,320,000
Operation:	
Administration and general supervision	$ 450,000
Planning and traffic surveys	60,000
Travel and information bureau	40,000
Radio communication system	12,000
R-W, quarry and stockpile leases	- - -
Park operation and maintenance (general)	55,000*

(Continued on next page)

DEC 18 1944

GENERAL STATE HIGHWAY FUND (Cont.)	1945 (Estimated)
Expenditures - Operation (Cont.)	
Park maintenance (roadways and minor parks)	$ 5,000
Maintenance station operation	35,000
Truck load inspection	75,000
Guarding highway structures	9,000
Drawbridge and ferry operation	87,000
Research and special investigation	12,000
Increase in revolving fund	- - -
Miscellaneous general expense	50,000
	$ 890,000
Service and Clearing Accounts:	
Equipment, repair shops and storerooms (charges)	$ 1,400,000
Equipment, repair shops and storerooms (credits)	Cr. 1,400,000
Rock production projects (charges)	900,000
Rock production projects (credits)	Cr. 900,000
District rock service account (charges)	1,125,000
District rock service account (credits)	Cr. 725,000
Other service and clearing accounts (net)	- - -
Debt Service:	
Bond maturities	$ 1,453,000
Bond interest	228,000
Service charge on bond payments	1,000
Estimated total expenditures	$16,292,000
Unexpended balances	$ 7,992,000

*Note:- The State Parks Superintendent was present and entered into the discussion of the park items. He was informed by the Commission that while the amount of $100,000 has been approved for acquisition of park properties during 1945, the Commission expects him to secure the Commission's approval for the individual purchases before closing any deal. He was also informed that while the Commission has approved an expenditure of $10,000 for betterments in state parks, expenditures for the individual items shall not be made until the Commission's approval thereto has been secured. However, such approval need not first be obtained for expenditures necessary for maintenance and operation of the parks. The Parks Superintendent inquired whether or not he could carry over for expenditure in 1945 the unexpended balance of his 1944 budget. The Commission disapproved such carry-over.

After discussion of the budget, the Parks Superintendent reported on the following matters:

1. Proposed Improvements in Champoeg State Park during 1945: - The Parks Superintendent advised that he has not yet completed his contact with the Oregon Historical Society with respect to this matter but will render a full report to the Commission as soon as possible.

2. Purchase of Parking Areas along the Oregon Coast Highway: - The Parks Superintendent suggested the acquisition of wayside ocean parking lots of about one acre each at numerous locations throughout the length of the Oregon Coast Highway. He was authorized by the Commission to look into the matter. However, it was pointed out to him that the Commission has approved a budget of $100,000 for park acquisitions during 1945 and is depending on the Parks Superintendent to recommend acquisitions that are most desirable.

3. Request of Veterans of Foreign Wars to Acquire State Property at Bonneville: - The Parks Superintendent reported receipt of a request from the Veterans of Foreign Wars, Oregon Department, that the State deed to this organization a tract containing 3.76 acres located on the north side of the Columbia River Highway directly opposite Bonneville Dam. He advised that the Veterans of Foreign Wars is acquiring from the Bonneville Power Administration some twenty buildings formerly occupied by the United States Coast Guard and the plan is to re-establish these buildings on the above-mentioned state property if it can be obtained. He pointed out that at present there is a splendid view of Bonneville Dam from the highway at this location which would be obstructed if buildings were placed on this property and recommended that the request be denied and that the suggestion be made to the Veterans of Foreign Wars that it arrange for the use of United States forest land which is available near by. He added that the property in question adjoins a state park and is really needed in connection therewith. The Commission's Attorney advised that if the property is needed for state purposes the Commission does not have authority to dispose of it. After discussion The Commission voted unanimously to retain the property.

4. Establishment of Proposed Myrtle Lane along the Coos Bay-Roseburg Highway:- The Parks Superintendent reported orally on this matter and exhibited pictures showing specimen trees before and after improvements had been made. He advised that he has contacted local sponsors of the project in regard to the extent of the possible development and these people are unanimous in their approval of the project as disclosed by the specimen trees. He estimated the cost to prepare the sites during the first year at $4,233.40 and advised that the annual maintenance expense would be much less. Chairman Banfield expressed his approval of the project if the local people will leave it

with the Highway Commission to determine the extent of the development. Commissioners Schaupp and Chessman also approved the project on such basis making the decision unanimous. The Commission ordered the matter covered by written agreement between the Commission and parties concerned, which agreement is to state clearly that the Highway Commission is to select the locations to be developed and that the development is not to be a continuous improvement. Such information is to be included in the written agreement for the benefit of future Highway Commissions so that no misunderstanding will result.

5. Exchange of Forest Lands on Tracts Adjacent to the Klamath Falls-Lakeview Highway on Quartz Mountain:- The Parks Superintendent recalled that the Commission at its meeting on October 23, 1944, authorized the sale or trade to the United States Forest Service of a wayside timber tract containing about seventy-four acres at this location. He advised that since that time he has discussed the matter with the U. S. Forest Service officials who suggest that the simplest way to effect the desired exchange would be through the Bly Timber Company, which is now negotiating an exchange of some of its adjacent property for forest land, and could include the state's property in the exchange. He recommended approval of this suggestion as did also the Attorney who explained the transaction in more detail. The Commission approved the recommendation by unanimous vote.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties and the offer that he recommended in connection with each parcel. After careful consideration of each item, the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

11541-Skipper, H. H., Grade Change Damages	Damages by reason of grade change in lieu of construction new concrete garage or altering existing concrete garage	$300.00	Landon

BERGER RANCH-BARNES ROAD SECTION, WOLF CREEK HIGHWAY

11536-Eggiman, Carl & Alda Right of Way Option expires June 13, 1945	6,534 sq. ft. at 2¢ sq.ft.	$130.68	Collins

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY

11041-Payne, Estate Callie Right of Way Option expires December 6,1945	8.3 acres at $250.00	$2,075.00	
	4.25 acres at $75.00	318.75	
	8.0 acres at $130.00	1,040.00	
	410 rods fence at $1.50	615.00	
	50% damage on 4.50 ac. severed	221.00	
	Easement on 1.89 ac. channel change	189.00	
	Waiver of access and advertising etc.	75.00	
	Crop loss on 5.0 acre during 1944	100.00	
	Allowance for irrigation well	100.00	Benson
		$4,733.75	Parker

*FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11022-Standard Brands Inc. Right of Way Option	9,500 sq. ft. at 79¢ sq.ft.	$ 7,500.00	
	Building	27,500.00	
		$35,000.00	McCallister

JUDKINS POINT-GOSHEN SECTION, WILLAMETTE HIGHWAY

11546-Smith, Vernon N. & Helen S. Right of Way Option expires May 25, 1945	1.69 acres at $150.00 per Moving house with lean-to from right of way	$253.50 125.00 $378.50	Parker

DEPOE BAY SECTION, OREGON COAST HIGHWAY

7192-Bruner, E.W. & R.W. Hood & Jessie H. Wood Right of Way and Slope easement Option expires May 23, 1945	625 sq.ft. at 20¢	$125.00	DeSouza

REEDSPORT-HINSDALE SLOUGH SECTION, UMPQUA HIGHWAY

9980-Douglas County Right of Way	31.93 acres	$ 00.00	DeSouza

VENETA-FISHER ROAD SECTION, EUGENE - VENETA HIGHWAY

9954-U.S. Government Stock Pile	1.19 acres at $30.00 1.10 acres at $20.00	$ 35.70 22.00 $ 57.70	Parker

CROOKED RIVER-SCHOOL SECTION, CROOKED RIVER-PAULINA #380 HIGHWAY

11542-Porfily, Robert Gravel Pit and Hauling road Option expires May 23, 1945	3.98 acres at $10.00	$ 39.80	Cozad

OREGON CITY-KAYLOR SECTION, CASCADE HIGHWAY

**11548-Eaton, Eugene C. & Della May Gravel Pit lease for Crusher plant site Option expires February 28,1945	1 year lease	$125.00	McChesney
**11548-Eaton, Eugene C. Gerald K. Woods & Geo. DiSciullo & Carrie Hall Hauling road lease Option expires February 28,1945	1 year lease	$ 00.00	McChesney

DEC 18 1944

SODA MOUNTAIN-HARNEY COUNTY LINE SECTION, JOHN DAY-BURNS HIGHWAY

11477-State Land Board Quarry	80.0 acres at $6.25 per acre	$500.00	DeSouza

TAFT-SILETZ RIVER SECTION, OREGON COAST HIGHWAY

11500-Walker, Vernon & Pearl, and E.M. Crystal Right of Way Option expires April 11, 1945	0.33 acre at $2,000 per	$ 660.00	
	17 Poplar trees at $5 ea.	85.00	
	5 large ornamental shrubs at $5.00 each	25.00	
	10 large rosebushes to be moved at 50¢ each	5.00	
	3 rows raspberries	10.00	
	Move clothes line posts	15.00	
	Constructing 300 feet ornamental iron fence at $1.50 yard	150.00	
		$ 950.00	
	Moving 2 apartment auto cabins (Estimated)	600.00	
		$1,550.00	Witt

DENVER AVENUE SECTION, PACIFIC HIGHWAY

11552-Northwest Properties Inc. Easement	0.05 acre for slope easement	$1.00	Parker
11551-Phipps, Ivan E. Easement	0.08 acre for slope easement	1.00	Parker

CONDON SECTION JOHN DAY HIGHWAY

11521-Madden & Arlington Lumber Co. Stock Pile Site Option expires June 13, 1945	60,000 sq. ft.	$10.00	Cozad

---

*Note:- The Commission's approval of this item was on the condition that the Standard Brands, Inc., would vacate the premises without extra compensation whenever asked to do so by the Commission and in any event within two years and provided further that the company will pay rentals if it still needs the use of the property after the expiration of such two-year period. See ahead for Attorney's report on this subject.

DEC 18 1944

**Note:- This property is not to be leased unless the state's contractor actually uses this gravel pit.

The Assistant Attorney presented an offer from Mrs. Eugene Little to pay the sum of $10 for some old buildings situate on property acquired by the Commission from Edna Mildred Caraway in connection with the securing of right of way for the permanent location of the Wolf Creek-Grave Creek Section of the Pacific Highway in Josephine County. He advised that according to Division Engineer K. D. Lytle the buildings are of no value whatsoever and that it would be of advantage for the state to get rid of them. He recommended acceptance of this offer. The Engineer concurred. The Commission approved the recommendation unanimously.

The Commission's Attorney asked the Commission to confirm oral authority given him on November 17, 1944, to pay the sum of $1,742.75 for moving a service station from property that is being acquired from Mr. Hammock in Roseburg as right of way for the North Umpqua Access Road improvement at that place. He advised that it was necessary to condemn the Hammock property inasmuch as a satisfactory settlement could not be reached with the owner. The Condemnation case, he said, has not as yet been tried but it is necessary that the service station be moved prior thereto because the contract has been awarded and work was under way. He further stated that if the case goes to trial then the amount paid for the moving will be taken out of the condemnation action. The Commission confirmed the payment by unanimous vote.

The Engineer brought up for discussion the question of acquiring from Clatsop County certain property in Astoria that it was planned to use in connection with a proposed new ferry landing at that place. He advised that the present ferry landing is at the foot of Fourteenth Street but the plan was to move it to the foot of Seventeenth Street several years ago when the state contemplated operation of a state-owned ferry at this place in conjunction with the State of Washington. The State of Washington, he said, could not join in the undertaking so the matter was dropped temporarily. He gave as his understanding that the county is willing to deed the property to the state without cost and suggested that it would be advisable to acquire this property now so as to make certain that it will be available whenever the ferry landing is changed. Commissioner Chessman gave us his thought that the Commission should acquire the property while it is available, particularly in view of the fact that it is desirable property and there are many people who would like to own it. After discussion the Commission referred the matter to Commissioner Chessman with power to act as he considers best.

The Engineer also brought up for discussion the matter of acquiring right of way for a prooosed revision of the Santiem Highway through the Louis Hill holdings in Linn County. He recommended that the Attorney be authorized to negotiate this right of way because as he understands it the Hill interests are favorably inclined now to deed it to the state without cost. The Commission approved the recommendation.

The Commission had under discussion the granting of a formal lease to the United States of America, War Department, covering the use of Pilot Butte State Park at Bend, Deschutes County. It was recalled that the Commission at a special meeting held at Enterprise on September 14, 1944, orally authorized the Army to use this property for a period ending six months after termination of the war, but it now appears that the War Department wants the arrangement covered in writing and has submitted to the Commission for approval, a form of agreement which provides, among other things, that the Government shall surrender possession of the premises in as good condition as that existing at the time the Army took over the property.

The Engineer recommended approval of the agreement, advising that a joint physical survey of the property has already been made for comparative purposes. The Attorney advised that the form of agreement is acceptable and concurred in the recommendation. After discussion the Commission approved the recommendation by unanimous vote. The agreement was signed by all members of the Commission on the following day.

The Assistant Attorney reported on the offer of Lillian Barzee to purchase fragmentary portions of state property in East St. Johns, Portland, which matter was deferred from the last meeting. He advised the property is located in Block 34, East St. Johns Addition and fronts on the North Portland Access Road which leads to the Oregon Ship Building Corporation plant; further, that Mrs. Barzee has stated the willingness to pay $100 for the property. He recommended acceptance of the offer. The Engineer concurred. The Commission by unanimous vote approved the sale of the property at such figure.

The Commission discussed City of Portland Ordinance #80582 which has to do with a leasing of certain city-state-owned property along Front Avenue, Portland, heretofore used by Poole, McGonigle & Jennings in connection with the servicing of ships. It appears that Poole, McGonigle & Jennings have arranged to use other premises so have no further use for the city-state-owned property, and in view thereof the city by ordinance has approved re-leasing the property to the Northwest Marine Iron Works subject to the conditions, terms, and agreements of the revocable permit issued to Poole, McGonigle & Jennings. The Attorney advised that according to the ordinance and the previous agreement the state would benefit to the extent of forty percent of the income received from rentals which run from $3,000 to $6,000 per month, and in addition thereto the state would probably receive the city's sixty percent share of such revenue, in accordance with the provisions of the Commission's agreements with the city covering the Front Avenue project. After discussion the Commission approved the arrangement and by unanimous vote adopted the following resolution with regard thereto subject to the condition that the matter shall be covered by written agreement among the parties concerned.

WHEREAS, the City of Portland by the passage of Ordinance No. 79766 granted to Poole, McGonigle & Jennings a revocable permit to fasten and service ships at the west side seawall along or in front of Front Avenue; and

WHEREAS, this Commission by resolution duly adopted and entered in its minutes approved the action of the City; and

WHEREAS, it now appears that, owing to changes in national defense activities, the Northwest Marine Iron Works is in need of using the area covered by said permit for servicing ships, and it appearing further that Poole, McGonigle & Jennings are willing to release in favor of the Northwest Marine Iron Works its interest acquired by virtue of said permit; and

WHEREAS, the State, by and through its State Highway Commission, is cooperating with the City of Portland in the construction of Front Avenue and the acquisition of real properties in connection with said street improvement, and is therefore interested in the area involved in said permit; and

WHEREAS, it is the judgment of the Commission that the interests of the State will be conserved by joining with the City in the proposed transfer of said permit from Poole, McGonigle & Jennings to the Northwest Marine Iron Works;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the Commission does hereby approve and consent to the termination of the rights and privileges granted Poole, McGonigle & Jennings under and by virtue of Ordinance No. 79766 of the City of Portland, and the granting to the Northwest Marine Iron Works of a permit to fasten and service ships at the westside seawall as provided for in Ordinance No. 80583 of the City of Portland.

2. This approval and consent is given in consideration of the provisions and conditions provided for in said Ordinance No. 80583, and the benefits which will accrue to the State of Oregon by reason of said terms and provisions.

3. This resolution shall be entered in the minutes and records of the Commission as of the 18th day of December, 1944.

The Engineer reported on the results of the taking of bids in Salem on November 18 for the purchase of down timber, snags, and a few live trees situate on the state property adjacent to the Wolf Creek Highway.

He advised that only one bid was submitted, being that of Winter Brothers, Newberg, at $1.00/f.m.b.m. for the lumber obtained from the fallen trees and snags and $2.50/f.m.b.m. for lumber produced from the green timber. He asked the Commission to confirm its oral acceptance of this bid on November 18. The Commission by unanimous vote approved the sale of timber to Winter Brothers on the basis of their bid.

The Commission had under discussion a letter from Hon. C. A. Meeker, mayor of the City of Medford, requesting that Front Street between Fourth Street and Eleventh Street, with connections to Central Avenue, be designated an alternate route for the Pacific Highway in Medford. It appears that the Medford City Council adopted an ordinance prohibiting the use of Central Avenue between Fourth Street and Riverside Avenue by trucks having a conbined weight of one and one-half tons or more and by such ordinance also routed truck traffic along Front Street from Fourth Street to Eleventh Street. However, certain truck operators in interstate commerce refuse to use such route alleging that it would be a violation of their I.C.C. permits which route them over the Pacific Highway, whereas Fourth Street has not been so designated to date. Mr. Meeker suggests that the Highway Commission designate Front Street between Fourth Street and Eleventh Street as an alternate route for the Pacific Highway for truck purposes which, he asserts, will not only solve the problem but will also help the city in the enforcement of its ordinance. The Engineer advised that if the Commission approved this designation it would mean that the state would have to maintain the route and in addition thereto would have to pay for the rounding off of the turns at Fourth Street and Eleventh Street. The maintenance expense, he said, would be small and the cost to round the corners he estimated at about $2,000. He recommended approval of the city's request. The Attorney advised that the Commission has authority to do this if it so desires; moreover, if the Commission wanted to later on, it could rescind the designation. After discussion the Commission approved the recommendation. The following resolution covering the matter was adopted by the Commission by unanimous vote:

> WHEREAS, Central Avenue in the City of Medford has heretofore been selected and designated by the Highway Commission as one of the streets of said City over which to route Pacific Highway traffic; and
>
> WHEREAS, because of the increased volume of traffic which flows into and through said City over the Pacific Highway, it has become necessary to provide an additional traffic artery for a portion of said traffic; and
>
> WHEREAS, it is the judgment of the Commission that Front Avenue between Fourth Street and Eleventh Street in said City should be selected and designated as a street of the City of Medford over which to route certain Pacific Highway traffic; and

WHEREAS, it is the opinion and judgment of the Commission that the traffic needs of the general public using the Pacific Highway into and through the City of Medford and the conveniences of the people locally will be best served if said additional traffic artery is made available;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and voting affirmatively, as follows:

1. That Fourth Street in the City of Medford from its junction with Central Avenue, thence to its junction with Front Avenue, and Front Avenue, from Fourth Street to Eleventh Street, and Eleventh Street from Front Avenue to Central Avenue, be and said sections of said streets hereby are selected and designated as sections of streets in the City of Medford over which there shall be routed Pacific Highway traffic in said City.

2. The streets or sections of streets hereby selected and designated shall constitute and be an alternate route of said Pacific Highway in said City of Medford. All truck traffic entering, passing through and leaving the City of Medford over the Pacific Highway shall be routed over said alternate route.

3. The municipal authorities of said City are hereby requested to supplement by ordinance, or other proper procedure, the acts of this Commission with respect to the routing of truck traffic over said alternate route.

4. That the Engineer be and he hereby is instructed to properly post and sign said streets or sections of said streets herein designated so that traffic will be properly advised and directed thereover.

5. The action of the Commission as disclosed in and recorded by this resolution is taken under the authority of Section 100-122, O. C. L. A., and under the authority of Section 115-309, O. C. L. A.

6. This resolution shall be entered in the minutes and records of the Commission as of December 19, 1944, and a duly certified copy thereof delivered to the city authorities of Medford, the Superintendent of State Police, the County Court of Jackson County, and the Public Roads Administration.

The Engineer reported on the request of property owners and residents of Shady Cove, Jackson County, for the construction of a sidewalk on the bridge which spans the Rogue River on Crater Lake Highway at Shady Cove. He advised that the existing bridge is very narrow and that there is

sufficient pedestrian traffic over the bridge daily to justify widening of the structure for a twenty-four foot roadway, with sidewalks. He recommended approval of the petition and requested authority to proceed with the improvement, which he estimated would cost about $18,500, on the contract basis. The Commission approved the request by unanimous vote.

The Commission had under discussion the matter of repairing a five-mile section of the Santiam Highway between Albany and Cottonwood Corners which is being damaged by log-hauling traffic. The Engineer advised that the highway is rapidly deteriorating on account of heavy traffic and will have to be repaired shortly. He estimated the cost of such repairs at $83,500 and requested authority to prepare the project for contracting in the early spring. Following discussion the Commission approved the project by unanimous vote.

The Engineer brought up for discussion the furnishing of housing facilities for maintenance forces whose headquarters are at Seneca, in Grant County. He advised that Seneca is a mill town and that practically every residence in the town is owned by the Edward Hines Lumber Company which will not rent the houses to anyone except its own employees. He gave as his thought that it will be advisable for the Highway Commission to provide living quarters for the men, consisting of two houses, one for the foreman and one for the foreman's helper, with a conbination maintenance shed and shoo bay, which would cost a total of about $3,800. The Commission deferred its decision in the matter pending a further attempt to secure accommodations from the Lumber company. The Engineer was instructed to contact the company relative thereto.

The meeting adjourned at 5:00 p.m. to reconvene the following morning at 9:00 a.m.

Portland, Oregon, December 19, 1944

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present. Bids as follows for highway construction work and for the purchase of a tract of land in northeast Portland were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the awards would be made at 3:00 p.m.

JOHN DAY HIGHWAY
AUSTIN JUNCTION-UNITY JUNCTION ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$17,600.00
Oscar E. Joelson, Eugene	18,000.00

DEC 18 1944

THREE HIGHWAYS IN BAKER AND UNION COUNTIES
UNION ROCK PRODUCTION AND RESURFACING PROJECT

M. C. Lininger & Sons, Medford	$26,350.00
Rogers Construction Co., Dayton, Washington	32,977.00
Morrison-Knudsen Co., Inc., Boise, Idaho	35,250.00
*P. B. Doherty, Portland	36,170.00

* Bidder will accept only one project.

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY
SANDY-GOVERNMENT CAMP ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$22,520.00
*J. S. Risley, Milwaukie	24,400.00
Rogers Construction Co., Dayton, Washington	24,880.00
E. C. Hall Co., Portland	29,300.00
Babler & Conley, Portland	41,760.00

* Bidder will accept only two projects.

FOUR HIGHWAYS IN CLATSOP, TILLAMOOK, COLUMBIA AND WASHINGTON COUNTIES
ELSIE-SUNSET CAMP-VERNONIA ROCK PRODUCTION PROJECT

F. H. McEwen & Jed Wilson, Seaside	$39,355.00
Vernie Jarl, Gresham	40,740.00
Rogers Construction Co., Dayton, Washington	42,285.00
E. C. Hall Co., Portland	44,230.00
C. J. Eldon, Portland	51,400.00
D. F. Whittaker, Seattle, Washington	55,583.00
Babler & Conley, Portland	58,192.50

JOHN DAY AND WASCO-HAPPNER HIGHWAYS IN GILLIAM COUNTY
SHUTLER-CONDON ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene	$25,835.00
R. O. Dail, Portland	27,899.50
Vernie Jarl, Gresham	29,010.00
T. W. Thomas, Portland	30,670.00
E. C. Hall Co., Portland	31,900.00
Rogers Construction Co., Dayton, Washington	32,615.00
Babler & Conley, Portland	35,620.00
D. F. Whittaker, Seattle, Washington	35,935.00
Morrison-Knudsen Co., Inc., Boise, Idaho	47,580.00
C. J. Eldon, Portland	49,468.00

KLAMATH COUNTY
ALAMEDA-CITY LIMITS (KLAMATH FALLS) SECTION
OF MARINE BARRACKS ACCESS ROAD
GRADING AND MACADAM SURFACING

Clifford A. Dunn, Klamath Falls	$16,943.50
Tru-Mix Concrete Co., Medford	19,214.00
Babler & Conley, Portland	19,477.50

MCKENZIE HIGHWAY IN LANE COUNTY
HENDRICKS BRIDGE-NIMROD ROCK PRODUCTION PROJECT

*J. S. Risley, Milwaukie	$19,970.00
Newport, Kern & Kibbe, Portland	22,750.00
E. C. Hall Co., Portland	23,900.00
Vernie Jarl, Gresham	25,600.00
M. C. Lininger & Sons, Medford	26,025.00
Rogers Construction Co., Dayton, Washington	26,415.00

* Bidder will accept only two projects.

THREE HIGHWAYS IN LINCOLN COUNTY
NEWPORT ROCK PRODUCTION PROJECT

T. W. Thomas, Portland	$26,928.00
T. F. Skelton & H. H. Wiecks, Toledo	26,928.00
Rogers Construction Co., Dayton, Washington	28,968.00
*J. S. Risley, Milwaukie	29,352.00
E. C. Hall Co., Portland	31,665.00
**P. B. Doherty, Portland	36,513.00
C. J. Eldon, Portland	40,402.50

* (a) Bidder will accept only two projects
(b) Bidder will make reduction of $500.00 if also awarded Hendricks Bridge-Nimrod Project.

** Bidder will accept only one project

WESTON-ELGIN AND WALLOWA LAKE HIGHWAYS IN
UMATILLA AND UNION COUNTIES
ELGIN ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$31,800.00
Rogers Construction Co., Dayton, Washington	32,900.00
D. F. Whittaker, Seattle, Washington	35,950.00
Morrison-Knudsen Co., Inc., Boise, Idaho	43,750.00

FOUR HIGHWAYS IN UMATILLA COUNTY
HERMISTON ROCK PRODUCTION PROJECT

F. R. Hewett Co., Spokane, Washington	$37,460.00
J. A. Terteling & Sons, Boise, Idaho	38,360.00
Vernie Jarl, Gresham	38,930.00
Rogers Construction Co., Dayton, Washington	40,695.00
D. F. Whittaker, Seattle, Washington	42,466.00
T. W. Thomas, Portland	44,120.00
E. C. Hall Co., Portland	44,350.00
Babler & Conley, Portland	45,660.00
*P. B. Doherty, Portland	47,046.00
Morrison-Knudsen Co., Inc., Boise, Idaho	52,860.00
Materne Bros., Spokane, Washington	60,860.00

* Bidder will accept only one project.

SALE OF TRACT OF LAND IN NORTHEAST PORTLAND

	Alternate No. 1	Alternate No. 2
E. F. Wilson, Portland	$1,216.00	$1,316.00
Harry Hoffman, Portland	911.00	1,012.00
Alford T. Olson, Portland	800.00	1,000.00
W. S. Miller, Portland	---	450.00

The Attorney brought up for discussion the acquisition of right of way from the Standard Brands, Inc., for the Front Avenue Project in Portland (Right of Way File No. 11022), action on which was deferred from the previous day. He advised that a local representative of the company has agreed to recommend to his superiors acceptance of the state's offer to pay $35,000 for this property provided the company will vacate the premises at any time the Commission asks them to do so and, in any event, within two years, and provided further that if the premises are not vacated within such two-year period then the company will pay a reasonable rental for the use of the property thereafter. The Commission approved the purchase of the property if an agreement can be reached with the company on such basis.

The Commission had under discussion requests from the school board of District #90, Blachly, Oregon, and others, for the improvement of the Siuslaw Highway at its junction with the Horton County Road to alleviate a dangerous condition which, they allege, exists at this intersection because of the heavy volume of traffic that passes through this intersection and the shortness of the sight distance along the highway. The Engineer advised that investigation reveals that a dangerous condition actually exists at this point and that it will cost about $7,700 to correct the situation. He recommended approval of the project as a Primary Minor Betterment for 1945 construction, the money to come from the amount budgeted by the Commission on the previous day for this class of work. The Commission approved the recommendation unanimously.

The Secretary presented a resolution from Jasper Grange #532, Lane County, and a petition from other users of the Springfield-Creswell Secondary Highway urging the oiling of this highway between Jasper and its junction with the Willamette Highway. He was instructed to inform the petitioners that the Commission is not now in a position to definitely pass on this project due to the uncertainty of the funds with which the project would have to be financed; however, the Commission will give consideration in the formulation of future construction programs.

The Secretary was also instructed to make a similar reply to a petition from residents of Josephine County for the oiling of the unoiled section of the Rogue River Loop Secondary Highway between "Robertson" Bridge and the junction with the Redwood Highway.

Letters were presented from the Portland Union Stock Yards Company and Swift and Company requesting the widening of the Swift Secondary Highway for four lanes of traffic in front of the Union Stock Yards and the Swift Company's plant. The Engineer was instructed to inspect the premises and report his findings.

The Secretary presented resolutions from the following cities and towns outlining plans for the improvement of city streets with funds made available under Chapter 371, Oregon Laws 1943:

Adams	Dayville	Fossil
Aumsville	Dufur	Monroe
Carlton	Echo	Yamhill
Clatskanie	Florence	

The Engineer advised that he has examined the plans which are in conformity with the regular requirements. He pointed out, however, that the resolution from the cities of Echo, Adams, and Monroe are substitutes for resolutions that were approved by the Commission on May 9, 1944, and are required because the cities have found it impossible because of war-time conditions to perform this year the work contemplated in the original resolutions. He recommended approval of the changes and that the programs as outlined in all of the resolutions be approved and adopted. The recommendation was approved by the Commission. The following resolution in regard thereto was adopted by the Commission by unanimous vote upon motion by Commissioner Schaupp which was seconded by Commissioner Chessman:

> WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Adams - - - - - -	$ 232.11	Echo - - - - - - -	$384.56
Aumsville - - - -	238.98	Florence - - - - -	629.03
Carlton - - - - -	1,186.65	Fossil - - - - - -	730.67
Clatskanie- - - -	972.39	Monroe - - - - - -	427.14
Dayville- - - - -	186.79	Yamhill- - - - - -	574.10
Dufur - - - - - -	538.39		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

City of Adams - Hale Street, Main to College

City of Aumsville - All gravel streets of the city

City of Carlton - East Polk Street, South Third Street, North 4th Street, North 3rd Street, North 2nd Street, North 1st Street, East Monroe Street, South Park Street, South Kutch Street, West Grant Street, North Scott Street, West Monroe Street, North Kutch Street, West Madison Street, West Jefferson Street, West Johnson Street, West Lincoln Street, North Howe Street

City of Clatskanie - 13th Street, Conyers Street, 10th Street, 9th Street, Tichenor Street, Alder Street, 2nd Street, Poplar Street, 4th Street Wye, 8th Street, County Road

City of Dayville - Street running from U. S. Highway 28 west to city limits toward school house and street running south from U. S. Highway 28 to city limits, which street connects with county road

City of Dufur - Second Street, Klinger Street, 1st Street, Fourth Street, Court Street

City of Echo - Bridge Street, Dupont Street, Bonanza Street

City of Florence - Front Street, Main Street

City of Fossil - Adams Street, 5th Street, 6th Street, Jay Street, 3rd Street, Main Street, Rutledge Street, Chase Street, "B", Broadway Street

City of Monroe - Commercial Street, Main Street to Railroad Street, Railroad Street, Walnut Street, Chestnut Street, Wilson Street, Howard Street

City of Yamhill - 3rd Street, 1st Street, Laurel Street, Elm Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That resolutions formerly adopted by the cities of Echo, Adams, and Monroe and approved by the State Highway Commission on May 9, 1944, shall be canceled, in accordance with the requests of the several cities on file in the records of the Oregon State Highway Department, and resolutions hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plan submitted by the city.

6. This resolution shall be entered in the minutes and records of this Commission as of the 19th day of December, 1944.

The Commission approved and signed an agreement with Klamath County providing for the maintenance of the Crescent Lake County Road between the Town of Crescent Lake and its junction with the Willamette Highway, a distance of about two miles.

The Engineer brought up for discussion the claim of Henry L. Horn, contractor for the construction of the Denver Avenue-Union Avenue traffic interchange project in Portland, for extra compensation arising out of this job. He advised that the claim originally submitted by Mr. Horn was for $9,891.04 and included an amount of $2,391.04 for duplication of expense for Workmen's Compensation. This latter mentioned item, he said, has been disallowed because of a provision in the contract which requires a contractor to carry on his work under protection of the Workmen's Compensation Act, regardless of whether or not he has already purchased private insurance coverage, which leaves a total of $7,500 to be disposed of. He recommended that Mr. Horn be allowed an extra amount of $3,219.50 for the following reasons:

1. During the progress of work a fire occurred at the Peninsula Golf Club House adjoining the improvement which made necessary certain changes in the reconstruction of the Club's sewage disposal system and in turn required the contractor to change his construction plans accordingly with the result that he was put to extra expense totaling $465.50.

2. According to the specifications the contractor was required to salvage and rebuild 1100 feet of wire guard rail. It was found necessary, however, to replace 130 lineal feet of this fence, so he considers it equitable to allow the contractor twenty-five cents per lineal foot for removing it inasmuch as otherwise he would have been put to that expense without compensation. The allowance recommended for this item, he said, is $32.50.

3. Following the award of the contract the U. S. Army Engineers requested the raising of the grade of Swift Secondary Highway so it would more effectively act as a dyke for the protection of the Vanport Housing Project from high water in the Columbia River. This required the placement of 3962 cubic yards of additional material under adverse traffic conditions for which the contractor is entitled to pay at the rate of twenty-five cents per cubic yard or a total of $990.50 more than was contemplated for this item in the original contract.

4. At the time of the award of the contract, construction of one of the structures known as No. 4 had not been approved by the War Production Board and provision was made in the specifications for the elimination of this structure; however, when the contract was nearing completion the contractor was given authority to proceed with the work which cost about $3.00 per cubic yard more than if the work had been done when working conditions were suitable. This extra expense amounted to $1,731.00.

The Engineer gave as his thought that the contractor is entitled to extra compensation in the total amount of these four items, or $3,219.50, and recommended approval thereof. The Attorney concurred in the recommendation.

Following discussion motion was made by Commissioner Schaupp that the recommendation be approved. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission. An agreement between the Commission and Contractor Horn covering the matter was thereupon signed.

A delegation representing the County Judges and Commissioners Association appeared before the Highway Commission with respect to increasing the allotment of the State Highway Funds to the counties. The group consisted of Mr. Tom H. West, Chairman, Board of County Commissioners, Multnomah County, County Judge E. L. Pope, Clackamas County, and County Commissioner James Elliott, Clatsop County. Mr. West pointed out that the present allocation to the counties is 15.7 percent of the total highway revenue with a minimum of $2,000,000. He advised that such sum is not sufficient to take care of the county road needs, and in view thereof the Association proposes to ask the 1945 Legislature to increase the allotment to twenty percent, which would give the counties about $3,000,000 annually. It was his thought that in view of the fact that the state's bonded indebtedness for highways is now only a little over $6,000,000 that such increase would not disrupt the Highway Commission's program and accordingly asked the Commission to support the counties' bill in the legislature. Judge Pope alleged that the cost to maintain Clackamas County highways has doubled during the past three years due to war-time conditions, and the county is faced with the serious problem of maintaining its road system because of the tax limitations. He pointed out that most of the log hauling is over county roads, which were not constructed for continuous traffic of that kind, and as a result the roads are going to pieces and the county cannot repair them properly because of lack of funds to finance the work. Commissioner Elliott endorsed the remarks of the other speakers advising that conditions in Clatsop County are very similar to those in other counties.

Chairman Banfield advised that the State Highway Commission does not now have enough income to finance all of the state highway improvements that are needed. He pointed out that as a result of the Commission's canvass of the state last year, projects estimated to cost about $300,000,000 were presented to the Commission for construction in the post war period, whereas, at that time the Commission anticipated that with federal aid it could undertake a $60,000,000 program during the first three years immediately following the war. The anticipated federal aid has not materialized, he added, and it now appears that the program for that period cannot exceed $26,000,000. Such amount, he said, is not sufficient to take care of the state's needs, so, under the circumstances it does not appear possible for the Commission to approve the increasing of the counties' allotment. Moreover, the Commission could not go to the Legislature and say that it has more money than it needs for state highway purposes, because that would not be a fact. Commissioner Schaupp endorsed Chairman Banfield's remarks. Discussion followed and was concluded by Chairman Banfield who stated that the Commission would take the matter under advisement.

A delegation headed by Mr. Harry R. Fuller, Regional Fire Supervisor, U. S. Grazing Service, Burns, Oregon, and including Messrs. S. R. Bennett, District Grazier, Baker, and John Krebs, Stockman, Cecil, Oregon, came before the Commission in regard to the "fire proofing" of state highways in Morrow, Umatilla, and Gilliam Counties. They asked for state aid in the suppression of fires in this area. Mr. Fuller advised that a large number of fires have occurred along the highways in these counties during the past two years, most of which, he said, have originated on highway rights of way as a result of carelessly thrown cigarette stubs. He also said that the livestock industry, forests, and ranchers have suffered considerable losses because of these fires, and that the cost to maintain the railroads and highways in the district has increased due to extra expense in removing sand blown from the burned over areas. He predicted that the losses will increase unless the fires are controlled. He mentioned a meeting of interested parties in Heppner recently when this matter was the subject of discussion and advised that the conclusion reached at such meeting was that if the highway right of way were seeded with crested wheat, or some other suitable grass, as has been done along the Old Oregon Trail west of Pendleton, the prospects of fires occurring would be greatly reduced.

Chairman Banfield pointed out that if the Highway Commission were to contribute toward such a project in one part of the state, it would have to extend operations to all parts of the state which the Commission is not prepared to do now. The Commission's Attorney expressed his opinion that while the project may be a worthy one the Commission would have to limit its cooperation to the protection of state land under its control. He also said that it would be illegal for the Commission to spend highway funds to protect privately owned property or the property of some other state agency. Mr. Fuller estimated the cost of furnishing fire protection at not to exceed $1 per acre. He also said that according to the records, 32,599 acres of land have been burned over because of fires started along highways. He suggested that the Highway Commission might cooperate to a certain extent in reducing this fire hazard and might recommend to the Legislature a program to that end. Mr. Krebs gave as his thought that the project should be appealing to the State Highway Commission because it would result in reducing highway maintenance expense by eliminating "sandblow". Mr. Bennett suggested that it would be helpful if words cautioning the public against the throwing of lighted cigarettes on the highway right of way were painted on the highway surfaces as is now being done in the State of Idaho.

Mr. Fuller then inquired if the Commission cannot cooperate as requested, whether or not the Commission would authorize its maintenance crews to render more service than it has in the past in the suppression of fires. He said that the men would only be called upon in emergencies and that the Grazing Service would furnish all facilities. The Engineer advised that the maintenance men already have instructions to extinguish fires that occur on highway rights of way but not off the right of way. After further discussion Chairman Banfield concluded the conference by stating that the entire matter will have to be given very careful con-

sideration by the Commission because it involves the establishment of a general policy. He asked Mr. Fuller to furnish full information in regard to the Grazing Service protective area and instructed the Engineer to analyze the information when received and report to the Commission the feasibility and cost to cooperate as has been requested. The Attorney was instructed to advise the Commission as to its legal authority in the matter.

Mr. Fred Judges, manager of the Oregon State Motorists Association, came before the Commission in the interests of a school for traffic training which is to be conducted at Oregon State College, Corvallis, for two weeks sometime during the month of March, 1945. Mr. Judges advised that the National Institute for Traffic Training, Washington, D. C., is sponsering this school, the purpose of which is to develop traffic engineering, including such subjects as highway engineering, safety, and other traffic problems. He further advised that this is the first time that the shcool has been held in the West, and that Oregon is co-host to the eleven western states from which students are expected. He gave as his thought, inasmuch as the school is in the scope of the State Highway Department, that the Commission might approve the contribution of $200 towards the promotional expenses which is estimated at $1,200. The State Highway Engineer recommended such contribution if it is not illegal. The Attorney requested more time to look into the legality of the expenditure. The Commission took the matter under advisement.

Messrs. John A. Laing, Chairman, and Dr. E. B. McDaniels, Member, of the Advisory Committee on Travel and Informational Matters, appeared before the Commission in regard to the 1945 budget for the Travel and Information Department. Mr. Laing advised that at a meeting of the Committee held on October 27, 1944, the members present voted unanimously to recommend a budget of $37,050 for this purpose, subject to an increase in the amount later on if travel conditions are satisfactory. He presented a budget as follows for the Commission's consideration and explained details thereof:

601	Supervision and General Expense	
	Salaries	$ 9,000.00
	Travel, Supplies & Miscel.	1,000.00
610	Magazine Advertising	10,000.00
613	Motion Pictures	1,800.00
614	Specialty Advertising	1,000.00
616	Literature Distribution	500.00
617	Maps	3,500.00
618	Booklets	5,000.00

(Continued on next page)

DEC 19 1944

619	Cuts and Mats.....	$ 500.00
620	Photographs.....	250.00
621	Postage and Express.....	1,500.00
622	Photographic Laboratory Charges.....	3,000.00
		$37,050.00

In the discussion that followed, Chairman Banfield advised that the Commission on the previous day adopted a budget for 1945 expenditures, including an item of $40,000 for the Travel and Information Department, which is slightly more than the amount the Advisory Committee has recommended.

Mr. Laing then brought up for discussion salary increase for the secretary of the director of the Travel and Information Department. He recommended an increase from $155 per month to $175 per month, if that is in conformity with the Commission's standard rates of pay. The Commission referred the matter to the Engineer.

Dr. McDaniels brought up for discussion the payment of the expenses of Mr. Harold B. Say, former director of the Travel and Information Department, who is now connected with the U. S. Navy in Washington, D. C., to check the "set-up" of the Travel Department. He advised that Mr. Say expects soon to have a vacation and has indicated that he will come west and make such a check if the Highway Commission will pay his expenses to and from Washington, D. C., and his salary while making his investigations. Dr. McDaniels gave as his thought that this is an opportunity to get a thorough check-up on the activities of this department and recommended approval of the expenditure, the same to be paid out of the Travel budget. The members of the Commission expressed themselves in favor of the expenditure but left it with the Advisory Committee to make the final decision.

Messrs. H. R. Williams, Member, Legislative Committee, and E. J. Barry, Executive Secretary, representing the Oregon Motor Transport Association, were present in regard to proposed legislation with respect to the size and weight of motor vehicles, or combinations thereof that operate over Oregon state highways. They presented a copy of the bill that they propose to submit to the 1945 Legislature which extends indefinitely the privileges granted under the Highway Commission's war time emergency permits and asked the Commission to endorse the bill. The Commission referred the bill to the Engineer and the Attorney to analyze and report back to the Commission.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission and asked the Commission to confirm them for the records. After discussion the Commission by unanimous vote approved the following surveys, being all of those listed with the exception of a proposed survey at Wallowa Lake to determine the ownership of property which has been recommended for state park purposes. It was decided not to conduct the survey at Wallowa Lake.

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Prospecting	1-1441	Baker	Old Oregon Trail Highway near Baker	1st- $500.00
Plans	6-1436	Coos & Curry	Oregon Coast and Coos Bay-Roseburg Highways	1st- $1,000.00
Slide	15-1449	Jackson	Near Ashland on Pacific Hwy.	1st- $300.00
Plans	218-1474	Klamath	Access road to Klamath Falls Marine Barracks	1st- $500.00
Plans	20-1462	Lane	Near Blachley on Siuslaw Hwy.	1st- $200.00
Plans	21-1471	Lincoln	Near Newport Airport on Oregon Coast Hwy.	1st- $250.00
R/W	24-1448	Marion	Woodburn Maintenance Site	1st- $250.00
Plans	24-1450	Marion	12th St. Junction to Pacific Hwy. south of Salem	1st- $100.00
Plans	24-1451	Marion	New State Office Bldg.	1st- $500.00
Plans	10-1431	Douglas	Canyonville (Pacific Hwy. relocation.)	5th- $2,000.00 Total to date $34,000.00
Plans & R/W	118-1468	Klamath	Diversion Canal-Midland Overcrossing Section, Midland Secondary Hwy.	2nd- $460.00 Total to date $1,460.00
R/W	21-1463	Lincoln	Siletz Bay-Newport Sec. Oregon Coast Hwy.	2nd- $650.00 Total to date $1,050.00
Prospecting	23-1434	Malheur	Vale, Central Oregon Hwy. Vale Rock Prod. Project	2nd- $500.00 Total to date $650.00
Plans	27-1427	Polk	Grande Ronde Maintenance Site	2nd $75.00 Total to date $150.00

S U M M A R Y

Total Previously Authorized for these Surveys	$33,625.00
Total Additional Authorization Requested	7,285.00
GRAND TOTAL.....	$40,910.00

The Commission recessed at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

Mr. Claude M. Bristol, Portland, appeared before the Commission in regard to the proposed relocation of the Columbia River Highway which affects his property near Troutdale. Mr. Bristol advised that the proposed location severs his land which is extremely valuable for celery growing purposes, and if the highway is constructed on such alignment celery growing would have to be stopped to such an extent that he would not then be able to sell or even rent the property. Moreover, there are some fifty families that are dependent on work in the celery gardens for a livelihood who would be thrown out of work. He suggested the rerouting of the highway along the north side of his property where there is a dedicated county road, which would not only preserve his property intact but would also save the state a considerable sum for right of way, his land being worth from $1,000 to $2,500 per acre. The

DEC 19 1944

Commission referred the matter to the Engineer for investigation and report. He was instructed to inspect the premises in company with Mr. Bristol at the earliest opportunity.

The Commission had under discussion the following requests for extensions of time within which to complete highway construction projects:

Porter W. Yett, Contract No. 2504, for grading and construction of bituminous macadam surfacing on the Banzer Bridge-Mist Section of the Nehalem Secondary Highway in Columbia County, requested an additional extension of time from June, 1943, to October 30, 1945, within which to complete this job. He gave no reason for failure to complete this project within the specified time limit. The Engineer advised that this contract was awarded on August 14, 1941, and the specifications called for completion on or before August 31, 1942; however, work was discontinued early in 1942 because of the war, and it was only a short time ago that the Public Roads Administration authorized resumption of operations. He anticipated that it would take all of the summer of 1945 to complete the project. In the meantime, he said, the old road is being used by the public which has not been unduly inconvenienced. He recommended that the extension of time requested be granted without penalty because of the circumstances under which the work was held up. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Morrison-Knudsen Co., Inc., Contract No. 2649, for grading, surfacing, oiling and construction of the bridge on the Molloy Ranch-Hooker Creek Section of the I.O.N. Highway, in Malheur County, requested an extension of time from July 31, 1944, to November 10, 1944, within which to complete this job. They attributed their failure to complete this project within the specified time limit to inclement weather during the months of May and June, and serious labor shortage. The Engineer advised that the contract was awarded on August 27, 1943, and that the contractor commenced operations two weeks later and completed all of the grading work, except for finishing, by January 8, 1944. He gave as his thought that labor and equipment troubles were the main reasons for over run of the specified time limit, although inclement weather did prevail in May and June, as stated by the contractor. The traveling public, he said, has not been inconvenienced by the delay because the project is on new alignment and the old road was available at all time for public use. He recommended that the extension of time requested be granted without penalty, notwithstanding that the cost of engineering supervision is in excess of that anticipated. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

C. J. Eldon, Contract No. 2590, for grading, surfacing, and construction of bituminous macadam on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County, requested an extension of time from June 30, 1943, to October 15, 1944, within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: Adverse weather conditions which seriously affected progress of the work and required considerable drainage ditch construction to get rid of excess water in the roadway; a change in plans for carrying on the work with the equipment that was available and obtainable; shortage of labor, it being impossible to secure sufficient personnel with which to man the operation to more than twenty-five percent efficiency; and priority regulations which made it difficult to obtain necessary supplies. The Engineer advised that in the main war time restrictions were the basic causes of the delay. He further advised that traffic was not materially handicapped by the delay because the old road was available for public use at all times; however, the cost of engineering supervision over ran the budget some $2,000. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

J. S. Risley, Contract No. 2637, for furnishing crushed rock in stockpiles for the Belknap Springs-Fourmile Butte Section of the McKenzie Highway in Lane and Deschutes Counties, requested an extension of time from October 31, 1943, to September 30, 1945, within which to complete this job. He gave adverse weather conditions and difficulties in securing labor as the reasons for his failure to complete the project within the specified time limit. The Engineer advised that labor and equipment were very hard to secure for this job which greatly handicapped the progress of the work. He further stated that the public has not been unduly inconvenienced by the delay, neither has the state been put to much extra expense for engineering supervision. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

C. H. Wheeler, Contract No. 2644, for grading and construction of bituminous macadam on the Astoria Airport Section of the Oregon Coast Highway in Clatsop County, requested an extension of time from August 31, 1944, to October 1, 1945, within which to complete this job. He stated that the extra time is needed to pile and burn brush and debris that has accumulated, which work cannot be done until next year because of the wet condition of the ground. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is substantially correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

M. C. Lininger & Sons, Contract No. 2664, for the production of rock for the Brothers-Harney County Line Section of the Central Oregon Highway in Deschutes and Lake Counties, requested an extension of time from August 31 to October 18, 1944, within which to complete the job. They attributed their failure to complete the project within the specified time limit to labor shortages and the necessity to rescreen a considerable amount of the rock. The Engineer advised that the main reason for the contractor's failure to complete this job within the specified time limit was the inability to hire truck drivers. He also said that the public has not been greatly inconvenienced by the delay, and there has been no appreciable increase in the cost of engineering supervision. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Morrison-Knudsen Co., Inc., Contract No. 2667, for grade widening, surfacing, and oiling the Idaho State Line-Molloy Ranch Section of the I.O.N. Highway, in Malheur County, requested an extension of time from August 15 to November 10, 1944, within which to complete this job. They gave inclement weather and labor shortages as the principal reasons for their failure to complete this project within the specified time limit. The Engineer advised that labor shortage was the main reason for the delay. He also said that the public has not been unduly inconvenienced by the delay because the old road has been available for its use, and the cost for engineering supervision has not exceeded that estimated. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The recommendation was approved by the Commission by unanimous vote.

Oscar Joelson, Contract No. 2671, for construction of the Lexington Rock Production Project on the Heppner and Lexington-Echo Highways, in Morrow County, requested an extension of time from July 31, 1944, to January 31, 1945, within which to complete this job. He advised that his contract with the state at Hermiston took considerable more time than he expected due to an increase in the yardage of material that he had to furnish, and due to several breakdowns of his equipment; also, that he was required to furnish considerable more yardage for the road leading to the Umatilla Ordnance Depot which was not included in the contract but was authorized by the state. These circumstances, he said, caused a rather late starting of the Lexington Rock Production Project, and together with difficulties in securing labor was the reason that he failed to complete this project within the specified time limit. The Engineer advised that the contract was awarded on December 23, 1943, but the contractor did not start work until April 8, 1944, and progress was slow from that time on because of difficulties that he had with equipment

breakdowns. The main reason for overrunning the time limit, he said, was that the job was not started early enough, however, that is accounted for by the fact that he had to finish the job at Hermiston before he could start the new one and that he did not have enough equipment to handle both jobs at the same time. The public, he said, has not been greatly inconvenienced by the delay, neither has the state incurred any extra expense for engineering supervision. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Western Rock Company, Contract No. 2674, for production of rock for the Kimberly-Dayville Section of the John Day Highway, in Grant and Wheeler Counties, requested an extension of time of twenty days from October 31, 1944, to November 20, 1944, within which to complete this job. They attributed their failure to complete this project within the specified time limit to shortage of labor and difficulties in obtaining replacement parts for their equipment. The Engineer advised that the contract was awarded on February 17, 1944, but no work was done until September 1, 1944, when the contractor started to set up his plant. He admitted that labor and material shortages were operative but these did not excuse the contractor for his late start. Neither the public nor the state's maintenance program was inconvenienced by the delay and the state did not incur any extra expense for engineering supervision. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Frank Watt Construction Co., Contract No. 2687, for construction of four bridges on the Halsey-Harrisburg Section of the Pacific Highway East, in Linn County, requested an extension of time from December 31, 1944, to April 30, 1945, within which to complete this job. They attributed their failure to complete the contract within the specified time limit to difficulties in securing lumber and other materials. The Engineer advised that the work was held up for about four months due to the contractor's inability to secure necessary lumber and materials. He recommended in view thereof that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

The Engineer reported that Contracts Nos. 2590, 2642, 2649, 2664, 2667, 2674, and 2698 for the construction of state highway projects have been completed according to the requirements of the contracts or modifica-

tions thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2590, with C. J. Eldon, for grading, surfacing and bituminous macadam on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County, was completed on August 12, 1944.

Contract No. 2642, with Peter Kiewit Sons' Co., for grading, surfacing and oiling on the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and Dallas-Kings Valley Secondary Highway in Polk County, was completed on October 10, 1944.

Contract No. 2649, with Morrison-Knudsen Co., Inc., for grading, surfacing and oiling on the Molloy Ranch-Hooker Creek Section of the I.O.N. Highway in Malheur County, was completed on November 10, 1944.

Contract No. 2664, with M. C. Lininger & Sons, for furnishing crushed material in stockpiles on the Brothers-Harney County Line Section of the Central Oregon Highway in Deschutes and Lake Counties, was completed on October 18, 1944.

Contract No. 2667, with Morrison-Knudsen Co., Inc., for grade widening, surfacing and oiling on the Idaho State Line-Molloy Ranch Section of the I.O.N. Highway in Malheur County, was completed on November 10, 1944.

Contract No. 2674, with Western Rock Co., for furnishing crushed materials in stockpiles on the Kimberly-Dayville Section of the John Day Highway in Grant and Wheeler Counties, was completed on November 20, 1944.

Contract No. 2698, with Angelo Doveri, for curb construction on North Ninth Street in Klamath Falls, Klamath County, was completed on December 1, 1944.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

DEC 19 1944

The Engineer requested authority to purchase the following equipment and tools:

		Est. Cost	
6 200-gal.	Maintenance Asphalt Kettles	$700 ea.	$4200.00
1 5 KVA	Diesel Light Plant for Austin	1200 "	1200.00
1 4-inch	Wood Borer for Bridge Crew	200 "	200.00
1 9/16	Multivane Pneumatic Wood Drill for Bridge Crew	150 "	150.00
1 only	Pneumatic Impact Wrench Set for Bridge Crew	260 "	260.00
3 10-ton	Hoists for Bridge Dept. Trucks	300 "	900.00
1 10-ton	Floor Jack for LaGrande Shops	150 "	150.00
1 only	Carboloy Tool Grinder for LaGrande Shops	150 "	150.00
1 only	Cylinder Boring Bar for Salem Shops	400 "	400.00
1 only	Buffer & Grinder for tire repairs at Salem Shops	150 "	150.00
1 only	Metal Spray Tool for Salem Shops	750 "	750.00
1 only	Trench Hoe Attachment	1400 "	1400.00
1 only	Pneumatic Auger Drill	190 "	190.00
	Estimated Total - - - - - -		$10100.00

The Commission approved the request by unanimous vote upon motion by Commissioner Schaupp, which was seconded by Commissioner Chessman.

The Commission confirmed the oral authority given the Engineer on December 6 to sell an obsolete road grader to the City of Wallowa for the sum of $150.

The Engineer requested authority to advertise for bids for the purchase of a number of tourist cabins and contents which were acquired in connection with a right of way transaction involving a revision of the Oregon Coast Highway at Spencer Creek, about seven miles north of Newport, Lincoln County. The request was granted by the Commission by unanimous vote, subject to the condition that bids be taken for the buildings and contents separately, and with the understanding that the Commission reserves the right to retain one or more of the buildings for use by engineers or contractors in connection with highway construction in this vicinity.

The Commission approved and signed an agreement with Polk County providing for an exchange of secondary highways and county roads at Camp Adair. In this connection the secretary presented resolutions from the Polk County Court requesting that certain secondary state highways be eliminated from the State Secondary Highway System and that certain county roads be placed on such system in lieu thereof. The resolutions (four resolutions) were approved by the Commission. The following resolutions covering such exchange of roads were thereupon adopted by the Commission by unanimous vote upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp:

WHEREAS, under the provisions of Chapter 248, Laws of 1931; Chapter 196, Laws of 1935; and Chapter 529, Laws of 1939; the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Polk County Court of the State of Oregon, has heretofore selected and regularly adopted, as provided by law, the Kings Valley Secondary Highway No. 190, and

WHEREAS, it is now the intention of the State Highway Commission, by mutual agreement with the Polk County Court of the State of Oregon, to eliminate and remove from the system of secondary state highways, under the provisions of Chapter 248, Oregon Laws of 1931; Chapter 196, Laws of 1935; and Chapter 529, Laws of 1939; the hereinafter described section of the Kings Valley Secondary Highway No. 190, and

WHEREAS, it is mutually understood and agreed by the State Highway Commission and the Polk County Court of the State of Oregon, that from and after the adoption of this resolution by the State Highway Commission the hereinafter described section of the Kings Valley Secondary Highway No. 190 shall, under the provisions of the Laws of Oregon, become a county road, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the County Court of Polk County;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating as follows:

1. That the following described section of the Kings Valley Secondary State Highway No. 190 is hereby eliminated and removed from the Secondary State Highway System, to wit:

A Section of the Kings Valley Secondary State Highway No. 190

Beginning at a point on the former route of the West Side Pacific Highway at a point approximately 3½ miles south of Monmouth; thence in a westerly and southwesterly direction to a point where the Kings Valley Secondary Highway as now designated is intersected by the McTimmonds Valley Road, approximately 0.7 mile north of Pedee, a distance of 10.83 miles.

DEC 19 1944

2. That the said above described section is hereby declared to be eliminated and removed from the secondary system of highways and from and after the adoption of this resolution shall become a county road, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the County Court of Polk County, as provided by law.

3. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Polk County.

WHEREAS, under the provisions of Chapter 248, Laws of 1931; Chapter 196, Laws of 1935; and Chapter 529, Laws of 1939; the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Polk County Court of the State of Oregon, has heretofore selected and regularly adopted, as provided by law, the Dallas-Kings Valley Secondary State Highway No. 191, and

WHEREAS, it is now the intention of the State Highway Commission, by mutual agreement with the Polk County Court of the State of Oregon, to eliminate and remove from the system of secondary state highways, under the provisions of Chapter 248, Oregon Laws of 1931; Chapter 196, Oregon Laws of 1935; and Chapter 529, Laws of 1939; the hereinafter described section of the Dallas-Kings Valley Secondary Highway No. 191, and

WHEREAS, it is mutually understood and agreed by the State Highway Commission and the County Court of Polk County of the State of Oregon, that from and after the adoption of this resolution by the State Highway Commission the hereinafter described section of the Dallas-Kings Valley Secondary Highway No. 191 shall, under the provisions of the laws of Oregon, become a county road, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the County Court of Polk County;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating as follows:

12303

1. That the following described section of the Dallas-Kings Valley State Secondary Highway No. 191 is hereby eliminated and removed from the Secondary State Highway System, to wit:

A Section of the Dallas-Kings Valley Secondary State Highway No. 191

Beginning at a point on the Dallas-Kings Valley Secondary State Highway No. 191 at mile point 7.54 where the said secondary state highway is intersected by the Falls City Road; thence in a southerly and southeasterly direction to a point where the present designated Dallas-Kings Valley Secondary State Highway intersects the present designated Kings Valley Secondary State Highway No. 190, a distance of 3.27 miles.

2. That the said above described section is hereby declared to be eliminated and removed from the secondary system of highways and from and after the adoption of this resolution shall become a county road, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the County Court of Polk County, as provided by law.

3. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Polk County.

WHEREAS, under the provisions of Chapter 248, Laws of 1931; Chapter 196, Laws of 1935; and Chapter 529, Laws of 1939; the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Polk County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described market road, county road, highway, route, or location of a highway in Polk County be and the said market road, county road, highway, location, or route, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

A Section of the Dallas-Kings Valley Secondary State Highway No. 191

Beginning at a point on the Dallas-Kings Valley Secondary State Highway No. 191 at Mile Point 7.54 where the said secondary state highway is intersected by the Falls City Road; thence in a southerly direction to a point on the present designated Kings Valley Secondary State Highway approximately 0.7 mile north of Pedee, a distance of approximately 5.9 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws of 1931; Chapter 196, Oregon Laws of 1935; and Chapter 529, Oregon Laws of 1939; and amendments thereof.

3. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Polk County.

WHEREAS, under the provisions of Chapter 248, Laws of 1931; Chapter 196, Laws of 1935; and Chapter 529, Laws of 1939; the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with thePolk County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions ofsaid acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State HighwayCommission, all members being present and affirmatively voting and participating, as follows:

1. That the following described market road, county road, highway, route, or location of a highway in Polk County be and the said market road, county road, highway, location, or route, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Monmouth Secondary State Highway No. 194

Beginning at a point on the Dallas-Kings Valley Secondary State Highway No. 191 near the Little Luckiamute River; thence easterly to the West Side Pacific Highway in Monmouth, a distance of approximately 7.0 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws of 1931; Chapter 196, Oregon Laws of 1935; and Chapter 529, Oregon Laws of 1939; and amendments thereof.

3. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Polk County.

The Commission also approved and signed an agreement with Lane County covering the abandonment of a section of the old Willamette Highway between Goshen and Lowell when the highway has been reconstructed on permanent alignment, and particularly covering the section between Pleasant Hill and Lowell which has not yet been rebuilt. (This agreement provides for the abandonment of the Pleasant Hill-Lowell Section at such time in the future when the new highway between these points has been constructed. The abandonment of the section between Goshen and Pleasant Hill was effected by resolution of the Commission adopted on November 14, 1944.) In this connection the Secretary presented a certified copy of the resolution from the Lane County Court, accepting jurisdiction over the abandoned section of this highway between Goshen and Pleasant Hill, for county road purposes. It was approved by the Commission and ordered filed.

A letter was presented from Hood River Post, American Legion, requesting permission to maintain two small buildings on the Columbia River Highway right of way at the Hood River city limits for use as service men's shelters. The Commission approved the request subject to the condition that it does not involve a deviation from the Commission's newly established policy with respect to such matters.

Similar action was taken by the Commission on the request of the Dilley Community Club, Dilley, Oregon, for permission to maintain a shelter for school children on the right of way of the Tualatin Highway in Dilley. Both requests were referred to the Engineer for handling.

Consideration was given by the Commission to the application of Mr. L. M. Christensen for permission to take "smeltsand" from the ocean beach at Yachats for use in connection with the construction of buildings that he proposes to erect at this place. The Attorney advised that the Commission has control over the beach sand up to the high water mark, and can legally grant this application if it so desires. He explained that Mr. Christensen plans to construct numerous buildings on the property which is owned by a British Syndicate and fronts on the ocean for about two miles. Chairman Banfield expressed himself in favor of granting such permission with certain restrictions. He gave as his thought, however, that an opinion, as to whether or not the taking of the sand would adversely affect the spawning of smelt, should be secured before action is taken on the matter. The suggestion was approved by Commissioners Schaupp and Chessman, whereupon the Attorney was instructed to secure such opinion from the State Fish Commission.

The Commission had under discussion the setting of a date for its next regular meeting and decided to hold such meeting on Monday afternoon and Tuesday, January 22 and 23, 1945. The Secretary was instructed to make the usual arrangements to hold this meeting in the Imperial Hotel, Portland.

The Commission considered the following matters of unfinished business:

1. Request of Douglas County Court for designation of the North Umpqua County Road as a state secondary highway. The Engineer advised that it is his intention to report on this matter as soon as possible.

2. Survey for determining ownership of proposed state park property at Wallowa Lake. The Engineer advised that the crew is about ready to make the survey. The Commission ordered the work stopped in conformity with previous action taken at this meeting.

3. Report of Engineer on the status of his studies relative to Eugene's postwar highway plans. The Engineer advised that this report is not ready.

The Attorney reported receipt of an application from the Bonneville Power Administration in behalf of Douglas County Cooperative Association, to construct a power transmission pole line across several state highways north of Drain, Douglas County, and along a short section of the Pacific Highway between Comstock and Anlauf. The Commission approved the application subject to the condition that the installations will not conflict with any permits heretofore issued for similar purposes at such locations, and that construction is in conformity with approved standards.

The Engineer brought up for discussion a controversy that exists in the Springfield district with respect to the weighing of log loads. He said that log hauling conditions in this vicinity are reaching the critical stage inasmuch as the operators do not show an inclination to comply with the regulations and complain when ordered by the State Police to legalize the weight of their loads either by dumping a log, or by sawing off the end of the log in case of an axle overload. The place where the greatest amount of trouble is being experienced, he said, is at the scales on the McKenzie Highway about 3½ miles east of Springfield where there is no adequate site available near the scales on which to dump the logs. He suggested in view of the circumstances, that it would be advisable to purchase a small tract near the scales for this purpose which, he thought, could be acquired for about $150. The Commission approved the suggestion and authorized the Attorney to negotiate the purchase of this property.

The Commission discussed with the Engineer the bids received at the morning's session for highway construction work and for the purchase of a tract of land in northeast Portland. The Commission decided by unanimous vote to award the contract to the low bidder in each instance with the following exceptions: The low bid received for the construction of the Marine Barracks Access Road Project in Klamath County was approved by the Commission but the award of the contract was deferred until certain conditions have been satisfied. The Commission referred the bids to the Engineer with authority to award the contract at that time. With respect to the Newport Rock Production Project, inspection revealed that identical low bids were submitted by T. W. Thomas, Portland, and a partnership consisting of T. F. Skelton and H. H. Wiecks, Toledo. The Commission approved the amount of the bid and decided to award the contract on the flip of the coin if no objections are offered by the contractors involved. As to the sale of property in northeast Portland the Commission decided to accept the bid of E. F. Wilson on Alternate No. 1 which permits access to the highway at only one point.

At 3:00 p.m., Chairman Banfield made the following public announcement of the awards:

"Austin Junction-Unity Junction Rock Production Project on the John Day Highway in Baker and Grant Counties. M. C. Lininger & Sons, Medford, submitted the low bid for this project in the amount of $17,600. Oscar E. Joelson, Eugene, submitted the only other bid in the amount of $18,000. The Commission has awarded this contract to M. C. Lininger & Sons, the low bidder at their bid price of $17,600."

"Union Rock Production and Resurfacing Project on three highways, in Baker and Union Counties. M. C. Lininger & Sons, Medford, submitted the low bid for this project in the amount of $26,350. The next low bid was that submitted by Rogers Construction Co., Dayton, Washington, in the amount of $32,977. There were two higher bidders. The Commission has awarded this contract to M. C. Lininger & Sons, Medford, the low bidder, at their bid price of $26,350.

"Sandy-Government Camp Rock Production Project on the Mt. Hood Highway in Clackamas County. The low bid submitted for this project was that of Vernie Jarl, Gresham, in the amount of $22,520. The next low bid was that of J. S. Risley, Milwaukie, in the amount of $24,400. There were three higher bidders. The Commission has awarded this contract to Vernie Jarl, the low bidder, at his bid price."

"Elsie-Sunset Camp-Vernonia Rock Production Project on four highways in Clatsop, Columbia, Tillamook, and Washington Counties. F. H. McEwen & Jed Wilson, Seaside, submitted the low bid for this project in the amount of $30,355. The next low bid submitted was that of Vernie Jarl, Gresham, in the amount of $40,740. There were five higher bidders. The Commission has awarded this contract to F. H. McEwen & Jed Wilson, Seaside, low bidder, at their bid price of $30,355."

"Shutler-Condon Rock Production Project on the John Day and Wasco-Heppner Highways in Gilliam County. Oscar E. Joelson, Eugene, submitted the low bid for this project in the amount of $25,835. The next low bid submitted was that of R. O. Dail, Portland, in the amount of $27,899.50. There were eight higher bidders. The Commission has awarded this contract to Oscar E. Joelson, Eugene, low bidder, at his bid price of $25,835."

"Alameda-City Limits (Klamath Falls) Section of the Marine Barracks Access Road in Klamath County. The low bid submitted for this project was that of Clifford A. Dunn, Klamath Falls, in the amount of $16,943.50. Tru-Mix Concrete Co., Medford, submitted the next low bid in the amount of $19, 214. The only other bid was that submitted by Babler and Conley, Portland, at $19,477.50. The Commission has referred these bids to the Engineer with authority to award the contract to the low bidder, Clifford A. Dunn, when certain conditions have been satisfied."

"Hendricks Bridge-Nimrod Rock Production Project on the McKenzie Highway in Lane County. The low bid submitted for this project was that of J. S. Risley, Milwaukie, at $19,970. The next low bid was submitted by Newport, Kern, & Kibbe, Portland, at $22,750. There were four higher bidders. The Commission has awarded this contract to J. S. Risley, Milwaukie, low bidder, at his bid price of $19,970.

"Newport Rock Production Project on three highways, in Lincoln County. T. W. Thomas, Portland, and a partnership consisting of T. F. Skelton and H. H. Wiecks, Toledo, submitted identical low bids for this project, each being in the amount of $26,928. The third low bidder was Rogers Construction Co., Dayton, Washington, at $28,968. There were

four higher bidders. The Commission has decided to award this contract on the flip of a coin if that is satisfactory to the low bidders. (The two contractors, who were present, were then called to the rostrum and agreed to accept the results of the coin flip. The coin was flipped by Paul Hauser, Oregonian reporter. It was won by T. F. Skelton and H. H. Wiecks. Chairman Banfield thereupon announced that the Commission awards the contract to Skelton and Wiecks.)

"Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Umatilla and Union Counties. M. C. Lininger & Sons, Medford, submitted the low bid in the amount of $31,800. The next low bid was submitted by Rogers Construction Co., Dayton, Washington, in the amount of $32,900. There were two higher bidders. The Commission has awarded this contract to M. C. Lininger & Sons, Medford, low bidder, at his bid price.

"Hermiston Rock Production Project on four highways in Umatilla County. F. R. Hewett Co., Spokane, Washington, submitted the low bid in the amount of $37,460. The next low bid was submitted by J. A. Terteling & Sons, Boise, Idaho, in the amount of $38,360. There were nine higher bidders. The Commission has awarded this contract to F. R. Hewett Co., Spokane, Washington, low bidder, at its bid price of $37,460.

"Sale of tract of land in northeast Portland. The high bid submitted for the purchase of this property was submitted by E. F. Wilson, Portland, at $1,216 under Alternate No. 1 which permits access to the highway at only one point, and $1,316 under Alternate No. 2 which permits access at more than one point. The next high bid was that submitted by Harry Hoffman, Portland, at $911 under Alternate No. 1 and $1,012 under Alternate No. 2. There were two lower bidders. The Commission has accepted the bid of E. F. Wilson on the basis of Alternate No. 1."

The Commission considered and signed agreements, etc., as follows:

Agreement with Lane County re abandonment of the old Willamette Highway between Goshen and Lowell, when the new highway has been constructed.

Agreement with Polk County re exchange of highways at Camp Adair.

Agreement with Klamath County re maintenance of Crescent Lake County Road.

Agreement with Contractor Henry L. Horn, disposing of his claim for extra compensation arising out of Denver Avenue-Union Avenue project.

Lease Agreement with U. S. A. covering use of Pilot Butte State Park.

Acceptance of permit from Bonneville Power Administration authorizing maintenance of traffic sign guy wires on Government property at Astoria Substation site.

Agreement with H. H. Skipper & wife, disposing of claim for damages arising out of highway construction at Astoria.

Agreement with P. W. and J. W. Williams covering rental to the Williams' of state-owned property situate on the south side of the Wilson River Highway at McNamers Camp, Tillamook County.

Agreement with S. P. Mathney, covering construction of a logging road approach to the Pacific Highway, in Douglas County.

Bargain and Sale Deed conveying unto Signal Oil Company property in Lot 2 of Long and Landess Addition to Cottage Grove.

Bargain and Sale Deed conveying unto Alma Gibson Inman, Lots 31 and 32, Kenton, Portland.

Bargain and Sale Deed conveying unto D. W. Starkey and wife, Lot 18, Block 30, Hot Springs Addition, Klamath Falls.

Bargain and Sale Deed conveying unto Lucy R. Martin, portion of Block 32, Amended Plat of Fairmount, Eugene.

Bargain and Sale Deed conveying unto Lucy R. Martin, portion of Block 34, Amended Plat of Fairmount, Eugene.

Bargain and Sale Deed conveying unto Lillian Barzee, portion of Block 34, East St. Johns, Portland.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:30 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

DEC 19 1944

Portland, Oregon, January 22, 1945

The State Highway Commission convened in regular session at 1:30 p.m. in Room 615 of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Commissioner Chessman was excused from attending this meeting as was also the Commission's Attorney, J. M. Devers.

The Commission approved and signed the minutes of the meetings held on October 23 and 24, November 14, and December 18 and 19, 1944, subject to approval by Commissioner Chessman. (The above minutes were orally approved and signed by Commissioner Chessman later.)

Consideration was given by the Commission to the acquisition of real property that is needed for various highway purposes throughout the state. The Assistant Attorney presented a list of such properties together with the offer that he recommended in payment for each parcel. After careful consideration, the Commission approved the purchase of such properties and by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and
>
> WHEREAS, it is the judgment of the Commission that the said options should be aproved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;
>
> NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

10818-Barbur, A. D. Right of Way Option expires June 10, 1945	0.11 acre	$00.00	Witt

GARDNER RANCH-BERGER RANCH SECTION, WOLF CREEK HIGHWAY

6512-Berger, Rosa Right of Way Option expires July 8, 1945	LUMP SUM SETTLEMENT (6.87 acres, fencing, severanace damages, waiver of access)	$3,600.00	Collins

BERGER RANCH-BARNES ROAD SECTION, WOLF CREEK HIGHWAY

5201-Siegenthaler, Louis and Hannah Right of Way Option expires July 15, 1945	LUMP SUM SETTLEMENT (3.64 acres, fencing, trees, moving buildings, damages, etc, loss of business,-)	$7,000.00	Collins

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY

11051-Miller, Wick Right of Way Option expires March 8, 1945	4.74 acres at $100.00	$ 474.00	
	70 rods fence at $1.50	105.00	
	4 anchor posts at $1.50	6.00	
	House 4-room	1,750.00	
	Chicken house	100.00	
	Old barn	100.00	
	New well	400.00	
	Yard fence	100.00	
	Trees (fruit)	645.00	
	Shrubbery, lawn, strawberries	135.00	
	Loss building site	400.00	
	Waiver of access and advertising agreement	100.00	
		4,315.00	
	Less credit (salvage of buildings estimate)	250.00	Benson
		$4,065.00	Parker

11050-Metropolitan Life Insurance Company, and Wick Miller Right of Way Option expires March 8, 1945	11.84 acres at $100.00	$1,184.00	
	126 rods fence at $1.50	189.00	
	8 anchor posts at $1.50	12.00	
	Waiver of access and advertising agreement	50.00	Benson
		$1,435.00	Parker

JAN 22 1945

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY (Cont.)

11528-Manela, Olive E. and Nelson T. Right of Way Option expires July 16, 1945	0.14 acre at $250.00 Waiver of access and advertising restriction	$35.00 30.00 $65.00	Benson

ROOSEVELT BEACH-SQUAW CREEK SECTION, OREGON COAST HIGHWAY

892-A Schreiber, Jack C. and Lenore C. Schreiber Stock Pile Site Lease Expires January 15, 1947	2 year lease on 0.459 acre at $25.00 year	$50.00	DeSouza

SOUTH BEACH-BEAVER CREEK SECTION, OREGON COAST HIGHWAY

11491-DeFrance, I. A. Park strip	12,524 sq. ft. at 1¢	$125.24	Benson

NEWPORT-WALDPORT SECTION, OREGON COAST HIGHWAY

11515-Lincoln County Wayside strip	29,418 sq. ft.	$00.00	Benson
11588-Mashell Coal & Coke Company Drainage Easement	0.63 acre (To travel over for purpose of maintaining the drainage ditch)	00.00	Benson

NORTH BEND-MARSHFIELD SECTION, OREGON COAST HIGHWAY

11285-Culver, W. T. (Co.) Maintenance Patrol headquarters	1,500 sq. ft. at 20¢	$300.00	Parker
11286-Coos County Maintenance Patrol headquarters	1.03 acres at $728.16	750.00	Parker

FLORENCE SECTION, OREGON COAST HIGHWAY

11574-Tarr, John C., and Bernard Sines Stock pile site and Maintenance headquarters Option expires July 4, 1945	11,880 sq. ft. at .013¢ less	$150.00	Parker

SPRINGFIELD-COGSWELL HILL SECTION, MCKENZIE HIGHWAY

11569-Rossiter, Darrell and Margaret L. Right of Way Option expires July 3, 1945	1,000 sq.ft. at 2½¢ Moving fence and shrubs, (Estimated $25.00)	$25.00 25.00 $50.00	Parker
11568-Jorgensen, Nels T. Right of Way Option expires June 1, 1945	0.05 acre at $1,000 per acre	50.00	Parker
11567-Nicholas, Ralph F. Right of Way Option expires May 21, 1945	0.37 acre - 0.145 acre 0.225 acre at $1,000 State to move shrubs, brick gate posts and fencing estimated at	00.00 225.00 100.00 $325.00	Parker

EAGLE POINT-TRAIL SECTION, CRATER LAKE HIGHWAY

11520-Shelton, Lillian and Charles Gravel Pit site (Bar) Option expires June 22, 1945	11.05 acres at $50.00 plus	$554.00	Witt

BURNS-BUCHANAN SECTION, CENTRAL OREGON HIGHWAY

11549-McGowan, Archie and Juanita McGowan Stock pile site Option expires June 19, 1945	1.38 acres at $10.00 Plus fencing	$13.80	Cozad
11550-Withers, Harry A. & Olivia Withers Stock pile site Option expires July 1, 1945	1.38 acres at $10.00 Plus fencing	13.80	Cozad

BROTHERS-HARNEY COUNTY LINE SECTION, CENTRAL OREGON HIGHWAY

11554-Deschutes County Stock Pile Site	6.50 acres (4 parcels)	$00.00	Chandler

JAN 22 1945

VALE SECTION, JOHN DAY HIGHWAY

11573-Taylor Grazing, U. S. Gravel Pit and Hauling Road	23.1 acres	$00.00	Cozad
11572-Bisher, Art E. Haul road Option expires July 8, 1945	1.92 acres at $50.00	96.00	Cozad

JUNCTION #5-HARNEY COUNTY LINE SECTION, JOHN DAY-BURNS HIGHWAY

11315-Craddock, C. W. Stock Pile Site Option expires June 20, 1945	3.62 acres at $10.00 Plus fencing	$36.20	Cozad

PELICAN CITY-SOUTH 6th STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11547-Robins, Ada Right of Way Option expires June 17, 1945	6,500 sq.ft. at 1½¢	$97.50	Witt

---

The Assistant Attorney requested authority to condemn certain parcels of real property that are needed for various highway purposes and concerning which he has been unable to reach satisfactory settlements with the owners. He presented a list of such properties together with offers that he recommended in condemnation as follows:

VADIS-GARDNER RANCH SECTION, WOLF CREEK HIGHWAY

6544	J. E. Tapp, et ux.	$5,500.00

FLORENCE MAINTENANCE SITE

11575	N. F. Shafer	$50.00

BAKER SECTION, BAKER-HOMESTEAD HIGHWAY, BAKER COUNTY

11595	Lee A. Duncan	$987.50

After careful consideration the Commission approved the offers and authorized condemnation in each instance. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, on the third day of April, 1941, the Highway Commission adopted a resolution by which, among other things, the Commission found and declared that for the purpose of making possible a highway adequate for the needs of the traveling public, with respect to the Wolf Creek Highway, there should be acquired in addition to the necessary rights of way all rights of access to said highway except at such places as might be agreed upon by the Highway Commission and the property owners; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by J. E. Tapp, et ux., which property is located in the Charles McNary D. L. C. No. 73 in Sections 1, 2, 11 and 12, Township 1 North, Range 3 West, W. M., Washington County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 6544, which property is being acquired for right of way purposes in connection with the Wolf Creek Highway and the Wilson River Highway; *

Real property owned by Newton F. Shafer, which property is located in Lots 11 and 12, Block 26, Gallagher's Addition to the City of Florence, Lane County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R11575, which property is being acquired for maintenance headquarters purposes and is located adjacent to the Oregon Coast Highway; *

Real property owned by Lee A. Duncan, which property is located in the north half ($N\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 9 South, Range 40 East, W. M., Baker County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 11595, which property is being acquired for the purpose of securing roadbuilding materials therefrom in connection with the Baker-Homestead Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. The Commission does further find and declare that in addition to the acquisition of the real property described on the attached sheet as Parcel No. 1 it is necessary, in order to make possible the proper construction and maintenance of the Wolf Creek Highway over said property, that there be acquired all right of access from abutting property to the said Wolf Creek Highway where the same is constructed over Parcel No. 1 and that access from the property abutting upon said Parcel No. 1 shall be provided only for two farm crossings at points which may be mutually agreed upon between the Highway Commission and the owner of the property abutting upon said parcel, which crossings shall be across the Wilson River Highway, which likewise is to be constructed over a portion of Parcel No. 1.

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description,

JAN 22 1949

and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access to Parcel No. 1 save and except access for two farm crossings at points to be mutually agreed upon between the Highway Commission and the property owners, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property, and all rights of access to Parcel No. 1 save and except access for two farm crossings at points to be mutually agreed upon between the Highway Commission and the property owners.

6. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

7. That this resolution be entered in full in the minutes and records of this Commission.

---

*(The detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 49, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

JAN 22 1945

The Engineer and the Assistant Attorney reported the results of the taking of bids in Salem on December 27, 1944, for the purchase of several cottages that were acquired in connection with the acquisition of right of way for a proposed revision of the Oregon Coast Highway at Spencer Creek, about seven miles north of Newport, in Lincoln County. The Engineer advised that two bids were received, the high one being that submitted by Charles Collins, Portland, in the amount of $326 for the buildings and contents, and the other being that of Kenneth Dodd, Toledo, in the amount of $200 for buildings and contents. He asked the Assistant Attorney to explain further details. The Assistant Attorney advised that pursuant to the suggestion of the Commission at the previous meeting that the buildings might be of use to highway contractors when working in that vicinity, he made inquiry of the two bidders and of a number of other parties whether or not they would be interested in the purchase of fixtures alone and as a result thereof received an offer from Mr. Ray Congdon, Horton, Oregon, to pay $119 for the contents of the buildings, and an offer from Mr. Dwight Wadsworth, Portland, to pay $450 for both the buildings and the contents, which is slightly less than the appraised value. Instructions were requested from the Commission as to disposal of the bids. Action in the matter was deferred by the Commission pending personal inspection of the buildings by Chairman Banfield during the following week end.

The Secretary presented a reimbursement voucher received from the United States Indian Service, execution of which by the Commission is required in order to secure a refund of $50 heretofore paid to the Indian Service for a hauling road easement to a quarry site situate in Klamath County. He explained that advance payment of the fee is required in cases of this kind but in this particular instance the hauling road was not used so the Indian Service has stated a willingness to reimburse the state for the amount advanced but requires the signing of the voucher in order to effect the payment. The Commission approved the voucher which was signed on the following day.

The Commission discussed an opinion from the Attorney to the effect that the Commission does not have legal authority to contribute state highway funds toward the cost of conducting a traffic training school at Corvallis and decided in view thereof not to contribute toward such expense.

The Engineer brought up for discussion the taking of membership in the National Association of Travel Officials. He advised that this matter was before the Commission some time ago when action on the matter was deferred pending a recommendation from the Advisory Committee on travel and informational matters. He presented letters from the individual members of the Committee indicating their approval of such membership, the annual dues of which are $50. It was the opinion of the Commission that if benefits are to be gained by belonging to this organization, membership therein should be obtained by Botsford, Constantine & Gardner with whom the Commission has a contract to handle publicity matters, it being the thought of the Commission that it is the duty of this company to do whatever may be necessary to enable the company to properly handle the business of the Highway Department. The Engineer was thereupon instructed to discuss the matter with the Travel Agency.

The Engineer reported on his studies of the postwar plans of the City of Eugene, particularly of the proposed new connection between the Coburg County Road and the Pacific Highway, involving construction of a new bridge over the Willamette River just north of the Eugene City Limits. According to the report there are two routes available, one known as the Mill Race Route and the other High Street Route, both of which involve traffic interchanges at the east end of Sixth Avenue. The Engineer advised that there is very little difference in the estimated cost to construct the two routes, each being slightly in excess of $900,000. He also said that either route will give satisfactory service, but in his estimation the so-called Mill Race Route offers the greatest advantages. He exhibited maps showing both routes. The matter was discussed at some length but the Commission took no action thereon. (See Engineer's report directed to the City Council and City Planning Commission of Eugene dated January 8, 1945, in General Files for details.)

The Engineer reported that the bridge over Duval Creek on the Willamette Highway in Lane County is in a bad state of repair and should be replaced with a new structure at the earliest possible time in order to safeguard traffic. He estimated the cost of a new bridge at $8,000 and advised that an increase in the budget is not required to meet this expense because the amount set up in the Maintenance Budget for 1945 is ample. He requested authority to do the work by contract and to advertise the project for bids at the next meeting. The Commission approved the request unanimously.

Advisability of authorizing the Engineer to receive bids in Salem between regular meetings of the Commission for emergency repairs to Highway surfaces and bridge structures which are estimated to cost not in excess of $2,000, was considered by the Commission. The Engineer explained that frequently it is necessary to do emergency repair work in order to avoid the occurrence of accidents which work in normal times is done by regular maintenance crews; however, on account of wartime conditions and shortage of labor it is not possible to handle the work in such a manner without neglecting other work so it would be to the state's advantage if the Commission would authorize the contracting of the work and the taking of bids in Salem between regular meetings of the Commission. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion by Commissioner Schaupp, it being understood that when it is necessary to take bids in the manner provided therein, the Engineer will secure the Commission's approval in advance and will also consult with the Commission with regard to the award of the contract:

> WHEREAS, it has been and is the established policy and procedure of the Commission with respect to repair of highways, bridge structures, buildings and other highway facilities to perform such repair work with the Commission's own forces and to some extent the Commission's own equipment; and
>
> WHEREAS, because of war emergencies it has become difficult, and in some instance almost impossible, to accomplish with the Commission's forces and equipment all of the necessary repair

of highways and highway facilities; and

WHEREAS, it is deemed necessary in order to meet the obligations imposed by law on the Commission with respect to maintenance of highways to modify for the emergency the Commission's said established policy;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That, until rescinded as herein provided, the State Highway Engineer hereby is authorized with respect to the repair of state highways, highway structures, bridges, culverts, buildings and other highway facilities to call for competitive bids for the repair of any highway or section of highway or any bridge culvert or other structure thereon, or any buildings or other property owned by or under the jurisdiction of the Highway Commission; provided, however, that before any such repair work may be done, except repairs of an emergency nature, which subject has heretofore been covered by a resolution and order of this Commission, and before any call may be issued for bids, formal or informal, the Engineer shall submit to the Commission a statement in sufficient detail to acquaint the Commission with the nature of the proposed repair work, together with an estimate of the probable cost.

2. The call for bids for any such work may direct that bids shall be received at the office of the Highway Commission in Salem, Oregon, on a date and at an hour fixed in said call.

3. On the day and at the hour fixed in the call said bids may be opened and read by the Secretary in the presence of the State Highway Engineer and/or the Assistant State Highway Engineer, and the Chief Counsel.

4. All bids so received, opened and read shall be tabulated, and thereafter the State Highway Engineer, or in his absence the Assistant State Highway Engineer, shall advise the Commission by telephone, or otherwise, with respect to the bids received, and the Commission shall then instruct the Engineer concerning the acceptance or rejection of the lowest and best bid received; provided, however, that the entire transaction shall be formally considered for ratification by the Commission at its first meeting following the opening and receipt of such bids.

5. The policy and procedure hereby provided for shall apply only to repair work, the estimated cost of which does not exceed the sum of $2,000.

6. This resolution shall be entered in the minutes and records of the Commission as of the twenty-second day of January, 1945, and shall be in full force and effect until modified or rescinded by action of the Commission.

JAN 22 1945

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission and asked the Commission to confirm them for the records. After discussion the Commission by unanimous vote approved the following surveys and authorized the Engineer to make such surveys on various sections of the highways in this state, which said sections of highways together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	20-1463	Lane	Vicinity Map of Florence Maintenance Quarters Site	1st- $100.00
Plans	26-1477	Multnomah	Intersection at Schmeer Rd. and Denver Ave., Portland	1st- $200.00
Plans	14-1423	Hood River	Vicinity map of Hood River Maintenance site	1st- $100.00
R/W Markers	10-1445	Douglas	Town of Gardiner, right of way stakes Oregon Coast Highway	1st- $300.00
Plans	34-1439	Washington	Intersection of Tualatin Valley Hwy. and Canyon Lane	1st- $200.00
Plans	18-1443	Klamath	So. 6th Street Section of Klamath Falls-Lakeview Hwy.	6th-$1,500.00 Total to date $10,000.00

Commissioner Schaupp brought up for discussion the matter of securing Federal funds to finance the improvement of the highway which extends southeasterly from Klamath Falls to Hatfield, California, via Merrill. The Engineer advised that this road is not a Federal Aid highway and would have to be designated as such in order to secure Federal Aid money to improve it. He was instructed in view thereof to do what is necessary to secure such designation and to solicit help from Mr. C. H. Purcell, Director of Public Works, California, to that end.

The Engineer requested authority to advertise for bids for the improvement of the Schmeer County Road Intersection with Denver Avenue (Pacific Highway West) in North Portland, on a revised plan. He explained that the original plan which the Commission approved some time ago and which was estimated to cost about $8,000 consisted simply of widening the present highway between the Schmeer Road and Vanport Underpass in order to eliminate the hazardous condition that existed in front of the store near by owned by Mr. Anderson, when traffic turned off the highway to go to the store. However, further study reveals that such an improvement would not entirely

satisfy the condition, particularly from the standpoint of traffic that enters Schmeer Road from the north. To provide for such traffic, he said, would require the construction of a deceleration lane for a short distance on the west side of the highway with an underpass connection with the Schmeer Road. He exhibited a map showing the proposed plan, construction of which he estimated would cost about $30,500, and recommended approval of the project from the safety standpoint in view of the heavy volume of traffic that enters the intersection from both roads. After careful consideration and in view of the apparent emergency that exists, the Commission approved the revised project by unanimous vote and authorized the taking of bids for construction as soon as plans and specifications can be prepared.

The Engineer reported the results of his inspection of the proposed revision of the Columbia River at Troutdale in company with Mr. Claude Bristol, Portland, who appeared before the Commission at the previous meeting. He advised that as a result of this inspection he has changed the proposed alignment somewhat so as not to impair the value of the celery lands which was the basis of Mr. Bristol's complaint. He exhibited a map showing the alternate routes considered and recommended adoption of the "L1" line which, he said, extends along the approximate edge of the best celery land, and in his estimation will cause the least possible damage to the property that is used for celery growing. He estimated the cost to construct a four-lane paved highway on the revised location, two and a half miles in length, at about $1,106,000 as compared with $1,105,000, the estimated cost to construct the "L4" location as originally proposed, and $987,000, the estimated cost of construction if the present route through the Town of Troutdale were utilized. He pointed out that the "L1" line makes a good connection with the present highway leading into Portland and provides for a cheaper connection with the proposed highway into Portland following Sullivan's Gulch, if and when that highway is built. He asked the Commission to take action on the matter at this meeting which would make it possible to complete the design of the project and have it ready for construction on short notice when he is authorized to proceed. The matter was discussed by the Commission at considerable length, during which Chairman Banfield stated his preference for the "L1" location as recommended by the Engineer. Commissioner Schaupp expressed himself similarly. The Attorney was instructed to prepare an appropriate form of resolution covering the matter for adoption by the Commission at its next meeting.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Rogers Construction Company, Contract No. 2668, for regrading, surfacing and oiling the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County, requested an additional extension of time of five days, from November 30 to December 5, 1944, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to scarcity of labor and adverse weather conditions. The Engineer advised that contractor's failure to complete the project within the specified time limit is directly attributable to unsatisfactory working conditions resulting from the

wartime emergency. He recommended that the additional extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Rogers Construction Company, Contract No. 2669, for grading, widening, surfacing and oiling the Jordan Creek-Scotts Butte Creek Section of the I. O. N. Highway in Malheur County, requested an additional extension of time of five days, from November 30 to December 5, 1944, within which to complete this job. Scarcity of labor and adverse weather conditions were given by the contractor as reasons for failure to complete the project within the previously extended time limit. The Engineer advised that the overrun of time limit is directly attributable to wartime conditions over which contractor had no control. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Chester T. Lackey, Contract No. 2670, for the furnishing of crushed rock for the Juntura-Hope Rock Production Project on the Central Oregon Highway in Malheur County, requested an extension of time from September 30, 1944, to June 1, 1945, within which to complete this job. Mr. Lackey alleged that he lost two months' operations by reason of adverse weather conditions and his work was further handicapped by shortage of manpower and hauling equipment, the owners of dump trucks being reluctant to use their trucks on this kind of work because of difficulties in securing tire replacements. The Engineer advised that the delay in completion of this project has not interfered with oiling operations by state forces in this vicinity, and recommended that the extension of time requested be granted without penalty, notwithstanding that there has been a slight increase in the cost of engineering supervision. The Commission approved the recommendation unanimously.

J. A. Terteling & Sons, Inc., Contract No. 2692, for grading and paving the Astoria-Naval Hospital Section of the Nehalem Secondary Highway in Clatsop County, requested an extension of time from November 30, 1944, to January 6, 1945, within which to complete this job. They gave no reason for their failure to complete the project within the specified time limit. The Engineer advised that the contractor carried on this job during the fall months under rather difficult conditions and recommended in view thereof that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Harry I. Hamilton Company, Contract No. 2699, for construction of a bridge over Deer Creek on the Roseburg Access Road

Project in Douglas County, requested an extension of time of seventy-five days, from December 31, 1944, to March 16, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the delay in the award of the contract by the State Highway Commission, and adverse weather conditions which prevailed after receiving notification of the award. The Engineer advised that bids for this project were taken by the Commission on September 11, 1944, but due to the fact that the Commission did not receive an acceptable bid for the grading and surfacing work which was involved under another contract, decided to hold the award of the bridge project pending the readvertising of the grading work. He further stated that forty-five days' time was lost on this account and as a result the bridge work carried into the time of year when weather conditions were not favorable. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

The Engineer reported that Contracts Nos. 2668, 2669 and 2692 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2668, with Rogers Construction Company, for regrading, surfacing and oiling the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County; completed on December 5, 1944.

Contract No. 2669, with Rogers Construction Company, for grade widening, surfacing and oiling on the Jordan Creek-Scotts Butte Creek Section of the I. O. N. Highway in Malheur County; completed on December 3, 1944.

Contract No. 2692, with J. A. Terteling & Sons, Inc., for grading and paving the Astoria-Naval Hospital Section of the Nehalem Highway in Clatsop County; completed on January 6, 1945.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Engineer requested authority for Mr. E. H. Clymer, cost analyst, to go to Boise, Idaho, at state expense to inspect the books of the Morrison-Knudsen Company, highway contractors, as is necessary in order to dispose of the company's claim for extra compensation arising out of its contract with the Highway Commission for the construction of the Molloy Ranch-Hooker Creek Section of the I. O. N. Highway, Contract #2649. He gave as his thought that it would require two or three days' time to make the check and that the expense involved would not exceed $50. The Commission approved the request subject to concurrence by Governor Snell covering the out of state travel expense.

The Engineer reported that on January 3, 1945, he awarded to Mr. Clifford A. Dunn, the low bidder, the contract for construction of the Alameda-City Limits Section of the Marine Barracks Access Road Project in Klamath County, bids for which were received by the Commission on December 19, 1944, the conditions of the award having been satisfied. The Commission confirmed the award of this contract as reported.

The Engineer recalled that the Commission in June of 1943, authorized the purchase of four motor truck scales at an estimated total cost of $5,500. He said that the order for the scales was placed with Fairbanks, Morse & Company at $1,350 each, this company being the low bidder meeting with specifications, but delivery could not be made because of inability to secure the necessary priority preference rating. It now appears, he said, that the War Production Board has lifted certain restrictions and the company is ready and willing to deliver the scales at the original bid price if the Highway Commission still wants them. He advised that said scales are needed and recommended acceptance of the offer because very likely the scales will cost more later on. The Commission voted unanimously to purchase the scales.

The Commission discussed a letter from the City of Ontario requesting the Commission's approval of the routing of livestock and gasoline truck traffic along certain city streets so as to avoid the business district of the town. The Engineer explained that the Old Oregon Trail is now routed along Oregon Avenue, the town's main business street, and that the city wants truck traffic taken off that street and routed along West First Street, particularly between Idaho Avenue, where a spur highway leads to Idaho points, and South Fourth Avenue, where the highway turns west toward Nyssa. Such routing, he said, involves five city blocks which are all surfaced with an oil mat surfacing in good condition, and the city will maintain the route if the Commission will approve it. He estimated the annual cost to maintain the five blocks at $150 and suggested if the Commission sees fit to approve the truck route that the state assume this expense, notwithstanding the city's willingness to do so. After discussion the Commission approved the suggested truck routing subject to the condition that the City Council will adopt an appropriate ordinance relative thereto. The Commission also decided to relieve the city from maintaining the five blocks involved.

The Commission authorized payment of the 1945 membership dues in the American Association of State Highway Officials, amounting to $450.

Consideration was given by the Commission to a joint request from the Ostrander Railway & Timber Company and the Weyerhaeuser Timber Company for permission to operate logging trucks across two state secondary highways at grade in the vicinity of Molalla. The Engineer explained that both companies are using the same private road that intersects the two secondary highways; also that a permit was issued to the Ostrander Railway Company some time ago covering its trucks, but the permit did not include the trucks of the Weyerhaeuser Timber Company which is now requesting the same privilege. He gave as his thought, inasmuch as both companies are using the same road, that a new permit should be issued making both companies jointly responsible and he so recommended. The Commission approved the recommendation unanimously. (Permit was signed on the following day.)

The Commission discussed a proposed settlement offered by the U. S. War Department for the use of a portion of Cape Arago State Park, Coos County. The Engineer explained that the Army has been using this park since March, 1943, under lease from the Commission, but has recently vacated (or is about to vacate) the premises and wants to be relieved of further obligation. He advised that according to the original lease the War Department agreed to return the property to the state in as good condition as it was when the Army took it over and to that end a physical examination has been made of the property by representatives of the War Department and the State Highway Department and settlement mutually agreed upon. According to tentative arrangement, he said, the War Department relinquishes to the state certain property and improvements valued at $3,660, and the state pays to the War Department cash in the sum of $676 and in addition thereto assumes responsibility for repairs and the clean-up of premises which is estimated by the War Department to cost about $2,984. He gave as his opinion that such settlement is of advantage to the state inasmuch as in his estimation the property being turned over to the state is worth considerably more than the value placed thereon by the War Department, and because the cost to repair and clean up the premises, if done by state forces, will be less than that estimated by the Army Engineers. He recommended settlement on the basis of the report and execution of a supplemental agreement with the War Department covering the matter. The Commission approved the recommendation unanimously and signed the agreement on the following day.

The Commission discussed the date for its next regular meeting and decided to hold such meeting on Monday afternoon and Tuesday, March 12 and 13, 1945. The secretary was instructed to make the usual arrangements to hold the meeting in the Imperial Hotel.

The following matters of unfinished business accumulating from previous meetings were discussed by the Commission:

1. Request of Douglas County Court for designation of the North Umpqua County Road as a state secondary highway: - The Engineer advised that it is his intention to inspect this road personally with the members of the County Court in the not distant future and to render a report at the next meeting of the Commission, when the County Court will be present for a discussion of the matter. Commissioner Shcaupp suggested that action on this matter should be

deferred until the rules and regulations which are to govern the expenditure of federal funds have been received because it may be that under the regulations the counties will be able to finance their own roads. Chairman Banfield approved the suggestion and it was so ordered.

2. Report of State Parks Superintendent concerning proposed improvements in Champoeg State Park during 1945: - The Engineer advised that the Parks Superintendent has nothing further to report at this time except that he is still endeavoring to contact the members of the Historical Committee of the Oregon Historical Society relative thereto.

3. Report on housing facilities for maintenance forces at Seneca in Grant County: - The Engineer advised that inquiry of the Hines Lumber Company who owns most of the buildings in this town reveals that the company is now furnishing housing facilities for the maintenance men as a temporary proposition, but may not be able to do so continuously. The Commission decided, in view of the fact that the emergency has been relieved, to defer the construction of houses for maintenance forces until later when the need is more apparent.

4. Request of Portland Union Stock Yards Company and Swift & Company for the widening of Swift Secondary Highway to accommodate four lanes of traffic: - The Engineer advised that inspection of the premises reveals that if the highway were to be widened additional right of way must be obtained. The companies concerned, he said, originally agreed to donate land for this purpose, but changed their attitude later, so if widening work is to be done, right of way will have to be purchased. The Commission desired additional information so deferred action pending further report from the Engineer.

5. Request of the Association of Oregon Counties for the Highway Commission's endorsement of their proposed bill to increase the counties' share of state highway funds from 15.7% to 20%: - The Commission decided that it could not endorse this bill for reasons stated at the previous meeting.

6. Request of Oregon Motor Transport Association for the Highway Commission's endorsement of a proposed bill to increase the weight and length of truck and trailer conbinations operating over state highways: - The Commission took the attitude that this is a matter for the Legislature to decide. However, indicated that it would not oppose the bill if the privileges granted thereunder do not extend for a period longer than two years, and that it would so state to the Legislative Committee, if asked for a recommendation. (The matter was discussed further with a committee representing the Oregon Motor Transport Association on the following day.)

7. Illegal signs being maintained on the Pacific Highway at Goshen and at Grants Pass: - The Engineer advised that the sign at Goshen contains the wording, "Keep to right, Golden Gate Bridge" which would indicate to the public that the Pacific Highway is the only route available to the Golden Gate Bridge, whereas the Willamette Highway is also available from this point. The sign at Grants Pass, he said, does not contain exactly the same wording but leaves the same impression in the minds of the public and to that extent is illegal because the law places in the Highway Commission the authority to "erect and maintain suitable directional road signs on the state highways within the State of Oregon at such places and of such material and design as it may elect." He gave as his thought that the signs would meet the requirements if the wording that points out a specific direction were deleted and recommended that the Golden Gate Bridge and Highway District, which owns these signs, be so informed and requested to make changes accordingly. The Commission approved the recommendation.

The Engineer reported receipt of resolutions from the following cities and towns outlining plans for city street improvements that they propose to finance with moneys made available under the State Tax Street Fund Law, Chapter 371, Oregon Laws, 1943:

Amity	$ 748.52	Cornelius	$874.88
Antelope	123.61	Imbler	249.97
Cascade Locks	965.52	Island City	243.10
Coburg	626.29	Scio	482.08
Coquille	4,569.42	Waldport	865.26
		Willamina	929.82

He advised that he has examined the individual plans and has found them to be in conformity with the legal requirements; moreover, the individual projects have been inspected on the ground. He recommended approval of the projects as submitted. After due consideration the Commission approved the recommendation and thereupon adopted the following resolution with regard thereto upon motion of Commissioner Schaupp which was seconded by Chairman Banfield:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Amity	$ 748.52
Antelope	123.61
Cascade Locks	965.52
Coburg	626.29
Coquille	4,569.42
Cornelius	874.88
Imbler	249.97

(Continued on next page)

Island City - - - - - - - - - - - - - - - -	$ 243.10
Scio- - - - - - - - - - - - - - - - - - - -	482.08
Waldport- - - - - - - - - - - - - - - - - -	865.26
Willamina - - - - - - - - - - - - - - - - -	929.82

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

City of Amity - Maddux Street, Woodson Street, Sherman Street, Oak Street

City of Antelope - Maupin Street, Baird Street, McGreer Street

Cascade Locks - Moody Avenue, 3rd Street, Prospect Avenue, 4th Street, Levens Street, Olin Avenue, 6th Street, Hazel Street, Lakeview Addition, part of Edgewood Drive, Watts Street, Cates Avenue

City of Coburg - Van Duyn Street, Harrison Street, Locust Street, Diamond Street, Mill Street, McKenzie Street, Delaney Street, Dixon Street, Coleman Street, Miller Street

City of Coquille - Willard Street, First Street, also bridges on Beach Street, Henry Street, Fourth Street

City of Cornelius - Park Street

City of Imbler - Third Street, Main Street, Fifth Street, Sixth Street, Seventh Street, Esther Street, Lone Pine Avenue, Second Street

City of Island City - "C" Street

City of Scio - Smith Street, Oak Street, Main Street,

City of Waldport - The Hospital Road

City of Willamina - "B" Street, "C" Street, "D" Street, 1st Street, 2nd Street, 3rd Street, 4th Street, Fir Street, Willow Street, End Street

JAN 22 1945

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 22nd day of January, 1945.

The Engineer requested authority to receive bids in Salem on February 9, 1945, for the purchase of certain state-owned property in the Town of Sheridan, described as Lots 7 and 8 of Block 2, Fosters Addition to the City of Sheridan. He advised that this property was purchased a long time ago for use as a stockpile site but is no longer of value for such purpose or any other highway activity, so in his estimation, should be sold if a satisfactory price can be obtained. The Commission approved the request unanimously.

The Commission discussed at some length the so-called "free-way" bill which is now pending in the Oregon Legislature and decided to recommend and approve this bill to the Legislative Committee if requested for a statement. The Commission also discussed matters pertaining to log hauling over state highways but took no action thereon at this time. (See minutes of the following day when this matter was discussed with the Logging Industry Advisory Committee)

The meeting adjourned at 5:00 p.m. to reconvene on the following morning at 9:00 a.m.

Portland, Oregon, January 23, 1945

The State Highway Commission met in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner M. R. Chessman was excused from attending this meeting.

JAN 23 1945

Bids as follows for highway construction work and for the purchase of "down" timber in Joaquin Miller State Park were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the awards would be made at 3:00 p.m. in the same room:

FOUR STATE HIGHWAYS IN BAKER COUNTY
BAKER ROCK PRODUCTION PROJECT

Rogers Construction Company, Dayton, Washington	$27,107.50
*P. B. Doherty, Portland	30,881.20
R. O. Dail, Portland	33,023.80
M. C. Lininger & Sons, Medford	33,049.00
Quinn Bros. & Robbins, Boise, Idaho	38,984.00
Babler & Conley, Portland	40,764.50
Morrison Knudsen Co., Boise, Idaho	45,512.50

* Bidder will accept only one project.

CASCADE AND WOODBURN-SANDY SECONDARY HIGHWAYS IN CLACKAMAS COUNTY
OREGON CITY-MOLALLA-EAGLE CREEK ROCK PRODUCTION PROJECT

Rogers Construction Company, Dayton, Washington	$40,889.00
R. O. Dail, Portland	41,856.00
Babler & Conley, Portland	42,895.00
Warren Northwest, Inc., Portland	49,283.00
J. S. Risley, Milwaukie	49,536.00
Homer G. Johnson, Portland	49,697.50
*P. B. Doherty, Portland	50,304.00
Fisher Bros., Oregon City	51,840.00
E. C. Hall Co., Portland	54,528.00
C. J. Eldon, Portland	54,582.50
Walling Sand & Gravel Co., Salem	54,799.50
D. F. Whittaker, Seattle, Washington	59,520.00
Chas. Shannon & Son, Roseburg	65,957.50

* Bidder will accept only one project,

SILVER CREEK FALLS SECONDARY HIGHWAY IN MARION COUNTY
SILVERTON-SILVER CREEK ROCK PRODUCTION PROJECT

Rogers Construction Company, Dayton, Washington	$22,327.50
Fisher Bros., Oregon City	24,565.00
E. C. Hall Co., Portland	24,590.00
*P. B. Doherty, Portland	25,124.00
D. F. Whittaker, Seattle	26,633.00
Babler & Conley, Portland	26,987.50
Vernie Jarl, Gresham	30,050.00
C. J. Eldon, Portland	32,395.00

* Bidder will accept only one project.

SALE OF TRACT OF TIMBER IN JOAQUIN MILLER STATE PARK

Hanson Bros. & Worthylake, Florence $800.00

A delegation representing the Advisory Committee of the Logging Industry consisting of Messrs. George Gray, Chairman, Chet Sorenson, Secretary, Faye Abrams, A. F. Baker, L. A. Christensen, and Harry Patton were present for discussion of log hauling matters. Mr. Gray was principal spokesman. He presented for the Commission's consideration several suggestions, as follows, which he said the committee believes are reasonable and necessary in order to secure maximum log production and at the same time to protect and safeguard state highway traffic through proper methods of control:

1. Increase the axle load on both single and dual axle trucks 2,000 lbs. with no increase in the gross load.

2. Amend the weight law to prevent the unloading of overloaded trucks hauling logs, poles and piling.

3. Adopt a uniform method of fines for overloading, such as follows:

1st 2,000 lbs. 1/4¢ per lb.
next 2,000 lbs. 1/2¢ per lb.
over 4,000 lbs. 1¢ per lb.

4. We would approve the lifting of license plates of operators refusing to cooperate.

5. Increase the length of "overhang" on the rear bunk.

6. Increase the load height to 12½ feet.

7. Relieve the responsibility of the Highway Commission's liability for traffic violations in all cases.

Mr. Gray presented oral arguments in behalf of the suggestions as follows: He said that approval of the first suggestion would particularly benefit operators who have their own scales at the point of loading and whose violations consist for the most part of axle overloads which are difficult to adjust. A reasonable increase in the axle load, he said, would solve this difficulty. He offered objections to the removal of a portion of the load in order to meet the weight requirements because of the dangers involved and the delay entailed, and declared that such ruling is unfair to the operator who has only an occasional overload.

As to the imposition of fines, he said that there is not enough profit in log hauling to justify a penalty of one cent per pound for the excess weight and recommended the adoption of the sliding scale fine as suggested by the committee. Concerning the taking up of the license plates of offending haulers, Mr. Gray stated that the members of his committee consider that that is right

JAN 23 1945

and proper if the operator is a consistent violator, but not otherwise. With reference to the suggestion that the length of overhang, beyond the rear bunk of the trailer, be increased, Mr. Gray stated that this is of particular benefit when logs forty-eight feet long are being hauled. He explained that many times the large end of a log is placed at the front of a load and in those cases the extra length overhang would be of great help in equalizing the weight on the several axles. He urged approval of their request for an increase in the overall heighth to twelve and one-half feet, stating that many loads are now being hauled that are more than eleven feet high, the present limit. He gave as his understanding that the Highway Commission has legal authority under present laws to grant such a request. He also gave as his understanding that under present laws the individual members of the State Highway Commission can be held personally responsible and liable in some cases of traffic violations and advised that it is the opinion of the committee that the law should be amended so as to relieve the Commission members entirely in all cases.

In the discussion that followed, Chairman Banfield questioned the justification of an increase in the axle weight in view of the tire weight limitations established by the O. P. A. The Engineer stated that he could not recommend an increase in the individual axle weights. However, he would recommend an increase in the allowable weight on tandem axles from 32,000 pounds to 34,000 pounds.

Chairman Banfield advised that the Highway Commission does not want to create a hardship on log haulers but simply wants them to respect and comply with the legal requirements. He pointed out that there are certain haulers who will not confine their loads to the prescribed limits and that past experience reveals that this class of violators cannot be controlled by taking up the P. U. C. plates. However, the situation has been helped by requiring the removal of a portion of the load, which requirement the Commission will be pleased to change if the industry can suggest some other way to handle the situation.

Mr. Gray declared that State Police Officers are too arbitrary in their attitude toward log haulers and suggested that Highway Department weighmasters would be more reasonable. He was informed that the weighmasters do not have police powers.

Commenting on the suggestion that a sliding scale of fines be imposed on violators, Chairman Banfield gave as his thought that such an arrangement would not prove satisfactory because it would not properly reach the operator who consistently and deliberately overloads. The object of the Commission, he said, is to protect the highways and not to secure the additional revenue that would accrue by reason of the fines.

With reference to increasing the length of overhang, the Chairman advised that this is an engineering matter which the Commission will refer to the Engineer for study. The Commission indicated that it would not object to such increase if the matter can be worked out satisfactorily from the Engineering standpoint. The Commission also referred to the Engineer the matter of increasing the height of loads, the thought being that such increase in

height could be granted by special permit under existing laws if the weight requirements are not exceeded and ample clearances are available.

Following further discussion Chairman Banfield offered the suggestion that perhaps operators could be controlled by classifying them according to the record of their violations. He gave statistics assembled from weighmaster records covering the entire state to show how operators could be placed in five classifications ranging from those who have committed no violations whatsoever to those who are consistent violators. The record discloses, he said, that by far the largest number of violations are committed by only a few of the operators, and that of 75% of all the loads that crossed the state scales during 1944, overload violations amounted to only 0.9 of 1% of the total loads that were weighed, which indicates that operators can keep their loads within the weight requirements. It is the consistent and deliberate violator whom the Commission is trying to control and it wants to do that and still protect and help the operator who is trying to cooperate. He advised that the Commission has in mind to establish an experience rating for each operator, and that under such a system an operator with a good rating probably would not be required to remove a portion of his load in order to reduce the weight until his violations necessitated a change in his classification. At Chairman Banfield's request, the Attorney advised that it might be possible to work out some such arrangement legally, but under present laws he did not know how the members of the Highway Commission could escape personal liability if they had knowledge of a violation and corrective measures were not taken. He pointed out that weighmasters do not have authority to order the removal of the excess load, but the Commission could instruct the weighmasters not to request the unloading if the overweight were not excessive. The Commission could not give such instructions directly to the State Police Officers, he added, because it has no jurisdiction over them. Commissioner Schaupp expressed his approval of the arrangement explained by Chairman Banfield provided it can be worked out satisfactorily. The members of the delegation also approved the arrangement whereupon Chairman Banfield stated that he would ascertain the attitude of the superintendent of the State Police with regard thereto, following which arrangements would be made to continue the discussion of the matter with the members of the committee. This concluded the conference.

Representatives of the Corvallis Chamber of Commerce and City Planning Commission were present and urged the re-routing of the Pacific Highway West into and through Corvallis. Included in the group were Messrs. V. L. Goodnight, City Engineer and Member of the Planning Commis ion; Charles Whiteside, President of the Chamber of Commerce and Chairman of the Planning Committee; T. J. Starker, Member of the Planning Commission; and Vance Taylor, Secretary of the Chamber of Commerce. Mr. Goodnight was principal spokesman. The delegation offered for the Commission's consideration a relocation of the highway along a diagonal route beginning at a point on the present highway a short distance north of the North City Limits and extending southeasterly therefrom to connections with North Fourth Street and North Third Street extended northerly, and the improvement of these two streets as state highway routes pending the time the diagonal route can be extended to North First Street which street the city hopes will eventually be designated as the permanent route of this highway through Corvallis. Mr. Goodnight explained that their plan provides for the

designation of Fourth Street as a one-way street for south bound traffic and for the designation of Third Street as a one-way street for north bound traffic, which will necessitate the construction of a short piece of road from the south end of Fourth Street to a connection with the present highway at Mary's River, including a new bridge across Mary's River. He pointed out the possibilities of connectingthe Albany-Corvallis Highway to the proposed diagonal road by construction of a new road parallel with the Southern Pacific Railroad for a short distance north of Corvallis, and the possibilities of extending the diagonal to a connection with North First Street at some future date. He urged favorable consideration of the project as a means of relieving traffic congestion which now obtains in the town's business district until such time as the highway is routed on First Street. The State Highway Engineer estimated the cost to construct the north end of the proposed improvement, including a separation structure at the crossing of the Southern Pacific Railroad at about $205,000, and the cost to construct the connection at the south end of Fourth Street, including the bridge over the Mary's River, at about $87,000 additional. This matter was discussed at considerable length but action thereon was deferred by the Commission pending receipt of additional information which the Engineer was instructed to furnish.

The delegation also requested the further improvement of the Alsea Highway as a postwar project, particularly the straightening and widening of the present highway from Alsea Mountain to Tidewater. It was explained to the delegation that this is a forest highway section, the improvement of which is under the jurisdiction of the Public Roads Administration, but the Commission will keep it in mind when the programing of forest highway funds comes up for discussion. Mr. Goodnight also brought to the Commission's attention a plan for the relieving of the traffic congestion that follows football games at Oregon State College. His plan contemplates the construction of a new road westerly from the Pacific Highway West at a point about one-fourth mile north of the Corvallis city limits, to a connection with the North 30th Street, extended northerly; thence, south along North 30th Street to a connection with the Corvallis-Newport Highway. He pointed out that such a route would not only relieve traffic congestion because of football games but would also provide a way for coast bound traffic to get through Corvallis without traveling through the business district. The Commission took no action on this matter, it appearing to the Commission that the relieving of the football game traffic congestion is a problem for local authorities to solve.

The following persons representing the U. S. Indian Service were present in the interests of the Sprague River County Road in Klamath County: H. J. Doolittle, District Highway Engineer, Spokane; Boyd Jackson, Secretary, Klamath Tribal Council, Klamath Agency; and Frank Parker, Road Engineer, Klamath Agency. Mr. Doolittle was spokesman. He reviewed briefly the history of the proposed improvement of this road, pointing out that Congress in 1941 appropriated $150,000 as a special fund for reconstruction on the condition that the State of Oregon would contribute an equal amount of state money. The former State Highway Commission, he said, budgeted $150,000 for this purpose in December of that year and an agreement was executed which contained provisions whereby the state would spend its money for the improvement of the section starting at the Klamath Falls-Lakeview Highway Junction and

extending westerly therefrom as far as the funds will permit, including one bridge over the Sprague River, and the Indian Service would spend its money on the adjoining section which includes two bridges. Expenditures to date by the State Highway Department, he stated, amount to only $6,000 for surveys, it not having been possible to spend more because of the wartime freezing of funds; however, the Indian Service did spend the sum of $55,000 for grading and surfacing a seven-mile section west of the Town of Sprague River before the stop order was made by the War Production Board, so there remains an unexpended balance of $239,000. He asked the Commission to confirm the obligation created by the former Highway Commission and to approve a modification of the previous agreement so as to provide for construction of all three of the bridges by the state at an estimated cost of $81,000, and for the expenditure of the remaining state funds for grading, surfacing and oiling. If the Commission will do that, he added, the Indian Service will spend its money for grading and surfacing only. The State Highway Engineer recommended approval of the request in order to secure uniformity and harmony in the bridge design and construction. The Commission approved the recommendation with the understanding that the State of Oregon would not be requested to increase the amount of its obligation. A supplemental agreement providing for such modification was thereupon signed by the Commission.

Mr. Doolittle then advised that the Indian Service is anxious to complete construction of the Sprague River Road throughout its entire length if funds can be obtained. He estimated the additional amount needed to complete the project at $617,500 and suggested that this be assumed by the state and the Indian Service on the basis of the terms of the previous agreement, 50% by the State and 50% by the Indian Service. He explained that a delegation representing the Klamath Tribes is leaving shortly for Washington, D. C., for the purpose of securing a Federal appropriation if possible, and that it would be helpful if the delegation could take with it assurance from the Highway Commission that state funds will be contributed to pay one half of the expense. Without such assurance, he said, it is doubtful that the Federal money can be obtained.

Chairman Banfield advised that the Commission will complete its obligation under the original agreement as modified today but cannot go farther than that at the present time because of the many other obligations that the Commission has to meet, and because of the uncertainties that still exist with respect to the expenditure of the Federal appropriations recently authorized by Congress. Moreover, the Commission cannot pass on the further improvement of the Sprague River Road until it has a report from the Engineer covering among other things the need for the road. Mr. Jackson stated that it would be helpful to the delegation if the Highway Commission would indicate in some way a willingness to cooperate in this project. In reply, Chairman Banfield stated that the best the Commission can do now is to state that it is not unfavorable to the project. This concluded the conference.

Mr. Claude Bristol, Portland, was present and discussed with the Commission the proposed relocation of the Columbia River Highway across his celery farm at Troutdale. He advised that he inspected the proposed location in company with the State Highway Engineer and while he has approved the location as revised since he appeared before the Commission at the previous meeting,

he still believes that the highway should be located along the back end of his land. He gave as his understanding that the present plan contemplates only two openings under the highway, about one-fourth mile apart, for industries and farmers, one of which is in the Town of Troutdale and the other at the Sundial Road, and that the farm property on the north side of the highway will be served by a service road. Such plan, he said, will require farmers to travel a considerable distance out of their way to reach their property on the north side of the highway, in view of which he urged the construction of an additional underpass about midway between the other two. The matter was discussed at some length and was referred by the Commission to the Engineer for further study in the design of this improvement.

Mr. Bristol also brought up for discussion the possibilities that the construction of a highway embankment across his property will interfere with sub-irrigation and cause serious damage to his celery land. It was his thought that something should be done to obviate this condition. He was informed by Chairman Banfield that the state could be held liable if his land were damaged on this account. The Attorney confirmed such statement. During further discussion Mr. Bristol was assured that construction of this project will not be undertaken until the war is over and that in the meantime the things mentioned by him will be given careful study in the design of the project.

The Commission recessed at 12:00 noon for luncheon and reconvened at 1:30 p.m., with the same persons present and participating.

The Engineer brought up for discussion a proposed improvement of the Oregon Coast Highway through the Town of Taft, particularly the construction of curbs and sidewalks heretofore conditionally approved by the Commission. He reported receipt of an agreement with the property owners concerned and advised that all of them, except Mr. Fred C. Robison, have pledged themselves to construct sidewalks in front of their respective properties fronting on the highway within ninety days after the curbs have been built by the State Highway Commission. He gave as his thought that the project should not be held up by refusal of Mr. Robison to sign the agreement and requested authority to advertise for bids for the construction of the curbs, which he estimated would cost about $7,500, and authority for the Attorney to condemn the right of way needed from Mr. Robison if necessary. Following discussion the Commission authorized the taking of bids for the curb construction on the condition that the property owners, including Mr. Robison, construct sidewalks in conformity with the provisions of the agreement bearing their respective names. The Attorney was authorized to condemn Mr. Robison's property if necessary. In this connection the Engineer reported the need to replace the existing bridge over Drift Creek on the Oregon Coast Highway a short distance south of Cutler City. He advised that the present bridge is in a very weakened condition and should be replaced as soon as possible; also, that it is not on permanent alignment, so when a new one is built it should be erected in the proper location which will require the purchase of extra right of way. He estimated the cost of the structure at $95,000, all of which, he said, will be paid with forest highway funds, the state's obligation being limited to the furnishing of right of way. The Engineer also pointed out that the bridge replacement is only part of a major forest highway improvement extending south from Taft, which was approved by the Commission on November 14, 1944, but it

is not intended to do all of the work at this time. He recommended approval of the project, including both bridge and approaches thereto, and that the Attorney be authorized to obtain the necessary right of way. Chairman Banfield stated his approval of the bridge project as an emergency proposition. Commissioner Schaupp concurred. The Engineer was thereupon instructed to notify the Public Roads Administration of the action taken so the work can be gotten under way as soon as possible. The Attorney was authorized to secure options for the right of way that is needed for the entire improvement south from Taft and to condemn the same if it cannot be obtained at reasonable prices. Chairman Banfield advised that he would inspect the properties the coming week end, whereupon Commissioner Schaupp stated his willingness to leave the entire matter with Chairman Banfield to decide.

The Attorney reported on the request of Mr. L. M. Christensen for permission to remove "smeltsand" from the Ocean Beach at Yachats for use in connection with building construction at that place. He advised that as instructed by the Commission he inquired of the State Fish Commission whether or not the removal of the sand would adversely affect the spawning of smelt and received a reply from Mr. M. T. Hoy, Secretary and Master Fish Warden, to the effect that it would not affect the smelt unless the sand were taken during the spawning season. In view of this report, the Commission voted unanimously to grant Mr. Christensen a revocable permit to remove sand from this beach on the condition that the sand is not taken during the time that the smelt are spawning. The Attorney was instructed to ascertain from the Fish Commission the time when the smelt spawn and to incorporate such information in the permit.

The Commission discussed a request from Mr. Ward C. Russell, Aurora, for permission to use for agricultural purposes certain state-owned land situate within the limits of the right of way of the West Portland-Hubbard Highway opposite the Aurora Flight Strip. The Attorney advised that such use of the state's property will not interfere with public use of the highway nor hurt the highway in any way; on the other hand he believed the Highway Department would benefit in that such use of the property would destroy weed growth, reduce maintenance expense to a certain extent, and would improve the roadside appearance. He recommended that a revocable permit be issued to Mr. Russell. The Commission approved the recommendation.

The Engineer and the Attorney reported on the request of the United States Grazing Service for state assistance in the "fireproofing" of state highways in the Echo Grazing District comprising Gilliam, Morrow, & Umatilla Counties. The Engineer advised that the district contains about 110 miles of state highway and that it would cost about $16,000 to do the work as requested, including the planting of special grasses; however, if the work were limited to the plowing of furrows on the highway to prevent the spread of fires to adjacent property the cost could be reduced to about $2,000. He pointed out that when weeds, grass, and brush are cut and allowed to dry out on the highway, a condition is created which might aid in the spread of fires and suggested as a means of preventing such a condition the plowing of furrows where necessary. The cutting of grass and weed growth on highway rights of way, particularly noxious weeds, he said, is one of the regular maintenance functions during normal times, but the work has been greatly curtailed during the present wartime period because of a shortage of man power.

The Attorney advised that the Commission has legal authority to spend state highway funds for "fireproofing" as may be necessary to protect state-owned property under its control, but it does not have authority to spend highway funds for the seeding of the right of way with special grass seed in order to protect private or public property against the careless acts of highway users. He also said that the Commission is obligated by law to prevent the spread of noxious weeds. In the discussion that followed, Chairman Banfield suggested that the State Highway Department might cooperate with the Grazing Service by the plowing of furrows where necessary as mentioned by the Engineer, but not to the extent of planting special grass seed. The suggestion was approved by Commissioner Schaupp whereupon the Engineer was authorized and instructed to proceed on such basis.

The Attorney requested instructions whether or not to take action against the U. S. Navy Department to collect the cost of repairing State Highway equipment that was damaged in a collision with Navy equipment while engaged in sanding the Lower Columbia River Highway near St. Helens. It appears that the collision occurred at a curve and was the direct result of the Navy vehicle being driven around the curve at an excessive rate of speed; also, that it cost $100 to repair the state equipment. The Attorney questioned whether or not the Commission could collect from the Navy Department and suggested in view thereof that the matter be dropped. The Commission approved the recommendation.

The Attorney also requested instructions regarding settlement of the state's claim against Mr. Giles Wyner who appropriated a Highway Department road grader stored at Detroit for his own personal use without permission. The Attorney recalled the circumstances and advised that Mr. Wyner's attorney was told that the case would be dropped if Mr. Wyner would pay the state $50 as rental for the equipment. Mr. Wyner, he said, is unwilling to accept settlement on such basis but has offered to pay $33. The Attorney recommended refusal of this counter offer and that Mr. Wyner be required to pay the original sum of $50. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Attorney brought up for discussion a right of way settlement with Mr. A. F. Elkins, Monmouth, concerning a revision of the Pacific Highway West in the vicinity of Camp Adair. It appears that a standard width right of way was acquired but Mr. Elkins is fearful that the highway embankment is going to slide and damage his land so believes the state should purchase another ten-foot strip along his frontage. The Attorney advised that Mr. Elkins is willing to deed the strip to the state; in fact, has already presented a deed which contains certain conditions and demands for things which were denied him under the original right of way settlement, such as the construction of a floor in the underpass that was built for his use. Mr. Elkins alleges, he said, that he was promised such a floor by the former chairman, but the facts do not bear him out; in fact, his demand was denied. The Engineer confirmed the Attorney's statement in this regard. The Attorney requested instructions whether or not to accept the deed with the conditions. He suggested that it might be advisable for the Engineer to again check the condition of the embankment before definite action is taken on the matter, so as to determine whether or not there is danger of a slide occurring that would encroach upon Mr. Elkin's property, it being his thought that measures could be taken to correct the

situation without buying additional land from Mr. Elkins. The Commission approved the suggestion and instructed the Engineer to make such investigation and report his findings at the next meeting.

The Commission had under consideration the apportionment to the cities and towns of the State of Oregon of moneys credited to the state highway fund during the calendar year 1944, as provided by Chapter 371, Oregon Laws, 1943. (State Tax Street Fund Law). The Engineer advised that the amount available for apportionment under this law is $745,461.30; however, there should be added thereto the sum of $1,852.78 from the 1943 apportionment which was not paid out because the cities and towns to whom such amount was apportioned are no longer operating as incorporated areas, thus making a total of $747,314.08 to be apportioned to the cities and towns at this time. He presented a list of those eligible for such funds and the proposed amount to be apportioned to each. After due consideration the Commission approved the apportionment as presented and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, it is provided by Chapter 371, Oregon Laws, 1943, that:

"Beginning with the year 1943 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 5 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year, and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A., and under the provisions of section 115-528, O. C. L. A., and under the provisions of section 110-1705, O. C. L. A., and from fines and penalties assessed and collected for violations of the motor vehicle and transportation laws, and which have been paid to the state treasurer, which appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year."

AND, WHEREAS, the moneys which have been credited to the state highway fund by the state treasurer between January 1 and December 31 of the year 1944, and which have accrued from the sources designated in said Chapter 371, Oregon Laws, 1943, amount to $14,909,225.97, being as follows:

Under provisions of Section 115-135, O. C. L. A. - - - -	$ 3,300,038.92
" " " Section 115-528, O. C. L. A. - - - -	1,891,880.27
" " " Section 110-1705, O. C. L. A. - - -	9,637,960.11
From fines and penalties assessed and collected for violations of the motor vehicle and transportation laws, and which have been paid to the state treasurer -	79,346.67
Total - - - - - -	$14,909,225.97

JAN 23 1945

AND, WHEREAS, the five per cent of this $14,909,225.97 which is available for apportionment to the cities and towns amounts to $745,461.30;

AND, WHEREAS, an additional sum of $1,852.78, which was apportioned to cities and towns for the year 1943, but which was not paid by reason of the cities and towns to whom this amount was apportioned having been found to be no longer operating as incorporated areas, is also available for inclusion in the amount to be apportioned for the year 1944, said amount comprising 1943 apportionments as follows:

City or Town	Amount of 1943 Apportionment Not Paid	City or Town	Amount of 1943 Apportionment Not Paid
Austin	$134.60	Harney	$ 4.12
Bourne	26.09	Juntura	229.36
Cornucopia	487.57	Metolius	54.94
Crane	199.15	Monument	162.07
Drewsey	79.66	Westfall	20.60
Goble	123.61	Whitney	26.10
Greenhorn	6.87	Lakeside	184.04
Hardman	114.00		
		Total	$1,852.78

AND, WHEREAS, the total amount to be apportioned to the cities and towns for the year 1944 is $745,461.30 plus $1,852.78 or $747,314.08;

AND, WHEREAS, by applying the factors of allocation provided for in said Chapter 371, Oregon Laws, 1943, the State Highway Commission has arrived at and made its apportionment of the said $747,314.08 to the several cities and towns of the State;

NOW, THEREFORE, the State Highway Commission does hereby certify to the Honorable Robert S. Farrell, Jr., Secretary of State of the State of Oregon, the following apportionment or appropriations out of said state highway fund for the calendar year 1944, to wit:

City	1940 Census	Amount
Albany	5,654	$ 7,902.86
Ashland	4,744	6,630.91
Astoria	10,389	14,521.20
Baker	9,342	13,057.76
Bandon	1,004	1,403.34
Beaverton	1,052	1,470.43
Bend	10,021	14,006.83
Burns	2,566	3,586.62
Coos Bay	5,259	7,350.75
Coquille	3,327	4,650.31

(Continued on next page)

JAN 23 1945

City	1940 Census	Amount
Corvallis	8,392	$11,729.90
Cottage Grove	2,626	3,670.48
Dallas	3,579	5,002.54
Enterprise	1,709	2,388.75
Eugene	20,838	29,126.26
Forest Grove	2,449	3,423.08
Gladstone	1,629	2,276.93
Grants Pass	6,028	8,425.62
Gresham	1,951	2,727.01
Heppner	1,140	1,593.43
Hillsboro	3,747	5,237.36
Hood River	3,280	4,584.61
Independence	1,372	1,917.71
Junction City	1,187	1,659.13
Klamath Falls	16,497	23,058.64
La Grande	7,747	10,828.35
Lakeview	2,466	3,446.85
Lebanon	2,729	3,814.45
McMinnville	3,706	5,180.05
Medford	11,281	15,767.99
Milton	1,744	2,437.67
Milwaukie	1,871	2,615.19
Mount Angel	1,032	1,442.48
Myrtle Point	1,296	1,811.48
Newberg	2,960	4,137.33
Newport	2,019	2,822.05
North Bend	4,262	5,957.20
Nyssa	1,855	2,592.82
Ontario	3,551	4,963.40
Oregon City	6,124	8,559.81
Oswego	1,726	2,412.51
Pendleton	8,847	12,365.87
Portland	203,596*	284,575.80
Prineville	2,358	3,295.89
Rainier	1,183	1,653.54
Redmond	1,876	2,622.17
Reedsport	1,421	1,986.20
Roseburg	4,924	6,882.51
St. Helens	4,304	6,015.90
Salem	30,908	43,201.58
Seaside	2,902	4,056.26
Sheridan	1,294	1,808.69
Silverton	2,925	4,088.41
Springfield	3,805	5,318.43
Stayton	1,085	1,516.56
Sweet Home	1,090	1,523.54
The Dalles	6,266	8,758.29
Tillamook	2,751	3,845.20
Toledo	2,288	3,198.05

(Continued on next page)

JAN 23 1945

City	1940 Census	Amount
Union	1,398	$ 1,954.05
Vale	1,083	1,513.76
Vernonia	1,412	1,973.62
Warrenton	1,365	1,907.93
West Linn	2,165	3,026.12
West Salem	1,490	2,082.64
Woodburn	1,982	2,770.34
	480,869	$672,133.44

* 2/3 of 1940 census, as provided in the act.

That in addition to the above enumerated cities, the following cities are incorporated cities of the State of Oregon having a population less than 1,000:

City	1940 Census	Amount
Adams	169	$ 236.22
Amity	545	761.77
Antelope	90	125.80
Arlington	609	851.23
Athena	513	717.04
Aumsville	174	243.21
Aurora	228	318.69
Banks	247	345.24
Barlow	52	72.68
Bay City	379	529.75
Boardman	110	153.75
Bonanza	233	325.68
Brownsville	784	1,095.83
Butte Falls	339	473.84
Canby	988	1,380.97
Canyon City	312	436.10
Canyonville	255	356.43
Carlton	864	1,207.65
Cascade Locks	703	982.62
Central Point	906	1,266.36
Chiloquin	741	1,035.73
Clatskanie	708	989.61
Coburg	456	637.37
Columbia City	327	457.06
Condon	856	1,196.47
Cornelius	637	890.37
Cove	321	448.68
Creswell	497	694.68
Dayton	506	707.26
Dayville	136	190.09
Donald	164	229.23

(Continued on next page)

JAN 23 1945

City	1940 Census	Amount
Drain	597	$ 834.46
Dufur	392	547.92
Dundee	209	292.13
Eagle Point	243	339.65
Eastside	638	891.76
Echo	280	391.37
Elgin	997	1,393.55
Empire	665	929.50
Estacada	526	735.22
Fairview	305	426.31
Falls City	715	999.39
Florence	458	640.17
Fossil	532	743.60
Freewater	825	1,153.14
Gaston	333	465.45
Gearhart	319	445.88
Gervais	332	464.05
Glendale	557	778.55
Gold Hill	536	749.19
Granite	86	120.21
Grass Valley	204	285.14
Haines	377	526.95
Halfway	416	581.46
Halsey	305	426.31
Hammond	422	589.85
Harrisburg	622	869.40
Helix	121	169.13
Hermiston	803	1,122.39
Hines	677	946.28
Hubbard	387	540.93
Huntington	741	1,035.73
Imbler	182	254.39
Ione	262	366.21
Island City	177	247.40
Jacksonville	761	1,063.69
Jefferson	479	669.52
John Day	708	989.61
Jordan Valley	274	382.98
Joseph	593	828.86
Lafayette	409	571.68
Lexington	223	311.70
Lonerock	46	64.30
Long Creek	238	332.66
Lostine	204	285.14
Madras	412	575.87
Malin	535	747.79
Maupin	267	373.20
Merrill	648	905.74
Mitchell	219	306.11

JAN 23 1945

(Continued on next page)

City	1940 Census	Amount
Molalla	907	$1,267.76
Monmouth	965	1,348.83
Monroe	311	434.70
Moro	309	431.90
Mosier	216	301.91
Myrtle Creek	441	616.41
Nehalem	247	345.24
North Powder	376	525.55
Oakland	367	512.97
Oakridge	520	726.83
Paisley	237	331.27
Philomath	856	1,196.47
Phoenix	432	603.83
Pilot Rock	358	500.39
Port Orford	755	1,055.30
Prairie City	647	904.34
Richland	254	355.03
Riddle	214	299.12
Rockaway	616	861.01
Rogue River	383	535.34
St. Paul	183	255.79
Sandy	473	661.13
Scappoose	336	469.64
Scio	351	490.61
Scotts Mills	227	317.29
Shaniko	55	76.88
Sherwood	447	624.79
Silver Lake	97	135.58
Sodaville	99	138.38
Stanfield	241	336.86
Sublimity	280	391.37
Summerville	80	111.82
Sumpter	420	587.05
Sutherlin	525	733.82
Talent	381	532.54
Troutdale	211	294.92
Tualatin	180	251.59
Turner	414	578.67
Umatilla	370	517.17
Waldport	630	880.58
Wallowa	838	1,171.31
Wasco	303	423.52
Weston	498	696.08
Wheeler	259	362.01
Willamina	677	946.28
Yamhill	418	584.26
Yoncalla	277	387.17
	53,787	$75,180.64

JAN 23 1945

That before said last named cities may expend funds apportioned to them out of said state highway fund they must first qualify by submitting to the State Highway Commission for approval plans for the expenditure of such funds.

That a certified copy of this resolution and certificate be delivered to the said Secretary of State for his use and guidance in the administration of said law.

That this resolution be entered in the minutes and records of the Commission as of January 23, 1945.

The Commission also discussed the selection of an agency to handle publicity matters for the Travel and Information Department during 1945 and decided to continue the services of Botsford, Constantine & Gardner who have handled such matters for the Commission in the past. The Commission thereupon signed a supplemental agreement extending the previous contract with this company.

The Assistant Attorney requested instructions relative to renewing contracts with the National Hospital Association and the Oregon Physicians Service for providing medical service to the Highway Department employees. He advised that the present contracts are continuous in form and will remain in force and effect indefinitely unless cancelled by the Commission, so no formal agreement is needed if the Commission wishes to continue them. He recommended that the records show that the matter has had the attention of the Commission and that the Commission approves continuation of the present contracts with these companies. The Commission approved the recommendation unanimously.

Messrs. Wm. Tugman, Chairman, Eugene City Planning Commission and Allen P. Wheeler, County Commissioner, Lane County, were present and urged early action by the Commission in the matter of acquiring right of way for a number of postwar projects in and adjacent to the City of Eugene, particularly the following:

(1) U.S. 99 and Oregon 58 from Judkins Point to Goshen including such land as will be needed for the future overhead crossing of the Southern Pacific's branch line to Medford.

(2) U.S. 99 on Broadway within the City of Eugene from the intersection of Broadway and Franklin Blvd. to and including the proposed connection with Sixth Avenue and Seventh Avenue, the present routes of U.S. 99.

(3) Proposed relocation of U.S. 99 along the west side of Eugene from the present right of way terminus near Eleventh Avenue to the Old City Airport near Thirteenth Avenue, and from the point where the projected location leaves the Old City Airport to the point where the projected line enters relatively undeveloped country near Spencers Butte.

(4) New highway connections with main county roads.

Mr. Tugman advised that the areas adjacent to the above-described locations are developing rapidly and gave as his thought that the state could save considerable money and could avoid conflicts if the right of way were obtained now. He also said that they are not asking for immediate construction of these projects but are simply calling to the Commission's attention the conditions that exist so the Commission can take such action as may be necessary to simplify and expedite projects when they are ready to go forward. In support of his oral remarks, Mr. Tugman presented letters from Clinton Hurd, County Judge of Lane County, Frank Kinney of the Oregon Settlement Association, and Earle L. McNutt, Mayor of Eugene. He also presented a map showing the location of the several projects.

Chairman Banfield advised that the Highway Commission has spent a considerable sum of money in the Eugene vicinity during the past two years and in his estimation it does not appear to be in order to authorize additional expenditures at this time, particularly in view of the fact that there is considerably less money in sight now for construction purposes than the Commission anticipated would be available a couple of years ago. He expressed the belief that it would not be treating the people of Eugene fair if the Commission should lead them on by acquiring right of way now when the prospects for construction are not very bright. He also pointed out that the Commission has many other obligations for the moneys that are available in view of which it would not seem proper to tie up a large sum of money in right of way at this time when it is needed badly for other purposes elsewhere. It was his thought that Lane County as a whole would not approve the expenditure in Eugene of the large sum of money that is represented by the projects mentioned. Mr. Tugman reiterated that they are not asking for construction at this time but are simply asking for investigation of the right of way situation, and following that the acquisition of right of way if the Commission considers that proper and advisable. He urged favorable consideration of the request because of the increase in population of Eugene which is causing the development of the areas under discussion, including homes and domestic facilities such as sewers, lights, water, etc. He also said that some of the right of way can be acquired now at a small cost, whereas in his estimation the cost will be considerably more later on. The discussion that followed centered on the acquisition of right of way for the proposed relocation of U.S. 99 west of Eugene. Concerning this project, Mr. T. M. Davis, Senior Highway Engineer, Public Roads Administration, who was present, advised that the Federal Government, which has funds to spend for right of way acquisition, will not contribute toward this project until the present project between Eugene and Goshen has been completed. The State Highway Engineer estimated that it would cost about $300 to appraise the right of way required along this route. The Commission approved the expenditure of such amount for appraisals with the definite understanding that it is not incurring any obligation whatsoever as to construction.

Messrs. E. J. Barry and James Morrill representing the Oregon Motor Transport Association were present and urged the Commission to recommend enactment into law of the "Big Truck Bill" (Senate Bill #5) that is now pending in the Oregon Legislature. Mr. Barry made a strong plea in behalf of this

legislation which would extend the privileges now granted in the Highway Commission's emergency transportation permits for Group 1 and Group 2 highways for an indefinite period. Chairman Banfield remarked that this is a matter for the Legislature to decide. He gave as his personal opinion, however, that the time limit for the issuance of such permits should not extend for a longer period than two years. He added that the Commission has not yet discussed the matter so is not in a position to make a definite statement at this time. Following departure of the delegation, discussion of this subject was resumed and it was decided, if the Legislative Committee asks the Highway Commission for a recommendation, to tell the Committee that the Commission has no objections to the bill as written except that it believes that the authority granted by the bill should expire within two years.

The Commission discussed with the Engineer the bids received at the morning session for several highway projects and for the purchase of "down" timber located in Joaquin Miller State Park. The Commission decided to award the contracts to the low bidder in each instance and to sell the timber to Hanson Bros. & Worthylake Company who submitted the high bid therefor.

At 3:00 p.m. Chairman Banfield publicly announced the awards of contracts and sale of timber as follows:

"Baker Rock Production Project on four state highways in Baker County. The low bid for this project was submitted by Rogers Construction Company of Dayton, Washington, in the amount of $27,107.50. The next low bid was that submitted by P. B. Doherty, Portland, in the amount of $30,881.20. There were five higher bidders. The Commission awards the contract to the low bidder, Rogers Construction Company at its bid price of $27,107.50.

"Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County. Rogers Construction Company, Dayton, Washington, submitted the low bid for this project in the amount of $40,889.00. The next low bid was submitted by R. O. Dail, Portland, at $41,856. There were eleven higher bidders. The Commission awards the contract to the low bidder, Rogers Construction Company at its bid price of $40,889.

"Silverton-Silver Creek Rock Production Project on the Silver Creek Falls Secondary Highway in Marion County. The low bid for this project was submitted by Rogers Construction Company, Dayton, Washington, at $22,327.50. Fisher Brothers, Oregon City, submitted the next low bid at $24,565. There were six higher bidders. The Commission awards the contract to the low bidder, Rogers Construction Company, at its bid price of $22,327.50."

"Sale of 'down' timber in Joaquin Miller State Park adjacent to the Oregon Coast Highway at Glenada in Lane County. The only bid received for this timber was that submitted by Hanson Brothers & Worthylake, Florence, in the amount of $800. The Commission has accepted this bid and has sold the timber to Hanson Brothers & Worthylake at their bid price."

The Commission discussed informally a number of the bills that affect the State Highway Department and are now pending in the Oregon Legislature.

The Commission considered and signed the following agreements, etc:

Agreement with the U. S. Department of the Interior, Bureau of Indian Affairs, modifying previous agreement, dated December 18, 1941, covering improvement of the Sprague River Road, Klamath County, as a cooperative project.

Modification of Project Agreement with the P.R.A., increasing from $3,000 to $5,000 Federal contribution to finance snow removal operations on the Mt. Hood Highway, between Cooper Spur and Robin Hood Ranger Station.

Supplemental agreement with the U. S. War Department, terminating use by the Army Engineers of Cape Arago State Park, Coos County.

Permit authorizing the Ostrander Railway & Timber Company, and the Weyerhaeuser Timber Company to operate logging trucks across two secondary highways near Molalla.

Public voucher to secure reimbursement of $50.00 advanced for the securing of an easement for a hauling road in Klamath County, across land owned by the Klamath Indian Agency.

Agreement with Botsford, Constantine & Gardner, extending former agreement, dated February 16, 1940, with respect to publicizing the scenic values of the State of Oregon.

Agreement with Edward K. Piasecki, covering an easement for a logging road across Camas Mountain State Park, Douglas County.

Bargain and Sale Deed conveying unto Henry Dieckman and wife, Lots 7 and 8 of Block 29, Hot Springs Addn. to the City of Klamath Falls. (R/W matter, consideration - $1,100.00)

Bargain and Sale Deed conveying unto Lucy R. Martin property situate in Lots 25, 26 and 27X of Block 34, Amended Plat of Fairmount, Eugene.

Bargain and Sale Deed conveying unto Ernest Franklin Wilson and wife, property situate in Lots 1, 2, 3, 4 and 5 of Block 2, Zwalhen Home Sites, Northeast Portland.

Agreement with United States of America, Department of Interior, Bureau of Reclamation, covering construction of Klamath Straits drain outlet across The Dalles-California Highway.

Agreement with Clyde C. Montag for lease of a residence building situate in The Cove State Park, for a period of 6 months, beginning December 20, 1944 - consideration $20.00 per month.

Agreement with Forest W. Casey, foreman, James A. Houck, truck driver, and Charles A. Pence, watchman, former employees of the State Highway Department, disposing of state's claim for damages that arose out of accidents which occurred when state-owned equipment was being used for personal purposes.

The meeting adjourned at 4:00 p.m.

State Highway Engineer — Chairman

Secretary — Commissioner

Portland, Oregon, March 12, 1945

The State Highway Commission met in regular session at 1:30 p.m. in Room 615 of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner M. R. Chessman was excused from attending this meeting.

The Engineer discussed briefly with the Commission matters concerning which delegations are to appear on the following day, but no action was taken thereon at this time.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the offer that he recommended in connection with each parcel. After careful consideration of each item, the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

10818-Barbur, A. D. Right of Way	Permit to dump waste materials on lands lying in Section 7, Township 4 North, Range 10 West, Clatsop County	$00.00	Witt

GARDNER RANCH-BERGER RANCH SECTION, WOLF CREEK HIGHWAY

6509-Imbrie, James H. & Lillian Imbrie Right of Way and Easement Option expires Sept. 7, 1945	LUMP SUM SETTLEMENT	$8,500.00	

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY

10646-A. Fisher, Marie E. Right of Way Option expires Sept. 1, 1945	0.40 acre at $200.00 Waiver of Access and advertising restriction	$ 80.00 70.00 $150.00	Benson
11529-Beeson, Harvey H. & Lois A. Beeson Right of Way Option expires Sept. 4, 1945	0.27 acre at $200.00 Waiver of access and advertising restriction	$ 54.00 76.00 $130.00	Benson

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY

11406-Southern Pacific Railroad Co. Right of Way	4.15 acres (3 parcels) at $100.00	$415.00	Benson

MAR 12 1945

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY (Cont.)

11046-J.C. & Ines I. Siegmund & J.L. & Alice I. Harry Right of Way Option expires July 31, 1945	26.59 acres at $100.00 21.48 acres at $60.00 to balance $4,000.00 Plus lessor's 1/3 crop loss estimated at $400.00	$2,659.00 1,288.80 52.20 $4,000.00	Benson
11048-Wrightman, Barbara J. 11047-Wrightman, F.T Right of Way Option expires August 15, 1945	File #11047 - 4.75 acres File #11048 - 4.94 acres 9.69		
	Exchange 43.67 acres from Siegmond property-file #11046 - plus cash payment of $550.00 for 377 rods of fence	$550.00	Benson
11156-Sudtell, Bernard T. Right of Way Option expires August 18, 1945	0.46 acres at $150.00 1.13 acres at $50.00 30 rods fence at $1.50 gate Waiver of access and advertising restrictions	$69.00 56.50 45.00 20.00 50.00 $240.50	Benson

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

11687-Atlantic Western Co. Stock pile site Option expires April 6, 1945	1.4 acres at $178.55	$250.00	Benson
11686-Deal, W.K. & Ruth Stock Pile Site	0.019 acres	00.00	Benson

FRONT STREET PROJECT - CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11296-Consolidated Supply Company Right of Way	10,000 sq.ft. at 65¢ build'ngs	$6,500.00 3,500.00 $10,000.00	McCallister

MAR 12 1945

SCHMEER ROAD SECTION, PACIFIC HIGHWAY WEST

11684-M&M Woodworking Co. Right of Way Option expires August 23, 1945	0.785 acres at $700.00 0.192 acres at $263.00 Fencing by State	$549.50 50.50 $600.00	Parker
11552-A Northwest Properties, Inc. Easement	0.042 acre for slope easement purposes	1.00	Parker
11553-Fazio, Tony Easement	0.40 acre for slope easement purposes	1.00	Parker

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY EAST

11565-Brock, Henry and Florence Easement (slope) Option expires August 23, 1945	5 foot wide easement across 2 lots Plus one-half cost for moving building, estimated at $700.00	00.00 $350.00	Landon
11564-Robins, Elias H. & Muriel Robins Easement (slope) Option expires August 19, 1945	5 foot wide easement across 2 lots Cash allowance for damages by reason of grade change and in lieu of raising building	$ 00.00 300.00	Landon
11563-Myrtle, Sidney F. & Myrtle L. Foster Easement (slope) Option expires August 20, 1945	5 foot wide easement across 1 lot Cash allowance for damages in lieu of filling remainder of lot Cost of raising bldg., incl. living quarters, est. Plus construction concrete apron	$ 00.00 150.00 1,100.00 $1,250.00	Landon

MAR 12 1945

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY EAST (Cont.)

11562-Pears, D. A. & Crystal B.Pears Easement (slope) Option expires August 19,1945	5 foot wide easement across 2 lots	$ 00.00	
	Allowance for damages in lieu of filling remainder of lots and raising woodshed,etc.- 2 cabins	300.00	
	Estimated cost of raising building,with shed attached	750.00	
		$1,050.00	Landon
11566-Gansle,R.E. & F.G. and Sadie A. Easement Option expires August 21, 1945	5 foot wide easement across 3 lots	$ 00.00	
	Allowance for cement aprons	7.00	
	Allowance for drain tile	5.00	
	Allowance for filling portion yard	12.00	
		$ 24.00	Landon
11708-Gray, Frances E. & Pearl Farrall et al Easement (slope) Option expires	5 foot wide easement across 1 lot	$ 00.00	
	State is to construct some form of apron,as non-skid as possible, between sidewalk and door of grocery store, in liew of step down from sidewalk into store	00.00	Landon

*OAKRIDGE SECTION, WILLAMETTE HIGHWAY

10994-A. Hyland, Ernest E & Crystal J. Hyland Gravel bar, crusher site and hauling road easement	Parcel #1 - 1.35 acres at $50.00	$ 67.50	
	#2 - 3.11 acres at $50.00	155.50	
	#3 -17.80 acres at $50.00	890.00	
	#4 - [illegible].00 acres at $100.00	[illegible].00	

MAR 12 1945

OAKRIDGE SECTION, WILLAMETTE HIGHWAY (Cont.)

10994-A (Cont.)	Hauling road-easement-(across 0.18 acre)	$ 50.00	
	100 cords wood at $1.25 cord (cord wood stumpage)	125.00	
	To balance settlement	9.00	
		$1,497.00	Landon

BLACHLY SECTION, SIUSLAW HIGHWAY

11677-Duckett, Fred A & Mamie M. Right of Way Option expires July 19, 1945	1.72 acres at $25.00	$ 43.00	
	40 rods fence at $1.50 per rod	60.00	
		$103.00	McChesney

TAFT-SILETZ SECTION, OREGON COAST HIGHWAY

11583-Thomas, Ariel A. Right of Way Option expires July 16, 1945	3,170 sq.ft. at 5½¢	$185.50	Witt
11585-Sharp, K. C. Right of Way Option expires July 17, 1945	1,270 sq.ft. at 10¢	$127.00	Witt
11584-Johnson, H. Pearl Right of Way Option expires July 16, 1945	1,000 sq.ft. at 10¢	$100.00	
	Moving house and garage, estimated	700.00	
		$800.00	Witt
11576-Cutler, A. G. Right of Way Option expires August 15, 1945	(4 parcels)		
	0.24 acre at $100.00	$ 24.00	
	2.11 acre at $150.00	316.50	
	500 sq.ft. at 10¢ sq.ft.	50.00	
	6,142 sq.ft. at .01¢ plus per sq. ft.	66.10	
		$456.60	Witt

MAR 12 1945

TAFT-SILETZ SECTION, OREGON COAST HIGHWAY (Cont.)

11586-Jackson, Arthur C. & Jack M. Elliott
Right of Way
Option expires July 16, 1945

1,360 sq.ft. at 10¢ sq. ft.	$136.00	
3,900 sq.ft. at 5½¢ sq.ft.	214.50	
Estimated cost of moving buildings	900.00	
	$1,250.50	Witt

TAFT-SILETZ RIVER SECTION, OREGON COAST HIGHWAY

11581-Tracey, Gertrude Sweek and Wayne L.Guild
Right of Way
Option expires August 19, 1945

500 sq.ft. at 10¢	$ 50.00	
Loss of business during 3 days closed, at $20.00 per day	60.00	
Estimated-)Cost of moving main building	1,000.00	
)Cost of moving warehouse	450.00	
)Cost of building canopy	150.00	
	$1,710.00	Witt

PORT ORFORD-EUCHRE CREEK SECTION, OREGON COAST HIGHWAY

4351-Sweet, Theresa H. & W. J.
Stock pile Site

0.16 acre - 10 year lease (renewal lease)	$ 35.00	Parker

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

11682-Smith, E. L. & Helen E.

Damages by reason of grade change	$ 50.00	Landon

SISKIYOU SECTION, SISKIYOU HIGHWAY

11604-Wilson, Robert H. & Ada O. Wilson
Maintenance site
Option expires July 22, 1945

1.08 acres at $92.60	$100.00	
3-room house, with porch and wood-shed	300.00	
	$400.00	McChesney

MAR 12 1945

JORDAN CREEK-SCOTTS BUTTE SECTION, I.O.N. HIGHWAY

10962-Anderson, Jeff & Gertrude Haul road easement	1.24 acres for hauling road easement	$ 00.00	Cozad
11597-Anderson, Jeff Stock pile site Option expires Aug. 14, 1945	0.57 acre at $10.00 Plus fencing, if needed	5.70	Cozad

IDAHO STATE LINE-MOLLOY RANCH SECTION, I.O.N. HIGHWAY

11596-Molloy, Richard Stock Pile Site Option expires July 29, 1945	0.35 acre at $10.00	$ 3.50	Cozad

JORDAN VALLEY SECTION, I.O.N. HIGHWAY

11600-Malheur County Stock Pile Site	1.77 acres	$ 00.00	Cozad
11598-Malheur County Stock Pile Site	1.03 acres	00.00	Cozad

BURNS-BUCHANAN SECTION, CENTRAL OREGON HIGHWAY

3648-A Oregon & Western Colonization Co. Gravel pit and haul road	3-year lease on 7.34 acres at 4¢ cubic yd. for material used		Cozad

THE DALLES-MAUPIN SECTION, THE DALLES-CALIFORNIA HIGHWAY

11702-Gust, A. W. Maintenance headquarters site	4 lots at $67.50 each	$270.00	Chandler

BAKER SECTION, JOHN DAY-BAKER HIGHWAY

11557-Baker County Stock Pile Site	4.7 acres at approx. $26.60 per acre	$125.00	Cozad

SODA MOUNTAIN-HARNEY COUNTY LINE SECTION, JOHN DAY-BURNS HIGHWAY

11316-Pacific Livestock Co. & Schetky & Fisher Right of Way & Stock Pile Option expires July 29, 1945	3.50 acres 3 parcels of land at $10.00 per acre	$ 35.00	Cozad

MAR 12 1945

BROGAN-VALE SECTION, JOHN DAY HIGHWAY

11685-Whitlock, E.T. Stock Pile Site Option expires August 13, 1945	6.7 acres at $30.00	$201.00	Cozad

VALE SECTION, JOHN DAY HIGHWAY

11571-I-0-0-F Vale Lodge #100 Easement haul road	1.27 acres -- LUMP SUM	$ 10.00	Cozad

* Item 10994-A. Acquisition of gravel bar, crusher site, and hauling road easement from Ernest E. Hyland. This property is not to be acquired unless it is to be used by the contractor as a source of materials in connection with the Trent-Salt Creek Falls Rock Production Project for which bids are to be received on March 13, 1945.

The Assistant Attorney also requested authority to condemn certain parcels of real property that are needed for various highway purposes. He submitted a list of such properties together with offers that he recommended in condemnation, as follows:

BLACK CANYON-OAKRIDGE SECTION, WILLAMETTE HIGHWAY

*11701	Donald M. Brown	$700.00

PELICAN CITY-SOUTH SIXTH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11399	Rowland S. Kemp	$650.00

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

10345	Daisy I. Whiton	$225.00
10827	Est. of George Johnston	50.00
10804	Wm. J. Wineberg	450.00

TAFT-SILETZ RIVER SECTION, OREGON COAST HIGHWAY

**11592	Essie G. Douty	$ 80.00
**11593	International Pac. Pulp & Paper Co.	80.00

SCHMEER ROAD SECTION, PACIFIC HIGHWAY WEST

11683	Warren Packing Co.	$300.00

* Item 11701. Gravel pit owned by Donald M. Brown. This property is not to be acquired unless it is used as a source of materials by the contractor to whom is awarded the contract for the Trent-Salt Creek Falls Rock Production Project.

** Items 11592 and 11593. Essie G. Douty and International Pacific Pulp and Paper Company. Condemnation of these two properties is authorized by the Commission but proceedings in condemnation are not to be commenced until the balance for the right of way for the Taft Siletz River Section has been acquired.

After careful consideration the Commission approved the request and the offers as recommended. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, air fields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Donald M. Brown, et ux., which property is located in Government Lot 4 (NW¼ SW¼) of Section 17, Township 21 South, Range 3 East, W. M., Lane County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 11701, which property is being acquired for the purpose of securing roadbuilding materials therefrom in connection with the Willamette Highway; *

Real property owned by Rowland S. Kemp, et al., which property is located in Lot 9, Block 24, Hot Springs Addition to Klamath Falls, Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 11399, which property is being acquired for right of way purposes in connection with the Klamath Falls-Malin Highway; *

Real property owned by Daisy I. Whiton, which property is located in Lots 5 and 6, Block 5, Sylvan Park, situated in Section 6, Township 4 North, Range 10 West, W. M., Clatsop County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 10345, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; *

Real property owned by the Estate of George Johnston, which property is located in Lots 3 and 4, Block 9, Norriston Park, situated in Section 18, Township 4 North, Range 10 West, W. M., Clatsop County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as File R 10827, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; *

Real property owned by Wm. J. Wineberg, which property is located in Lots 2 and 3, Block 6, Silver Point Terraces, situated in Section 6, Township 4 North, Range 10 West, W. M., and in Lot 8, Block 2, Arcadia, situated in Section 7, Township 4 North, Range 10 West, W. M., Clatsop County, Oregon, and is more particularly des-

cribed on the attached sheets and designated as Parcels Nos. 5 and 6, and is further identified in the records of the Highway Commission as file R 10804, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; *

Real property owned by Essie G. Douty, which property is located in Government Lot 7 (SW¼ NW¼) of Section 2, Township 8 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 7, and is further identified in the records of the Highway Commission as file R 11592, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; *

Real property owned by International Pacific Pulp and Paper Co., which property is located in Government Lot 8 (NW¼ of SW¼) of Section 2, Township 8 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 8, and is further identified in the records of the Highway Commission as file R 11593, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; *

Real property owned by Warren Packing Company, which property is located in the northeast quarter (NE¼) of Section 9, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 9, and is further identified in the records of the Highway Commission as file R11683, which property is being acquired for right of way purposes in connection with the Pacific Highway West. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

MAR 12 1945

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to ac quire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court proceedure connected with or prosecuted for the ac quisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

---

*(The detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 50, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Attorney reported a request from Mr. Ralph Cake, Portland, to acquire a state-owned quarry site, consisting of about twenty acres, near Bend in Deschutes County. It appears that the property is entirely surrounded by land owned by Mr. Cake and circumstances are such that Mr. Cake cannot make proper use of his land. The Attorney explained that Mr. Cake wants to fence his property, but cannot do so without blocking the state's access to the quarry, hence his desire to acquire the state's tract, if possible. If the Commission is unwilling to deed the property to him, then Mr. Cake suggests that the solution would be to install a gate where the fence crosses the road that leads from the highway to the quarry. The gate would be padlocked but the Highway Department would be given a key so that maintenance forces could have access to the quarry at all times. The Engineer advised that the quarry is needed for highway purposes whereupon the Commission decided not to dispose of it. Mr. Cake's suggestion as to fencing and the installation of a gate with

lock was approved by the Commission on the condition that investigation reveals there are no objections. The matter was referred to the Attorney to investigate.

The Assistant Attorney requested instructions relative to the sale or lease of what is known as the "Duck Pond" property, containing 264.59 acres, situate adjacent to the Stanfield-Boardman Highway in Umatilla County. He advised that the property is not needed for highway purposes and recommended sale of the same at $3,000 if he can secure a purchaser at such figure. The Commission approved the recommendation by unanimous vote.

The Commission had under discussion advisability of selling a small triangular tract of land situate at the southwest corner of the intersection of "L" Street and 16th Street in the Town of Reedsport which was purchased in connection with the acquisition of right of way for a proposed realignment of the Umpqua Highway at this place. The Engineer advised that the property is not needed for highway purposes, being outside of the right of way limits, and recommended sale of the property to the highest bidder therefor. The Commission approved the recommendation and authorized the taking of bids in Salem in accordance with recently established policy. If the property is sold, the deed of conveyance is to contain a clause denying the purchaser right of access to the highway from the property.

The Commission also discussed the advisability of selling two small tracts of land containing 2.42 acres and 0.76 acre, respectively, at Troutdale, particularly situate on the south side of the O. W. R. & N. Company railroad and west of the Sandy River. The Engineer advised that the property is not needed for highway purposes and recommended that it be sold to the highest bidder therefor. He pointed out, however, that the Commission has not as yet formally adopted the relocated highway alignment at this point, and cannot do so until all members of the Commission are present. After discussion the Commission approved the taking of bids for the sale of this property at the next regular meeting of the Commission, at which time the matter of adopting the revised alignment will be considered. In the event the Commission formally approves the revised alignment of the highway, then the property will be sold to the highest bidder therefor, if a satisfactory offer is received.

The Commission thereupon decided to hold its next regular meeting on Monday and Tuesday, April 16 and 17, 1945. The Secretary was instructed to arrange for a room in the Imperial Hotel, Portland. It was also decided not to hear delegations on either day.

The advisability of leasing a portion of Cape Arago State Park for the growing of bulbs had the attention of the Commission. The Commission decided in view of the fact that the property was acquired for park purposes not to lease it for any other use. If investigation reveals that the tract is not needed for the purpose for which it was originally acquired, then it is to be sold.

The Attorney requested instructions relative to the sale of excess land along the Wolf Creek Highway west of Portland where the highway has not as yet been constructed. He advised that he has received numerous inquiries

relative to the purchase of land that is not needed by the state and gave as his thought that the Commission will have no trouble in selling the property if it so desires. He recommended, however, that no sales be made until the highway is constructed in view of the likelihood that better prices can be realized at that time. The Engineer concurred in the Attorney's recommendation. The Commission approved the recommendation by unanimous vote and so ordered.

The Commission discussed and approved field agreements with the U. S. Grazing Service renewing previous agreements providing for the protection of Juniper Wayside Strips along the Central Oregon Highway between Bend and Horse Ridge, along the Ochoco Highway between Redmond and Prineville, and along the McKenzie Highway between Sisters and Redmond. (The agreements were signed on the following day.)

The Commission discussed a request from Mr. H. W. Kuhn for a one-year extension of his lease of a residence building in Williamson State Park adjacent to the Salem-Dayton Highway near Hopewell, in Yamhill County. The Secretary presented a letter from the State Parks Superintendent advising that it would not be possible to do any development work in this park during the next year and recommending that Mr. Kuhn be allowed the use of the building for another year at a charge of $10 per month. The Commission approved the recommendation.

The Assistant Attorney brought up for discussion the question of sale of houses in Klamath Falls that were acquired in connection with right of way purchases. Commissioner Schaupp gave as his thought that the buildings should be sold now in order to take advantage of high prices, and he so recommended. Chairman Banfield concurred whereupon the Commission authorized the taking of bids for the purchase of the houses. The Attorney was instructed to formally notify the occupants to vacate the buildings.

The Attorney requested instructions relative to the Commission's claim against O. P. Beecher and J. A. Turner for damaging a traffic light pole on the Pacific Highway East in the Town of Milwaukie. He advised that each of the parties was driving a car and as a result of confusion both were involved in the accident that caused damage to the signal pole amounting to $172.94. One of the parties, he said, carries no insurance and investigation reveals that he is irresponsible, but the other one does carry insurance with the General Casualty Company of America which has agreed to pay its one-half share of the expense, or $86.47. He gave as his thought, in view of the circumstances, that it would be advisable to accept this payment as settlement in full for the damage as it does not appear possible to collect from the other party. The Engineer concurred. The Commission by unanimous vote approved settlement on such basis.

The Commission discussed a letter from the City of Pendleton requesting state cooperation in the improvement of Southeast 12th Street for a distance of one block between Southeast Court Place and Southeast Byers Avenue. The request was on the understanding that the State Highway Department owns the property on one side of this street which would justify the Commission paying one-half of the expense of the improvement which is estimated to cost a total of $2,800. The Engineer advised that the statement as to the state's

ownership of the abutting property is correct and gave as his thought in view thereof, that the improvement should be accomplished by state forces sometime in the future when the necessary materials can be obtained and a state crew is available. The Commission approved the suggestion and instructed the Secretary to so inform the city.

The Engineer reported receipt of a request from Mayor McKenzie of Hermiston for the widening of the oiled surface on the Hermiston Secondary Highway for full width between curbs from East 4th Street to East 7th Street in Hermiston. He estimated that the improvement would cost about $836 and advised that it would be necessary for the Commission to make a special appropriation for the purpose because no provision was made for it in the 1945 budget, although the budget does contain an item of $900 for similar work on this highway in the eastern part of Hermiston. He suggested that the work be deferred until next year, particularly because of the improvement contemplated this year at this place and because necessary materials are difficult to obtain. The Commission approved the recommendation and instructed the Secretary to so inform Mayor McKenzie.

A letter was presented from the Carlton Chamber of Commerce requesting the designation and construction of a new secondary state highway extending from the Tualatin Valley Highway at Carlton easterly and northerly about five miles to a connection with the Yamhill-Newberg Secondary Highway, in order to provide a shorter and more convenient route for traffic between Carlton and Newberg and the Portland area beyond. The Engineer advised that the proposed road will reduce the state highway travel distance between Carlton and Newberg by about five miles and that in his estimation has considerable merit. He estimated the cost to construct the new route at about $100,000, exclusive of right of way, and said that the city is asking that the project be given consideration by the Commission for postwar construction, notwithstanding it was not included in the list of projects that was recommended by the county court some time ago. A letter from the Yamhill County Court endorsing the project was also presented. The matter was discussed at some length but action thereon was deferred by the Commission for future consideration.

The Secretary presented a resolution from Franklin Grange No. 751, Lane County, requesting the improvement of the Territorial Secondary Highway between Elmira and the junction with the Siuslaw Highway, a distance of about eight miles. The Commission ordered that the Grange be informed that the project will be given due consideration in the formulation of the postwar construction program but the Commission is not in position at the present time to make any definite promises or commitments with respect thereto.

The Commission discussed a letter from the City of Klamath Falls requesting the construction of a sidewalk on the Freemont Bridge over Link River on the Klamath Lake Secondary Highway. The Engineer estimated the cost to construct the walk at $2,050 and recommended approval of the request as a safety measure in order to protect the many pedestrians who cross the bridge. He pointed out, however, that the 1945 budget does not include this item so if the Commission approves the project it will be necessary to increase the

amount of the budget by such sum. The Commission approved the project by unanimous vote.

A petition was presented from residents of Crook and Grant Counties requesting construction as a postwar project of an extension to the Crooked River Secondary Highway from its present terminus at Paulina, easterly to a connection with the John Day-Burns Highway. The Commission denied the request because there are so many other projects throughout the state that have a higher priority rating and for the further reason that the Commission considers that postwar funds will not be sufficient to justify the assumption of additional obligations.

The Commission discussed a petition from residents and property owners of Bayocean, Tillamook County, requesting personal inspection and investigation of the conditions at Bayocean with the view in mind of entering into a cooperative project for the protection of property against destruction by forces of nature. The Secretary was instructed to inform the petitioners that the undertaking of projects such as they have in mind is physically and financially beyond the means of the state to perform.

The Commission had under consideration approval of the plans submitted by a number of cities and towns for street improvements to be financed with state tax street funds apportioned to such cities and towns for disbursement during the calendar year 1944. The Engineer advised that the plans meet with his approval and that appropriate resolutions have been submitted in each instance in conformity with legal requirements. He recommended approval of the plans by the Commission at this time and that an apporopriate record be entered in the minutes. The Commission approved the recommendation and thereupon adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Athena	$ 704.57
Bay City	520.53
Bonanza	320.01
Brownsville	1,076.77
Butte Falls	465.59
Canby	1,356.95
Central Point	1,244.33
Columbia City	449.11
Cottage Grove	3,606.64
Creswell	682.60
Empire	913.33
Gaston	457.35
Grants Pass	8,279.07

(Continued on next page)

Grass Valley	$ 280.18
Haines	517.79
Hammond	579.59
Helix	166.19
Huntington	1,017.72
Ione	359.84
John Day	972.39
Long Creek	326.88
Madras	565.86
Merrill	889.99
Moro	424.39
Mosier	296.66
Mount Angel	1,417.39
Myrtle Creek	605.69
North Powder	516.41
Oakland	504.05
Ontario	4,877.07
Pendleton	12,150.78
Pilot Rock	491.69
Prairie City	888.61
Reedsport	1,951.65
St. Paul	251.34
Shaniko	75.54
Sherwood	613.93
Stayton	1,490.18
Sutherlin	721.05
Tualatin	247.22
Wasco	416.15
Weston	683.97

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Athena - 2nd Street, Washington Street, Adams Street, Current Street

Bay City - Warren Street, McCoy Avenue, Tillamook Avenue, Ninth Street, Portland Avenue, Sixth Street, "A" Street, "B" Street, "D" Street, Trade Street, Main Street, Fourth Street, Pacific Street, Second Street, Ocean Street

12366

Bonanza - Seattle Avenue, College Street, 4th Avenue, Mission Street, 6th Avenue, Central Street, 3rd Avenue, Market Street

Brownsville - General maintenance of all city streets

Butte Falls - Bluff Street, Fee Street, Broad Street, Main Street and South Street

Canby - Maple Street, Second Street, Third Street, Fourth Street, Fifth Street, "A" Street, "C" Street

Central Point - Third Street, Ash Street, Oak Street, First Street, Second Street, Maple Street

Columbia City - "L" Street, 2nd Street, "E" Street, "I" Street, 1st Street, Mattie Street

Cottage Grove - South Tenth Street, South Eighth Street, "G" Street, West Main Street

Creswell - Oregon Street, 1st Street, "C" Street

Empire - Broadway Street

Gaston - First Street, Oak Street, Cottonwood Street

Grants Pass - West "A" Street, East "A" Street, East "C" Street, East "D" Street, East "E" Street, East "F" Street, North 5th Street, East Mill Street, 2nd Street, North 3rd Street, Booth Street, Foundry Street, South 7th Street, "N" Street

Grass Valley - Market Street, 2nd Street

Haines - Cole Street, Birch Street, First Street, Second Street, Fifth Street, School Street

Hammond - Myler Avenue, Boone Avenue, Pacific Avenue, Willow Street, Jackson Street, Harrietta Street, Park Street, Ford Street, East 1st Street

Helix - Main Street, Solar Street, Cleveland Street, Concord Street, Aurora Street, Vesper Street

Huntington - Lincoln Street, 1st Street East, 1st Street West, 2nd Street West

Ione - 2nd Street, "H" Street

John Day - Mandarin, Braught and South First Streets, Church, Canyon and Bridge Street; also new deck and repairs to bridge on Bridge Street

MAR 12 1945

Long Creek - 2nd Street

Madras - "C" Street

Merrill - McKinley Street, Roosevelt Street at Front Street, Clay Street

Moro - 1st Street, Scott Street, Bidwell Street

Mosier - Washington Street, Third Avenue

Mt. Angel - Marquam Street, Taylor Street, College Street, Charles Street, Church Street, Garfield Street, Cleveland Street, Sheridan Street, Alder Street

Myrtle Creek - 3rd Street, Oak Street, 1st Street, 2nd Street, Division Street

North Powder - "G" Street

Oakland - Locust Street, Stearns Avenue, Second Street, Cypress Street

Ontario - Improving or oiling unoiled city streets in city

Pendleton - S. W. 10th Street (re-deck bridge and re-surface approaches), improve Main Street Bridge

Pilot Rock - Willow Street, Bluff Street

Prairie City - Bridge Street, Main Street

Reedsport - "L" Street, 15th Street, Rainbow Plaza, 16th Street, 14th Street, East Railroad Avenue, "H" Street, 8th Street, "L" Street, West Railroad Avenue, Second Street

St. Paul - All city streets

Shaniko - "E" Street, 4th Street

Sherwood - Railroad Street

Stayton - Locust Street, 4th Street, 5th Street, Ida Street

Sutherlin - Ash Street, Pine Street, Willamette Street, 3rd Avenue, 2nd Avenue, 1st Avenue, South Side Road

MAR 12 1945

Tualatin - Park Street, Grove Street, Depot Street

Wasco - Fulton Street

Weston - Reconstruction of Lower Franklin Street Bridge, reconstruction of Upper Broad Street Bridge, reconstruction of Upper Franklin Street Bridge

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 12th day of March, 1945.

In this connection the Engineer requested instructions with regard to the expenditure of the sum of $584 for street improvements in the Town of Columbia City, being an accumulation of funds heretofore approved by the Commission for expenditure in this town during the years 1942 and 1943 before the present State Tax Street Fund Law was enacted. He explained that the money was not spent as proposed because a satisfactory program could not be arranged and that Mayor Heglund is now asking that this money be made available for the city's use along with the 1944 and 1945 allocation of state tax street funds. He further advised that Columbia City is the only town in the state that did not benefit by reason of the special appropriation made by the Highway Commission and in view thereof recommended approval of Mayor Heglund's request. The Commission approved the recommendation unanimously subject to the condition that the State Highway Department shall retain control over the expenditure of the money.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission and asked the Commission to confirm them for the records. After discussion the Commission by unanimous vote approved the following surveys and authorized the Engineer to make such surveys on various sections of the highways in this state, which said sections of highways together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Bench mark monuments & 3rd order levels	127-1428	Polk	Betw. Monmouth & Pedee	1st- $200.00
Plans	15-1452	Jackson	Crater Lake Hwy. at Shady Cove bridge	1st- $300.00
Plans	4-1473	Clatsop	Wolf Creek Hwy.	1st- $100.00
R/W	4-1474	Clatsop	Hug Pt.-Cannon Beach, Ore. Coast Hwy.	1st- $500.00
R/W	12-1437	Grant	John Day Fossil Park	1st- $300.00
Plans	4-1475	Clatsop	Hug Pt.-Manzanita Sec. Ore. Coast Hwy.	1st- $600.00
Plans	24-1453	Marion	Bldg. for St. Deaf School	1st- $200.00
Plans	24-1454	Marion	Bldg. for St. Blind School	1st- $200.00
Plans & R/W	124-1449	Marion	Gates-Niagara Sec. North Santiam Hwy.	

Amount Previously Authorized	$2,500.00
Additional Authorization Requested	1,500.00
Total	$4,000.00

Reconnaissance	28-1413	Sherman-Wasco-Jefferson	Route for The Dalles Calif. from Madras to Columbia Rvr.	

Amount Previously Authorized	$8,250.00
Additional Authorization Requested	500.00
Total	$8,750.00

Plans & R/W	26-1477	Multnomah	Schmeer Road Connection	

Amount Previously Authorized	$ 200.00
Additional Authorization Requested	510.00
Total	$ 710.00

S U M M A R Y

Total Original Authorization Requested	$ 2,400.00
Total Additional Authorization Requested	2,510.00
Total Amount Previously Authorized	10,950.00
Total Amount of Surveys	$15,860.00

The Engineer requested authority to complete surveys, plans, specifications, and estimates for the following proposed postwar highway improvements:

MAR 12 1945

MAR 12 1945

12373

FOURTH PARTIAL PROGRAM FOR SURVEYS, PLANS, SPECIFICATIONS AND ESTIMATES FOR POSTWAR HIGHWAY IMPROVEMENTS

County	Location & Termini	Length (Miles)	Contemplated Construction	Work To Be Done Now	Est. Cost	Federal Funds Requested
Marion	Gates-Niagara Sec., North Santiam Hwy. No. 162	4.0	Grade, surf. and oil, new alignment	Survey & Plans	$ 4,000	$ 2,480
Linn	3 miles East of Crabtree to Lyons on Albany-Lyons Hwy. #211	16.7	Grade, surf. and oil	Survey & Plans	10,000	6,200
Lincoln	Davis Creek to Cedar Creek (M.P. 12.5 to 15.5) of Siletz Hwy. No. 181	3.0	Grade, surf. and oil	Survey & Plans	3,000	1,860
Wasco	Columbia River Hwy. thru The Dalles	2.0	Realignment, grad. & paving	Survey & Plans	5,000	3,100
Deschutes	McKenzie-Bend Hwy. from Tumalo to Bend	5.0	Realignment, grad. surf. oil & bridge	Survey & Plans	7,500	4,650
Klamath	The Dalles-Calif. Hwy. from N. lmts. Klamath Falls to Weyerhauser Junction	5.0	Grade. surf. paving & structures	Survey & Plans	9,000	5,580
Malheur Lake	From Adrian So. to Homedale Spur Warner Hwy. #461: From Fremont Hwy. East 6 miles	8.0 6.0	Grade, surf. oil Regrad. surf. oil	Sur. & Plans Sur. & Plans	8,000 6,000 $52,500	4,960 3,720 $32,550
	ADDITIONAL PROJECT IN ADVANCE ENGINEERING PROGRAM					
Washington Multnomah	Holbrook-Cedar Mill	10.0	Grade. surf. pave	Sur. & Plans	$10,000	$ 6,000

He explained that with the exception of the first listed survey all of the projects are contemplated for construction after the expiration of the three-year period immediately following the war, but the making of the surveys at this time is essential in order to keep the engineering crews busy; otherwise, it would be necessary to dispense with their services which is not advisable because they will be needed badly later on. Chairman Banfield expressed himself as opposed to the making of surveys for projects that are not proposed for construction within the three-year postwar period unless that is absolutely essential in order to provide employment for the engineering crews. Commissioner Schaupp expressed himself similarly and it was so ordered. Following further discussion the Commission authorized the Engineer to submit the above listed surveys to the Public Roads Administration for approval on the basis of the above action.

The Commission considered the following requests for extensions of time within which to complete highway construction contracts:

Contract No. 2591 with Tom Lillebo for construction of bridges on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County, requested an extension of time from December 31, 1942, to December 7, 1944, within which to complete this project. He alleged that his failure to complete the project within the specified time limit was due to the fact that he had to wait until the contract for the construction of the adjacent sections was completed, it being impossible for him to remove the old bridge and complete his contract until the new road was made available for traffic. The Engineer advised that the reason given by the contractor for overrunning the time limit is substantially correct. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Contract No. 2671 with Oscar Joelson for the production of rock for the Heppner and Lexington-Echo Secondary Highways in Morrow County, requested an additional extension of time of one day from January 31, to February 1, 1945, within which to complete this job. He advised that the one-day extension is required simply to give him time to shape up one of his stockpile sites, all other work having been completed before the previously extended time limit expired. The Engineer recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

The Engineer reported that Contracts Nos. 2591, 2671, and 2685 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2591, with Tom Lillebo, for construction of bridges on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County; completed on December 7, 1944.

Contract No. 2671, with Oscar E. Joelson, for furnishing crushed material in stockpiles on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow County; completed on February 1, 1945.

Contract No. 2685, with M. C. Lininger & Sons, for furnishing crushed rock in stockpiles on the Lakeview Section of the Klamath Falls-Lakeview and Freemont Highways in Lake County; completed on March 7, 1945.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Secretary presented a letter from Mr. S. L. Burton, Publisher of the "Curry County Reporter", Gold Beach, advising that a movement is under way to incorporate this town and requesting "a direct statement from the Highway Commission" as to the probable status of the Oregon Coast Highway in the event such incorporation is effected; also, inquiring whether or not such incorporation would make it incumbent upon the citizens to pay the cost of reconstructing the highway through this place. The Attorney advised that so long as the Highway Commission retains the present route of the highway through Gold Beach, it would be the obligation of the state to reconstruct and to maintain it at state expense regardless of whether or not the city incorporates. The Engineer advised that it was the decision of the former Highway Commission to reconstruct the highway along its present route on Main Street; further, that this Commission authorized the improvement but the work was not undertaken due to the United States becoming involved in the war with Japan. The Commission's decision with respect to the routing of the highway, he said, was the result of numerous conferences with the local citizens. In view of the reports of the Engineer and the Attorney, the Commission decided to retain the present route of the highway on Main Street through this town and instructed the Secretary to inform Mr. Burton that so long as the highway is routed along this street it will be the responsibility and obligation of the State Highway Commission to reconstruct it in conformity with modern standards when the time is propitious, and to maintain it thereafter at state expense. The Secretary pointed out that while the former Highway Commission authorized the improvement

of the highway along the present route through Gold Beach, it did not formally adopt the route as a state highway. In view of this information the Commission instructed the Attorney to prepare an appropriate form of resolution for adoption at the next meeting.

In this connection the Attorney advised that when the improvement of the Oregon Coast Highway through the Town of Gold Beach was under discussion by the former Highway Commission, there was considerable talk about the width of the right of way and the Commission finally decided to rebuild the highway on right of way eighty feet wide which involved, among other things, the moving of some of the buildings in the town, including the bank building. Due to the fact that the improvement was not undertaken because of the war, he said, none of the buildings were moved, but it now appears that the bank must enlarge its quarters, wherefore the state has been asked to take action immediately so far as this particular building is concerned. He estimated the cost to move the bank building at $5,000, being a quotation given him by a competent house mover. He gave as his thought that $5,000 is a fair amount to pay and suggested that it would be advisable from the state's standpoint to pay such sum to the bank which would then assume full responsibility for the moving of the building. He also said that the bank officials are agreeable to handling the matter in such manner. The State Highway Engineer concurred with the recommendation. After discussion, the Commission authorized settlement with the bank in conformity therewith.

The Attorney requested instructions relative to the collection of rental from a Mr. Henris, Klamath Falls, from whom the Commission purchased certain property, including the building situate thereon, in a right of way transaction. It appears that an option to purchase the property was obtained from Mr. Henris in May of 1944, and it was thought at the time that the transaction would be closed and Mr. Henris paid for the property by August 1, in view of which Mr. Henris agreed to pay rental for the use of the property from that date. However, the transaction was not consumated until January 10, 1945, in view of which Mr. Henris refuses to pay rental for the use of the property between August 1 and January 10, amounting to some $180. The Attorney gave as his thought that there is justification in Mr. Henris' complaint. Following discussion the Commission referred the matter back to the Attorney with authority to settle with Mr. Henris in the best possible manner.

The Engineer brought up for discussion the following Federal aid matters:

(1) Adoption of interstate system of highways.

(2) Determination of urban areas for use in connection with the allocation of Federal moneys.

(3) Adoption of a Federal aid secondary highway system.

Each of these subjects was discussed briefly but action on each was deferred by the Commission until Commissioner Chessman is present.

MAR 12 1945

The Engineer reported receipt of a letter from the Public Roads Administration concerning the $100,000,000 Federal fund that has been authorized by the Federal Aid Act of 1944 for immediate use. The Public Roads Administration, he said, wants to know how much of Oregon's share of this fund can be used before July 1, 1946, such share being estimated at $1,416,872. The Engineer explained that this money can be spent for surveys, rights of way, and for construction of projects that have been approved by the War Production Board and gave as his thought that full advantage should be taken of this offer. He requested authority to apply for the full amount of Oregon's share of this fund and to submit along with the application a list of the projects on which there is reasonable prospect that considerable progress is being made in the purchase of rights of way or, in the case of construction projects, some prospects of completion, or at least of beginning construction before the dead line of July 1, 1946. It was the thought of the Commission that an attempt should be made to secure the maximum amount of funds that are to be apportioned to the State of Oregon. Accordingly, the Engineer was authorized to file an application for all of the Federal moneys that there is likelihood of obtaining under this Federal Aid Act.

The Engineer reported that the Crooked River and Deschutes River Bridges on the Culver-Grandview Market Road, Jefferson County, have been repaired in conformity with the agreement between the Commission and Jefferson County Court dated June 7, 1944, and there no longer exists any reason to continue the reduced load limit that has been in effect on these bridges since last September. He recommended adoption of an order restoring legal weight loads on these structures. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, on the 12th day of September, 1944, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the maximum load limit on the following state highway bridges:

CULVER-GRANDVIEW COUNTY ROAD, JEFFERSON COUNTY

M.P. 6.0 Crooked River Bridge 8 tons
M.P. 7.5 Deschutes River Bridge 8 tons

and

WHEREAS, subsequent to the passage of said resolution conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limits set out in said resolution on the said state highway bridges;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the said bridges be and the same is hereby rescinded and cancelled as of this date, and the maximum load limit permissible on the said highway

bridges hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the county clerk of the county in which said highway bridges are located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

Dated this 12th day of March, 1945.

The Engineer requested authority to purchase 15,000 gallons of lacquer to be used for painting traffic lines during the 1945 season. He estimated the cost at $2.20 per gallon, or a total of $33,000. The Commission approved the request by unanimous vote.

The Engineer also requested authority to purchase the following equipment that is needed in connection with maintenance operations:

2 Hystevators	Estimated cost	$1,400.00
3 Tractor-Loaders	" "	6,600.00
1 Athey Loader	" "	6,300.00
Estimated total cost		$14,300.00

The Commission approved the request by unanimous vote.

The Commission also authorized the purchase of the following equipment for use by the State Parks Department: 2 Farm Tractors, 2 Plows, 2 Discs, 2 Harrows, 2 Mowers, 2 Rakes at an estimated total cost of $4,000.

The Engineer reported on the sale of the tourist cabins that were acquired in connection with right of way settlement at Spencer Creek on the Oregon Coast Highway, about seven miles north of Newport, Lincoln County. He advised that in conformity with oral authority given him by the Commission he sold the buildings, which consisted of thirteen cabins and one laundry building, to Mr. D. Wadsworth, Portland, for the sum of $675 and that he sold to Mr. Ray L. Congdon, Horton, Oregon, five toilets and eight gas plates for the sum of $115. The balance of the contents of the buildings, he said, was sold to Mr. Wadsworth for the sum of $40. He pointed out that the high bid received on December 27, 1944, for all of the buildings and contents was $326, so it appears that the Commission is fully justified in rejecting this bid and negotiating the private sale of the property. The Commission by unanimous vote confirmed the sale as reported.

The Engineer also reported the results of reception of bids in Salem on February 9, 1945, for the sale of a small tract of state-owned land situate in Block 2, Foster's Addition to the City of Sheridan. He advised that two bids were received, one being that of Martin & Brown Wood Yard, Sheridan, in the sum of $155, and the other that of Otto W. Heider, Sheridan, in the amount of $100. He recalled that the Commission orally authorized the rejection of these bids because they were far below the value of the property as appraised by the Right of Way Department. He asked the Commission

to confirm the rejection. The Commission by unanimous vote approved the rejection of the bids as reported.

The advisability of permitting log hauling on the Santiam Highway between Cascadia and the junction with the North Santiam Highway and on the Crater Lake Highway between Crater National Park boundary and the junction with The Dalles-California Highway was discussed by the Commission. The Engineer advised that requests have been received for permits authorizing log hauling over these two highways, which in his estimation should be denied because neither of the highways is in suitable condition to withstand such heavy traffic. He pointed out that the Santiam Highway between Sheep Creek and the junction with the North Santiam Highway has not been oiled, the present surfacing consisting of a thin coating of cinders capable of carrying light traffic only. If log hauling were permitted over this section during the wet season, he said, the road would soon become impassable for any kind of traffic, and besides one-way traffic is required at several places where slides have occurred. As to the Crater Lake Highway, he advised that the surfacing consists of an oil treatment suitable for light traffic only; moreover, a considerable portion is across low marshy land with high water table and a few days of log hauling would severely damage it. He recommended that log hauling be not permitted over either of these highways until the sub-grade has dried out sufficiently or until standard type surfacing has been constructed. The Commission approved the recommendation unanimously and authorized the erection of appropriately worded signs notifying the public that log hauling is not permitted on either of these highways between the points under discussion. The Engineer was also authorized to post other highways where similar conditions obtain. The Secretary was instructed to ask the Public Utilities Commissioner to include in the special carrier permits hereafter issued from his office a clause prohibiting log hauling over any section of state highway which has been so posted by the State Highway Commission. During the discussion of this matter the Engineer pointed out the possibilities of securing Federal timber access road moneys with which to finance the improvement of the Santiam and Crater Lake Highways sufficiently to withstand log hauling traffic. He was authorized by the Commission to secure such funds if possible.

The Secretary presented a request from the Gold Beach Utilities for permission to construct a short section of a power transmission pole line along the west side of the Oregon Coast Highway from Eucher Creek to Ophir School in Curry County, a distance of about 1,700 feet. He advised that there is an unobstructed view of the ocean scenery from the highway at this point so under Commission policy of many years' standing it would be necessary to deny the use of the west side of the highway for this purpose. However, the easterly side of the highway is now occupied by a telephone pole line so could not be specified for the power line in view of another policy of the Commission which prohibits the construction of two pole lines on the same side of the highway. The Secretary requested instructions, pointing out that the company has already built its line on the west side of the highway, notwithstanding orders from the District Maintenance Superintendent, Mr. D. J. Sage, to the contrary. As a result of discussion the Commission referred the matter to the Attorney with instructions to notify the company that it must remove its facilities from the highway right of way or place them underground.

The meeting adjourned at 5:00 p.m., to reconvene on the following morning.

Portland, Oregon, March 13, 1945

The State Highway Commission reconvened at 9:00 a.m., in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Commissioner M. R. Chessman was excused from attending this meeting.

Bids as follows for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

CRATER LAKE HIGHWAY IN JACKSON COUNTY
PROSPECT-ANTELOPE CREEK ROCK PRODUCTION PROJECT

*E. C. Hall Company, Portland	$31,050.00
*Guerin Brothers, San Francisco, Calif.	31,200.00
*T. W. Thomas, Portland	37,540.00

* Bidder will not accept this project unless also awarded the Union Creek Rock Production Project.

CRATER LAKE AND WEST DIAMOND LAKE HIGHWAYS IN JACKSON COUNTY
UNION CREEK ROCK PRODUCTION PROJECT

**T. W. Thomas, Portland	$27,990.00
*E. C. Hall Company, Eugene	29,940.00
***Guerin Brothers, San Francisco, Calif.	30,336.00
J. N. & M. J. Conley, Portland	38,700.00

* Bidder will not accept this project alone
** Bidder will make lump sum reduction of $2,500.00 if also awarded Prospect-Antelope Creek Project. Will not accept this project alone.
*** Bidder will make lump sum reduction of $750.00 if also awarded Prospect-Antelope Creek Project. Will not accept this project alone.

COMBINATION BIDS FOR:
(1) PROSPECT-ANTELOPE CREEK ROCK PRODUCTION PROJECT
(2) UNION CREEK ROCK PRODUCTION PROJECT

	(1)	(2)	Reduc.	Low Com. Bid
Guerin Brothers San Francisco, Calif.	$31,200.00	$30,336.00	$ 750.00	$60,786.00
E. C. Hall Company, Eugene	31,050.00	29,940.00	---	60,990.00
T. W. Thomas, Portland	37,540.00	27,990.00	2,500.00	63,040.00

CRATER LAKE HIGHWAY IN JACKSON COUNTY
WIDEN TRAIL BRIDGE OVER ROGUE RIVER

*Norris & Philpott, Portland	$18,532.00
Lindstrom Brothers, Portland	19,900.00
Harry I. Hamilton, Eugene	22,320.00
Tru Mix Concrete Co., Medford	24,736.00
C. J. Montag & Son, Portland	27,726.00

* Bidder will accept only one project.

THREE STATE HIGHWAYS IN HARNEY COUNTY
BURNS ROCK PRODUCTION PROJECT

E. C. Hall Company, Portland	$30,204.00
J. N. & M. J. Conley, Portland	30,557.00
Oscar E. Joelson, Eugene	30,696.00
Homer G. Johnson, Portland	31,204.00
Rogers Construction Company, Dayton, Wash.	32,886.00
M. C. Lininger & Sons, Medford	33,876.00
C. J. Eldon, Portland	42,920.00

THE DALLES-CALIFORNIA AND EAST DIAMOND LAKE HIGHWAYS IN KLAMATH COUNTY
CHEMULT-BEAVER MARSH ROCK PRODUCTION PROJECT

*Rogers Construction Company, Dayton, Wash.	$18,727.00
*E. C. Hall Company, Portland	20,832.00
J. N. & M. J. Conley, Portland	25,434.75
Fisher Brothers, Oregon City	30,960.00

* Bidder will not accept this project unless also awarded the Fort Klamath-Lobert Rock Production Project.

FIVE STATE HIGHWAYS IN KLAMATH COUNTY
FORT KLAMATH-LOBERT ROCK PRODUCTION PROJECT

*Rogers Construction Company, Dayton, Wash.	$24,800.00
*J. N. & M. J. Conley, Portland	26,275.00
*E. C. Hall Company, Portland	27,300.00

* Bidder will not accept this project unless also awarded the Chemult-Beaver Marsh Rock Production Project.

MAR 13 1936

WILLAMETTE HIGHWAY IN LANE COUNTY
TRENT-SALT CREEK FALLS ROCK PRODUCTION PROJECT

Fisher Brothers, Oregon City	$50,400.00
E. C. Hall Company, Portland	52,800.00
Skelton & Weicks, Toledo	56,640.00
Rogers Construction Co., Dayton, Wash.	57,576.00
Homer G. Johnson, Portland	58,060.00
E. R. Hitchman, Mill City	58,800.00
R. O. Dail, Portland	62,400.00
Guerin Brothers, San Francisco, Calif.	62,880.00
McNutt Brothers, Eugene	81,600.00
C. J. Eldon, Portland	88,080.00

WILLAMETTE HIGHWAY IN LANE COUNTY
RECONSTRUCT DUVAL CREEK BRIDGE

Tom Lillebo, Reedsport	$ 7,005.00
*Norris & Philpott, Portland	7,500.00
J. F. Johnston, Newberg	8,065.00
Cletus M. Kemp, Eugene	9,809.05
McNutt Brothers, Eugene	12,060.00

* Bidder will accept only one project.

TAFT SECTION, OREGON COAST HIGHWAY IN LINCOLN COUNTY
CONSTRUCTION OF CONCRETE CURB AND RETAINING WALL

Edlefsen Weygandt Company, Portland	$ 5,437.50
Ocean Lake Sand & Gravel Company, Ocean Lake	6,008.00
Dolan Construction Company, Tillamook	6,699.50
C. J. Eldon, Portland	6,874.00

ALBANY-CRABTREE CORNER SECTION, SANTIAM HIGHWAY IN LINN COUNTY
CONSTRUCTION OF ALBANY-CRABTREE CORNER SECTION.

Warren Northwest, Inc., Portland	$72,796.25
J. C. Compton & E. C. Hall Company, McMinnville	73,266.00
Porter W. Yett, Portland	80,012.50
Parker Schram Company, Portland	94,125.25
United Contracting Company, Portland	101,228.75
McNutt Brothers, Eugene	123,199.00

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY
SCHMEER ROAD JUNCTION SECTION PROJECT

Parker Schram Company, Portland	$21,493.00
Porter W. Yett, Portland	21,738.50
Edlefsen Weygandt Company, Portland	22,485.50
Logan & Taylor, Portland	23,102.50
Marine Contractors Inc., Portland	23,279.00
United Contracting Company, Portland	27,526.50
Vernie Jarl, Gresham	28,950.50
Leonard & Slate, Oregon Ltd., Portland	31,517.00

MAR 13 1945

THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY
MAUPIN-CRITERION ROCK PRODUCTION PROJECT

Fisher Brothers, Oregon City	$15,175.00
E. C. Hall Company, Portland	15,825.00
M. C. Lininger & Sons, Medford	16,160.00
*Homer G. Johnson, Portland	17,150.00
D. C. & A. L. Williams, Oregon City	17,185.00
J. N. & M. J. Conley, Portland	17,772.50
Oscar E. Joelson, Eugene	18,525.00
R. O. Dail, Portland	18,525.00
Vernie Jarl, Gresham	22,009.00

* Bidder will not accept this project if awarded the two other projects on which he submitted bids at this letting.

The Commission had under discussion a request from the Consolidated Timber Company for permission to obtain approximately 300 cubic yards of rock from a state-owned quarry situate at M.P. 36 on the Wilson River Highway. The Company advises that the rock is needed to repair the approach to a bridge on a logging road that was washed out by high water during the recent storm. It appeared to the Commission that an emergency exists that would justify deviation from the Commission's established policy that prohibits the taking of material from state-owned quarries for private purposes. For this reason and for the further reason that the Consolidated Timber Company donated the right of way for the highway at this point, the Commission approved the request.

A delegation representing the Rainier Commercial Club, consisting of Ed Britts, President, T. L. McBride, Secretary, William Reid, Fred McKinley, and Earl Baltazar, came before the Commission in regard to the improvement of the Lower Columbia River Highway between Rainier and St. Helens. Mr. Reid was principal spokesman. He urged the reconstruction of this section of the highway at the earliest possible time advising that it is the project of most importance to the people of this district. Chairman Banfield advised that the Commission is not in a position at the present time to make any definite commitment or promise with respect to the proposed improvement, but will keep it in mind for consideration in the formulation of the postwar program. He pointed out that while Congress has authorized certain Federal funds to finance highway construction when the war is over, the rules and regulations that are to govern the expenditure of the money have not yet been received, in view of which the Commission cannot make a selection of the projects. The program will be decided, he says, when the regulations are available after further consultation with the respective counties. This concluded the conference.

The Engineer reported on his further study of the proposal made by the Corvallis delegation at the previous meeting with respect to the establishment of two one-way streets for highway traffic passing through Corvallis. He exhibited a map showing the lay-out as proposed by the delegation, which

contemplates the rerouting of the Pacific Highway West southeasterly from a point near the north city limits of Corvallis to connections with Fourth and Third Streets extended northerly; the designation of Fourth Street as a one-way street for southbound traffic and the designation of Third Street as a one-way street for northbound traffic, with a new connection with the present highway at the south end of Fourth Street including a new bridge over Mary's River. He recommended approval of the plan and the designation of the two one-way streets, but suggested on account of scarcity of funds that construction for the time being be limited to the improvement at the southern end of the city which he estimated would cost about $87,000 including the new bridge over Mary's River. The major improvement at the north end of the city, he said, should be postponed until further funds are available to finance the work. The Commission took no action on the report except to authorize the Engineer to discuss the matter with the city officials and to ascertain whether or not the city would be willing to adopt an ordinance designating the one-way streets immediately following the war.

The Commission discussed briefly formal adoption of the proposed relocation of the Columbia River Highway at Troutdale, but deferred action until all members of the Commission are present.

The Engineer reported that the City of Ontario has complied with the Commission's requirements with respect to the routing of truck traffic along West First Street between Idaho Avenue and Fourth Avenue South, so the Commission is at liberty to formally designate such truck route if it so desires. In view of this report, the Commission approved the city's request for such routing and thereupon by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS, the Highway Commission has heretofore by formal resolution duly adopted and recorded in the minutes and records of the Commission designated the streets of Ontario over which to route state highway traffic, by which said resolution Oregon Street from its intersection with Fourth Avenue Southwest to the northerly boundary of the said City of Ontario has been designated as one of the streets of said City over which state highway traffic is routed; and
>
> WHEREAS, the City of Ontario by resolution adopted February 5, 1945, has requested the Commission to designate as an additional route over which to route truck traffic using the state highway in the City of Ontario a portion of First Street Southwest and a portion of Idaho Avenue West; and
>
> WHEREAS, it is the judgment of the Commission, after due consideration, that public interests will be served by the designation of the sections of streets hereinafter named as an additional route over which state highway traffic may be routed in the City of Ontario;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, a majority of the Commissioners being present and voting affirmatively, as follows:

1. That First Street Southwest from its intersection with Fourth Avenue Southwest to an intersection with Idaho Avenue West; thence Idaho Avenue West to Oregon Street be and said sections of said streets hereby are selected and designated as sections of streets in the City of Ontario over which there shall be routed state highway traffic.

2. That the traffic which shall be particularly and specifically routed over said additional streets shall be all truck traffic entering and/or leaving the City of Ontario over the Old Oregon Trail.

3. That the Engineer be and he is further authorized, instructed and directed to maintain the said additional parts or portions of streets with state highway funds.

4. That this resolution be entered in the minutes and records of the Commission as of the 13th day of March, 1945, and a certified copy thereof mailed to the Mayor of the City of Ontario and a like certified copy to the County Judge of Malheur County, and a like certified copy to W. H. Lynch, District Engineer, Public Roads Administration, Portland, Oregon.

The Engineer reported that pursuant to the Commission's instructions, he has made a personal investigation of the slide conditions complained of by Mr. A. F. Elkins, Monmouth, along the Pacific Highway West near Camp Adair and has been unable to find any place where the embankment slopes extend beyond the present right of way limits; moreover, the investigation discloses that the danger of future sloughing of the fills is quite remote although there are possibilities that encroachments may occur. In order to avoid such encroachments he recommended acquisition of an additional ten-foot strip of land along Mr. Elkins' frontage, which he estimated could be purchased for about $500, provided Mr. Elkins will deed the property to the state unconditionally and without any obligation on the part of the state to do certain things for him, such as the paving of the underpass that was constructed for his use. After discussion, during which the Attorney recited the history of this case, the Commission voted unanimously to acquire the extra ten-foot strip subject to the conditions mentioned by the Engineer.

Pursuant to previous instructions from the Commission, the Engineer reported results of his discussion with Botsford, Constentine & Gardner, the Commission's Travel Agency, regarding the taking of membership in the National Association of Travel Officials. The Assistant State Highway Engineer advised that he contacted Mr. Ray Andrews of the Advertising Agency and was informed that from their standpoint such membership is not worthwhile and that they would not receive sufficient benefit to justify the expense involved. Before definitely passing on the matter, the Commission decided that it would be advisable to consult the members of the Advisory Committee on Travel Matters. The Engineer was thereupon instructed to ascertain the attitude of the committee members advising them that while the Commission is not particularly in favor

of taking membership in this organization, it will do so if the Advisory Committee still feels that such membership will result in benefits to the State of Oregon.

The Commission discussed briefly plans for proposed improvements in Champoeg State Park during 1945. The Engineer advised that the Parks Superintendent was instructed some time ago to contact the members of the Parks Advisory Committee relative to such improvements and the proposed major development of this park, but he has been unable as yet to get any of the members to accompany him to the park so has nothing to report. The Commission ordered that the members of the committee be informed that the Commission is ready to commence the development work but cannot proceed until the committee has passed on the plans and has viewed the premises.

The question of classifying log haulers according to their experience rating as was suggested at the previous meeting was discussed briefly by the Commission. The Engineer advised that data are being collected and forms are being prepared to effect the classifications. He was instructed by the Commission to include in the record, among other things, a showing of the time that log haulers lose waiting at the scales to be weighed, inasmuch as there has been considerable complaint in that regard. To facilitate the securing of such information, the Commission authorized the purchase of time clocks for use at the scale houses.

The County Court of Douglas County, including County Judge D. N. Busenbark and County Commissioners H. B. Roadman and J. Ross Hutchinson, came before the Commission in regard to the North Umpqua County Road, which extends easterly from Roseburg to Diamond Lake. Also present and entering into discussion were the following Federal officials:: Representing the Public Roads Administration were: W. H. Lynch, District Engineer, T. A. Davis, H. D. Farmer, and F. E. Andrews. Mr. James Frankland, Acting Regional Forester represented the United States Forest Service.

Judge Busenbark urged the Commission to take over this road as a state secondary highway, particularly that portion which extends from Roseburg to a place known as Steamboat, in order to relieve the county of maintenance expense which he declared is extremely high as the result of damage caused by log hauling traffic. He said that the county is not financially able to maintain the road under conditions now obtaining and they feel that the obligation to maintain rightfully belongs to some other agency, in view of the fact that the county receives no financial benefits from the road, it being primarily a logging road and will continue to be such for many years. He advised that according to present estimates 143,000,000 board feet of timber is to be taken annually from the timber stands adjacent to this road on a sustained yield basis, all of which will be truck hauled over the road.

The State Highway Engineer reported results of an economic analysis of the road, including estimates of cost to reconstruct it to standards that would accommodate log hauling traffic, and to maintain the road thereafter, together with information as to the probable revenues that the state would receive from operations over the road. (See typewritten report dated March, 1945, in General Files for details.) He pointed out that the lower section of

the road between Roseburg and Rock Creek, about twenty-four miles in length, was improved several years ago as a Federal Aid secondary highway project for light farm traffic, but since then has been used by log haulers with the result that the road has suffered severe damage. The Public Roads Administration, he said, recognizes the situation and last fall spent about $1,000 per mile for repairs but there is a question if the appropriation will be continued. He gave as his understanding that the county wants the state to maintain the twenty-four mile section as a state secondary highway and the Federal Government to assume the responsibility for the adjoining twenty miles up to Steamboat, as a forest service road. He estimated that it would cost between $50,000 and $75,000 annually to maintain the twenty-four mile section under present conditions.

Mr. Andrews suggested that the road be placed on the Forest Highway System which would make it eligible for forest highway funds. Following a lengthy discussion of the matter, Chairman Banfield concluded the conference by stating that the Commission is not unsympathetic to the county's needs but is not in a position at this time to give the county a definite answer. Moreover, an answer cannot be given until the matter has been thoroughly discussed and studied by all members of the Commission, Commissioner Chessman being absent at this meeting, and until the Federal authorities have been consulted as to just what cooperation can be expected from governmental sources. The Engineer was thereupon instructed to discuss the matter with the representatives of the Public Roads Administration and U. S. Forest Service before the next meeting is scheduled for programing forest highway funds.

A delegation from Baker was present and urged the Commission to construct a new road extending westerly from Baker to a connection with the Austin Spur Section of the John Day Highway at Bates, Grant County, via Sumpter and Whitney. The delegation was headed by County Judge Charles E. Baird and included the following: A. S. Grant, Attorney and President of the Baker Chamber of Commerce; Blaine Hallock, Attorney; County Commissioners, R. M. Phipps and G. B. Saunders; Henry McKinney, Mayor of Baker; Armond W. Perkins, Stockman and former County Commissioner; and Earle Hoge, Manager of the Baker Chamber of Commerce.

Following brief open remarks by Judge Baird, Mr. Grant made an urgent plea for a road from the standpoint of "preserving the very existence" of the City of Baker. He advised that at the present time three lumber mills operate in the City of Baker with an aggregate payroll of $1,867,000 annually, and that the city is dependent upon this industry to maintain its present status. Two of these mills, he said, Stoddard Lumber Company and Collins Pine Company, are going to close down operations in the not distant future because of the exhaustion of their timber supplies and the third company, Oregon Lumber Company, has announced its intention to move its plant to Brogan when the war is over in order to reduce transportation expense, it being contended that the haul from the company holdings at Bates to Brogan is more feasible than the present haul to Baker. This company's payroll in 1944, he said, amounted to $844,241.00, the loss of which to the City of Baker will seriously affect the economic life of the community. He further stated that the people of Baker realize that it will be necessary for the Stoddard Lumber Company and the Collins Pine Company to close down their operations within a short time, but are of the belief that the

operations of the Oregon Lumber Company can be retained if the proposed highway were constructed, and they wish to offer that as a solution of their problem. He pointed out that the Oregon Lumber Company is now cutting about 40,000,000 board feet of timber in the Bates area under contract with the U. S. Forest Service which will keep the company operating for about four years, and that the Forest Service has a sustained-yield timber unit within reach of the proposed road that will supply about 35,000,000 board feet annually. The people of Baker, he said, wish to secure the benefits of this timber and in order to realize these benefits the proposed road between Bates and Baker must be built.

Mr. Hallock endorsed the remarks of Mr. Grant. He pointed out that the highway would not only serve the timber interests but will encourage mining in the district, the biggest undeveloped mineral area in the world, which, he said, cannot be worked because of the lack of transportation facilities. In addition thereto, he added, the road would accommodate the general traveling public. He declared that they are not asking for this road just in order to "have something" but because they must have it in order to "survive", and they feel that they are entitled to it in view of the manner in which Baker County has cooperated with the state in the past financially as otherwise in the matter of highway building. He also mentioned that the proposed road would eliminate sixteen miles of dangerous mountain grade on the Dooley Mountain section of the Baker-Unity Highway over which logs are now being hauled.

Judge Baird gave statistics relative to the mileages of state highways in Baker County and he recited the history of the county's financing of road building, including primary highway construction, asserting that the county has spent about $2,000,000 for such purpose, whereas it has received back from the state only about $360,000. He urged the construction of the proposed road in the Commission's postwar program. Mayor McKinney spoke for the road from the standpoint of accommodations to the public and the shortening of tonnage haul.

The Engineer exhibited a map showing present routes from Bates to Baker and to Brogan, also showing the proposed route. He declared that the records reveal that the total rise and fall on the present route to Baker is less than that on the John Day Highway to Brogan, which would indicate that the Oregon Lumber Company would not realize the saving of transportation costs that it contemplates were its plant moved to Brogan. He also pointed out the cost to truck haul timber over highways to Brogan is practically the same as the cost to ship it by rail to Baker. He estimated the cost to construct the proposed highway at between $2,500,000 and $3,000,000, based on such information as was available in the office as no field survey has been made. Chairman Banfield stated that the Commission appreciates that the City of Baker has a serious problem on its hands, but, he said, the State Highway Commission also has serious problems and the question arises how would the other counties of the state feel if the Commission should spend such a large sum of money for the construction of a new road in Baker County while there remains such a large mileage of unconstructed road on the present highway system. Commissioner

Schaupp expressed himself similarly, pointing out that construction of this road would mean that other parts of the state would suffer.

After further discussion Chairman Banfield concluded the conference by stating that the Commission cannot settle this matter today but will take it under advisement and will have a complete analysis made of the project. The Engineer was thereupon authorized and instructed to make a reconnaissance survey of the proposed road and to render to the Commission an economic analysis of the project. It was made clear to the delegation that the Commission by authorizing the reconnaissance survey is making no commitment whatsoever at this time with respect to construction; also, that whatever may be the Commission's decision, there is no possibility that funds will be available to finance the work until the present emergency is a thing of the past.

The Commission recessed for luncheon at 12:30 p.m. and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Messrs. O. L. Hoffman and Mark L. Nelson, U. S. Army Engineers, came before the Commission regarding the development of recreational areas adjacent to reservoirs created by dams constructed under the supervision of the U. S. War Department. Mr. Hoffman advised that under the Flood Control Act recently passed by Congress the War Department has considerable more authority with respect to the development of such areas, which can be handled either by the War Department itself or cooperatively with the states in which the reservoirs are located, or with private parties. He read aloud a portion of Section 4 of the Act (Public 534-78th Congress, Chapter 665-2nd Session-H. R. 4485) relating thereto and mentioned three such projects now ready for development, viz: Fern Ridge Project near Eugene, Cottage Grove Project, and the Bonneville Project, and advised that a number of other projects are contemplated for the future. He inquired as to the attitude of the State Highway Commission with respect to joining in the development, and asked the Commission to assist in the preparation of a master plan of development which, he said, is the first thing to be considered. Chairman Banfield advised that this is something with which the Commission is unfamiliar so will have to be given thorough study before a decision can be reached. He pointed out that the Commission will have to ascertain how much expense is involved and whether or not such undertaking would interfere with the Commission's plans for development of other state parks. The Commission, he says, does not wish to incur additional obligations until it knows whether or not they can be met. He added that the Commission might be favorable to the project as proposed but is not in a position to make a definite statement at this time. The Engineer and the Attorney were thereupon instructed to analyze the project and report back to the Commission as to its feasibility and probable cost to the state.

A delegation from Eugene consisting of William Tugman, Chairman, City Planning Commission, [illegible] McNutt, Mayor of Eugene, Allen Wheeler, Lane County Commissioner, and Frank Kenney, Realtor, came before the Commission and urged the acquisition of right of way for the proposed relocation of the Pacific Highway west of the City of Eugene. Mr. Tugman headed the group. He advised that the district through which the new highway is projected is being built up

rapidly, and in their estimation now is the time for the Commission to secure the right of way while land can be acquired at comparatively small cost. C. W. Parker, right of way buyer, estimated that it would cost about $300,000 to acquire standard width right of way along the proposed route between Sixth Street and the junction with Willamette Street extended southerly. He pointed out that the proposed line passes through a district where homes have already been constructed and if the line were changed to miss these houses, the right of way expense probably could be reduced to about $250,000. The Engineer stated that the Pacific Highway will have to be rerouted east Eugene some time in the future and that the proposed route has been considered the most feasible from the engineering standpoint. He suggested in view thereof that it might be advisable to acquire right of way now across the vacant properties along the route, which is estimated to cost about $40,000, so as to avoid possible extra expense when the road is constructed. Mr. Kenney confirmed Mr. Tugman's statement as to the growth of the City of Eugene and pointed out that the district south and east of the city is the only location that is available for future development. He advised that he controls about 500 acres of land through which the highway is projected and offered to sell right of way through this property at the rate of $50 per acre which, he said, is much less than he can get for it from private parties now, and is only about one-tenth of the price that it will bring in ten years. He predicted that the City of Eugene will continue to grow rapidly after the war is over and advised that they are not asking the Commission to construct the highway at this time but simply to acquire the right of way while it can be obtained as farm land. Chairman Banfield pointed out that the State Highway Commission has spent considerable money in and adjacent to Eugene during the past few years on the present highway route and anticipates further expenditures in the future to complete the work already started. He gave as his opinion that the Commission's finances will not permit the construction of two highways through Eugene or through any other place, and questioned the advisability of doing so while there are some cities in the state that are not accommodated by even one highway. It was his thought that it would not be treating the other localities fairly if the Commission constructed the second highway at Eugene. He also pointed out the possibilities that some future Highway Commission will decide to change the location of the highway, in view of which it would not be advisable to acquire right of way at this time. Commissioner Schaupp expressed himself similarly. Further discussion followed. The Commission deferred a final decision in the matter pending consultation with Commissioner Chessman.

The Commission discussed with the Engineer the bids received at the morning session for several highway construction projects, and decided unanimously to award the contracts to the low bidder in each instance. The contracts for the Prospect-Antelope Creek Rock Production Project and Union Creek Rock Production Project, in Jackson County, were awarded to Guerin Brothers, San Francisco, this company having submitted the low combination bid for both projects.

At 3:00 p.m. Chairman Banfield publicly announced the awards of contracts as follows:

"Prospect-Antelope Creek Rock Production Project on the Crater Lake Highway in Jackson County. E. C. Hall Company,

Portland, submitted the low bid in the amount of $31,050. Guerin Brothers, San Francisco, submitted the next low bid in the amount of $31,200. T. W. Thomas, Portland, submitted the only other bid in the amount of $37,540. Each of these bidders qualified their bids by stating that they would not accept the award of this contract unless also awarded the contract for the Union Creek Rock Production Project. Guerin Brothers submitted the low combination bid for both projects which the Commission has accepted. The contract for the Prospect-Antelope Creek Rock Production Project therefore has been awarded to Guerin Brothers on the basis of their combination bid.

"Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways in Jackson County. T. W. Thomas, Portland, submitted the low bid for this project in the amount of $27,990. He offered to make a lump sum reduction of $2,500 if awarded also the Prospect-Antelope Creek Rock Production Project, but he stated that he would not accept either project alone. E. C. Hall Company, Portland, submitted the second low bid in the amount of $29,940. This contractor will not accept this project alone. Guerin Brothers, San Francisco, submitted the third low bid in the amount of $30,336 and offered to reduce the amount by a lump sum of $750 if also awarded the Prospect-Antelope Creek Rock Production Project. They will not accept either project alone. J. N. & M. J. Conley, Portland, submitted the only other bid in the amount of $38,700. The Commission has awarded this contract to Guerin Brothers who submitted the low combination bid for both projects.

"Widen Trail Bridge over Rogue River on the Crater Lake Highway in Jackson County. Norris & Philpott, Portland, submitted the low bid for this project in the amount of $18,532. Lindstrom Brothers, Portland, submitted the next low bid in the amount of $19,900. There were three higher bidders. The Commission has awarded the contract to the low bidder, Norris & Philpott, at their bid price of $18,532.

"Burns Rock Production Project on three state highways in Harney County. E. C. Hall Company, Portland, submitted the low bid for this project in the amount of $30,204. J. N. & M. J. Conley, Portland, submitted the next low bid in the amount of $30,557. There were five higher bidders. The Commission has awarded the contract to the low bidder, E. C. Hall Company at their bid price of $30,204.

"Chemult-Beaver Marsh Rock Production Project on The Dalles-California and East Diamond Lake Highways in Klamath County. The low bid was submitted by Rogers Construction Company, Dayton, Washington, in the amount of $18,727. E. C. Hall Company, Portland, submitted the next low bid in the amount of $20,832. Both of these contractors stated that they would not accept the award of this contract unless also awarded the contract for the Fort Klamath-Lobert Rock Production Project. There were two higher bidders. Inspection of the bids received for the Fort Klamath-Lobert Rock Production Project reveals

that of Rogers Construction Company to be low, in view of which the contract for the Chemult-Beaver Marsh Rock Production Project has been awarded to Rogers Construction Company at their bid price of $18,727.

"Fort Klamath-Lobert Rock Production Project on five state highways in Klamath County. Rogers Construction Company, Dayton, Washington, submitted the low bid for this work in the amount of $24,800. J. N. & M. J. Conley, Portland, submitted the next low bid in the amount of $26,275. E. C. Hall Company, Portland, submitted the only other bid in the amount of $27,300. Each of these contractors stated that they would not accept the award of this contract unless also awarded the contract for the Chemult-Beaver Marsh Rock Production Project. The combination bid submitted by Rogers Construction Company was low for both projects in view of which the Commission has awarded to the Rogers Construction Company the contract for the Fort Klamath-Lobert Rock Production Project at its bid price of $24,800.

"Trent-Salt Creek Falls Rock Production Project on the Willamette Highway in Lane County. Fisher Brothers, Oregon City, submitted the low bid for this work in the amount of $50,400. E. C. Hall Company, Portland, submitted the next low bid in the amount of $52,800. There were eight higher bidders. The Commission has awarded the contract to Fisher Brothers, the low bidder, at their bid price of $50,400.

"Reconstruct Duval Creek Bridge on the Willamette Highway in Lane County. Tom Lillebo, Reedsport, submitted the low bid in the amount of $7,005. Norris & Philpott, Portland, submitted the next low bid in the amount of $7,500. There were three higher bidders. The Commission has awarded the contract to the low bidder, Tom Lillebo, at his bid price of $7,005.

"Construction of concrete curbs and retaining wall on the Taft Section of the Oregon Coast Highway in Lincoln County. The low bid for this work was submitted by Edlefsen-Weygandt Company, Portland, in the amount of $5,437.50. Ocean Lake Sand & Gravel Company, Ocean Lake, submitted the next low bid in the amount of $6,008. There were two higher bidders. The Commission has awarded this contract to the low bidder, Edlefsen-Weygandt Company at their bid price of $5,437.50.

"Albany-Crabtree Corner Section of the Santiam Highway in Linn County. Warren Northwest, Inc., Portland, submitted the low bid for this project in the amount of $72,796.25. The joint bid of J. C. Compton & E. C. Hall Company, McMinnville, in the amount of $73,266 was the second low bid received. There were four higher bidders. The Commission has awarded the contract to the low bidder, Warren Northwest, Inc., at their bid price of $72,796.25.

"Schmeer Road Junction Section of the Pacific Highway West in Multnomah County. Parker Schram Company, Portland, submitted the low bid for this work in the amount of $21,493. The next low bid was submitted by Porter W. Yett, Portland, in the amount of $21,738.50. There were six higher bidders. The Commission has awarded the contract to the low bidder, Parker Schram Company at their bid price of $21,493.

"Maupin-Criterion Rock Production Project on The Dalles-California Highway in Wasco County. The low bid for this work was submitted by Fisher Brothers, Oregon City, in the amount of $15,175. The next low bid was submitted by E. C. Hall Company, Portland, in the amount of $15,825. There were seven higher bidders. The Commission has awarded the contract to the low bidder, Fisher Brothers, at their bid price of $15,175."

Messrs. R. E. Steele, Secretary, Hood River Chamber of Commerce, and Luke Nichols, Member of the Hood River Port Commission, came before the Commission at this time in regard to the rerouting of the Columbia River Highway through the Town of Hood River. Mr. Steele was spokesman. He advised that the people of Hood River are practically unanimous in favor of the proposed line which lies between the Union Pacific Railroad and the Columbia River, by-passing the city's business district. He presented a map prepared in the office of the State Highway Engineer showing the approximate location of such route, being alternate route "A", and asked the Commission to adopt such route as a permanent location for this highway. He pointed out that construction of the highway along such route will require considerable embankment with rock slope protection and suggested, rather than spend the money for such purpose that the Commission might be willing to join with the city and the Port Commission in constructing a retaining wall in the Columbia River in connection with the reclamation of about 110 acres of land, which the city plans to use as an airplane landing field and for industrial purposes. He explained that the Port Commission proposes to use dredged materials from the Columbia River to fill in back of the retaining wall which would eliminate the necessity to riprap the highway embankment slope and would save the state a considerable sum of money for slope protection. The Port Commission, he said, will pay all costs in excess of the estimated cost of the slope protection and will assume maintenance of the wall. Chairman Banfield stated that the Highway Commission might cooperate with the city in this matter to the extent of the savings that would accrue by reason of the elimination of the riprapping and is willing to give the matter consideration, but is not in a position to take action until the city formally advises the Commission as to its preference with respect to the proposed highway alignment. The attitude of the Highway Commission, he said, is favorable for working this matter out if it is found feasible, but the Commission must know first which of the alternate highway routes is preferred by the people of Hood River. This concluded the conference.

The Commission by unanimous vote approved the minutes of the Commission meeting held on January 22 and 23, 1945.

The Engineer requested authority to widen the Pacific Highway for a short distance in the City of Roseburg where the highway crosses the Southern Pacific Company spur track at grade near the intersection with the North Umpqua

County Road. He explained that certain vehicles are required by law to stop before crossing the railroad tracks, and a hazard is created when such a vehicle is followed by one that is not required to stop, because there is no passing lane available. In order to avoid accidents occurring, he suggested the construction of an additional lane on the west side of the highway for southbound traffic, the cost of which he estimated would not exceed $5,000. He recommended the project from the traffic safety standpoint. The Commission approved the project by unanimous vote.

The Attorney requested instructions concerning the Commission's claim against the Belyea Trucking Company, Los Angeles, for services rendered by the State Highway Department on December 29, 1944, in pulling some of the company's equipment out of the ditch on Sun Mountain on The Dalles-California Highway in Klamath County, and towing the company's equipment over this mountain. He advised that the bill amounted to $127.69 but the company refuses to pay the full amount thereof without further explanation alleging that the charge is excessive. He pointed out that the high cost of performing the service was due to the fact that the men were required to work considerably more than eight hours in clearing the highway for which it was necessary to pay them double time in conformity with legal requirements. It was his thought that the company should pay the full amount of the claim and so recommended. The Engineer concurred therein. The Attorney was instructed to give the company full facts with respect to this claim.

The Engineer brought up for discussion the proposed improvement of the Oregon Coast Highway south from Port Orford, Curry County. He recalled that the Commission at a previous meeting approved an expenditure of $100,000 in 1945 for the widening of certain points on this highway to permit movement of vehicle combinations sixty feet overall in length without encroachment in the opposing traffic lane. Included in the plan, he said, is certain widening work just south of Port Orford which is estimated to cost about $20,000. He questioned the advisability of spending such sum because the road is not on permanent alignment and there are possibilities that approval can be obtained from the War Production Board to construct a major project on permanent alignment from Port Orford to Rocky Creek, a distance of about three and one-half miles. He advised that prior to the time that the United States became involved in war with Japan, the Port Orford-Rocky Creek project had been approved by the Federal authorities for construction as a forest highway project but the contract was not awarded because of the freezing of the Federal funds. However, a contract was awarded for construction of a bridge over Hubbard Creek and this bridge was constructed by the contractor although it has not been used because of the lack of approaches thereto. Federal forest highway funds are available to finance the construction of this unit, he said, if the War Production Board will release them for immediate undertaking, and he suggested that an attempt should be made to obtain such approval so as to secure a much needed improvement now rather than after the war is over and to avoid the expense of widening the present highway which will be of no value when the highway has been realigned. He added that the work would be done as a forest highway project under the direction of the Public Roads Administration and pointed out that it is one of the projects that were approved by the Commission at a conference with representatives of the Public Roads Administration

and the U. S. Forest Service on November 14, 1944, when a tentative program for forest highway funds was adopted. It appeared to the Commission that it would be advisable to secure this improvement as proposed whereupon the Engineer was authorized by the unanimous vote of the Commission to take such action as may be necessary to obtain the approval of the War Production Board. He was instructed to request such approval through the people of Port Orford who are particularly concerned.

The Engineer requested authority to acquire additional land along the Pacific Highway West (U.S. 99W) through Camp Adair in order to provide a right of way 100 feet wide through this section. He advised that the property is still owned by the Federal Government and in his estimation now would be the proper time to negotiate for the full width right of way before the property gets into private ownership. He suggested that the Attorney be authorized to negotiate for the extra right of way. The Commission approved the suggestion by unanimous vote.

The Commission discussed a letter from the Baker Historical Society requesting permission to plant a tree on the Medical Springs Secondary Highway at its junction with the Baker-Halfway Highway, to commemorate the "Lone Pine Tree" which was one of the original markers of the Old Oregon Trail, but which was destroyed in the year 1843. The Engineer advised that this matter was referred to the Memorials Committee of the Oregon Historical Society which points out that the location selected is a considerable distance from the point where the original tree stood, and which considers that it would be logical and preferable to place the tree as near as possible to the original tree site with a marker erected on the highway pointing to the spot. Otherwise the public would be given an erroneous conception of the tree and the Old Oregon Trail. The Commission concurred in the viewpoint of the Memorials Committee and ordered that the Baker Historical Society be so informed, and that the Society be also informed that the Highway Commission will offer no objection to the placing of a marker on the highway pointing out the location of the tree.

The Commission had under discussion the matter of permitting logging trucks that operate exclusively over privately owned roadways to cross state highways at grade without licensing their equipment or obtaining special carrier permits from the Public Utilities Commission. The Attorney advised that following previous discussion of this matter certain operators who are interested indicated a desire to clarify the law with respect to such operations and intended to have the 1945 Legislature pass on the matter. However, the bill was not presented so no change in the law was effected. Under the circumstances, he said, the operations must be continued under existing laws which require the equipment to be licensed and the owner to obtain special carrier permits from the Public Utilities Commissioner under certain conditions. In view of the Attorney's report, the Commission authorized the granting of permits for direct crossings on the highways provided the equipment used in connection therewith is properly licensed in the State of Oregon and operates under proper P. U. C. permit. Otherwise, the requests for such privileges are to be denied.

The Engineer requested authority to attend an executive meeting of the Directors of the American Association State Highway Officials in Washington, D. C., sometime during the month of May for discussion of important matters

pertaining to the expenditure of Federal funds under the Postwar Highway construction Act of 1944. The Commission approved the request and authorized payment of his expenses out of the State Highway Fund subject to the concurrence by Governor Earl Snell, provided the expense is not paid by the Federal Government.

The Commission considered and signed agreements, etc., as follows:

Field agreements with the U. S. Grazing Service covering protection of Juniper Wayside Strips on state highways in the vicinity of Redmond and Bend.

Modification of Project Agreement with the Public Roads Administration covering the Roseburg Access Road Project (DA-RM 85).

Bargain and Sale Deed conveying unto the Bly Land Company a timber strip lying adjacent to the Klamath Falls-Lakeview Highway in Lake County. This conveyance is made in order to effect an exchange of state-owned land for national forest lands and the arrangement provides that the Bly Land Company will deed the forest lands to the state when the exchange has been consumated.

Agreement with W. J. and Theresa H. Sweet providing for a ten-year lease of a stockpile site situate in Curry County.

Extension of Lease with Harry C. Shelton covering property formerly owned by the Fletcher Oil Company in Nyssa, Oregon.

Agreement with G. E. McConnell covering rental of a house at Bonneville.

Permit authorizing the Bonneville Power Administration to construct a power line over and across the Lower Columbia River Highway at Westport, Clatsop County.

Agreement with Arch Cape Land Company disposing of the company's claim for damages resulting from a slide on the Oregon Coast Highway near Arch Cape Tunnel.

Agreement with U. S. Department of Interior, Bureau of Reclamation, granting to the State of Oregon the right to occupy portions of the Reclamation's Main Canal Right of Way near Klamath Falls.

Quitclaim deed conveying unto the U. S. of America 1.38 acres of land situate adjacent to The Dalles-California Highway, Jefferson County, formerly used as a stockpile site.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:30 p.m.

State Highway Engineer

Chairman

Secretary

Commissioner

MAR 13 1945

VOLUME 30

PART I

PART 1

OF

VOLUME XXX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1945

TO

SEPTEMBER 24, 1945

- - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1945	Subject
12397	Apr. 16	Real property. Resolution authorizing acquisition adopted.
12401		Quarries. Attorney advises Commission authorized to use its own discretion in permitting private use of state-owned quarries.
		Real property. Conveyance of tract of land situate at Davies overcrossing, Wolf Creek Hwy., to Mr. Lester Sell approved conditionally.
		Real property. Offer from Ernest Lyman to purchase state-owned land situate adjacent to Sams Valley Sec. Hwy. for sum of $50 approved.
12402		Washington County. Proposed connection between Tualatin Valley Hwy. and West Portland-Hubbard Hwy. Request of John C. Webb for location survey denied.
		Sale of borrow pit. Situate between Willamette & Calapooya Rivers near Albany. Sale authorized. Bids to be received.
		Sale of "down" timber. Salmon River Hwy., "VanDuzer Forest Corridor". Offer from Peter Murphy Co. accepted.
		Jackson County. Right of way. Tiller-Trail Hwy. One-half acre reservation by Assembly of God Church omitted in deed. Church now wants state deed. Decision deferred pending further investigation.
		Permit. Report of Attorney on application of Gold Beach
12403		Cooperative Utilities to maintain power pole line on Oregon Coast Hwy. between Eucher Creek and Ophir School. Overbuilding telephone line on east side of highway approved.
		Bids. Sale of McPherson service station buildings to Harry J. Lutz for $102.50 approved.
		Surveys. Surveys ordered by Engineer since last meeting approved.
12404		Extension of time. Winter Brothers granted extension to May 15, 1945, to complete milling of timber along Wolf Creek Hwy. in Tillamook County.
		Extension of time. Harry I. Hamilton Co. granted extension to April 15, 1945, for construction of bridge over Deer Creek on Roseburg Access Road Project, Douglas County. (Contract #2699)
		Acceptance of contract completed. Contract #2699 with Harry I. Hamilton Co., for construction of bridge over Deer Creek on Roseburg Access Road Project, Douglas County.
12405		Resolution adopted.
		Equipment. Purchase of following equipment authorized: 12 Dump Trucks, 5 Pick-up Trucks, 2 Asphalt Car Heaters, and 3 Large Type Patrol Graders with trade-in of five old pick-up trucks and three old solid tired patrol graders.
		Medford. Designation of Fourth Street as through highway for truck route authorized. Resolution adopted.

Page	Date 1945	Subject
12407	Apr. 16	Farmers-Workers Association, Clatskanie. Application for permission to fill in highway ditch along Lower Columbia River Hwy. denied. Use of "Buck rails" to be suggested to control traffic.
		Linn County. Pacific Hwy. South of "L" Street, Town of Halsey. Request of A. B. Caley for improvement of roadway approach
12408		to his service station denied.
		Benton County. Market Road designations by County Court approved.
		Traffic light. City of Silverton. Request of city for installation of flood light at R.R. crossing on Hillsboro-Silverton Sec. State Highway approved.
		Mailing list. Request of Bear Creek Orchards, Medford, to secure benefit of mailing list of Travel & Information Dept. denied.
12409		Unfinished business:
		Corvallis. Designation of one-way streets following war pending.
		National Association of Travel Officials. No replies received.
		Baker. Construction of new highway between Bates and Baker. Survey to be made.
		War Department resevoirs. Matter still pending.
		Eugene. Pacific Hwy. Acquisition of r/w. No report.
		Hood River C. of C. & Hood River Port Commission. Construction of retaining wall in Columbia River under investigation.
		Champoeg State Park. Under investigation.
12410		Swift Secondary Hwy. Request of Portland Union Stock Yards Co. and Swift & Co. for widening. Matter to be deleted from future agendas.
		Klamath Falls. Designation of one-way streets to be deleted in future agendas.
		Wheeler County. Town of Spray. Agreement re lease of property to R. E. Baxter, Spray, Ore. approved.
		Survey. Columbia River Hwy. at Troutdale. Survey approved. Resolution adopted.
12412		Douglas County. North Umpqua County Road. Discussion re designation as Forest Highway and Federal Aid Secondary Highway. No action taken.
		State Tax Street Funds. Street improvement plans for Arlington, Barlow, Boardman, Chiloquin, Donald, Freewater, Glendale, Halsey, Nehalem, Paisley, Sublimity and Sumpter approved. Resolution adopted.
12414		Lane County. Eugene. Request of city to install sewer pipe line approved conditionally.
12415		Wasco County. Lease of land at west end of The Dalles-Celilo Canal to U. S. War Department approved conditionally. Agreement to be revised.

Page	Date 1945	Subject
12415	Apr.16	Hood River County. Parks. Request from Mr. William H. Lichty, Hood River, to purchase 80 acres of state park property. Proposed use to be ascertained.
		Log Hauling. Violation committed by Mr. Walter DeBoer, Eugene.
12416		Permit to be cancelled.
		Employment Chinese Engineers. Engineer authorized to hire two engineers under certain conditions.
		Snow removal. Mt. Hood Highway south of Parkdale. $1,000 authorized if funds cannot be obtained from Federal Government.
		Speed limit. South Yamhill River Bridge. Salmon River Highway near Valley Junction. Speed limit of fifteen miles per hour approved.
		Curry County. Oregon Coast Highway. Town of Gold Beach. Resolution designating permanent route adopted.
12418		Medford. Riverside Street (US 99). Construction of concrete curb between 12th St. and Earhart St. authorized.
		Multnomah County. Portland. Request for widening pavement on Portland Boulevard between Union Avenue and Greeley Avenue denied.
		Marion County. North Santiam Highway between Gates and Detroit. Additional $300,000 state money for construction authorized.
		Minutes approved as follows: March 12 and 13, 1945.
		Meeting recessed at 12:00 m. for luncheon and reconvened at 2:00 p.m.
12419		Federal Aid Act of 1944. Following matters discussed:
		1. Adoption of a secondary federal aid highway system. Engin-
12420		eer presents plan. Plan adopted as basis of discussions
12421		with counties. Plan to be discussed with officials of Association of Oregon Counties.
		2. Determination of Urban Areas. Plan adopted.
12423		3. Adoption of Interstate System of Highways. Old Oregon Trail designated as connection with Idaho. Decision re north
12424		and south connection deferred until following day.
	Apr.17	Bids received as follows for sale of real property:
		Sale of land at Troutdale.
12425		Sale of land at Reedsport.
		Adoption of Interstate System of Highways. Klamath Falls Route and Pacific Highway route. Commissioner Schaupp presents ar-
12428		guments for selection of Klamath Falls Route. Decision deferred until a later meeting.
		Klamath Falls. Sale of residence buildings postponed for two months.
		Curry County. Eviction of Mrs. Anna Barclay from Harris State
12429		Park. Attorney's suggestion to purchase building for $400 and sell it for $200 approved. State hereafter not to buy property encumbered in any way.
		Log hauling. Gilchrist Timber Co. truck hauling across US 97 near town of Gilchrist. Attorney to join with company to secure declaratory judgment re licensing equipment.

Page	Date 1945	Subject
12429	Apr.17	Claim. Mrs. Maki, Astoria. Arising out of construction of Astoria Naval Hospital Job. Investigation ordered.
		Multnomah County. Maintenance quarters at Multnomah. Lease from Mrs. Grant M. Miles signed.
		Postwar funds. Utilization. Plan presented and approved.
		Postwar construction. Program tentatively approved. (See resolution adopted May 29, 1945.)
12448		Meeting recessed at 12:00 noon for luncheon and reconvened at 1:30 p.m.
		Postwar program. Publicizing program discussed. Engineer to prepare "Press Release" containing list of selected projects in each county.
		Meeting date. May 14 and 15 set for next regular meeting.
		Surveys. Request of Engineer to submit list of surveys to P.R.A. for approval deferred.
		Bids received at morning session discussed. Reedsport property sold to Svend Knudsen for $336.50. Offers for Troutdale property rejected.
		Salaries. No raises to be granted for the present.
		Josephine County. Gravel deposit. Settlement with C. J. Moser to lease property approved.
12449		Agreements, etc., signed as follows:
		City of Silverton. Maintenance of flood light over Hillsboro-Silverton Sec. Hwy.
		Spray. R. E. Baxter. Lease of property for highway construction and maintenance purposes.
		Ore. Coast Hwy. Alsea Hwy. Agreement with City of Waldport re installation and maintenance of a flashing beacon.
		Multnomah County. Agreement with Mrs. Grant M. Miles re lease of maintenance headquarters site at Multnomah.
		Josephine County. Agreement with C. J. Moser and wife re lease of gravel deposit.
		Columbia River Hwy. Troutdale-Dodson Sec. Agreement with Western Union Telegraph Co. disposing of company's claim for damages re construction.
		Eugene. Easement granting permission to install a sewer pipe line across state-owned property.
		Jackson County. Ernest Lyman. Bargain and sale deed conveying 0.18 acre of land situate adjacent to Sams Valley Sec. Highway.
		Meeting adjourned at 3:45 p.m.
12450	May 14	Real property. Resolution authorizing acquisition adopted.
12453		Condemnation. Recommended offers for ten parcels on Wolf Creek Hwy. and for two parcels on Steiwer Hill-Albany Section of Pacific Hwy. East approved. Resolution authorizing condemnation adopted.
12456		
12459		Survey Projects. Engineer requests authority to submit list to P.R.A. involving post-war construction. Action deferred. Resolution to be prepared covering entire post-war matters.

Page	Date 1945	Subject
12459	May 14	Sidewalk construction at Halsey. Easement agreement with Wm. Patapoff signed.
		U. S. War Dept. Agreement terminating lease of Pilot Butte State Park signed.
12460		Douglas County. Reedsport. Vacation of certain streets for school purposes approved.
		Josephine County. Leasing of state property to U. S. Weather Bureau approved. Agreement signed.
		Claims of Van Hausen and Larsen for injuries received as result of opening of movable draw on interstate bridge between Portland and Vancouver. Suggested settlement approved.
		Right of way. Columbia River Hwy. Case of U. S. Government vs. State of Oregon. Stipulation waiving state's claim to compensation approved.
12461		Clatsop County. Claim of Mrs. Gertrude Maki arising out of construction of Astoria Naval Hospital Section of Nehalem Sec. Hwy. Proposed settlement approved.
12462		Josephine County. Sale of buildings near Wolf Creek on Pacific Hwy. Approved.
		Troutdale. Sale of land adjacent to Col. Riv. Hwy. Offer of Troutdale Vegetable Growers Cooperative Association to purchase approved.
		Corvallis. Report on proposed establishment of one-way traffic streets. Decision deferred.
12463		Clackamas County. Secondary Highway designations requested by County Court. Request denied.
		County Court also requests painting of center stripe on Boones Ferry County road. Approved if county will pay costs.
		Salem Airport Committee inquires if state will maintain runways. Engineer authorized to do minimum amount of work at city expense.
		Sidewalk construction. Corvallis. Request from Corvallis Parent Teachers Association for sidewalk along R/W of Corvallis-Newport Hwy. Request denied.
12464		Surveys. List of surveys ordered since last meeting. Approved.
		Log-hauling. Engineer instructed to send each commissioner copies of letters sent to log haulers concerning improvements of loghaul routes.
		Extensions of time granted as follows:
12465		Charles Shannon & Son, Roseburg Timber Access Road Project Skelton & Wiecks, Newport Rock Production Project. Chester T. Lackey, Juntura-Hope Section
		Contracts completed and accepted, as follows:
		Judkins Point Section Project, McNutt Bros. Contract #2582. Hermiston Rock Production Project, F. R. Hewett Co. #2712.
12466		Jackson County. Casey State Park. Attorney's report on controversey with E. H. Lamport re refusal to vacate cottage.
		Equipment. Engineer requests authority to purchase four heavy duty power winches. Approved.

Page	Date 1945	Subject
12466	May 14	Traffic Signals. Request of Mrs. Grace Clay for installation of traffic signals at intersection of N. E. 82nd Ave. and Prescott Street. Request denied. Matter to be handled as selective enforcement measure.
		Klamath County. Sprague River Co. Road in Klamath Indian Reservation. Revision of agreement approved and signed.
12467		Klamath County. Klamath Falls-Malin Highway. Changing of one word in Easement Agreement with Bureau of Reclamation approved.
		Health & Accident Insurance. Extension of priveleges of payroll reduction plan to cover monthly paid employes approved.
		Log Hauling. Policy re transportation of long logs and piling over state highways adopted.
		Emergency Transportation Permits. Time limit extended to July 1, 1945. Attorney instructed to prepare resolution.
12468		Gift of engineering books by Mrs. Otto Schrader. Accepted with thanks.
		Traffic Study. F. B. Crandall and J. Al Head authorized to go to Seattle to discuss problems with Wash. highway officials.
		Ferry approach in Astoria. Construction of ramp to parking area approved as a measure to relieve traffic congestion.
		State Tax Street Funds. Resolution adopted approving plans for Ashland, Corvallis, Gold Hill, Troutdale, Wheeler.
12469		State Tax Street Funds. Resolution adopted approving plans for Barlow, Monroe, Ontario, Sandy, Sodaville, Troutdale, Wasco.
12471		State Tax Street Funds. Expenditures by cities to be checked
		Meeting date. Date of next meeting set for May 29, 1945.
		Minutes of meeting held on April 16 and 17, 1945 approved.
		Douglas County. Tiller-Trail Hwy. Right of way. Request of Assembly of God Church for return of ½ acre of land deeded to state by mistake approved.
12472		National Association of Travel Officials. Question of taking membership referred to Advisory Committee on Travel Matters for decision.
		Wasco County. Columbia River Hwy. at Celilo Canal. Agreement with U. S. War Dept. providing lease to U. S. A. of portion of R/W approved and signed.
		International Highway connection between Oregon and Idaho. Letter from Idaho Director of Highways re selection of route discussed. Engineer's recommendation approved.
		Lake County. Warner Secondary Hwy. Request of Archie Ede, Plush, to construct cattle guards across Warner Secondary Hwy. between Adel and Plush granted. Policy adopted.
12473		Secondary Federal Aid Hwy. system. Selection discussed. Outline presented by Engineer tentatively approved. County Courts to be consulted.
		Federal Aid Secondary Highway System. Delegation. Association of Oregon Counties re designation thereof. Committee to canvas County Courts to explain details of selections.

Page	Date 1945	Subject
12474	May 15	Bids received on following projects: Hoffman Bridge Rock Production Project Paint Coos Bay Bridge at North Bend Widening Myrtle Point-Elbow Point and Cape Sebastian Sections Coyote Creek-Grave Creek Section Paint Yaquina Bay Bridge Bridge over South Santiam River near Sweet Home (County Project)
12475		Inter-regional Highway. Delegation. Oregon Pacific Hwy. Association presents arguments for designation of Pacific Highway for connection between Oreg. and Calif. Brief filed. Decision deferred.
12476		Jackson County. Pacific Hwy. R/W, Plaza Sec. Ashland. C. L. Claycomb requests immediate settlement for remodeling garage necessitated by proposed improvement. Refers to previous agreement. Attorney instructed to report at next meeting. Clackamas County. Delegation. County Court et al. Request for designation as Seconnary Hwys. of certain county roads account log hauling. Group told to file application with P. R. A. for Timber Access Road Funds.
12477		Clackamas County. Delegation. County Court. Request for painting of center stripe on Boones Ferry County Road granted. County to pay costs. Ferry across Columbia River at The Dalles. Discussion with Mayor Geo. Stadelman. No action taken. Inter-regional Highway. Delegation from Klamath Falls and vicinity urge routing of north and south inter-regional hwy. through Klamath Falls. Matter taken under advisement.
12478		Linn, Polk, Lincoln Counties. Corvallis-Newport Hwy. (US 20). Delegation requests early completion from Summit to Newport. Consideration to be given in Forest Highway program. Log Hauling. Walter DeBoer, loghauler, Eugene, requests reinstatement of loghaul permit. Granted conditionally. Awards. Chairman announces award of contracts.
12479		Gilliam & Sherman Counties. Wasco-Condon Sec. Hwy. Delegation requests improvement of "Cottonwood Grade" Section. Advised project in Post War program. Agreements, etc., signed as follows: Easement Agreement with William Patapoff for construction of sidewalk at Halsey.
12480		Agreement with U. S. War Dept. terminating lease of Pilot Butte State Park. Lease agreement with U. S. Weather Bureau covering property heretofore leased to Civil Aeronautics Administration in Josephine County. Petition to secure vacation of certain city streets in Reedsport. Revised Agreement with U. S. Bureau of Indian Affairs covering improvement of Sprague River Road in Klamath County.

Page	Date 1945	Subject
12480	May 15	Revised Easement Agreement with U. S. Bureau of Reclamation for construction of Klamath Falls-Malin Hwy. in Klamath County.
		Lease granting U. S. War Dept. authority to use state-owned land at The Dalles-Celilo Canal.
		Agreements with Geo. B. Terhune, Howard J. Miller and Leona Miller recinding agreements dated 5/11/44, re sign restrictions in Marion County.
		Contract with Lebeck and Son covering moving buildings in Gold Beach.
		Agreement with H. T. Burns covering landscaping on Salmon River Highway.
		Modification of Agreement with Public Roads Administration covering snow removal on Mt. Hood Hwy. near Parkdale.
		Quitclaim Deed conveying 3.5 acres of land in Marion County to Arthur C. White.
		Permit authorizing A. F. Elkins to install tile drain across Pacific Hwy. West near Camp Adair.
		Agreement with Buzard-Burkhart Pine Co. covering truck hauling of logs across R/W of Fremont Highway at approximately M. P. 142.60.
		Meeting adjourned at 4:00 p.m.
12481	May 29	Bids received on the following projects:
		Youngs Ranch-Brothers Rock Production Project
		Crater Lake-Fort Klamath Timber Access Road Project
		Root Creek-Siletz Section Project
		Jefferson Junction Overcrossing
		Bridges on Steiwer Hill-Albany Section
		South Unit, Steiwer Hill-Albany Section
		North Unit, Steiwer Hill-Albany Section
12483		Columbia County. Delegation requests further improvement of Lower Columbia River Hwy. Request taken under advisement.
12484		Log Hauling. Charles McCormick, O.M. Bagley, E.G. Whipple, present regarding Commission's new regulations covering transportation of piling. Final action later. (See page 12504)
		Minutes of April 16 and 17, 1945, approved as corrected.
		State Parks Superintendent discussed following Park Matters:
		Champoeg State Park - proposed development.
		Reconveyance to Hood River County portion of property deeded to state for Park purposes. To be deeded back to County.
12485		Request of Arthur Schneider, Madras, to obtain cinders from Round Butte in the Cove State Park.
		Proposed Park adjacent to Pacific Hwy. East north of Oregon City.
		Proposed exchange of portion of Ben & Kay Doris State Park in Lane County. Denied.
		Gift of land at Bonneville. Accepted.
		Coos County. Progress report on Myrtle Tree Lane Development.
12486		Real Property. Resolution authorizing acquisition adopted.
12490		Condemnation. Resolution authorizing condemnation adopted.

Page	Date 1945	Subject
12494	May 29	Sale of real property. Offer of Cecil J. Burkhart to purchase property near Albany acquired from Mr. Quattlebaum approved.
		Lease of real property. Extension of lease time to Paul Mumpower covering use of State property adjacent to Columbia River Hwy. east of Troutdale approved.
		Rental of real property. Resolution adopted allowing Northwest Marine Iron Works to use additional state-city owned land along Front Avenue, Portland.
12495		Sale of real property situate adjacent to Pacific Hwy. north of Medford. Decision deferred pending study and recommendation by Engineer. Policy adopted.
		Sale of abandoned gravel pit adjacent to Columbia River Hwy. in Umatilla County. Approved, deed signed.
		Real Property. Agreement with H.A. Dryer extending lease of state-owned property adjacent to Upper Columbia River Hwy. between Tunnel Point and Bridal Veil approved and signed.
12496		Inter-regional hwy. connection between Oregon and Calif. discussed Statements by Commissioner Schaupp and Chairman Banfield.
12497		Motion adopted designating U.S. 99 (Pacific Hwy.) as inter-regional highway between Oregon and California.
12498		Post War Program. Resolution adopted outlining Three Year Post War Program.
12502		Claim of Homer G. Johnson for extra compensation arising out of Contract No. 2390 for Siletz-Toledo Section Project in Lincoln County. Denied.
		"Release of Claim" against Mr. J.S. Maden for damage to bridge near Albany approved and signed.
		Linn County. Santiam Highway. Engineer reports cost to improve at Crabtree Corner as traffic safeguard. Expenditure approved.
12503		Test runs of truck tractor—semi trailer combinations over certain highways. Engineer recommends denial. Recommendation approved.
		Klamath Falls. Request from City Planning Commission that Engineer be authorized to make certain investigations of future highway and street projects in Klamath Falls approved.
		Enterprise. Bridge repair. Expenditure of $300.00 to rebuild footbridge over Prairie Creek in Enterprise approved.
		Bids received at morning session discussed. Awards announced publicly at 3:00 p.m.
12504		Log hauling. Regulations recommended by Engineer for long logs and piling approved and adopted.
12505		Polk County. City of Monmouth. Request for widening of U.S. Highway No. 99 W for distance of three blocks referred to Engineer for report at next meeting.
		Clackamas County. Oswego Highway. Request from City of West Linn for oiling of shoulders denied.
		Multnomah County. S.W. Barbur Blvd. Request of Roy A. Gage for improvement of Slaven Road intersection discussed. Action deferred. Written report ordered.

Page	Date 1945	Subject
12506	May 29	Curry County. Oregon Coast Hwy. Request of S.C. Burton for extension of proposed improvement through Gold Beach deferred until next meeting.
		Yamhill County. Pacific Highway West. Request of City of Newberg for widening of certain city streets discussed. Written report from Engineer ordered.
		Surveys. List of surveys ordered since last meeting presented.
12507		Approved. Resetting center line stakes and R/W stakes upon completion of construction project to be charged to engineering or construction.
		Lincoln County. Oregon Coast Hwy. Siletz Bay-Newport Section. Securing of right of way options authorized.
		Extension of time. Request from Frank Watt Construction Co. for additional extension of time to complete bridges on Halsey-Harrisburg Section of Pacific Highway granted without penalty.
		Acceptance of Contract. Resolution adopted accepting Edlefsen-Weygandt Co. contract for construction of curbs along Taft Section of Oregon Coast Hwy. in Lincoln County.
12508		Logging road approach. Request from D.C. Littlepage, Cottage Grove, to construct logging road approach to Pacific Hwy. in Pass Creek Canyon approved.
		Traffic Signal. Request from Seaside Chamber of Commerce for installation of flashing beacon over Oregon Coast Hwy. at Newanna Creek Bridge to be considered in 1946 budget.
		Portland Traction Co. Permit authorizing operation of electric trolley busses on certain streets in Portland terminated as unnecessary. Bond cancelled.
		Emergency Transportation Permits. Resolution adopted extending life of permits to July 1, 1947.
12511		Union Ave. Viaduct, Portland. Requests from East Side Plating Works and The Peters Co., Portland, to remove sections of handrail on north approach to viaduct approved.
		Weighmasters. Engineer requests instructions relative to activities under 1945 law. Action deferred pending report from Chief Counsel.
		Chief Counsel reports lack of support from attorneys in Coos Co. in handling of overweight violations. Detailed report ordered.
		Agreements, etc. approved and signed, as follows:
		Bargain and Sale Deed conveying unto F.T. Wrightman property situate adjacent to Steiwer Hill-Albany Section of Pacific Hwy. East.
		Bargain and Sale Deed conveying unto Stephen A. Moore abandoned gravel pit situate adjacent to Columbia River Hwy. in Umatilla County.
		Agreement with H.A. Dryer extending for one year lease of state-owned property adjacent to Upper Columbia River Hwy.
		Release of claim against J.B. Maden for damaging bridge on Pacific Hwy. East north of Albany.
		Meeting Date. Set for Monday, July 9, 1945.

Page	Date 1945	Subject
12513	July 9	Bids received on the following projects: North Powder-Davis Ranch County Road Section Carlton Timber Access Road Project No. DA-RM 95 (1) Real Property Resolution authorizing acquisition. Adopted.
12518		Deschutes County. Redmond. Delegation re routing of truck traffic on 7th St. Report ordered.
12519		Multnomah County. Portland. Delegation. Request for change in zone classification of tract of land at McLaughlin Blvd. and S.E. 8th St. Denied. Deschutes County. Delegation. Request of Brooks-Scanlon Lumber Co. to construct logging railroad across McKenzie Highway near Sisters. Report ordered.
12520		Lincoln County. Oregon Coast Highway. Ocean Lake. Delegation. Offer of A. C. Kirtsis to give right of way for proposed highway improvement. Referred to Engr. and Chief Counsel to prepare agreement. Lincoln County. Oregon Coast Hwy., Nelscott. Delegation. Request for curb and sidewalk construction. Curb construction approved conditionally.
12521		Minutes of meetings held on May 14 and 15 and on May 29, 1945, approved. Sale of land. Newberg. Offer of Fernwood Grange No. 770 to purchase small parcel of land accepted.
12522		Jackson County. Pacific Hwy., Ashland. Right of way settlement with H. L. Claycomb discussed. Washington County. Wolf Creek Hwy. Dist. Atty. authorized to move building from right of way. Polk County. Salem-Dayton Hwy. Acquisition of extra right of way through West Salem suggested. Action deferred. Klamath County. Klamath Falls. Oral authority given Klamath Post No. 8, American Legion, to use state property as baseball practice field confirmed. Claim against Maurice R. Wootan, Portland, for damaging retaining wall on Lower Columbia River Hwy. reduced to $100.00. Restoration fund. Chief Counsel instructed to consult State Board of Control.
12523		Parks. Casey Park. Chief Counsel instructed to secure removal of privately-owned cabin of E. H. Lamport. Log hauling. Chief Counsel reports on conference with Supt. State Police re law permitting leniency to log haulers. No action. Malheur County. I.O.N. Hwy. U. S. Land Office stipulation re State's application for appropriation of Govt. land approved. Lake & Deschutes Counties. Central Oregon Hwy. U. S. Land Office stipulation re appropriation of Govt. land approved.
12524		No Parking. Tillamook County. Oregon Coast Hwy. Bay City. "No Parking" zone established. Resolution adopted.
12525		No Parking. Tillamook County. Oregon Coast Hwy. Garibaldi. "No Parking" zone established. Resolution adopted.

Page	Date 1945	Subject
12526	July 9	Contributions from Counties for state highway construction 1917-1944. Engineer's report.
		Claim for damage caused by leaking oil in Bend. Estimated cost to clean up debris $250. To be paid 50-50, city and state.
		John Day-Burns Hwy. Oregon and Northwestern R. R. Co. Request for permission to construct and operate overhead conveyor over Hwy. approved.
12527		Bids received in Salem for following projects reviewed: Sale of Wild Hay in Shore Acres Park - June 20, 1945 Sale of Tract of Land in Cottage Grove - June 27, 1945 Offer of high bidder for hay and land accepted. Sale of Buildings North of Harrisburg - June 27, 1945. Private sale of building at Harrisburg authorized.
		Yamhill County. U.S. 99W. Monmouth. Request for widening for three blocks. To be considered in formulation of 1946 betterment budget.
		Park. Champoeg Park. Engineer's report on high water record of Willamette River. Engineer and Park Superintendent to consult with Oregon Historical Society re development.
12528		Hood River. Request for state aid in construction of aircraft landing field and industrial area. No definite action taken.
		Linn County. Albany-Lyons Secondary Hwy. U.S. War Department. Request for state assistance in construction of revetment in South Santiam River. $30,000 expenditure authorized.
12529		Linn County. Albany-Lyons Secondary Hwy. Oiling of unoiled section requested. Approved as post war project.
		Assignment of Contract. McEwen and Wilson request for authority to assign their interest in Contract No. 2707, Elsie-Sunset Camp-Vernonia Rock Production Project, to Skelton and Wiecks approved and resolution adopted.
12530		Borden Milk Co., Eugene. Request to use water from State Hwy. Dept.'s artificial lake near Eugene. Matter held in abeyance.
12531		Bids received at morning session discussed. Engineer authorized to construct North Powder-Davis Ranch Timber Access Road with state forces if P.R.A. approves. Actual cost to be reported.
		Budget. Travel and Information Dept. Advisory Committee appeared re budget for 1945. Revised budget approved.
12532		Wasco County. The Dalles. Delegation. Proposed bridge across Columbia River discussed.
12533		Log hauling. Buzard-Burkhart Pine Co., Lakeview, request to operate logging trucks across Fremont Hwy. near Lakeview approved conditionally.
12534		Linn County. Pacific Hwy. East. Letter from S.P. Co. re construction of ramp and steps. Cooperation offered by former Highway Commission confirmed.
		Parks. Camas Gorge State Park. Closure to hunting requested by Pendleton Fish and Game Club. Referred to State Game Commission.

Page	Date 1945	Subject
12534	July 9	Malheur County. I. O. N. Hwy. Resolution from County Court agreeing to abandonment of portion of old R/W approved. Resolution adopted.
12536		Linn County. Pacific Hwy. East (old route, Steiwer Hill-Albany Sec.). North section through Jefferson designated
12538		state secondary highway. Balance abandoned. Resolutions adopted.
12540		Permits. Additional field employes authorized to sign. Resolution adopted.
12542		Log hauling. Request of George French, Mapleton, to transport over Siuslaw Hwy., loads of logs weighing from 70,000 to 80,000 lbs., denied.
		Log hauling. Telephonic authority to reinstate log hauling permit of George H. Brown, Eugene, confirmed.
		Highway Research Correlation Service. Advisability of contributing funds to establish service discussed. Action deferred. Report ordered.
12543		Lincoln County. Siletz Secondary Hwy., Root Creek-Siletz Sec. Engineer's award of contract to E. C. Hall Co. on June 4, 1945, confirmed.
		Curry County. Oregon Coast Hwy., Gold Beach Sec. Request for extension of proposed improvement to pass school denied. Taking of options for R/W authorized.
		Benton County. Corvallis. Cost to improve streets in connection with establishment of one-way traffic plan. Report ordere
		Yamhill County. Hillsboro-Silverton Secondary Hwy. Newberg. Widening of streets along route requested. Report ordered.
		Baker County. Designation of state highway between Bates and Baker to accomodate log haulers requested. Report ordered.
		Multnomah County. U. S. 99W (S.W. Barbur Blvd.). Improvement of Slaven Road intersection requested. Report ordered.
		Columbia County. Columbia River Hwy. Reconstruction between completed section and Astoria requested. Report ordered.
		Surveys. Engineer reported completed surveys as follows: The Dalles-California Hwy., Chemult-Chiloquin Section Oregon Coast Hwy., Tillamook-Pleasant Valley Section Dallas-Coast Secondary Hwy., Salt Creek-Dolph Corner Section Fulton Canyon Secondary Hwy., Fulton Canyon Section Tiller-Trail Secondary Hwy., Milo-Tiller Section
12544		Surveys for Chemult-Chiloquin, Fulton Canyon and Milo-Tiller Sections approved, balance deferred. Resolution adopted.
12546		Extensions of time granted, as follows: McEwen and Wilson; Elsie-Sunset Camp-Vernonia Rock Production Project Rogers Construction Co.; Oregon City-Molalla-Eagle Creek Rock Production Project J. S. Risley; Kernville-Euchre Mountain Section of the Siletz Secondary Hwy.

Page	Date 1945	Subject
12546	July 9	Newport, Kern & Kibbe; Nimrod-Alder Springs Rock Production Project
		Porter W. Yett; Halsey-Harrisburg Section of Pacific Hwy. East
		Vernie Jarl; Rock Production Project on Sandy-Government Camp Section of Mt. Hood Hwy.
		Rogers Construction.; Rock Production Project on Silverton-Silver Creek Falls Section of Silver Creek Falls Secondary Hwy
12548		Contracts completed and accepted as follows:
		J. S. Risley; contract #2666, regrading, surfacing and rock production on Kernville-Euchre Mountain Section of Siletz Secondary Hwy.
		Chas. Shannon & Son; contract #2700, Roseburg Access Road Project
		Rogers Construction Co., contract #2702, surfacing and oiling Clatskanie Army Works Access Road
		M. C. Lininger & Sons; contract #2705, rock production and resurfacing on Union Section of Old Oregon Trail, Medical Springs and Cove Hwys.
		Clifford A. Dunn; contract #2713, grading and bituminous macadam surfacing on Alameda-City Limits (Klamath Falls) Section of Marine Barracks Access Road
		Fisher Bros; contract #2728, furnishing crushed rock in stockpiles on Maupin-Criterion Section of The Dalles-California Hwy.
12549		Traffic control lights. Miles Crossing. Request for installation of lights. Report ordered.
		Sign. Grants Pass. A. E. Voorhies' request to maintain illuminat sign over highway at Grants Pass City Park. Report ordered.
		Bridge over Willamette River at Independence. Delegation. Sen. Dean H. Walker and R. M. Walker, Independence, urge constructio and offer County cooperation. Decision deferred pending Engineer's investigation and report.
		Agreements, etc., signed, as follows:
		Project agreement with Public Roads Administration re Fourth Partial Program, Post War Survey Projects.
		Stipulation with U.S. Department of Interior re lease of public lands.
		Agreement with Vernon Turner, Gold Beach, re grazing of sheep in Cape Sebastian State Park, Curry County.
		Agreement with Buzard-Burkhart Pine Co., re truck hauling of logs across Fremont Hwy., north of Lakeview.
12550		Agreement with Paul Mumpower for rental of state-owned property at Troutdale.
		Agreement with Yamhill County re the financing of the Carlton Timber Access Road.
		Agreement with Yamhill County re the maintenance of the Carlton Timber Access Road.
		Rental agreement with H. V. Solbeck for the lease of certain state-owned property north of the Eugene overcrossing.

Page	Date 1945	Subject
12550	July 9	Agreement with U. S. War Department re construction of a revetment in the South Santiam River at Sanderson Bridge, Linn County.
		Next meeting date set for August 13, 1945. (Later changed to August 30.)
12551	Aug.30	Bids received as follows for highway construction: Hall Lake Drainage Change Project Bear Canyon-State Line Section West Side Klamath Lake Timber Access Road Project Nelscott Section
12552		Toll Creek-Snow Creek Section
		Forest Highways. Projects for first postwar year discussed with W. H. Lynch. Letter to Chief, Forest Service, Commissioner of Public Roads, Washington, D. C., recommending program, signed.
12559		Right of way. Pacific Hwy., Ashland. Settlement with H. L. Claycomb approved on basis of original agreement.
		Postwar projects. Partial schedule of contract lettings approved.
12560		Curry County. Oregon Coast Hwy., Port Orford. Delegation. State to construct curbs if city will construct sidewalks; survey authorized.
12561		Lincoln County, Oregon Coast Hwy., Oceanlake. Delegation. Extension of proposed improvement requested. Approved conditionally. Survey authorized.
12562		Multnomah County. Oswego Hwy., Oswego. Delegation. Improvement to remedy drainage problem discussed. Engineer to investigate and report.
		Real property. Resolution adopted authorizing acquisition.
12580		Condemnation. Oregon Coast Hwy. Delake-Waldport. Offers approved; resolution adopted.
12586		Real property. Purchase of land from Jaunita Starr for $13,125 confirmed.
		Real property. Umatilla County. Deeding of land to Geo. A. Kendler et ux confirmed.
		Klamath County. Klamath Falls-Lakeview Hwy. Request for fencing of property acquired by J. O'Neil denied.
		Sale of land. Linn County. Albany. Bids to be received in Salem Sept. 17.
		Lease of land. Troutdale. Lessee, Paul Mumpower to be ordered to vacate state premises.
12587		Sale of buildings. Klamath Falls. Bids to be received in Portland.
		Bridle paths and trails. State hwys. near Garden Home. Delegation. Construction requested by Portland Hunt Club. Engineer to investigate.
		Memorial to Veterans World War II. Delegation. National Exchange Club of Portland. Request approval of site along Harbor Drive. Referred to Portland City Parks Dept.
		Real property. Maintenance site. Tiller-Trail Sec. Hwy. Purchase of 6 acres for $1,200 authorized if essential.

Page	Date 1945	Subject
12587	Aug 30	Access, right of. Chief Counsel authorized to purchase along certain highways.
12588		Meeting recessed at 12:00 noon for luncheon and reconvened at 2:00 p.m.
		City Street improvements. Delegation. League of Oregon Cities requests state aid in maintaining streets damaged by heavy
12589		traffic. Engineer to investigate and report.
		Bids received at morning session discussed.
		Awards of contracts. Chairman Banfield announces awards.
12590		Salem Long Range Planning Commission. Delegation. Information re plans for future highway developments requested. Engineer to investigate and report.
12592		Wages. F. V. Stewart, Ore. State Employes Assoc. Increase for Highway Dept. employes discussed. Engineer to furnish information for study.
		Wages. Increase for contract labor authorized.
		Salaries. Blanket increase for Legal Dept. Employes discussed. Action deferred.
		Salaries. Increase for Hwy Dept. Employes receiving less than $300 per month discussed. Action deferred.
		Parks. Delegation. Inspection trip. Invitation to accompany Re-
12593		creational Res. Com. of Portland C. of C. Parks Supt. to represent Commission.
		Parks. Reports by Parks Supt. as follows:
		Juniper wayside strips. Deschutes Co. The Dalles-Dalifornia Hwy. Acquisition authorized.
		Klamath County. The Dalles-Calif. Hwy., Williamson River-Spring Creek Junction. Acquisition of site for proposed park discussed. Parks Supt. to contact A. D. Collier, K. F.
		Wayside strips. Bly Mt. Sec. of Klamath Falls-Lakeview Hwy. Negotiations authorized.
		Ecola State Park. Sale of down timber. Taking of bids authorized.
12594		Silver Creek Falls State Park. Sale of concession privileges. Taking of bids authorized.
		Right of way. Salem-Silverton Sec. Hwy. Property owned by Mrs. B. L. Beal. Acquisition authorized.
		Interstate Bridge. Pacific Highway. Portland-Vancouver. Taking of bids for repair authorized.
		Ocean beaches. Commission's authority in re thereto discussed. Chief Counsel to report in detail.
		Permit. Salem-Dayton Sec. Hwy and Pacific Hwy. Salem Electric Co. Controversy re pole line construction on state hwy. rights
12595		of way discussed. Conference with interested groups ordered.
		Clatsop County. Oregon Coast Hwy. Seaside. Delegation. Tide box condition discussed. Engineer to investigate.
		Astoria-Columbia River Bridge Com. Request for use of services of Commission's Chief Counsel granted.

Page	Date 1945	Subject
12595	Aug 30	Deschutes County. McKenzie Hwy. Proposed logging railroad grade crossing. Chief Counsel and Engineer authorized to interpose objections at hearing before P. U. C.
12596		Polk County. Pacific Hwy West. Proposed extension from Monmouth to Rickreall discussed. To be considered in Second Postwar Program.
		Pacific Hwy W. Portland. Slavin Road. Intersection. Cost report to eliminate hazard. Improvement to be undertaken in 1946.
		Coos County. Enegren Ferry. Contract with Brunnell Bros. to be extended 6 months. Bids for new ferry service authorized.
		Klamath County. Chelsea. Repair of S. P. R. R. Spur to state
12597		asphalt storage tank discussed. Approved subject to agreement with Baker Bros., co-users.
		Jackson County. Medford. 10th St. Designated truck route;
12598		resolution adopted.
12600		Baker County. North Powder-Davis Ranch Access Road Proj. Report on cost to construct, approved.
		Clackamas County. Canby. Repair of streets damaged by log-hauling traffic discussed. Action deferred pending report on other cities in same category.
		Klamath County. Klamath Falls. Intersection of S. 6th St. and Washburn Way. Engineer recommends change of plans as suggested by Alfred D. Collier. Counsel to acertain if change is objectionable to Auto Wrecking Co.
		Tillamook County. Wilson River Hwy. Randall's Corner. Temporary improvement to eliminate dangerous condition to be considered in 1946 minor betterment budget.
12601		Washington County. Forest Grove. Improvement of two street intersections discussed. Engineer to ascertain attitude of city and report.
		Highway Research Correlation Service, function of Highway Research Board. Expenditures of $1275 authorized as trial proposition.
		Josephine County. Grants Pass. A. E. Voorhies. Neon sign and maintenance of sign over hwy. authorized if Voorhies assumes all liability.
12602		State Fish Com. and State Game Com. Agreement re removal of debris in Wilson River and tributaries approved.
		Advertising signs. Drain. Chief Counsel instructed to secure removal of signs extending over state hwys.
		Bids. Results of bids received in Salem August 20 for sale of land and scrap material reported. Sales confirmed.
12603		Rock Production Projects for 1946 performance. Contracting authorized.
12604		Yamhill County. Carlton Timber Access Road. Rejection of all bids received confirmed.

Page	Date 1945	Subject
12604	Aug 30	Clackamas County. Molalla. Hart Avenue. Request for improvement discussed. Action deferred pending statewide investigation by Engineer.
		Warning signal. Jefferson Junction Overcrossing. Installation of warning signal to protect contractors employes authorized.
		Hood River County. Hood River Sec. Hwy. Hood River. Request for sidewalk construction between 12th and 13th Sts. denied.
		Lane County. Territorial Sec. Hwy. Request of Crow Grange for improvement between Monroe and Anlauf. No action.
12605		Sherar's Bridge Sec. Hwy. Sherman, Wasco and Gilliam Counties. Improvement of Sherar's Bridge Sec. Hwy. requested. Included in second postwar year program.
		Surveys. Report on surveys completed approved. Resolution
12606		adopted.
		Extensions of time granted as follows:
		Rogers Constr. Co., Oregon City-Molalla-Eagle Creek Rock Prod. Proj. on Cascade and Woodburn-Sandy Sec. Hwy. (Contract No. 2715)
12607		Guerin Bros., Prospect-Antelope Creek Rock Prod. Proj. on Crater Lake Hwy. (Contract No. 2717)
		T. W. Thomas, Youngs Ranch-Brothers Sec. of Central Ore. Hwy. (Contract No. 2714)
		Norris & Philpott, Trail Creek Bridge over Rogue River on Crater Lake Hwy. (Contract No. 2719)
12608		Warren Northwest, Inc., Albany-Crabtree Corner Sec. of Santiam Hwy. (Contract No. 2726)
		Contracts completed and accepted as follows:
		Halsey-Harrisburg Sec., Porter W. Yett (No. 2686)
		Foster-Canyon Creek Sec., E. C. Hall Co. (No. 2694)
		Clatskanie Sec., Rogers Constr. Co. (No. 2701)
		Rockaway Culvert, Dolan Constr. Co. (No. 2703)
		Sandy-Government Camp Sec., Vernie Jarl, (No. 2706)
		Shutler-Condon Sec., Oscar Joelson (No. 2708)
		Silverton-Silver Creek Sec., Rogers Constr. Co. (No. 2716)
12609		Schmeer Road Junction Sec., Parker-Schram Co. (No. 2727)
		Meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. Aug. 31.
	Aug 31	Inter-American Hwy. Training Program. Continuance of program in 1946 approved.
		Jackson County. Little Butte Sec. State Hwy. Warning sign.
12610		Posting of signs ordered; resolution adopted.
		State Tax Street Funds. Plans for certain cities and towns
12611		approved. Resolutions adopted.
12618		Klamath County. U. S. 97. Designation as U. S. 99 Alternate requested. Am. Assoc. of State Hwy. Officials had jurisdiction over such designation. Action deferred.
		Klamath County. Oregon State Route No. 39. Change in designation from Primary Fed. Aid Hwy. to Secondary Fed. Aid Hwy. Approved.

Page	Date 1945	Subject
12619	Aug.31	Traffic line lacquer. Purchase of 13,000 gallons approved.
		Equipment. Black & Decker Loadometers. Purchase of one set approved.
		Tillamook County. Oregon Coast Hwy. Rockaway. "Bus stop" area designated. Resolution adopted.
12621		Marion County. Silver Creek Falls Sec. State Hwy. Silverton. "No parking" area designated. Resolution to be adopted at next meeting.
		Portland. N.E. Lombard & N.E. 10th Ave. Zone change. Request for approval of zone change denied.
		Portland. S.E. 8th Ave. & McLoughlin Blvd. Zone change. Request for approval of zone change denied. Left with city to decide.
		Future policy re zone changes established.
12622		Lane County. Oregon Coast Hwy. Cape (Berry Creek) Quarry. Martin Petersen. Request to purchase overburden material granted.
		Malheur County. I.O.N. Hwy. County resolution accepting jurisdiction over old route approved.
		Log hauling. Reinstatement of Art Johnston permit confirmed.
		Log hauling. Don Baldridge. Cancellation of permit confirmed.
		Log hauling. E. K. Wood Lumber Co. Cancellation of permit ordered.
		Permit. Oversize movements. Pre-war rules and regulations restored.
		Richard Rosecrans granted permission to attend research meeting in Seattle at state expense August 26-28.
12623		Nat. Com. on Revision of Manual of Uniform Traffic Control Devices. Bruce Crandall authorized to attend meeting in Chicago August 2-4 at state expense.
		Unfinished business discussed as follows:
		Deschutes County. Redmond. Improvement of 7th St. as a truck route. Engineer to report.
		Hillsboro-Silverton Sec. State Hwy. Newberg. Improvement of certain city streets requested. Request denied.
		Benton County. US99W. Corvallis. Improvement of certain city streets. Action deferred.
		Columbia County. Lower Columbia River Hwy. Little Jack Falls. Improvement of this section discussed. Action deferred.
		Champoeg State Park. Improvement as requested by Parks Supt. approved. Balance of 1945 funds approved for 1946 expenditure.
12624		Jackson County. Casey State Park. Removal of privately-owned cabin. Action deferred.
		Baker and Grant Counties. New state sec. hwy. between Bates and Baker requested. Action deferred pending Engineer's report.
		Marion and Polk Counties. Independence. Bridge across Willamette River approved if counties will pay 50% of cost.

Page	Date 1945	Subject
12624	Aug.31	Unfinished business discussed as follows: (Cont.)
		Oregon Coast Hwy. Miles Crossing. Traffic signals denied. Warning signs to be erected.
		Umatilla County. Old Oregon Trail. Pendleton. West Court Street. Request for widening discussed. Engineer to report.
		Meeting date. September 24 set for next regular meeting.
		Agreements, etc. signed as follows:
12625		Robert Fromm. Agreement covering pasturing of sheep in Humbug Mountain State Park.
		Melissa Purkerson. Agreement covering rental of state-owned property, Junction City.
		Sam Roberts. Agreement covering rental of state-owned property, Wolf Creek Hwy., North Plains.
		P.R.A. Project agreement covering Steiwer Hill-Albany project.
		P.R.A. Project agreement covering North Powder-Davis Ranch access road.
		Bargain and sale deed to Fortner-Walter Realty Co. Parcel of land in Portland (Kenton).
		Bargain and sale deed to Clarence Dutcher et ux. Land in Yamhill County.
		Bargain and sale deed to Edith Eschle et vir. Property in Klamath Falls.
		Application for right of way across Government property for Cape Arago Sec. Hwy., Coos County.
		H. L. Kuhl. Rental agreement covering rental of store and residence, Lincoln County.
		Joseph Bucher, et ux. Agreement re cattle pass at railroad crossing on property acquired from Jaunita Starr.
		Meeting adjourned at 10:45 a.m.
12626	Sept.24	Bids received on following projects and ferry service:
12627		Construct maintenance building at Suntex Junction
		Greenleaf Creek-Long Tom River Rock Prod. Proj.
		Vale Rock Production Project
		La Grande Rock Production Project
		Fossil-Service Creek Rock Production Project
		Ferry service across Coos River at Enegren Crossing
		Park matters: Parks Supt. reports on following:
12628		Ecola State Park. Purchase of Tillamook Head to complete this park considered. Chief Counsel authorized to negotiate options.
		Short Sand Beach State Park. Acquisition of additional 42.22 acres belonging to Collins Estate discussed. Negotiations authorized.
		Wallowa Lake. Investigation to ascertain probable cost to acquire proposed park at south end of lake authorized.
12629		The Cove State Park. Report on fire loss. Chief Counsel to report attitude of Board of Control re restoration of building.

Date	Page 1945	Subject
12629	Sept.24	Park matters: (Cont.)
		Darby Park. Acceptance of gift by Multnomah County deferred pending results of negotiations to acquire three privately-owned lots in same subdivision
		Champoeg State Park. Lease of farm land to H. Zorn for one year authorized.
		American Pioneer Trails Assoc. Roy Perry. Request for state
12630		aid in construction of monument at St.Helens granted.
		Lane County. McKenzie Hwy. Springfield. Request of city for filling in of drainage ditches to be considered in 1946 budget.
		Columbia County. Maintenance building at St. Helens. Construction authorized. Bids to be received at next meeting.
		Timberline Lodge Road. Snow removal. Inquiry from Regional Forester if state will perform work on reimbursable basis. Action deferred.
12631		Wasco County. The Dalles. Delegation urges construction of interstate bridge across Columbia River. Engineer to ascertain attitude of Washington highway officials.
		Clatsop County. Astoria. Delegation requests establishment of publicly-owned ferry service across Columbia River. Engineer
12633		and Chief Counsel to make investigation and report.
		Clatsop County. Astoria. Request of Irvan Rambeau to purchase property between 8th and 9th Sts. and on 14th St. Investigation ordered and property to be deeded back to city for disposal if not needed for highway.
12634		Parks. Ecola State Park. Delegation representing Angora Club urges acquisition of Tillamook Head as addition to this park. Negotiations authorized.
		Real property. Resolution authorizing acquisition adopted.
12638		Deschutes County. O'Neil State Sec. Hwy. Delegation representing Terrebonne Grange requests improvement. To be considered in 1946 minor betterment budget.
		Umatilla County. Boardman-Stanfield Hwy. Offer of L. A. McClintock to purchase "Duck Lake" tract for $3,100 accepted.
		Malheur County. Nyssa. Leasing of former Fletcher Oil Co. property discussed. Decision deferred. Chief Counsel to report on rental rate.
12639		Multnomah County. Front Avenue. Portland. Sale of buildings authorized. Tenants to be notified to vacate.
		Curry County. Port Orford. Sale of Knapp Hotel building. Chief Counsel to report.
		Klamath County. Klamath Falls. Sale of houses authorized.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Lane County. Siusalw Hwy. Delegation requests improvement over
12640		summit of Coast Range. To be considered when funds are available. Engineer to work up project.

Page	Date 1945	Subject
12640	Sept. 24	Timberline Lodge Road. Snow removal. Delegation. Request for state cooperation approved. Arrangement to be covered by
12641		written agreement.
		League of Oregon Cities. Delegation requests state aid in repair and maintenance of streets damaged by heavy traffic. Approved. $75,000 yearly authorized. Agreements with cities to be in writing.
12642		Bids received at morning session discussed.
12643		Awards. Chairman announces awards of contracts.
12644		Right of way. Harbor Drive-Arthur Street traffic separation structure. Settlement with John LaGrand discussed. Action deferred.
		Josephine County. Pacific Hwy. Request of Walter B. Brown for filling in of ditches south of Grants Pass denied.
		Extensions of time granted as follows:
		Frank Watt Constr. Co., bridges on Halsey-Harrisburg Sec., Pacific Hwy. (Contract No. 2687)
12645		Newport, Kern & Kibbe, Nimrod-Alder Springs Sec., McKenzie Hwy. (Contract No. 2696)
		McEwan & Wilson, Elsie-Sunset Camp-Vernonia Rock Prod. Proj., four state highways. (Contract No. 2707)
		J. S. Risley, Hendricks Bridge-Nimrod Rock Prod. Proj. on McKenzie Hwy. (Contract No. 2709)
12646		Skelton & Wiecks, Newport Rock Prod. Proj. on Corvallis-Newport and Siletz Hwys. (Contract No. 2710)
		Norris & Philpott, widening Trail Bridge over Rogue River on Crater Lake Hwy. (Contract No. 2719)
		John A. Logan, Myrtle Point-Elbow Point and Cape Sebastian Secs., Coos Bay-Roseburg and Oregon Coast Hwys. (Contract No. 2731)
12647		Contracts accepted as follows:
		Nimrod-Alder Springs Sec. of McKenzie Hwy., Newport, Kern and Kibbe (Contract No. 2696).
		Myrtle Point-Elbow Point and Cape Sebastian Secs., Coos Bay-Roseburg and Oregon Coast Hwys., John A. Logan (Contract No. 2731).
12648		Bids. Report on sale of land in Albany and Reedsport and "down" timber in Ecola State Park. Offers for land accepted, "down" timber rejected.
		Klamath County. Klamath Falls-Malin Hwy. Transfer of traffic signal from Keno-State Line County Road to Hager Crossing ordered.
		Douglas County. Pacific Hwy. Roseburg. Establishment of beer parlor adjacent to highway protested.
		Engineer's transits and levels. Purchase authorized.
12649		Union County. Relinquishment of water right acquired with Union Fish Hatchery property discussed. Engineer to report.
		Polk County. Salmon River Hwy. Fort Hill Bridge. Speed limit of 25 miles per hour established. Resolution adopted.

Page	Date 1945	Subject
12650	Sept.24	Polk and Benton Counties. Pacific Hwy. W. Naval Hospital.
12652		Speed limit of 35 miles per hour established. Resolution adopted.
		Marion County. Silver Creek Falls Hwy. Silverton. "No parking" zone established on Water Street. Resolution adopted.
12653		Lane County. Richardson-Eugene Sec. Hwy. Designation as through highway discussed. Action deferred. Engineer to contact county court.
		Clackamas County. Woodubrn-Sandy Sec. Hwy. Designated as through highway. Resolution adopted.
12654		Log hauling. Permit of E. K. Wood Lumber Co. reinstated,
		Permits. Granting of emergency wartime permits authorized continued until July 1, 1947.
		Permits. J. R. Frumm. Request for modification of Commission's
12655		order of May 29, 1945, re granting of overlength log-hauling permits discussed. Action deferred.
		State Tax Street Funds. Plans for certain cities and towns approved. Resolution adopted.
12657		Port of Alsea. Request to construct wharf and dock across state-owned property at Waldport granted.
		Oregon Coast Assoc. Invitation to attend convention in Gearhart Oct. 23. Commissioner Chessman to represent Commission.
		American Assoc. of State Highway Officials. Engineer authorized to attend Executive Committee meetings at state expense.
		Harney and Malheur Counties. Princeton-Rome Sec. State Hwy.
12658		Gunnery range. Army Air Corps to be requested to discontinue such use.
		Advertising signs on or over state highways within cities. Chief Counsel advises Commission has authority to regulate. Policy to be adopted at next meeting.
		Meeting dates. Associated General Contractors request for
12659		change in meeting dates denied but bids to be opened at 2:00 p.m. on Mondays.
		Deschutes County. Redmond. Engineer's report on request for improvement of 7th Street as truck route tabled.
		Benton County. Corvallis. Request for improvement of certain city streets. Action deferred.
		Columbia County. Columbia River Hwy. Engineer's report on request for improvement. Action deferred until monies available.
		Parks. Jackson County. Casey State Park. Inspection of privately-owned cabin arranged.
12660		Baker and Grant Counties. Request for designation of new state sec. hwy. between Bates and Baker. Engineer to report.
		Marion and Polk Counties. Bridge over Willamette River at Independence. Engineer reports counties considering Commission's proposal.
		Multnomah County. Oswego Hwy. Improvement of hwy. through Oswego. Engineer's report. Request for advancement of construction denied.

Date	Page 1945	Subject
12660	Sept.24	Sale of timber. Josephine County. Stage Road Pass. Sale of timber on highway right of way authorized.
		Salaries. Increase for Highway Dept. employees approved.
12661		Ocean beaches. Commission's authority over removal of sand and over equestrian and vehicular traffic defined by Chief Counsel.
		Canby, Molalla. Sutherlin. Request for improvement of streets damaged by log hauling discussed. Referred to Engineer.
		Klamath County. Klamath Falls. Revision of 6th Street and Washburn Way discussed. Engineer to report.
		Washington County. Forest Grove. Revision of two street intersections discussed. Engineer to report.
12662		Umatilla County. Pendleton. Widening of West Court Street requested. Engineer to make personal inspection.
		Klamath and Lane Counties. Designation of route from Goshen to Weed via Klamath Falls as US99 Alternate discussed. Action deferred. Delegation to appear.
		Log hauling. Permit of Harold Harry McGee. Cancellation authorized.
		Log hauling. Mt. Hood Hwy. Log hauling over this highway prohibited during winter season.
		Permits. Flagging requirements. Violations to be reported to State Police.
12663		Agreements, etc., signed as follows:
		Standard Oil Co. Agreement covering boring of test holes.
		U. S. Coast Guard and Waldport Telephone Co. covering pole line construction on Oregon Coast Hwy.
		Permit authorizing Federal Government to construct overpasses across Pacific Highway at Camp Adair.
		Acceptance of permit from U.S.A. authorizing use of public land at Naval Hospital site, Astoria.
		T. T. Crozer and S. M. Crozer. Easement granting right to use road across quarry site property.
		Bargain and sale deed to E. J. Wolfe. Property in Portland.
		Quitclaim deed to land in Umatilla County deeded to state by J. E. Berry et ux by mistake.
		Meeting adjourned at 5:00 p.m.

Portland, Oregon, April 16, 1945

The State Highway Commission convened in regular session at 9:00 a.m., in Room 615 of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp arrived at 10:30 a.m.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties, together with the offer that he recommended in connection with each parcel. After careful consideration of each item, the Commission approved the request and the offers. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SILETZ RIVER-NEWPORT SECTION, OREGON COAST HIGHWAY

11735-Coast Properties Corporation Right of Way	3.5 acres at $172.00 less per acre	$600.00	Parker

APR 16 1945

MECANICUM JUNCTION-SEASIDE SECTION, WOLF CREEK HIGHWAY

11691-Lemke, Emil Right of Way	0.59 acre	$ 00.00	J.H. Scott

GARDNER RANCH-BERGER RANCH SECTION, WOLF CREEK HIGHWAY

6511-Stucki, Walter F. Right of Way Option expires Oct. 5, 1945	10.26 acres at $250.00	$2,565.00	
	Allowance-115 rods fencing at $2.00 per rod	230.00	
	Moving and rebuilding house and barn fences	400.00	
	Loss fruit and shade trees	900.00	
	Allowance-moving shrubs and flowers	200.00	
	Allowance-elimination certain concrete work when barn moved	1,076.00	
	Damages-to farm and inconvenience caused by moving all buildings	1,500.00	
	Moving buildings (estimated	8,000.00	
	2 wells	500.00	
	Allowance for putting in new lawn	50.00	
		$15,421.00	Collins

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, WOLF CREEK HIGHWAY

10503-Barney, Denver & Jessie Barney, & H.R. Barney & Elsie H. Barney Right of Way Option expires Oct. 9, 1945	2,788 sq.ft. at 5¢	$ 139.40	
	Cash allowance - moving or replanting laural hedge, 100 ft.	75.00	
	Loss maple and fir tree	50.00	
	General damages and loss of front yard and lawn	135.60	
		$ 400.00	Collins

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

11468-A-Bartoldus, Lola Belle Slope easement	0.12 acre - 40 foot slope easement	$ 00.00	Landon

FRONT STREET PROJECT-CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11693-Multnomah County Right of Way	10,000 sq.ft. at 16¢ sq.ft.	$ 1,600.00	McCallister

INDEPENDENCE SECTION, INDEPENDENCE-MONMOUTH HIGHWAY

11740-Collins, Coral M. Right of Way	0.34 acre	$ 00.00	Benson

APR 16 1945

STEIWER HILL-ALBANY SECTION, PACIFIC HIGHWAY

11401-Malone, Mack Easement for channel change	1.64 acres LUMP SUM	$133.20	Benson

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY

11717-Ackley, Maud Slope easement	5 foot slope easement - sidewalk	$ 00.00	Landon
11716-Waggener, James B. & Minnie M. Slope easement	5 foot slope easement - sidewalk	00.00	"
11714-Hill, A.J. & Effie B. Slope easement	5 foot slope easement - sidewalk	00.00	"
11709-Miller, E.C. & Deliah Slope easement	5 foot slope easement - sidewalk	00.00	"
11707-Robins, Elias H. & Muriel	8 foot slope easement - sidewalk	00.00	"
11712-Wildey Lodge #65 IOOF	Waiver in lieu of easement for damages for sidewalk embankment	00.00	

SPRINGFIELD-WALTERVILLE SECTION, MCKENZIE HIGHWAY

11594-Culver, Zora M. Scale Site	0.49 acre at $700.00 Moving and rebuilding approximately 32 rods fence at $1.00 per rod	$343.00 32.00 $375.00	Parker

EUGENE-MAPLETON SECTION, EUGENE-VENETA HIGHWAY

8155-Fisher, E.W. & Caroline Fisher Quarry site and hauling road CORRECTION	5.05 acres at $75.00 Damages-severance, inconvenience, etc. Plus fencing	$378.75 71.25 $450.00	Devers DeArmond

BROCKAWAY SECTION, COOS BAY-ROSEBURG HIGHWAY

4607-Nichols, Ada D. Stock Pile Site	Renewal of stock pile lease-3 years at $10 per year Plus fencing site	$ 30.00	McChesney

APR 16 1945

MEDFORD-TRAIL SECTION, CRATER LAKE HIGHWAY

11737-Segessenman, Ernest W. & Eva Segessenman Option expires Oct. 2, 1945 Right of Way	0.16 acre at $150.00	$ 24.00	McChesney
11736-Millard, Vivian & Dell E, & Louella M. & Harry G. Welch, & Clayton T. Bartlett Option expires Oct. 2, 1945 Right of Way	0.11 acre at $150.00	$ 16.50	"

CRESCENT SECTION, THE DALLES-CALIFORNIA HIGHWAY

7490-Klamath County Right of Way	481 sq.ft. LUMP SUM	$ 10.00	McChesney

MILLICAN-BEND SECTION, CENTRAL OREGON HIGHWAY

11697-Deschutes County Gravel pit	45.20 acres	$ 00.00	Cozad

HARPER SECTION, CENTRAL OREGON HIGHWAY

11733-Gacey, Steve R. Gravel Pit	34.68 acres at $10.00	$346.80	Benson
11734-Copeland, Robert B. Gravel pit and stockpile site	4.18 acres at $10.00 64 rods fence at $1.25	41.80 80.00 $121.80	"

CONDON SECTION, JOHN DAY RIVER HIGHWAY

11721-Gilliam County Material maintenance site	10 lots in Block 70, Condon	$ 00.00	Cozad
11722-Palmer, Lavena S. Stock pile site Option expires Sept. 8, 1945	10,000 sq.ft. at $0.005 sq.ft.	$ 50.00	"

MAUPIN-COW CANION SECTION, THE DALLES-CALIFORNIA HIGHWAY

11725-Connolly, Anthony J. Stock Pile site Option expires Sept. 27, 1945	2.0 acres at $10.00 30 rods fence at $1.50 rod 25 rods old fence to move and rebuild at $1.20 rod	$ 20.00 45.00 30.00 $ 95.00	McChesney

APR 16 1945

MAUPIN-COW CANYON SECTION, THE DALLES-CALIFORNIA HIGHWAY (Cont.)

11726-Hunt, Rojinia C., Clarence Hunt & Helen I., & Genevieve L. Schreiber Option expires Sept. 28, 1945 Stock pile site	1.368 acres at $10.00	$ 13.70	McChesney

CITY OF LAGRANDE SECTION, OLD OREGON TRAIL

11674-Union County Storage Site	6 lots at $62.50 each	$375.00	Benson

---

Chairman Banfield brought up for discussion the question whether or not the State Highway Commission has authority to permit the use of state-owned quarries and the taking of materials therefrom. He was informed by the Attorney that the Commission has such authority and can use its own judgment in passing on requests for such privileges.

The Assistant Attorney brought up for discussion the matter of conveying unto Mr. Lester Sell a small tract of land containing 3.59 acres situate at the Davies overcrossing on the Wolf Creek Highway in Washington County, as consideration for elimination of the state's obligation to construct a cattle pass under this highway. It appears that right of way for the highway at this point was acquired from Mr. Carl Peterson who owned the land on both sides of the highway location, and as partial consideration, the Commission agreed to construct a cattle pass under the highway for Mr. Peterson's use. However, he subsequently sold to Mr. Sell the property on one side of the highway so the cattle pass no longer is required, although the obligation to construct it still remains. It further appears that Mr. Sell is agreeable to the elimination of the cattle pass if the Highway Commission will deed to him the 3.59 acres of state-owned land. The Assistant Attorney advised that the property cost the state $538.50 and that it is not needed for highway purposes. He recommended that it be deeded to Mr. Sell on the condition that he will agree in writing to the elimination of the cattle pass, which is estimated to cost considerably more than the value of the land. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

The Assistant Attorney presented an offer from Mr. Ernest Lyman, Gold Hill, Oregon, to purchase for the sum of $50 a small parcel of state-owned land situate adjacent to the Sams Valley Secondary Highway in Section 11, Township 36 South, Range 3 West, W. M., Jackson County. He advised that this is a small triangular tract containing 0.18 acres and is not needed for highway purposes. He recommended that the property be sold to Mr. Lyman for the amount of his offer. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote. (A bargain and sale deed conveying the property to Mr. Lyman was signed on the following day.)

The Attorney reported receipt of an inquiry from Mr. John C. Webb, Portland, concerning the exact location of a proposed highway connection between the West Portland-Hubbard Highway and the Tualatin Valley Highway, a short distance east of Beaverton. It appears that Mr. Webb controls considerable property through which the proposed highway is projected and has it in mind to subdivide this property into small tracts, but is precluded from laying out streets properly until he knows where the highway is to be located. The Attorney pointed out that a definite location for the road has not yet been decided and if the Commission were to tell Mr. Webb where the road is to be built, it would then be obligated to retain the location. The Engineer advised that the proposed highway has merit as a valuable connection between two existing highways and as a unit of a future connection with the Lower Columbia River Highway by-passing the City of Portland. Chairman Banfield expressed a reluctance to designate the highway now and to order a survey, in view of the fact that construction is not contemplated for a long time in the future. Commissioner Chessman expressed himself similarly, whereupon the Commission decided definitely not to designate the highway or to authorize the survey at this time and ordered that Mr. Webb be advised accordingly.

The Assistant Attorney reported an offer to purchase an old state-owned borrow pit containing about eleven acres of land situate between the Willamette and Calapooya Rivers a short distance west of the Albany city limits. He advised that this pit was originally acquired as a source of topping materials, but is no longer required. He recommended that it be advertised for sale. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Commission confirmed the oral authority previously given the Engineer to sell to the Peter Murphy Company 77,200 board feet of "down" timber along the "VanDuzer Forest Corridor" section of the Salmon River Highway, at the rate of $3.00 per m.f.b.m.

The Engineer brought up for discussion the question of deeding to the Assembly of God Church, Trail, Oregon, a one-half acre of land adjacent to Tiller-Trail Highway in Jackson County. He advised that when the right of way for the Tiller-Trail Highway was acquired through the church property, the church reserved a one-half acre of land for church purposes, but the reservation was overlooked when the deed was prepared and the church now wants the matter corrected. During the discussion, the question arose as to the location of the one-half acre tract. The Commission deferred its decision pending an investigation to ascertain just what property the church wants. A survey of the tract was authorized so the property can be described properly in a deed of conveyance.

The Attorney reported on the application of the Gold Beach Cooperative Utilities for permission to maintain a power pole line along the ocean side of the Oregon Coast Highway between Eucher Creek and Ophir School in Curry County. He advised that only four or five poles are involved in this construction and that the company has already extended its line on the highway for this short distance as an emergency project in order to serve the school which otherwise would have had to close down. He further stated that the company has stated its willingness to relocate the poles in any position on the highway that the Commission desires when advised, but if it is required to place its poles off the highway

right of way, then it would have to place them on private property on the ocean side of the highway where the obstruction of the scenic view would be as great as if they were located on the highway. The Attorney pointed out that the company is authorized by law to place its poles on highway right of way and that the Commission's control is limited to the designation of the location. The Commission, he said, could designate the easterly side of the highway for the poles if it wanted to, notwithstanding that side of the highway is already occupied by a telephone circuit, but there might be objections on the part of the telephone company because of the interference that the power line might create. He further advised that he is now preparing a report on this subject, which will be of general nature for the use of the Commission in determining a policy to be followed hereafter in connection with pole line construction on the public roads under its control. In view of the report, the Commission instructed the Attorney to ask the Gold Beach Cooperative Utilities to place its poles on the easterly side of the highway above the telephone line.

The Engineer reported the results of the taking of bids in Salem for the sale of the McPherson service station buildings on the Pacific Highway East, a short distance north of Harrisburg. He advised that only two bids were received, the high one being that of Harry J. Lutz, Harrisburg, at $102.50, and the other being that of Edgar G. Cook, Harrisburg, at $50. He recommended the acceptance of the offer of the high bidder, Mr. Lutz. The Attorney concurred in the recommendation. The Commission thereupon voted unanimously to sell the buildings to Mr. Lutz at his bid price.

The Engineer submitted a list of surveys that he has ordered since the last meeting of the Commission and asked the Commission to approve the expenditures. After discussion the Commission by unanimous vote approved the following surveys and authorized the Engineer to make such surveys on various sections of the highways in this state, which said sections of highways, together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures, are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
R/W	2-1437	Polk	Camp Adair	1st- $350.00
Prospecting	6-1439	Coos Douglas	Coquille-Coos Jct. Sec. Coos Bay-Roseburg Hwy.	1st- $800.00
Prospecting	6-1440	Coos	Douglas County Line-Curry County Line, Oregon Coast Hwy.	1st- $700.00
Prospecting	10-1446	Douglas	Lane County Line-Roseburg Sec., Pacific Hwy.	1st- $500.00
Plans	218-1475	Klamath	Forest Boundary-Fort Klamath Timber Access Road	1st-$2,000.00

(Continued on next page)

SURVEYS (cont.)

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Plans	15-1453	Jackson	Miller's Gulch Bridge, Pacific Hwy.	1st- $300.00
Plans	121-1473	Lincoln	Federal Timber Access Rd. betw. Root Creek & Town of Siletz	1st- $500.00
Reconnaissance	101-1443	Baker & Grant	Betw. Baker & Bates	1st-$3,000.00
Plans	24-1453	Marion	Oregon State School for The Deaf	
			Amount Previously Authorized	$ 200.00
			Additional Authorization Requested	800.00
			Total	$1,000.00

S U M M A R Y

Total Original Authorization Requested	$8,150.00
Total Additional Authorization Requested	800.00
Total Amount Previously Authorized	200.00
Total Amount of Surveys	$9,150.00

The Commission had under discussion a letter from Winter Brothers requesting an extension of time from April 1, 1945, until the fire season is declared, to complete its agreement with the Commission for the purchase and the milling of timber along the Wolf Creek Highway in Tillamook County. They advised that due to conditions beyond their control they were unable to start their operations as soon as expected, and as a result were unable to complete the work within the specified time limit. The Engineer recommended the granting of an extension of time until May 15, 1945, with the understanding that all work shall cease as soon as the fire season is declared, if such declaration takes effect before May 15. The Commission approved the recommendation unanimously.

The Commission also considered a request from Harry I. Hamilton Company for an additional extension of time from March 16 to April 15, 1945, within which to complete its Contract No. 2699 for the construction of a bridge over Deer Creek on the Roseburg Access Road Project, Douglas County. The company alleged that inclement weather interfered with logging operations in the vicinity, and as a result they were unable to secure special logs that were required early enough to complete construction of the bridge within the specified time limit. The Engineer confirmed the statements as to the reason for the delay. He recommended

in view thereof that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

The Engineer reported that Contract No. 2699 with Harry I. Hamilton Company for the construction of a bridge over Deer Creek on the Roseburg Access Road Project, Douglas County, was completed on April 7, 1945, according to the requirements of the contract or modifications thereof and that said job is now ready for acceptance. The following resolution accepting this project was offered and adopted by the unanimous vote of the Commission:

> WHEREAS, the Engineer has reported that Contract No. 2699 with Harry I. Hamilton Company for the construction of the Deer Creek Bridge on the Roseburg Access Road Project in Douglas County has been completed according to the terms and provisions of the contract and that said job is now ready for acceptance.
>
> THEREFORE, BE IT RESOLVED that the work covered by said state highway contract for the construction of said state highway project be declared completed according to the terms of the contract, and said job is hereby accepted and final payment in connection therewith is hereby authorized.

The Engineer requested authority to purchase the following equipment for use by the Maintenance Department:

12 Dump Trucks (Fords or Chevrolets) at $1,800 each	$21,600
5 Pick-up Trucks at $1,050 each	5,250
2 Asphalt Car Heaters at $2,300 each	4,600
3 Large Type Patrol Graders at $7,000 each	21,000
Total Cost	$52,450

The Commission approved the request by unanimous vote and also authorized the Engineer to trade in as part purchase price five old pick-up trucks and three old solid tired patrol graders, all of which equipment have outlived their usefulness for state highway purposes.

The Engineer asked the Commission to designate the newly established truck route in Medford a through highway so as to require traffic to stop before entering the same, and to authorize the erection and maintenance of appropriate signs along this route. The Commission approved the request and thereupon by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS, by resolution duly approved and adopted and entered in the minutes and records of the Commission as of the twenty-seventh day of April, 1943, there were enumerated state highways which were then designated as through highways and said

resolution provided for the erection, and thereafter the maintenance, of standard stop signs at all roads and/or streets which connect with or intersect said through highways; and

WHEREAS, from time to time it is found necessary to designate other and additional highways or sections thereof as through highways and provide for the erection, and thereafter the maintenance, of approved stop signs at places where said highways are intersected or intercepted by other highways, roads or streets; and

WHEREAS, the Highway Commission has by resolution duly adopted and entered in the minutes and records of the Commission as of the nineteenth day of December, 1944, designated Fourth Street in the City of Medford from its connection with Central Avenue to a junction with Front Street, and Front Street from said junction point to a junction with Eleventh Street, and Eleventh Street from said junction point to a junction with Central Avenue as streets of the City of Medford over which to route state highway traffic; and

WHEREAS, it is the judgment and opinion of the Commission that said streets should be declared to be a through highway and traffic entering or passing over said streets from intersecting or intercepting streets should be required to come to a stop before entering said through highway with certain exception as set down hereinafter;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That Fourth Street in the City of Medford from its connection with Central Avenue to a junction with Front Street, and Front Street from said junction point to a junction with Eleventh Street, and Eleventh Street from said junction point to a junction with Central Avenue in the City of Medford be and said streets hereby are declared to be a through highway and all traffic intersecting or intercepting said streets from other streets or highways shall be required to come to a stop before entering said streets except at the intersection of Front Street and Main Street at which intersection Main Street shall be declared the preference street and traffic entering from Front Street shall be required to stop before entering said intersection.

2. That there is attached hereto and by this reference made a part hereof a map, marked Exhibit A, on which is shown colored in red the said streets and there are also shown the points at which streets or highways intercept or intersect said streets. *

3. That the State Highway Engineer be and he hereby is instructed to place, or cause to be placed, and thereafter maintain along the said above designated route within the corporate limits of the City of Medford appropriate highway signs or markers notifying drivers of vehicles to stop before entering or crossing said highway or street.

4. That the said Engineer is further instructed to place such signs or markers as nearly as practicable at the place or places where said cross or intersecting roads or streets meet a prolongation of the nearest property line of such through highway, and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said highway or street from said cross or intersecting roads or streets the place where the stop shall be made.

5. The said signs or markers shall conform in shape, design, size and other physical characteristics to the specifications and standards heretofore approved for such signs and markers and now hereby adopted.

6. That this resolution shall be entered in the minutes and records of the Commission as of the 16th day of April, 1945.

---

* The map referred to in the above resolution is attached to the original resolution in File No. 8 of "Resolutions adopting 'through' highways" and by this reference is made a part of this minute entry to the same extent as if contained herein.

The Commission had under consideration the application of the Farmers-Workers Association, Clatskanie, for permission to fill in the highway ditch for about 200 feet where it extends along the Lower Columbia River Highway in front of the Association's Community Hall near Clatskanie, so as to provide a more convenient means of entrance to the premises. The Engineer recommended denial of this request because traffic to and from the Community Hall could not be controlled, and accidents very likely would occur. He advised that there are now three entrances to this property and suggested, as a safety measure, the construction of "buck rails" along the entire highway frontage between each entrance, which would not only prevent traffic entering or leaving the highway at other points, but would also serve as a buttress for the parking of automobiles. The Commission approved the suggestion subject to the condition that the "buck rails" are constructed entirely off the highway right of way at Association expense.

The Commission discussed a letter from Mr. A. B. Caley, Portland, requesting improvement of a roadway approach to his service station, which is located on the east side of the Pacific Highway (old route) just south of "L" Street in the Town of Halsey, at which point the old and the new highways join. Mr. Caley advises that when the new highway was built, he understood that he would be provided with a convenient approach to his property from the highway, but such approach was not constructed, and as a result north bound highway traffic passes by his station and he is deprived of anticipated revenues; in fact, the present tenant has requested release from his lease obligation. The Engineer advised that the construction of an approach road such as Mr. Caley suggests would result in an extremely wide intersection at the junction of the

two highways, which is very undesirable from a traffic safety standpoint. Moreover, the expense involved would be considerable because it would require the extension of a double twenty-four-inch pipe culvert as well as grading and surfacing. He recommended that Mr. Caley's request be denied, but that he be permitted to round off the point at the intersection of the two highways, which he thought would serve the purpose. The Commission approved the recommendation unanimously.

The Commission had under consideration the record of the County Court of Benton County in which the County Court has designated and has programmed for improvement under the Market Road System Law of the state certain county roads or sections thereof. In this connection, the Engineer reported that the County Court has presented for the Highway Commission's consideration certified copies of the County Court's order dated March 7, 1945, designating additional market roads in Benton County and that the County Court also has presented for the Commission's consideration three copies of a map on which is shown and plainly marked the county roads so designated and defined in said order of designation, which said maps for identification purposes bear the signatures of Oscar Cutler, Engineer, County and City Relations, and of R. H. Baldock, State Highway Engineer, and the date, March 29, 1945, and have been furnished by the county to the Highway Commission pursuant to the provisions of Section 100-907, O. C. L. A.

After due consideration of said matters by the Commission, motion was made by Commissioner Schaupp that the said maps and the said certified copies of the County Court's order be received by the Commission and filed in the permanent records of the Commission at Salem, Oregon. The motion was duly seconded by Commissioner Chessman and was by Chairman T. H. Banfield submitted to vote and was declared carried by the unanimous vote of the Commission. The Chairman of the Commission then directed the Secretary to send to the County Court of Benton County, Oregon, a certified copy of the record of the Commission with respect to the above matter.

The Commission discussed a request from the City of Silverton for the installation of a flood light over the Hillsboro-Silverton Secondary State Highway at the point where said highway crosses at grade the tracks of the Southern Pacific Railroad Company in the Town of Silverton. After consideration, the Commission by unanimous vote approved such installation at state expense, subject to the understanding that the city shall provide the electrical power or energy to operate the light and shall maintain it in a workmanlike manner. (An agreement covering the matter was signed by the Commission on the following day.)

A letter was presented from Bear Creek Orchards, Medford, Oregon, inquiring as to the possibilities of securing the benefit of the mailing list of the Highway Commission's Travel and Information Department to secure new customers for its products. The Commission denied the request as a matter of policy and to avoid the establishment of an undesirable precedent.

The Engineer reported briefly on the following matters listed on the agenda as unfinished business from the prior meeting:

(1) Results of contact with the Corvallis City Council with respect to the designation of one-way streets in Corvallis following the war: - The Engineer advised that he has not yet had an opportunity to discuss this matter with the City Council.

(2) Advisability of taking membership in the National Association of Travel Officials: - The Engineer advised that he was instructed at the previous meeting to ascertain the present attitude of the members of the Travel Advisory Committee with respect to such matter, but he has not yet received replies to his inquiries.

(3) Request of citizens of Baker for construction of a new highway between Baker and Bates to facilitate the truck hauling of logs: - The Engineer advised that he has assigned a locating engineer to make the reconnaissance survey as ordered by the Commission at the previous meeting, but no report will be available until the survey is completed. In this connection Chairman Banfield explained briefly, for the benefit of Commissioner Chessman, the reasons that prompted the Commission to authorize the reconnaissance survey, Commissioner Chessman being absent when the matter was first discussed.

(4) Proposal by Army Officials for the development of recreational areas adjacent to War Department reservoirs: - The Engineer gave as his thought that consideration of the development of such areas is a matter that probably should wait until the dams creating the reservoirs have been built, and he so recommended. The Commission approved the recommendation.

(5) Suggestion of a delegation from Eugene that the state acquire right of way now for the proposed relocation of the Pacific Highway that will by-pass the City of Eugene on the west. The Engineer advised that he has nothing to report on this matter at the present time.

(6) Request of Hood River Chamber of Commerce and Hood River Port Commission for state assistance in the construction of a retaining wall in the Columbia River for the reclaiming of land that the city contemplates developing as an airport and as industrial sites: - The Engineer advised that the Hood River City Council has not yet formally expressed a preference in the matter of permanently routing the Columbia River Highway through Hood River, the relocation of which is involved in the retaining wall construction. He was advised that he is investigating the proposal made by the city but is not yet ready to report his findings.

(7) Proposed improvements in Champoeg State Park: - The Engineer advised that the State Parks Superintendent has not been able as yet to get any of the members of the Oregon Historical Society to visit the park and pass on the plans, although he anticipates that he will be able to in the not distant future. In the discussion of this matter, the question arose as to the practicability of making extensive improvements of the park, such as construction of a memorial

building and library or a museum, in view of the possibilities that the area will be inundated during periods of high water in the Willamette River. The Commission instructed the Engineer to check the records with respect to previous flood periods and to report back to the Commission the elevation in feet to which high water rose during each of those periods.

(8) Request of Portland Union Stock Yards Company and Swift & Company for the widening of Swift Secondary Highway for four lanes of traffic: - The Engineer advised there is nothing whatsoever to report in this matter and it appears to be a dead issue, whereupon the Commission ordered that it be deleted from future agendas.

(9) Designation of one-way streets in Klamath Falls: - Commissioner Schaupp advised that this matter also is not pressing and suggested that it be deleted from future agendas until revived. The Commission so ordered.

The Commission approved an agreement with R. E. Baxter, Spray, Oregon, covering the leasing of property described as Lot 8, Block 6, Original Town of Spray, Wheeler County, which is needed in connection with highway construction and maintenance, the consideration being $20 per month. (The agreement was signed on the following day.) In this connection, Chairman Banfield expressed a desire to eliminate such rental charges, if possible, whereupon the Engineer was instructed to check the proposed building program and to rearrange the order of construction of the several projects so as to eliminate the payment of rental charges.

The Commission had under discussion the formal adoption of a permanent route for the Columbia River Highway at Troutdale. Details of the plan were explained to Commissioner Chessman who was not present when this matter was discussed at the previous meeting, at which time the proposed location was tentatively approved by members then present. Commissioner Chessman indicated his approval of the proposed location, whereupon the Commission by unanimous vote adopted the following resolution designating the permanent location for this highway:

WHEREAS, this Commission has heretofore found and determined that a relocation of a portion of the Columbia River Highway on a water grade is required in order to provide a thoroughfare adequate in all respects to meet the needs and demands of the motoring public, including the needs and demands of transportation for hire of persons and property by motor vehicle, which said finding and decision has been made a matter of official record in the minutes and records of the Highway Commission; and

WHEREAS, record of the relocation of said highway as determined by the Commission is a record which fixes and determines the general route or location and the extreme termini of the proposed relocation of said Columbia River Highway, leaving for future consideration the specific locations of particular segments of said route; and

WHEREAS, the Commission has now determined the specific location of the relocated line of the Columbia River Highway, the westerly terminus of which relocated segment is near the point where the Arata County Road is intersected by the present highway and relocated line, which point is otherwise defined as Highway Engineer's Station 433 and is further identified as a point approximately one and one-half miles west of Troutdale; thence northeasterly to the crossing of the Union Pacific Railroad Company's freight line; thence easterly approximately parallel to the said railroad line to the easterly terminus which is at approximately Highway Engineer's Station 573+02 in Section 30, Township 1 North, Range 4 East, W.M., Multnomah County, Oregon; and

WHEREAS, the adopted location of said line between said termini passed through the town of Troutdale, but because of standards and requirements of the Federal Government the Highway Commission found it necessary to again relocate said segment or section of the said highway between said termini so as to by-pass said town; and

WHEREAS, it is now the purpose of this Commission to modify or amend the location and record with respect to said highway between said termini to the extent and in the manner hereinafter set out;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Columbia River Highway between the termini specified in paragraph 3 above shall be and the same hereby is amended so as to read as follows, to wit:

> Beginning near the Arata County Road, which point is at Highway Engineer's Station 433 and is further identified as a point approximately one and one-half miles west of Troutdale; thence northeasterly to the crossing of the Union Pacific Railroad Company's freight line; thence easterly approximately parallel to the said railroad line to the easterly terminus which is at approximately Highway Engineer's Station 573+02 in Section 30, Township 1 North, Range 4 East, Multnomah County, Oregon.

2. The route and location of said section of highway as above defined shall be and the same hereby is designated, approved and declared to be the relocated and permanent line and location of the Columbia River Highway between said termini.

3. There is attached hereto and made a part hereof a print on which is shown colored in blue the location of said route

above described.*

4. That the maps and other field data with respect to said location hereby are approved and adopted as the maps and field data of said line and it is hereby ordered that they be filed and preserved in the permanent records of the Highway Commission at Salem, Oregon.

5. That the Engineer be and he hereby is instructed to properly mark upon the ground by permanent monument or other markers the said location.

6. That when said Columbia River Highway is permanently constructed the portion thereof between the termini herein fixed shall be constructed along the route hereby approved and adopted.

7. That this resolution be entered in the minutes and records of the Commission as of the 16th day of April, 1945, and a duly certified copy thereof delivered to W. H. Lynch, District Engineer, Public Roads Administration, Portland, Oregon.

---

* The map referred to in the above resolution is attached to the original resolution in File No. 58 of "Resolutions Adopting State Highway Routes" and by this reference is made a part of this minute entry to the same extent as if contained herein.

The Engineer reported that in conformity with instructions given him by the Commission at the previous meeting, he discussed with representatives of the Public Roads Administration and U. S. Forest Service the proposed improvement of the North Umpqua County Road, and gathered that the U. S. Forest Service is particularly anxious to improve the upper section of this road as a postwar forest highway project, and wants to spend about $1,000,000 of postwar forest highway moneys for such purpose annually until completed. Moreover, the Public Roads Administration would like to have the road designated as a secondary federal aid highway so as to make it eligible for additional federal funds. He pointed out that Douglas County has previously requested that the Commission designate the lower twenty-four-mile section of this road, between Roseburg and Rock Creek, a state secondary highway in order to relieve the county of maintenance expense. The Commission discussed the matter briefly but took no action thereon, deferring the same until later when the program for postwar construction is arranged.

The Secretary presented resolutions from the following cities and towns outlining plans for the improvement of city streets that the cities propose to finance with funds allocated under the State Tax Street Fund Law, Chapter 371, Oregon Laws 1943, being moneys they received in 1944 from the 1943 revenues of the State Highway Department:

Arlington	Donald	Nehalem
Barlow	Freewater	Paisley
Boardman	Glendale	Sublimity
Chiloquin	Halsey	Sumpter

The Engineer advised that the resolutions are in order and that the plans for the several improvements have been inspected by Highway Department Engineers and approved by himself. He recommended approval of the plans by the Commission. After discussion, the following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Arlington	$ 836.42
Barlow	71.42
Boardman	151.08
Chiloquin	1,017.71
Donald	225.24
Freewater	1,133.08
Glendale	765.00
Halsey	418.90
Nehalem	339.24
Paisley	325.50
Sublimity	384.56
Sumpter	576.84

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Arlington - Columbia Street, "C" Street, "D" Street, "E" Street

Barlow - Main Street

Boardman - Main Street

Chiloquin - 1st Avenue, 2nd Avenue, Schonchin Street

Donald - Mathieus Road, Williams Avenue, Feller Street, Crissell Street, Cone Street, Ehlen Street, Oak Street, Rees Street

Freewater - Robins Street, Washington Street

Glendale - Molly Street, Pacific Avenue

Halsey - East 1st Street, 3rd Street, 4th Street, 5th Street, "C" Street, "D" Street, "F" Street, "G" Street, "H" Street, "I" Street

Nehalem - Tohls Avenue, 9th Street, "I" Street

Paisley - Mill Street, Mill Street at intersection of Chewaucan Street, and Mill Street at intersection with Green Street (culverts)

Sublimity - Broadway Street

Sumpter - Mill Street, Granite Street, Bonanza Street, East Austin Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 16th day of April, 1945.

The Engineer reported a request from the City of Eugene for permission to install a sewer pipe line across certain state highway property in Eugene, described as a portion of Lots 7 and 8 of Block 9, Amended Addition of Fairmont to Eugene. The Engineer recommended approval of the city's request subject to the condition that the sewer at all times be maintained in a satisfactory and sanitary condition and that the city will relocate its sewer line at city expense if that is required in order that the state may make proper use of its property.

He further advised that the city authorities have stated their willingness to accept a form of easement subject to such conditions. He recommended approval of the city's request. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed on the following day.)

There was presented to the Commission a proposed land lease agreement prepared by the U. S. War Department covering the lease by the United States of America of a small parcel of real property at the west end of The Dalles-Celilo Canal, Wasco County, said parcel being situate within the right of way of the Upper Columbia River Highway at such point. It appears that the property has been used by the Government for a number of years without lease or special permission, which fact has just been ascertained, and that the War Department now wants its occupancy formalized. The Engineer advised that the form of lease is satisfactory except as to the clause which provides for the cancellation or termination of the lease. According to this provision, he said, the lease cannot be cancelled without cause. He recommended approval and execution of the permit by the Commission when the cancellation clause has been revised so as to permit the termination of the lease without particular cause. The Commission approved the recommendation and referred the agreement to the Attorney for correction.

The Commission had under discussion a letter from Mr. William H. Lichty, Hood River, expressing a desire to purchase 80 acres of state park property situate in Section 32, Township 3 North, Range 10 East, W.M., Hood River County. The Engineer advised that the property was acquired from Hood River County as a gift along with another tract containing 160 acres in an adjacent section. The latter-mentioned tract, he said, was particularly desired by the Highway Commission for park purposes, but when the deed was prepared, the County Court included the 80 acres in Section 32, which has no park qualifications and does not fit into the park picture. He pointed out that a deed of conveyance to the state contains provision that the property must be used for public uses and public purposes forever, in view of which, if the Commission disposes of the property, conveyance would have to be made through the County Court of Hood River County. In the discussion of the matter, the question arose, for what purpose will Mr. Lichty use the property. The Commission ordered that such information be ascertained and reported back to the Commission when final action on Mr. Lichty's request will be taken.

The Engineer reported a violation committed by Mr. Walter DeBoer, log hauler of Eugene. It appears that Mr. DeBoer has been truck-hauling logs over the McKenzie Highway and recently was requested by Highway Department weighmasters to have his load weighed on the truck scales located three and one-half miles east of Springfield. It further appears that Mr. DeBoer permitted the front axle of his truck to be weighed but refused to consent to the weighing of the other axles. The Engineer advised that Mr. DeBoer has been in difficulties before, on one occasion having altered a "citation to the Justice Court", and on another occasion having attempted to run over weighmasters who were operating with loadometers on the Springfield-Creswell Secondary Highway. He gave as his thought that Mr. DeBoer should be severely dealt with and recommended cancellation of the special carrier permit issued to him by the Public Utilities Commission. The Commission approved the recommendation

unanimously and instructed the Secretary to ask the Public Utilities Commissioner to cancel the permit of this operator.

The Engineer brought up for discussion the matter of employing a number of Chinese highway engineers. He explained that under the joint sponsorship of the American and Chinese Governments a number of Chinese highway engineers are to be brought to this country for intensive on-the-job training, which will enable them to make the greatest possible contribution to the building of military roads on their return to China. All of these men, he said, are college graduates, and all have had good experience on China's road problems. He also said that the State of Oregon will not be asked to pay the men's salaries nor reimburse them for their expenses, because such items will be taken care of by the International Training Administration, which will have general supervision over the men. He advised that some of these men can be used to good advantage in Oregon at the present time and recommended that the Commission cooperate in the movement by taking two of the 100 men who are expected to arrive in this country soon. The Commission by unanimous vote authorized employment of two of these men on the conditions mentioned by the Engineer.

The Engineer also brought up for discussion the matter of continuing snow removal operations on the Mt. Hood Highway, south of Parkdale, to facilitate log hauling operations. He explained that up to the present time the Public Roads Administration has paid the expense of this work, having appropriated $3,000 for such purpose, but it now appears that the appropriation is about exhausted and an additional sum of about $1,000 will be required to maintain logging operations until the highway is open for general traffic. There is a possibility, he said, that additional federal funds can be obtained, but that is uncertain, in view of which he inquired whether or not the Commission would be willing to authorize payment of the extra expense with state money. Due to the fact that the logs are badly needed in connection with the Nation's war efforts, the Commission authorized an expenditure of state funds in the amount of $1,000 to continue the snow removal operations if an additional appropriation cannot be obtained from the Federal Government.

The Engineer requested authority to post the South Yamhill River Bridge on the Salmon River Highway near Valley Junction for a fifteen-mile per hour speed limit, such speed limit being a necessity, in his estimation, since the bridge recently was severely damaged by a logging truck. He explained that while the bridge has been repaired to such an extent that it will hold up under legal weight loads driven at reasonable speeds, it vibrates considerably under speeds in excess of fifteen miles per hour, and the posting of the bridge for such speed limit is simply a safety measure. The Commission approved the request by unanimous vote.

In conformity with instructions given by the Commission at the previous meeting, the Attorney presented a form of resolution for the designation of a permanent route for the Oregon Coast Highway (U.S. 101) through the Town of Gold Beach, Curry County. After due consideration, the Commission by unanimous vote adopted the resolution, as follows, upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chessman:

WHEREAS, a permanent location of the Oregon Coast Highway through the town of Gold Beach, Curry County, Oregon, has never been made or official action taken thereon by the Commission; and

WHEREAS, it is the purpose of the Commission to improve said section of said highway which involves the town of Gold Beach, and therefore it is deemed appropriate at this time that a permanent route and location be adopted; and

WHEREAS, after due deliberation and consideration by the Commission it is the judgment of the Commission that the route hereinafter specifically described should be adopted as the route and location of the highway into and through the town of Gold Beach, Curry County, Oregon.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Oregon Coast Highway into and through the town of Gold Beach shall be as follows:

Beginning at Station 3+39.6, which station is the intersection of the existing Oregon Coast Highway and the relocated line through Gold Beach, said station also being opposite the Sunset Inn, located in the north portion of Gold Beach, thence South 44° 07' West to Station 2+40.6, thence on a 358.1 foot radius curve left to Station 1+02.4; thence South 22° 00' West to Station 0+00 north equals 0+00 south; thence South 22° 00' West to Station 5+40.5; thence on an 818.5 foot radius spiralled curve left to Station 12+75.2; thence South 2° 53' East to Station 21+41.1; thence on a 2864.8 foot radius spiralled curve right to Station 26+18.5, which station is the north end of the existing bridge over Riley Creek.

All the above described line is located in Section 36, Township 36 South, Range 15 West, W.M., the right of way to be a minimum of 80 feet, 40 feet on either side of center line.

2. That the foregoing route and location shall be and the same hereby is declared to be the official route and location of said highway in said town of Gold Beach, and when rights of way are procured therefor and when the highway through the town of Gold Beach is improved, such rights of way shall be procured and such improvement shall be made along said route and location.

3. That this resolution be entered in the minutes and records of the Commission as of April sixteenth, 1945.

APR 16 1945

A report was rendered by the Engineer on the necessity to construct a concrete curb along Riverside Street, Medford, route for north bound Pacific Highway traffic, particularly between 12th Street and Earhart Street, a distance of about 850 feet. He explained that the sidewalks along this section are from eight inches to twelve inches below the pavement grade and act as a gutter into which all of the water from the highway and adjacent property drains. He gave as his thought that the state is obligated to take care of the water that flows onto the sidewalks from the highway, which can be accomplished by construction of the curbs, and requested authority to proceed with the work, which he estimated would cost about $2,500. The Commission authorized the expenditure by unanimous vote.

A letter was presented from the Arbor Lodge Community Club, Portland, requesting the widening of the pavement on Portland Boulevard, Portland, between Union Avenue and Greeley Avenue, where only narrow strips of pavement now exist. The Engineer advised that Portland Boulevard is neither a state highway nor a state highway route, so its improvement is not an obligation of the state. He recommended that the request be denied. The Commission approved the recommendation and instructed the Secretary to convey such information to the Community Club.

Mr. Lynch of the Public Roads Administration asked the State Highway Commission if it would consent to using $300,000 of state funds to match with forest funds to build the North Santiam Highway between Gates and Detroit in Marion County. He explained that the cost of the project is now estimated to be $3,600,000, of which the War Department will pay $2,400,000 which represents the additional cost to move the road from the floor of the canyon to the canyon wall, which location is necessitated by the construction of a dam being erected by the War Department.

Forest highway funds are set up to repay the War Department at the rate of $300,000 per year during each of the three postwar years. This leaves $300,000 not provided for as the Federal Government cannot obligate forest funds for more than a three-year period. Mr. Lynch stated that the road may not cost $3,600,000, under which condition the repayment would be scaled down accordingly, and wanted to know if the Highway Commission would underwrite the payment of this project but not to exceed $300,000, the exact amount required being dependent upon the final cost of the project. It was moved by Commissioner Chessman and seconded by Commissioner Schaupp that the State obligate itself to pay not to exceed $300,000 for this work. The motion carried by the unanimous vote of the Commission.

The Commission by unanimous vote approved the minutes of the Highway Commission meeting held on March 12 and 13, 1945.

The Commission recessed at 12:00 m. for luncheon, and reconvened at 2:00 p.m., in the same room, with the same persons present and participating.

The Commission discussed matters pertaining to the Federal Highway Act of 1944 including the following:

(1) Adoption of a secondary Federal aid highway system.

(2) Determination of urban areas.

(3) Adoption of an interstate system of highways.

(4) Adoption of a program for postwar construction.

Each of these matters was considered separately as follows:

ADOPTION OF A SECONDARY FEDERAL AID HIGHWAY SYSTEM

The Engineer presented a plan for the allocation of Secondary Federal Aid Highway mileage to the several counties of the state, based on the regulations of the Public Roads Administration which provide, among other things, that the size of the system shall be controlled by the ability of the agencies concerned to improve, maintain, and perpetuate such a system. The plan as presented, he said, proposes a secondary system containing 5,000 miles of roads, which will require about fifteen years to complete if Federal appropriations for the secondary system following the war continue in the same yearly amounts as are contained in the Postwar Highway Act. He pointed out that according to the regulations, the roads in the Secondary System are to be the principal secondary and feeder roads, free delivery mail routes, and public school bus routes, either outside or inside municipalities of less than 5,000 population; however, state highways may be included. He suggested, in view thereof, that the greatest benefit would be realized if the mileage were allocated approximately 925 miles to primary state highways, 2,375 miles to secondary state highways, and 1,700 miles to county roads. He also suggested that the 1,700 miles of county roads should be distributed among the counties of the state on the same basis that the Federal funds are apportioned among the several states; that is, one third on the basis of rural population, one third area, and one third post road mileage. He explained that the plan submitted has been prepared on such basis, and recommended adoption of the plan subject to approval by the several counties and by the Public Roads Administration as is required by the Federal regulations. He exhibited a map showing a tentative system prepared on such basis and the location of the projects proposed for construction under this program.

Mr. W. H. Lynch, District Engineer, Public Roads Administration, was present and stated his approval of the plan as presented subject to a further study of the individual roads to be improved thereunder,

and subject further to approval of the plan by the several county courts. After full discussion of this matter, motion was made by Commissioner Chessman that the Highway Commission adopt the following plan for the establishment of a Secondary Federal Aid Highway System under the provisions of the Federal Highway Act of 1944 as the Commission's proposed plan for discussion with the several counties of the state. The motion was seconded by Commissioner Schaupp. Chairman Banfield declared the motion adopted by the unanimous vote of the Commission.

ALLOCATION OF FEDERAL SECONDARY MILEAGE TO COUNTIES

1. Assumes that total mileage of Federal Secondary Roads is to be 5,000, divided as follows:

Primary State Highways	925 miles
Secondary State Highways	2,375 miles
County Roads	1,719 miles
	5,019 miles

2. Apportionment of mileage in accordance with formula is applied only to county road mileage.

County	Miles on State Primary System	Miles on State Secondary System	Pro rata of 1,700 Miles Allotted to County Roads		Proposed Mileage of County Roads
			Ratio	Miles	
Baker	138.62	70.29	2.232	37.94	33.3
Benton	29.57	31.72	1.525	25.92	25.5
Clackamas	2.90	81.84	5.694	96.80	95.6
Clatsop	-	43.58	1.561	26.54	27.9
Columbia	-	42.04	2.004	34.07	41.7
Coos	-	55.28	2.347	39.90	44.8
Crook	38.41	81.45	1.928	32.78	32.8
Curry	-	6.33	0.927	15.76	16.8
Deschutes	24.14	53.41	2.617	44.49	43.8
Douglas	-	98.72	4.265	72.50	73.5
Gilliam	9.59	42.34	0.753	12.80	12.8
Grant	42.39	41.20	2.676	45.49	45.5
Harney	88.95	122.48	4.488	76.30	74.3
Hood River	41.90	21.65	1.022	17.37	16.9
Jackson	65.43	97.63	3.671	62.41	61.9

(Continued on next page)

ALLOCATION OF FEDERAL SECONDARY MILEAGE TO COUNTIES (Cont.)

County	Miles on State Primary System	Miles on State Secondary System	Pro rata of 1,700 Miles Allotted to County Roads		Proposed Mileage of County Roads
			Ratio	Miles	
Jefferson	-	19.37	1.059	18.00	16.2
Josephine	19.70	46.13	1.863	31.67	31.2
Klamath	98.17	106.78	4.549	77.33	77.9
Lake	90.39	46.21	4.087	69.48	61.8
Lane	-	141.30	5.764	97.99	98.6
Lincoln	29.54	44.31	1.765	30.00	32.6
Linn	-	86.53	4.084	69.43	68.6
Malheur	12.81	208.37	5.282	89.79	84.1
Marion	-	126.70	5.474	93.06	95.9
Morrow	64.27	74.44	1.374	23.36	27.2
Multnomah	3.27	4.19	4.498	76.47	83.3
Polk	16.92	56.60	2.008	34.14	39.4
Sherman	-	40.57	0.648	11.02	17.6
Tillamook	-	18.55	1.471	25.01	24.7
Umatilla	54.10	117.90	3.585	60.95	61.7
Union	-	81.79	1.870	31.79	32.0
Wallowa	51.63	36.88	2.335	39.69	39.5
Wasco	-	31.98	2.169	36.87	37.7
Washington	3.45	67.94	4.259	72.40	72.6
Wheeler	-	61.28	1.249	21.23	20.0
Yamhill	-	66.73	2.897	49.25	49.3
Totals	926.15	2,374.51	100.000	1,700.00	1,719.0

In this connection, the Commission considered it advisable to have a preliminary discussion of the matter with officials of the Association of Oregon Counties before presenting the plan to the individual county courts. The Secretary was thereupon instructed to invite the officers of this group to be present at the next regular meeting of the Commission for such purpose.

DETERMINATION OF URBAN AREAS

The Engineer advised that according to Federal regulations, a certain portion of the postwar moneys must be spent for construction on Primary Federal Aid highways in "Urban Areas", which are defined as areas included in and adjacent to municipalities or other urban places of 5,000 population or more, as determined by the latest census. He further stated that there are sixteen such places in the

State of Oregon; viz., Albany, Astoria, Baker, Bend, Coos Bay, Corvallis, Eugene, Grants Pass, Klamath Falls, LaGrande, Medford, Oregon City, Pendleton, Portland, Salem, and The Dalles. He exhibited a map of each on which was shown the corporate boundary line and his suggestions as to the extent to which the urban area should reach beyond the corporate limits.

As a result of lengthy discussion and very careful consideration, the following "urban areas" areas were designated by the Commission by unanimous vote upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp, it being understood that the Commission is not precluded from requesting the extension of the boundary of any area at a future time if it so desires:

Albany:	Urban area confined within city limits.
Astoria:	Urban area confined within city limits.
Baker:	Urban area confined within city limits.
Bend:	Urban area confined within city limits.
Coos Bay:	Urban area extended to include the City of North Bend.
Corvallis:	Urban area extended to include the proposed revision of U.S. 99W and the Albany-Corvallis Highway at the north city limits of Corvallis.
Eugene:	Urban area extended to include proposed improvement of Pacific Highway between Eugene and Springfield Junction.
Grants Pass:	Urban area confined within the city limits.
LaGrande:	Urban area confined within the city limits.
Medford:	Urban area confined within the city limits.
Oregon City:	Urban area confined within the city limits.
Pendleton:	Urban area confined within the city limits.
Portland:	Urban area extended to include proposed improvement in the Vanport district, North Portland.
Salem:	Urban area confined within the city limits.
The Dalles:	Urban area confined within the city limits.

APR 16 1945

ADOPTION OF INTERSTATE SYSTEM OF HIGHWAYS

The Engineer advised that the Federal Highway Act of 1944 requires the designation of a "National System of Interstate Highways" connecting, so far as is practicable, the principal metropolitan areas, cities, and industrial centers, to serve the national defense and to connect at suitable border points with routes of continental importance in the Dominion of Canada, and in the Republic of Mexico. Such routes, he said, are to be selected by joint action of each state and the adjoining state. He pointed out that Oregon under such an arrangement would have two interstate highways, one of which would extend across the state in an easterly and westerly direction, and would connect with the State of Idaho, and the other would be a north and south highway connecting with the State of Washington on the north and State of California on the south. The Old Oregon Trail, he said, meets the requirements with respect to the east and west highway route, but there is a question whether or not the State of Idaho will agree to the proposed connection at the state line. He pointed out that the people of Idaho want the highway located on the Idaho side of the Snake River through the towns of Payette and Weiser, whereas in his estimation, the proper permanent location is the short cut on the Oregon side south of the present highway between Huntington and Ontario; thence to the Idaho state line at a place known as Mortons Island. He advised that a survey of this proposed location has been made, which reveals that it is the shortest and fastest route available. He recommended the selection of such route as a basis of consultation with the Idaho Highway Department and that the matter be referred to the Public Roads Administration for a decision if an agreement with the State of Idaho cannot be reached.

W. H. Lynch, District Engineer, Public Roads Administration, was present and advised that he is satisfied with the Oregon location and will recommend it to his superiors.

Following discussion, motion was made by Commissioner Chessman that the Old Oregon Trail be recommended as a route for this interstate highway in the State of Oregon and that the proposed route on the Oregon side of the Snake River, as described by the Engineer, be recommended as the connecting link with the Idaho Highway System. The motion was seconded by Commissioner Schaupp and was declared by Chairman Banfield to have received the unanimous vote of the Commission.

The Engineer next mentioned the north and south connection with the States of Washington and California. He advised that the Pacific Highway meets the requirements and that the State of Washington is satisfied with the present connection via the Interstate Bridge in Portland. He recommended the selection of such connection with the State of Washington.

As to the interstate connection with the highway system of California, he advised that there are two routes available; viz.,

(1) Pacific Highway East from Portland to Junction City; thence via the Pacific Highway to the California state line.

(2) Pacific Highway East and the Pacific Highway from Portland to Eugene and Goshen; thence via the Willamette Highway and The Dalles-California Highway to Klamath Falls and the state line.

He read aloud excerpts from his report on this subject to show a comparison between the two routes covering such subjects as design standards, cost of construction, traffic volume, and economics. (See Engineer's Report dated April, 1945, for details.) He advised that either of the routes will satisfy the major requirements of the Federal Government, and that each has its advantages and disadvantages. He made no definite recommendation with respect to either route except to point out that the Inter-regional Highway Committee, which was appointed by the late President Roosevelt and which was composed of a group of men of national reputation, selected the Pacific Highway as a route of an inter-regional highway through the State of Oregon.

Commissioner Schaupp stated that he has studied the Engineer's Report on this subject and does not doubt the sincerity in which it was prepared, but he does not agree with the statistics contained therein. He expressed preference for the route through Klamath Falls, but due to the lateness of the hour, deferred until the following day the presentation of arguments in support thereof.

The meeting thereupon adjourned at 4:45 p.m., to reconvene at 9:00 a.m., on the next day.

Portland, Oregon, April 17, 1945.

The State Highway Commission reconvened at 9:00 a.m., in the Stock Exchange Room of the Imperial Hotel with all members, the State Highway Engineer, the Attorney, and the Secretary present.

Bids as follows for the sale of state-owned real property situate at Reedsport and at Troutdale were opened and read by the Secretary in conformity with previously published notices, following which Chairman Banfield announced that the awards would be made by the Commission at 3:00 p.m., in Room 615 of this hotel.

SALE OF LAND AT TROUTDALE

Everett Meads	$2,100.00
Troutdale Vegetable Growers	1,250.00
Erick Enquist	1,001.00
Albert Lane	400.00

SALE OF LAND AT REEDSPORT

Reedsport Cheese Factory	$336.50
Ida M. McGeorge	106.00

The meeting adjourned at 9:30 a.m., and reconvened immediately in Room 615 with the same persons present and participating.

Discussion of the proposed interstate highway connections between the states of Oregon and California was resumed at this time. Commissioner Schaupp spoke in favor of the Klamath Falls route. He stated that as a result of a study of the Engineer's report on this subject, he is inclined to believe that the material contained therein favors the Pacific Highway route south of Eugene and for that reason he is prompted to add to, supplement, and comment on the report, and also because the report does not contain certain factual information, and there is some information contained in the report that needs amplification. He mentioned first the definition of an "Inter-regional Highway", giving as his understanding that an inter-regional highway is one that has been selected as such because it is the fastest and most direct route between centers of population. He interposed the question--Which of the two highways under discussion south of Eugene meets these requirements. He made the following comparisons of the two routes:

(1) Cost of Construction: - He quoted from the Engineer's Report that the cost to construct the Pacific Highway route to interstate standards is $15,415,500, whereas to construct the Klamath Falls route to the same standards is estimated to cost only $10,351,300, or a difference of approximately $5,000,000 in favor of the route through Klamath Falls; also quoting from the Engineer's Report, he said that in all respects, except that of elevation, the Klamath Falls route is the more desirable of the two.

(2) Traffic: - Commissioner Schaupp pointed out that the Engineer's record of traffic flow is based on traffic counts made in 1940, which is only a year after the Willamette Highway was opened up for public use, so does not show a fair comparison of traffic volume. The Engineer interrupted to explain that it was necessary to use the 1940 traffic count because the only origin and destination survey available was made in 1940 and because counts taken now would not reflect true conditions in view of the abnormal traffic flow produced by wartime conditions. Commissioner Schaupp then gave figures showing traffic flow on The Dalles-California Highway during the years 1940 to 1944, inclusive, and similar information concerning the Pacific Highway, as follows:

Year		U.S. 97	U.S. 99
1940		86,592	96,737
1941		120,026	102,339
1942		65,707	58,380
1943		31,987	34,580
1944		33,894	32,880
	Total	338,206	324,916

APR 17 1945

He pointed out that according to these figures the traffic flow over The Dalles-California Highway exceeded that over the Pacific Highway by more than 13,000 vehicles. He also mentioned that a large volume of traffic enters the state over the Klamath Falls-Malin Highway from Reno, which is not included in the above figures, and which in his estimation is an important feature.

(3) Distances Via Alternate Routes: - Commissioner Schaupp quoted from the Commission's Sixteenth Biennial Report with respect to the distance between common points in Oregon and in California via the alternate routes. He pointed out that according to this report the distance from Eugene, Oregon, to Weed, California, via the Pacific Highway as presently constructed is 216 miles, compared with 196 miles via Klamath Falls, or a distance of 20 miles in favor of the Klamath Falls route. He pointed out that according to the Engineer's Report, the distance from Eugene to the California state line via the Pacific Highway, when reconstructed to interstate standards, will be 197.9 miles as compared with 190.1 miles via Klamath Falls. He raised the question, how can the 20 miles difference in the presently constructed highways be made up. He also pointed out that driving time between Eugene and Weed over existing highways is between three and four hours shorter by way of Klamath Falls than via the Pacific Highway, but admitted that this difference in time would be shortened when the highway has been reconstructed.

Referring again to the Engineer's Report, Commissioner Schaupp pointed out that the estimated cost to construct the Pacific Highway to interstate standards is $15,415,500, whereas the cost to construct the Klamath Falls route to the same standards is estimated at $10,351,300, a difference of nearly $5,000,000 in favor of the Klamath Falls route; also, that it would cost about $2,000,000 less to rebuild the Klamath Falls route to interstate standards than to rebuild the Pacific Highway to state standards. He questioned the reasonableness of this difference. Again referring to the Engineer's Report, Commissioner Schaupp pointed out that no mention is made of the fact that the Southern Pacific Company discontinued its main line railroad through Roseburg and is now routing its through trains over the Natron cut-off regardless of the fact that there is a much greater stand of timber along the Roseburg route than along the other. This change, he said, was made at enormous expense and in his estimation is a most significant argument in behalf of the route through Klamath Falls because it shows that the railroad recognized the advantage of such route. He declared that there is now a good highway available for traffic between Eugene and the California points via Roseburg and Medford, and questioned the advisability of spending $15,000,000 to reconstruct this highway to interstate standards simply in order to place this highway in the same speed class as the highway through Klamath Falls. He said that the driving time between Portland and Klamath Falls at present is only about six hours via the Willamette Highway, whereas it takes all day to make the trip via the Pacific Highway.

Commissioner Schaupp also mentioned the proposed revision of the Pacific Highway between Wolf Creek and Grave Creek in Josephine County,

APR 17 1945

pointing out that the estimated cost to construct this section, 4.4 miles in length, is $670,000, or at the rate of about $150,000 per mile, as compared with the cost to build the proposed revision of The Dalles-California Highway south of Chemult, a distance of about thirty miles, which is estimated at $1,500,000, or approximately $50,000 per mile. He also compared these estimated costs with the actual cost to construct the Pacific Highway south of Junction City, advising that according to the Commission's Sixteenth Biennial Report the total expenditure was about $17,510,000, or an average of $76,000 per mile. The cost of constructing The Dalles-California Highway, he said, was $6,456,000 according to this report, or an average of $21,000 per mile. He questioned the logic of spending $76,000 per mile for a road that still takes three hours longer to travel between common points than another.

Commissioner Schaupp next brought up the matter of alignment and elevation stating that in so far as curvature is concerned, the record speaks for itself, the curvature via the Willamette Highway and Klamath Falls being much less than that via the Pacific Highway. He quoted from the Engineer's Report that the rise and fall on the Pacific Highway totals 19,000 feet, being 6,000 feet more than that on the Klamath Falls route, which indicates that traffic can realize a tremendous saving of money in the course of years if the Klamath Falls route is used. He gave as his understanding that the gasoline consumption to operate a car on the five percent grade is twice as much as when operated on the level and declared that from that standpoint the saving to the general public over a number of years will finance the building of the Klamath Falls route to interstate highway standards. He also declared that the Klamath Falls route is the logical one for the interstate highway in all respects, except for elevation.

The matter of snow removal on the two routes was also mentioned by Commissioner Schaupp, who stated that such operations on the Pacific Highway amount to $5,000 annually as compared with $26,000 on the Willamette Highway route, including snow removal over Sun Mountain, which is to be eliminated. He also mentioned that a similar comparison can be made with respect to slide removals, which he thought would reflect to the credit of the Willamette Highway route.

Referring again to the flow of traffic between California and Oregon, Commissioner Schaupp mentioned that statistics show that almost as much traffic enters the State of Oregon over the Klamath Falls-Malin Highway from Alturas, California, as enters the state over the Pacific Highway, which reflects to the advantage of the Klamath Falls route in the selection of this interregional highway, particularly when one considers that the route

through Alturas is the fastest and most direct route of travel between Portland and Los Angeles. He also said that the Klamath Falls route affords the most direct and fastest highway for Eastern Oregon traffic destined to California points.

From the population standpoint, Commissioner Schaupp pointed out that the Engineer's Report is based on the 1940 census. He questioned the use of such census because of the great increase in population now obtaining in the various centers. He mentioned that Klamath Falls has doubled in population since the 1940 census was taken. He also questioned the logic of the argument that the Pacific Highway passes through the largest timber district, stating that movement of the timber products always introduces hazards to other traffic and such condition should be avoided whenever possible. This concluded Mr. Schaupp's presentation.

Chairman Banfield inquired as to what significance there is in the naming of an inter-regional highway. The Engineer replied that there is no significance except that highways on the system are built to slightly higher standards. In the further discussion of this matter, Commissioner Schaupp favored the designation of this inter-regional highway now so as to avoid controversies and the creation of ill feeling between the communities that are interested. Chairman Banfield and Commissioner Chessman wished more time for further study of the Engineer's Report before acting and to give the people of Southern Oregon an opportunity to express their feeling in the matter if so desired. Accordingly, the Commission's decision was deferred until a later meeting.

The Attorney brought up for discussion the matter of sale of residence buildings in Klamath Falls. He recalled that the Commission at the previous meeting authorized the sale of the buildings and ordered that the present tenants be given ninety days' notice to vacate. However, Mr. T. B. Watters, Realtor, Klamath Falls, who has charge of the buildings, advises that there is a housing shortage and the people have no place to move, so there is a question whether or not the buildings should be sold at this time. Commissioner Schaupp recommended that the sale of the buildings be postponed for a couple of months when the prospects that the housing situation in Klamath Falls will be improved by reason of construction of a new Federal Housing Project at that place. The Commission approved the suggestion by unanimous vote.

The Attorney also brought up for discussion the eviction of Mrs. Anna Barclay from Harris State Park in Curry County. He explained that Mrs. Barclay is a widow whose husband was a veteran of World War I, and that she conducted a restaurant business at this location prior to the time that the state acquired the property; further, that the former Highway Commission allowed her to main-

tain the building on the state premises for a reasonable length of time so as to give her time to sell it. However, she has not disposed of it, and the State Parks Superintendent is very desirous of having it removed from the state's property because it interferes with the park development. Mrs. Barclay, he said, is willing to sell the building for $500, which is more than it is worth, but the best offer made is $200, which she has refused. He suggested that it would be advisable for the state to buy this building if it can be purchased for $400, which could then be sold for $200 to some interested buyer. He pointed out that the state would be losing $200 by such transaction, but in his estimation it would be worth that much to get rid of the building. After discussion, Commissioner Schaupp moved the adoption of the Attorney's suggestion, the motion was seconded by Commissioner Chessman, and was declared by Chairman Banfield to have received the unanimous vote of the Commission.

In this connection, Chairman Banfield gave as his thought that the State Highway Commission should not buy any property that is encumbered in any way such as the property under discussion. He recommended adoption of such procedure as the Commission's policy to be followed hereafter. The recommendation was approved by Commissioners Schaupp and Chessman, thus receiving the unanimous vote of the Commission.

The Attorney reported a request from the Gilchrist Timber Company that the State Highway Commission join with the company in securing a declaratory judgment to ascertain whether or not the company must license its log hauling equipment if its operations are simply across a public road. He said that in conformity with a recent order of the Commission the Gilchrist Timber Company was informed that it would have to license its equipment before the Commission would grant the company permission to operate across The Dalles-California Highway near the Town of Gilchrist, and that the company tried to get the licenses but was unable to secure them because its equipment is wider than the law allows and because the company is transporting excess weight loads. The Commission considered it desirable to have such information and thereupon authorized the Attorney to join with the company in this undertaking.

The Commission discussed briefly a controversy with Mrs. Maki, Astoria, arising out of the construction of the Astoria Naval Hospital job. Commissioner Chessman stated that this matter has been hanging fire for a long time and Mrs. Maki is very anxious to secure settlement. It appeared from discussion that Mrs. Maki's claim is primarily against the state's contractor, but the state may be obligated to a certain extent. The Commission ordered an immediate investigation of the matter.

The Commission approved and signed an agreement with Mrs. Grant M. Miles for the lease of a maintenance headquarters site in the Town of Multnomah, Multnomah County, particularly described as all of Lots 4 and 5 of Block 3, Buckingham Heights Addition to Multnomah.

The Commission resumed discussion of Federal aid matters, particularly the adoption of a program for the utilization of $36,000,000 of postwar funds. The Engineer presented a plan as follows for the utilization of such funds:

PROPOSED UTILIZATION OF $36,000,000 OF POSTWAR FUNDS

TABLE I - SEGREGATED BY CLASSES OF PROJECTS

	Primary Fed. Aid Projects	Secondary Fed. Aid Projects	Urban Projects	Total
Planning Survey	$ 168,000	$ 115,000	$ 37,000	$ 320,000
Steiwer Hill-Albany Project	550,000	- -	- -	550,000
Contingency Reserve (construction and rights of way)	646,000	613,000	256,000	1,515,000
Subtotals	$ 1,364,000	$ 728,000	$ 293,000	$2,385,000
Rights of Way	709,000	477,000	150,000	1,336,000
Construction	16,872,000	11,725,000	3,682,000	32,279,000
Totals	$18,945,000	$12,930,000	$4,125,000	$36,000,000

TABLE II - SEGREGATED AS BETWEEN FEDERAL AND STATE FUNDS

	Federal Funds	State Funds	Total
Planning Survey	$ 320,000	$ - -	$ 320,000
Steiwer Hill-Albany Project	300,000	250,000	550,000
Contingency Reserve (Construction and Rights of Way)	800,000	715,000	1,515,000
Subtotals	$ 1,420,000	$ 965,000	$ 2,385,000
Rights of way	600,000	736,000	1,336,000
Construction	19,235,000	13,044,000	32,279,000
Totals	$ 21,255,000	$14,745,000	$36,000,000

APR 17 1945

After careful consideration, the Commission approved the plan by unanimous vote and then discussed the selection of the individual projects for construction with the $33,615,000 that are available for such purpose as disclosed therein.

The Engineer presented a list of eligible projects prepared from available information, including projects submitted by the county courts as a result of the Commission's canvass of the state in 1943. As a result of careful consideration, the Commission by unanimous vote approved the following as its tentative program of postwar construction, not including forest highway projects. It was understood that the amounts mentioned are only approximate and that the termini of each project is subject to change:

PART I - PRIMARY FEDERAL AID PROJECTS

County	Section and Description	Constr.	R. of W.	Total	Year
U.S. Route No. 99E (Pacific East):					
Clack. & Marion	Pudding River Bridge, Grad., Pav. & Bridge	$ 123,000	$ --	$ 123,000	1
U.S. Route No. 99W (Pacific West):					
Yamhill	Newberg-McMinnville, 6.0 Mi. Grad. & Paving	$ 427,000	$ 20,000	$ 447,000	3
Benton	Corvallis, South Approach, Sta. 887-904+50, 0.33 Mi. G.&P.	90,000	10,000	100,000	3
	Total - U.S. No. 99W.	$ 517,000	$ 30,000	$ 547,000	
U.S. Route No. 99 (Pacific):					
Douglas	Johns-Glendale Jct., Sta. 584-441, 7.24 Mi. Grading	$ 340,000	$ 20,000	$ 360,000	2
Douglas & Josephine	Glendale Jct.-Wolf Cr., Sta. 441-209, 6.09 Mi. Grading	910,000	40,000	950,000	2
Douglas	Johns-Glendale Jct., Sta. 584-441, 7.24 Mi. Paving	230,000	---	230,000	3
Douglas & Josephine	Glendale Jct.-Wolf Cr., Sta. 441-209, 6.09 Mi. Paving	170,000	---	170,000	3
Jackson	Ashland, Sta. 3+60-10, 0.12 Mi. Grad. & Paving	35,000	20,000	55,000	1
	Total - U.S. 99	$1,685,000	$ 80,000	$1,765,000	
U. S. Route No. 30 (Columbia & Old Oregon Trail)					
Multnomah	Sundial, Sta. 428-468+59, 0.77 Mi. Grading	99,800	15,000	114,800	3
	Paving	71,000	---	71,000	3
	4-lane R.R. Structure	181,000	---	181,000	3
		$351,800	$ 15,000	$366,800	

County	Section and Description	Construction	R. of W.	Total	Year
U. S. Route No. 30 (Columbia & Old Oregon Trail) - Continued:					
Multnomah	Troutdale, Sta. 468+59-509+60,				
	0.78 Mi. Grading	$ 163,700	$ 35,000	$ 198,700	2
	Paving	80,000	--	80,000	2
	Bristow Underpass	5,000	--	5,000	2
	Troutdale U-Xing Legs	14,000	--	14,000	2
	U. P. Over Xing	38,000	--	38,000	2
		$ 300,700	$ 35,000	$ 335,700	
Multnomah	Sandy River Bridge, Sta. 509+60-517+30, 0.15 Mi. 2-lane Structure	$ 198,800	--	$ 198,800	2
Multnomah	Jordan Borrow, Sta. 517+30-572,				
	1.04 Mi. Grading	112,000	--	112,000	1
	Topping	16,000	--	16,000	1
	Underpass	10,000	--	10,000	1
		$ 138,000	$ --	$ 138,000	
Multnomah	Jordan-Corbett, Sta. 572-615,				
	0.81 Mi. Hydr. Emb.	88,100	--	88,100	1
	Topping	10,200	--	10,200	1
		$ 98,300	--	$ 98,300	
Multnomah	Corbett-Tunnel Pt.-Sta. 728+50-788				
	1.13 Mi. Grading	182,600	--	182,600	1
	Topping & Riprap	57,800	--	57,800	1
		$ 240,400	--	$ 240,400	
Multnomah	Island Section, Sta. 892+50-962+50,				
	1.33 Mi. Grading	139,700	--	139,700	1
	Topping	9,300	--	9,300	1
		$ 149,000	--	$ 149,000	
Multnomah	Island-Coopey Station, Sta. 962+50-1132+50,				
	3.22 Mi. Grading	531,300	10,000	541,300	1
	Topping	23,700	--	23,700	1
	Bridal Veil Over Xing	135,000	--	135,000	1
	Bridal Veil Culvert	20,000	--	20,000	1
	Underpass, Sta. 1104	5,000	--	5,000	1
		$ 715,000	$ 10,000	$ 725,000	
Multnomah	Wahkeena Falls Sec., Sta. 1165+33-1215+30,				
	0.95 Mi. Grading	164,800	--	164,800	1
	Topping	6,800	--	6,800	1
	Culvert	8,000	--	8,000	1
		$ 179,600	$ --	$ 179,600	

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
U. S. Route No. 30 (Columbia & Old Oregon Trail) - Continued:					
Multnomah	Sundial-Wahkeena, Sta. 516+70-1215+30, 13.23 Mi. Surf. and B-11	$ 290,400	$ --	$ 290,400	2
Multnomah	Wahkeena-Dodson, Sta. 1215+30-1452, 4.48 Mi. Surf. and B-11	$ 99,000	$ 20,000	$ 119,000	2
Gilliam	John Day River-Squally Hook, Sta. 6+75-260, 5.0 Mi. G. & Bit. Mac.	$ 290,000	$ 10,000	$ 300,000	3
Baker	Durkee Undercrossing	$ 50,000	$ 1,000	$ 51,000	2
	Total - U. S. 30	$3,101,000	$ 91,000	$3,192,000	
State Route No. 43 (Oswego):					
Clackamas	Oswego Sec., Sta. 269+62-292+08, 0.43 Mi. Widen. & Paving	$ 20,000	--	$ 20,000	3
U. S. Route No. 97 (The Dalles-California):					
Jefferson	Madras-Juniper Butte, Sta. 16+40-566, 10.4 Mi. Surf. & Oil.	$ 320,000	--	$ 320,000	1
Jefferson	Juniper Butte-Crooked R., Sta. 566-926+06, 6.8 Mi. Gr. & Surf.	$ 283,000	--	$ 283,000	3
Klamath	Chemult-Chiloquin, Sta. 1032+40-3280, 42.6 Mi. Grading	$ 630,000	$ 40,000	$ 670,000	1
Klamath	Chemult-Chiloquin, Sta. 1032+40-3280, 42.6 Mi. Surfacing	$ 960,000	--	$ 960,000	3
	Total - U. S. 97	$2,193,000	$ 40,000	$2,233,000	
U. S. Route No. 28 (John Day):					
Malheur & Baker	Unity-Ironside, M. P. 213.52-234.2, 20.7 Mi. Surf. & Oiling	$ 345,000	--	$ 345,000	2
U. S. Route No. 20 (Central Oregon):					
Harney & Malheur	Buchanan-Juntura, M. P. 156.01-190.22, 34.21 Mi. Surf. & Oil.	$ 440,000	--	$ 440,000	1
Malheur	Nyssa Section, Sta. 23+31-44, 0.43 Mi. Paving	$ 40,000	--	$ 40,000	2
	Total - U. S. 20	$ 480,000	--	$ 480,000	
State Route No. 11 (Oregon-Washington):					
Umatilla	Milton-Wash. State Line, Sta. 65-316+15, 4.76 Mi. G., S. & B. Mac.	$ 310,000	$ 10,000	$ 320,000	1

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
U. S. Route No. 101 (Oregon Coast):					
Clatsop	Circle Br.-Hug Pt., Sta. 0-488+65, 9.25 Mi. Clearing	$ 150,000	$ 10,000	$ 160,000	1
Clatsop	Circle Br.-Summit, Sta. 97+48-150, 1.0 Mi. Gr. & B. Macadam	$ 311,000	--	$ 311,000	2
Tillamook	Tillamook-Pleasant Valley, 6.1 Mi. Gr., Pav. & Bridge	$ 730,000	$ 20,000	$ 750,000	3
Tillamook	Three Rivers Bridge	$ 21,000	--	$ 21,000	1
Lincoln	Salmon River Bridge at Otis	$ 48,000	--	$ 48,000	2
Lincoln	Oceanlake Sec., Sta. 879+13-922, 0.8 Mi. Gr. & B. Macadam	$ 50,000	$ 25,000	$ 75,000	3
Lincoln	Spencer Creek Bridge	$ 30,000	--	$ 30,000	1
Lincoln	Spencer Cr.-Moloch Cr., Sta. 735-840, 1.99 Mi. Grading	$ 257,000	--	$ 257,000	1
Lincoln	Moloch Cr.-Agate Beach, Sta. 840-898+50, 1.1 Mi. Grading	$ 144,000	$ 20,000	$ 164,000	1
Lincoln	Miner Cr.-Agate Beach, Sta. 674-898+50, 4.25 Mi. Surf. & Oil.	$ 135,000	--	$ 135,000	2
Lincoln	Agate Beach-Newport, Sta. 898+50-1065, 3.15 Mi. G., S. & Oil.	$ 330,000	$ 30,000	$ 360,000	3
Coos	N. Bend-Marshfield, Sta. 143+15-225, 1.55 Mi. Gr. & Paving	$ 435,000	--	$ 435,000	1
Coos	Marshfield-Southport, Sta. 89-300, 5.0 Mi. Gr. & Paving	$ 500,000	$100,000	$ 600,000	3
Curry	Gold Beach Sec., Sta. 3+40-26+20, 0.56 Mi. Wid. & Paving	$ 103,000	$ 40,000	$ 143,000	1
	Total - U. S. 101	$3,244,000	$245,000	$3,489,000	
State Route No. 82 (Wallowa Lake):					
Wallowa	Elgin-Boswell R., Sta. 1302+59-1635, 6.25 Mi. G., S. & Oiling	$ 260,000	$ 10,000	$ 270,000	3
State Route No. 58 (Willamette):					
Lane	Pleasant Hill-Lost Cr., Sta. 291-567, 5.19 Mi. Gr., Surf. & Oil.	$ 240,000	$ 40,000	$ 280,000	2
Lane	Lost Cr.-Lowell, Sta. 567-789, 4.2 Mi. Gr., Surf. & Oiling	$ 225,000	$ 30,000	$ 255,000	3
	Total - State 58	$ 465,000	$ 70,000	$ 535,000	
State Route No. 36 (Siuslaw):					
Lane	Long Tom River Bridge	$ 15,000	--	$ 15,000	2
Lane	Long Tom River Bridge	$ 14,000	--	$ 14,000	2
	Total - State 36	$ 29,000	--	$ 29,000	

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
State Route No. 42 (Coos Bay-Roseburg):					
Coos	Sandy Creek Bridge	$ 16,000	--	$ 16,000	2
Coos	Rock Creek Bridge	$ 12,000	--	12,000	2
Douglas	Middle Fork, Coquille Bridge	$ 25,000	--	$ 25,000	2
Douglas	Lookingglass Cr. Bridges (3)	$ 63,000	--	$ 63,000	2
	Total - State 42	$ 116,000	--	$ 116,000	
State Route No. 18 (Salmon River):					
Yamhill	Pringle Cor.-McMinnville, Sta. 383-666, 5.06 Mi. Gr. & Paving	$ 470,000	$ 30,000	$ 500,000	2
U. S. Route No. 28 (Ochoco):					
Crook	W. Prineville Sec., Sta. 726-770, 0.9 Mi. Grading	$ 67,000	--	$ 67,000	3
Crook	Crooked River Bridge	$ 40,000	--	$ 40,000	3
Wheeler	For. Bndry.-Taylor Cr., Sta. 24-172, 2.8 Mi. Grading	$ 270,000	$ 3,000	273,000	3
Wheeler	For. Bndry.-Jones Ranch, Sta. 24-215, 3.6 Mi. Surfacing	$ 50,000	--	$ 50,000	3
	Total - U. S. 28	$ 427,000	$ 3,000	$ 430,000	
State Route No. 2 (Wolf Creek):					
Washington	Davies-N. Plains, Sta. 2119+75-2525 +36, 7.68 Mi. Grading	$ 255,000	--	$ 255,000	1
	Box Culverts (4)	15,000	--	15,000	1
	Mountaindale Over Xing	15,000	--	15,000	1
	Vadis Over Xing	60,000	--	60,000	1
		$ 345,000	$ --	$ 345,000	
Washington	Davies-N. Plains, Sta. 2119+75-2525 +36, 7.68 Mi. Paving	$ 285,000	--	$ 285,000	2
Washington	N. Plains-Gardiner Ranch, Sta. 2525 +36-2705, 3.4 Mi. Grading	72,000	75,000	147,000	1
	Structure	18,000	--	18,000	1
		$ 90,000	$ 75,000	$ 165,000	
Washington	N. Plains-Gardiner Ranch, Sta. 2525 +36-2705, 3.4 Mi. Paving	$ 168,600	--	$ 168,600	2

County	Section and Description	Construction	R. of W.	Total	Year
State Route No. 2 (Wolf Creek) - Continued:					
Washington	Gardiner Ranch-Berger Ranch, Sta. 2705-2940, 10.86 Mi. Grading	$ 171,000	$ --	$ 171,000	2
	Paving	220,500	--	220,500	2
	Merle Under Xing	75,000	--	75,000	2
	Co. Rd. Over Xing	20,000	--	20,000	2
	Rock Cr. Bridge	15,000	--	15,000	2
	Cattle Passes (2)	7,000	--	7,000	2
		$ 508,500	--	$ 508,500	
Washington	Berger Ranch-Barnes Road, Sta. 2940-3155, 4.07 Mi. Grading	$ 180,000	$ 25,000	$ 205,000	1
Washington	Berger Ranch-Barnes Road, Sta. 2940-3155, 4.07 Mi. Paving	$ 201,900	--	$ 201,900	2
Washington	Barnes Rd.-Sylvan, Sta. 3155-3281, 2.39 Mi. Grading & Paving	$ 337,000	--	$ 337,000	2
Washington	Tualatin Hwy. Jct.-Traffic Interchange	$ 54,000	--	$ 54,000	2
	Total - State 2	$2,170,000	$100,000	$2,270,000	
State Route No. 217 (W. Portland-Hubbard):					
Mult. & Wash.	Barbur Blvd.-Boones Ferry Road, Sta. 0-207, 3.92 Mi. G. & P.	$ 200,000	--	$ 200,000	2
Warm Springs Highway (No Route No.):					
Wasco & Jefferson	Mill Cr.-Miller Flat, Sta. 978-1323+50, 6.6 Mi. Grading	$ 105,000	--	$ 105,000	1
Wasco	Mill Creek Bridge	$ 175,000	--	$ 175,000	1
Wasco & Jefferson	Forest Bndry.-Agency, M. P. 7-31.9, 24.9 Mi. Surf. & Oil.	$ 437,000	--	$ 437,000	2
	Total - Warm Springs	$ 717,000	--	$ 717,000	
	Total - Primary Fed. Aid Projects	$16,872,000	$709,000	$17,581,000	

APR 17 1945

PART II - URBAN PROJECTS

County	Section and Description	Construction	R. of W.	Total	Year
U. S. Route No. 99W (Pacific West):					
Multnomah	Tillamook St.-Steel Br., Sta. 292+55-50+41, Grading & Paving	303,000	40,000	343,000	3
	Landscaping	25,000	- -	25,000	3
	Interstate Ave. Interchange	248,000	- -	248,000	3
	Broadway Undercrossing	67,000	- -	67,000	3
	East Approach Steel Bridge	270,000	- -	270,000	3
		$ 913,000	$ 40,000	$ 953,000	
Multnomah	Steel Bridge, West Approach, Sta. 61+12-87.00 0.49 mi. Grading & Paving	247,000	20,000	267,000	2
	Landscaping	25,000	- -	25,000	2
	Structures	727,000	- -	727,000	2
		$ 999,000	$ 20,000	$1,019,000	
Multnomah	Davis St.-Sheridan St., Sta. 87-150+50, 1.2 mi. Landscaping & Lights	$ 50,000	- -	$ 50,000	1
Multnomah	Sheridan St.-Bancroft St., Sta. 150+50-198+50, 0.91 mi. Grading & Paving	383,000	20,000	403,000	1
	Landscaping	50,000	- -	50,000	1
	Ross Island Br. Interchange	105,000	- -	105,000	1
	Barbur Blvd.-Tunnel	160,000	- -	160,000	1
	Arthur St.-Viaduct	290,000	- -	290,000	1
	Hooker St. Viaduct	17,000	- -	17,000	1
	"C" Line Ped. Overpass	7,000	- -	7,000	1
	Ped. Overpass	25,000	- -	25,000	1
		$1,037,000	$ 20,000	$1,057,000	
	Total - U. S. No. 99W	$2,999,000	$ 80,000	$3,079,000	
U. S. Route No. 99 (Pacific):					
Lane	Eugene (Pearl-Walnut), Sta. 83-162, 1.48 mi. Grading & Paving	$ 323,000	$ 40,000	$ 363,000	2
Lane	Eugene (Judkins Pt.-Springfield), Sta. 214-251+50, 0.71 mi. Grading & Paving	$ 120,000	$ 10,000	$ 130,000	1
	Total - U. S. No. 99	$ 443,000	$ 50,000	$ 493,000	

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
U. S. Route No. 101 (Oregon Coast):					
Clatsop	Astoria (Bond-Com'l), Sta. 74+25-87, 0.24 mi. Grading & Paving	$ 45,000	$ 20,000	$ 65,000	1
State Routes Nos. 2 & 6 (Tualatin Valley):					
Washington	West Slope-Beaverton, Sta. 85-203, 2.2 mi. Grading & Paving	$ 195,000	$ --	$ 195,000	3
	Total - Urban Projects	$3,682,000	$150,000	$3,832,000	

APR 17 1945

PART III - SECONDARY FEDERAL AID PROJECTS

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 1				
Farmington, Sec.-208					
Washington	Campbell Bridge-Hazeldale, Grad., Surf. & O-9, Sta. 2+33-247+10, 4.67 miles	$ 98,000	$ - -	$ 98,000	1
Woodburn-Sandy, Sec.-211					
Clackamas	Eagle Cr.-Sandy, Grad., Surf. & Oil, Sta. 0+00-335+50, 5.90 miles	218,000	15,000	233,000	2
Cornelius Pass, Co. Rd.					
Washington	Orenco Section, Grad., Surf. & Oil, Sta. 330+00-717+00, 3.66 miles	190,000	5,000	195,000	1
Sauvies Island, Co. Rd.					
Multnomah	Sauvies Island Bridge	200,000	- -	200,000	1
	Sauvies Island Bridge	200,000	- -	200,000	2
		400,000	- -	400,000	
Scappoose-Spitzenburg, Co. Rd.					
Columbia	Scappoose-Spitzenburg, Surf., 6.0 miles	60,000	- -	60,000	2
Vernonia-Sunset Camp, Co. Rd.					
Washington & Columbia	Treharne-Sunset Camp, Grad., Surf. & Oil, Sta. 6+34-535+00, 10.25 miles	119,000	1,000	120,000	3
	Totals, Division No. 1	$ 1,085,000	$ 21,000	$ 1,106,000	
	DIVISION NO. 2				
Dallas-Coast, Sec.-22					
Polk	Buell Section, Grad., Surf. & Oil, Sta. 209+87-250, 0.07 mile	$ 38,000	$ 2,000	$ 40,000	1

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 2 - CONTINUED				
Dallas-Coast, Sec.-22 - Continued					
Polk	Salt Cr.-Dolph Corner, Grad., Surf. & O-11, Sta. 451-623, 3.26 miles	$ 105,000	$ 15,000	$ 120,000	1
Siletz, Sec.-229					
Lincoln	Fuller & Ojalla Bridges, Grad. & Surf. Approaches	150,000	- -	150,000	1
North Santiam, Sec.-222					
Marion	Niagara Section, Grad., Surf. & Oil, Sta. 211+00-403+71, 3.65 miles	350,000	20,000	370,000	1
Hillsboro-Silverton, Sec.-219					
Washington & Yamhill	Scholls-Newberg, Surf. & O-9, M.P. 10.15-18.04, 7.89 miles	80,000	1,000	81,000	2
Kings Valley, Sec.-223					
Benton	Marys River Bridge	15,000	1,000	16,000	3
Carlton-Chehalem Creek, Co. Rd.					
Yamhill	Carlton-Chehalem Creek, Grad., Surf. & Oil, 5.0 miles	150,000	20,000	170,000	2
Albany-Lyons, Sec.-226					
Linn	Tinker Jim Br.-E. Limits Scio, Grad., Surf. & Oil, M.P. 6.36-10.20, 3.84 miles	145,000	10,000	155,000	2
Salem-Silverton, Co. Rd.-211					
Marion	Middlegrove-Silverton, Grad., Surf. & Bit. Mac., Sta. 336+50-613+50, 5.25 miles	275,000	30,000	305,000	3

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 2 - CONTINUED				
Albany-Independence, Co. Rd.					
Benton	Fir Grove-Polk Co. Line, Grad., Surf. & Oil	$ 50,000	$ 3,000	$ 53,000	3
	Totals - Division No. 2	$ 1,358,000	$102,000	$ 1,460,000	
	DIVISION NO. 3				
Crater Lake, Primary-62					
Jackson	Antelope Cr.-Butte Falls Road, Grad., Surf. & Paving, Sta. 1748-2173, 6.17 miles	$ 450,000	$ 10,000	$ 460,000	1
Richardson-Eugene, Secondary					
Lane	Fisher Road-Oak Hill, Grad., Surf. & Oil, Sta. 268+70-339, 1.26 miles	35,000	- -	35,000	1
Lane	Oak Hill Overcrossing	55,000 90,000	- - - -	55,000 90,000	1
Tiller-Trail, Sec.-227					
Douglas	Milo-Tiller, Grad. & Surf., Sta. 925-1234+70, 5.83 miles	135,000	15,000	150,000	1
Territorial, Secondary					
Lane	Smithfield-Elmira, Surf. & O-11, 6.8 miles	165,000	10,000	175,000	2
Lane	Veneta-Crow, Surf. & O-11, 3.32 miles	125,000	10,000	135,000	2
		290,000	20,000	310,000	
Rogue River Loop, Secondary					
Josephine	Gunnell Road-Robertson Bridge, Grad., Surf. & Oil, Sta. 380+50-619+30, 4.52 miles	110,000	20,000	130,000	3

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 3 - CONTINUED				
Elkton-Sutherlin, Sec.-225					
Douglas	Elkton-Kellogg, Grad., Surf. & Oil, Sta. 0-343, 6.35 miles	$ 260,000	$ 20,000	$ 280,000	3
Sams Valley, Sec.-234					
Jackson	Camp White Section, Sta. 379-699, 6.06 miles	200,000	10,000	210,000	3
North Umpqua, Co. Rd.					
Douglas	Marks Ranch-Rock Creek, Surf. & Oil, Sta. 654-1157+71, 9.54 miles	563,000	40,000	603,000	2
Coquille-Myrtle Point, Co. Rd.					
Coos	Coquille-Myrtle Point, South Side, Surf. & Oil	130,000	5,000	135,000	3
	Totals - Division No. 3	$ 2,228,000	$140,000	$ 2,368,000	
	DIVISION NO. 4				
Klamath Falls-Lakeview, Primary-66					
Klamath	*Sixth St. (Shasta Way-USRS Canal) Grad. & Paving, Sta. 0-74+75, 1.42 miles	$ 270,000	$ 30,000	$ 300,000	1
Klamath Falls-Malin, Primary-39					
Klamath	G. N. Ry.-Merrill, Grad., Surf. & Oil, M.P. 3.44-14.40, 10.96 miles	200,000	5,000	205,000	3
Hood River, Secondary					
Hood River	Woodworth Acres-Bailey Road, Grad., Surf. & Oil, Sta. 203-319+30, 2.2 miles	98,000	- -	98,000	1

*Project includes non-participating work in Klamath Falls, involving $50,000 additional state funds.

ADD J7 1945

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 4 - CONTINUED				
Midland, Secondary					
Klamath	Midland Section, Grad., Surf. & Oil, Sta. 85-296+30, 4.0 miles	$ 125,000	$ 5,000	$ 130,000	1
Madras-Prineville, Sec.-27					
Jefferson	Madras-Lamonta, Grad. & Top., Sta. 137+94-663, 9.94 miles	104,000	12,000	116,000	1
Crook	Jefferson Co. Line-Lytle Creek, Grad. & Top., Sta. 922-1250+70, 4.9 miles	103,000	7,000	110,000	1
Crook	Prineville Ry. Undercrossing	30,000	- -	30,000	1
Jefferson & Crook	Madras-Prineville, Surf. & O-11, Sta. 137+94-1539, 26 miles	300,000	- -	300,000	2
		537,000	19,000	556,000	
Fulton Canyon, Secondary					
Sherman	Fulton Canyon, Grad., Surf. & Oil, 1.5 miles	53,000	1,000	54,000	1
Sherars Bridge, Sec.-216					
Wasco	Tygh Valley-Sherman Co. Line, Grad., Surf. & O-9, 8.7 miles	120,000	2,000	122,000	2
Warner, Secondary					
Lake	Mud Creek-Adel, Grad. & Surf., M.P. 12.8-28.8, 16.0 miles	202,000	2,000	204,000	2
Cline Falls, Secondary					
Deschutes	Tumalo-Cline Falls, Grad., Surf. & Oil, Sta. 0-528+63, 10.0 mi.	100,000	2,000	102,000	2
Tumalo-Deschutes, Secondary					
Deschutes	Tumalo-Deschutes, Grad., Surf. & Oil, Sta. 0-211+63, 3.98 miles	60,000	- -	60,000	2

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 4 - CONTINUED				
	Odell, Secondary				
Hood River	Odell Section, Grad., Surf. & Oil	$ 100,000	$ --	$ 100,000	3
	The Dalles-Forks, Co. Rd.				
Wasco	The Dalles-Forks, Grad., Surf. & Oil	200,000	15,000	215,000	1
	Bonanza-Malin, Co. Rd.				
Klamath	Bonanza-Malin, Grad., Surf. & Oil, 14.8 miles	250,000	10,000	260,000	3
	Totals - Division No. 4	$ 2,315,000	$ 91,000	$ 2,406,000	
	DIVISION NO. 5				
	Baker-Homestead, Primary-86				
Baker	Ruckles Cr.-Middle Br., Grad., Surf. & Oil, Sta. 729-862+31, 2.53 miles	$ 150,000	$ 3,000	$ 153,000	1
Baker	Love Bridge, Structure	12,000	--	12,000	2
Baker	Love Bridge-Table Rock, Grad., Surf. & Oil, 7.0 miles	245,000	5,000	250,000	2
		407,000	8,000	415,000	
	Enterprise-Lewiston, Primary-3				
Wallowa	S. Unit, Enterprise-Forest Bdry., Sta. 410+50-0+30, 7.75 miles	210,000	5,000	215,000	1
	Burns-Crane, Primary-78				
Harney	Burns-Malheur Slough, Surf. & Oil, 20.0 miles	300,000	5,000	305,000	1
	John Day-Burns, Primary-395				
Harney	Grant Co. Line-Forest Bdry., Surf, & Oil, M.P. 39.7-47.0, 7.3 mi.	195,000	--	195,000	3

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 5 - CONTINUED				
Weston-Elgin, Sec.-204					
Umatilla	Weston-McDougal, Grad., Surf. & O-9, Sta. 315+07-809+40, 9.36 miles	$ 200,000	$ 5,000	$ 205,000	1
Wasco-Heppner, Sec.-206					
Gilliam	Cottonwood Grade, Grad. & Surf., 7 miles	100,000	2,000	102,000	3
Morrow	Gilliam Co. Line-Eightmile, Surf. & O-9, Sta. 365-615, 11.82 mi.	150,000	- -	150,000	1
		250,000	2,000	252,000	
Shaniko-Fossil, Sec.-218					
Wheeler	Porcupine Butte-Chichester Gulch, Grad. & Top, Sta. 115+50-293+50, 3.37 miles	60,000	- -	60,000	1
Lexington-Echo, Sec.-207					
Morrow	Lexington-Jarman, Oil, 20.0 miles	200,000	- -	200,000	1
Vale-West, Secondary					
Malheur	Bully Cr.-Burrell Ranch, Grad., Surf. & Oil, M.P. 4.87-10.67, 5.8 miles	115,000	5,000	120,000	2
Heppner-Spray, Sec.-207					
Morrow	Hardman Hill, Grad., Surf. & Oil, 5.0 miles	100,000	5,000	105,000	2
Kimberly-Long Creek, Secondary					
Grant	Dry Cr.-Monument, Grad., Surf. & Oil, M.P. 5.9-14.3, 9.4 miles	202,000	12,000	214,000	2
Grant	Monument-Hamilton, Grad., Surf. & Oil, M.P. 14.3-24.3, 10.0 miles	195,000	10,000	205,000	3
		397,000	22,000	419,000	

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 5 - CONTINUED				
Cove, Secondary					
Union	Cove-Union, Grad., Surf. & Oil, M.P. 14.0-22.2, 8.2 miles	$ 200,000	$ 5,000	$ 205,000	2
Sumpter Valley, Sec.-220					
Baker	Salisbury-McEwan, Grad., Surf. & Oil	300,000	3,000	303,000	2
Rome-Princeton, Secondary					
Malheur	Folly Farm-Scotts Butte, Grad., Surf. & Oil, M.P. 29.36-61.71, 32.35 miles	375,000	- -	375,000	2
Nyssa-Adrian, Sec.-201					
Malheur	Adrian-Homedale Spur, Grad., Surf. & Oil, 10.65 miles	200,000	20,000	220,000	2
Medical Springs, Sec.-203					
Baker	Baker-Powder River, Grad., Surf. & Oil, M.P. 28.8-42.7, 13.9 mi.	210,000	3,000	213,000	3
Athena-Holdman, Secondary					
Umatilla	Gerkin School-Holdman Jct., Surf., M.P. 0-14.64, 14.64 miles	200,000	10,000	210,000	3
Halfway-Cornucopia, Secondary					
Baker	Halfway-Carson, Surf. & Oil, M.P. 0.25-5.82, 5.57 miles	70,000	- -	70,000	3
Adrian Spurs (3), Secondary					
Malheur	Adrian-Parman, O-9, 2.77 miles	11,000	- -	11,000	3
Malheur	Adrian-Arena Valley, Grad., Surf. & O-9, 3.19 miles	18,000	- -	18,000	3
Malheur	Adrian-Caldwell, Grad., Surf. & O-9, 4.4 miles	46,000	- -	46,000	3
		75,000	- -	75,000	

APR 17 1945

County	Section and Description	Construction	R. of W.	Total	Year
	DIVISION NO. 5 - CONTINUED				
Little Sheep Creek, Secondary					
Wallowa	Sheep Creek Hill, W. Unit, Grad., Surf. & O-9, 5.0 mi.	$ 150,000	$ 10,000	$ 160,000	3
Diamond Valley, Secondary					
Harney	Crane-Princeton Jct., Grad., Surf. & Oil, 8.0 miles	150,000	10,000	160,000	3
Umatilla-Hermiston, Co. Rd.					
Umatilla	Umatilla-Hermiston, Grad., Surf. & Oil	130,000	- -	130,000	3
North Powder, Co. Rd.					
Baker & Union	Powder River Bridge	25,000	- -	25,000	2
John Day Highway-Kinzua, Co. Rd.					
Wheeler	Summit-Kinzua, Grad., Top. & Oil, Sta. 0-372, 7.05 miles	130,000	5,000	135,000	3
Island City-Summerville, Co. Rd.					
Union	West Ranch-Summerville, Grad., Surf. & Oil, 6.6 miles	90,000	- -	90,000	3
	Totals - Division No. 5	$ 4,739,000	$123,000	$ 4,862,000	
	Totals - Federal Secondary Highways	$11,725,000	$477,000	$12,202,000	

SUMMARY

	Construction	R. of W.	Total
Total Primary Federal Aid Projects - - - - -	$16,872,000	$ 709,000	$17,581,000
Total Urban Projects - - - - - - - - - - - -	3,682,000	150,000	3,832,000
Total Secondary Federal Aid Projects - - - -	11,725,000	477,000	12,202,000
Grand Total - - - -	$32,279,000	$1,336,000	$33,615,000

APR 17 1945

The Commission recessed from 12:00 m. to 1:30 p.m., following which discussion of matters pertaining to the postwar program was resumed, all members of the Commission being present and participating.

The matter of publicizing the program was discussed by the Commission. The Engineer was instructed to prepare a "Press Release" containing a list of the selected projects for the Commission's approval. He also was instructed to furnish each member of the Commission a detailed outline of the work tentatively proposed in each county, including Forest Highway projects, for which a definite program is yet to be arranged.

The Commission discussed a date for its next regular meeting for the receiving of bids and decided to hold such meeting on Monday and Tuesday, May 14 and 15, 1945, in Portland, bids to be received on May 15. The Secretary was instructed to make the usual arrangements to hold this meeting in the Imperial Hotel.

The Engineer requested authority to submit to the Public Roads Administration for approval a list of surveys that are required in connection with the postwar highway program. He said that it is not contemplated to spend any money at the present time in connection with these surveys, but submission of the projects and approval by the Public Roads Administration is necessary if the state is to be reimbursed for expenditures made in connection with them. The Commission deferred a decision on the matter until the next meeting.

The Commission discussed the bids received at the morning session for the sale of state-owned property at Troutdale and at Reedsport. The Commission decided to accept the offer of Mr. Svend Knudsen to pay $336.50 for the Reedsport property, but rejected all bids received for the sale of the Troutdale property in view of the fact that it now appears that the property may be desirable for state park purposes, but that cannot be ascertained definitely until after the new highway has been constructed. The decision of the Commission with respect to both properties was unanimous upon motion by Commissioner Chessman which was seconded by Commissioner Schaupp. Public announcement of the Commission's decision was thereupon made by Chairman Banfield at 3:00 p.m.

The matter of adjustment of salaries paid to State Highway Department employees was discussed by the Commission. It was decided to make no general raise in salaries at this time, but the Commission would consider from time to time recommendations for individual raises.

The Attorney brought up for discussion a proposed settlement of the controversy with C. J. Moser concerning the acquisition of a gravel deposit in Josephine County. He advised that the original intention was to acquire fee title to the property and, because a satisfactory agreement could not be reached with Mr. Moser, it was necessary to condemn the property, which action is still pending in the circuit court. It now appears, he said, that Mr. Moser is willing to settle out of the court if the state will not take the property outright but will lease it from him, and he has agreed to the following method of settlement: The state is to pay to Mr. Moser the sum of $2,000 for the use of the property for a two-year period ending April 17, 1947, subject to renewal, extension, and/or cancellation. The state is not to sublet the premises or any portion

thereof without consent of the lessor. Improvements or other facilities placed upon the property by the state shall at all times remain the property of the state unless they are not disposed of within twelve months after termination of the lease, in which event they become the property of the lessor. He presented a form of lease agreement covering the matter, which includes a number of items in addition to the above (see agreement for detail) and recommended acceptance thereof by the Commission. After discussion, the Commission by unanimous vote approved and adopted the settlement provided by said agreement. The agreement was thereupon signed by the Commission.

The Commission considered and signed agreements, etc., as follows:

Agreement with the City of Silverton providing for the maintenance of a flood light over the Hillsboro-Silverton Secondary Highway where it crosses the Southern Pacific Company Railroad tracks in Silverton.

Agreement with R. E. Baxter providing for the lease of certain property in the Town of Spray for highway construction and maintenance purposes.

Agreement with the City of Waldport providing for the installation and maintenance of a flashing beacon over the Oregon Coast Highway at its intersection with the Alsea Highway in Waldport.

Agreement with Mrs. Grant M. Miles covering the lease of a maintenance headquarters site in the Town of Multnomah, Multnomah County.

Agreement with C. J. Moser and wife providing for the lease of a gravel deposit in Josephine County.

Agreement with Western Union Telegraph Company disposing of the company's claim for damages arising out of the construction of the Troutdale-Dodson Section of the Columbia River Highway, Contract No. 2320.

Easement granting to the City of Eugene permission to install a sewer pipe line across state-owned property in Eugene, described as a portion of Lot 8, Block 9, Paramount Addition.

Bargain and sale deed conveying unto Ernest Lyman 0.18 acre of land situate adjacent to the Sams Valley Secondary Highway in Jackson County.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:45 p.m.

T. H. Banfield
Chairman

Arthur W. Schaupp
Commissioner

Commissioner

State Highway Engineer

Secretary

APR 17 1945

12150

Portland, Oregon, May 14, 1945

The State Highway Commission met in regular session at 9:00 a.m. in Room 615 of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Arthur W. Schaupp arrived at 10:15 a.m.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the offer that he recommended in connection with each parcel. After careful consideration of each item, the Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

BIGGS SECTION, COLUMBIA RIVER HIGHWAY

1934-Fulton, Lula B. and James G. Fulton, and Fahy Fulton, Stock Pile Site Option expires October 23, 1945	1.0 acre at $150.00 per acre	$ 150.00	McChesney

MAY 14 1945

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

10819-Irish, Amelia Leibel Right of Way Option expires	0.09 acre	$ 00.00	Witt

GOLD BEACH SECTION, OREGON COAST HIGHWAY

9419-Curry County Bank Right of Way Option expires June 30, 1945	1,060 sq.ft. Plus cost of low bid for moving bank building, and small frame building	$4,500.00	Landon

COQUILLE-BRIDGE SECTION, COOS BAY-ROSEBURG HIGHWAY

11743-Douglas Building & Loan Association, and Right of Way (Holice A. Waters Endicott) Option expires November 3, 1945	1.0 acre at $25.00	$ 25.00	Landon

BRIDGE-CAMAS VALLEY SECTION, COOS BAY-ROSEBURG HIGHWAY

11742-Coos County Right of Way	4.68 acres	$ 00.00	Landon

SOUTHWEST JEFFERSON ROAD INTERSECTION(PORTLAND*), WOLF CREEK HIGHWAY

11767-The Maccabees Sand bunker site Option expires November 15, 1945	1.70 acres LUMP SUM	$ 100.00	McCallister

FRONT STREET PROJECT-CITY OF PORTLAND, PACIFIC HIGHWAY WEST

10939-Hilton, Frank H. and Emogene A. Hilton Right of Way	4,250 sq.ft. at 30¢ Building and garage	$1,275.00 4,725.00 $6,000.00	McCallister
10940-Hilton, Frank H. and Emogene A. Hilton Right of Way	4,250 sq.ft. at 30¢ Building and garage	$1,275.00 4,225.00 $5,500.00	McCallister

BURNS CORNER-PEDEE SECTION, DALLAS-KINGS VALLEY HIGHWAY

11738-Mary A. Pugh et al., Rock quarry site Option expires September 23, 1945	35.0 acres at $22.86	$ 800.00	McChesney

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY

11705-Kirk, Frank	Waiver of claim for damages by reason of grade change and encroachment of sidewalk embankment	$ 00.00	Witt
11706-Patapoff, William and Sarah Patapoff slope easement	Sidewalk slope easement - 510 sq. ft. Waiver of claim for damages by reason of grade change	$ 00.00	Witt
	Grantors to reimburse State for cost of extra thickness of sidewalk and pavement to extent of	$ 150.00	Witt
11711-Barber, Wayne and Ethel Barber, and M. L. Nelson and Pauling A. Nelson Slope Easement	Sidewalk slope easement - 400 sq. ft.	$ 00.00	Witt
11710-Koontz, Mary E. et al Easement	Sidewalk slope easement - 500 sq. ft.	$ 00.00	Witt

SAND CREEK-FORT KLAMATH SECTION, THE DALLES-CALIFORNIA HIGHWAY

11838-State Forestry Department Easement	29.10 acres at $1.25 Permanent easement for surface materials and hauling road	$ 36.38	Benson

GILLIAM COUNTY LINE-EIGHT MILE SECTION, WASCO-HEPPNER HIGHWAY

11770-Zinter, Sidney C. Stock pile site Option expires November 1, 1945	0.95 acre at $10.00	$ 9.50	Cozad
11754-Bergstrom, Carolyn Stock pile site Option expires November 1, 1945	2.23 acres at $25.00	$ 55.75	Cozad
11755-Anderson, Alena Stock Pile site Option expires November 2, 1945	1.11 acres at $10.00	$ 11.10	Cozad

MAY 14 1945

The Attorney requested authority to condemn certain parcels of real property that are needed as right of way for the Wolf Creek Highway in Washington County and for the Steiner Hill-Albany Section of the Pacific Highway East in Marion and Linn Counties. He submitted a list of the properties together with the offers that he recommended in condemnation as follows:

WOLF CREEK HIGHWAY

10256	Minnie Morgan	$ 2,000.00
5205	Lehman Heirs	2,000.00
5204	Ernest Lehman	8,500.00
9690	Nelse Johnson	50.00
6507	Bechen Estate	10,500.00
6506	Albert Croeni	5,000.00
6555A	Ernest and Fred Zurcher	15,500.00
6513	Dora L. Scoggin	2,250.00
6503	Arnold Berger	13,500.00
5202	German Congregational Church of Cedar Mill	1,500.00

STEIWER HILL-ALBANY SECTION OF PACIFIC HIGHWAY EAST

11405	G. L. Stowe	$ 3,000.00
11074	A. H. Thompson	3,100.00

After careful consideration of each item, the Commission, by unanimous vote, approved the recommended offers and authorized the Attorney to proceed with condemnation of the properties if that appears necessary after further negotiations. The following resolutions with regard thereto were adopted by the Commission by unanimous vote.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or

resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, puolic highways or for any other purpose designated by the United States; and

WHEREAS, by official act of the State Highway Commission there has been located and established a state highway which is known as the Wolf Creek Highway and otherwise designated as State Highway No. 47; and

WHEREAS, said highway between the Davies Overcrossing in Washington County and the westerly terminus of said highway in Clatsop County has been constructed, but the easterly section of said highway which begins at the said Davies Overcrossing and terminates at the Multnomah County line is not yet completely constructed; and

WHEREAS, in connection with and for the completion of said highway it is necessary that real properties be acquired for right of way and other purposes; and

WHEREAS, on the third day of April, 1941, the Highway Commission adopted a resolution by which, among other things, the Commission found, declared and therefore authorized that for the purpose of making possible a highway adequate for the needs of the traveling public there should be acquired in addition to the necessary rights of way all right of access to said highway except at such places as might be agreed upon by the Highway Commission and the property owners; and

WHEREAS, the Commission does now find and declare that the real properties hereinafter described are required and are necessary for use in connection with the permanent construction, improvement and maintenance of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary and needed for and in connection with the construction of the said Wolf Creek Highway between Davies Overcrossing and the Multnomah County line. The properties, the acquisition of which hereby is authorized and ordered, and the names of the owners thereof are shown on the sheets attached hereto and by this reference made a part of this resolution. *

2. The Commission does further find and declare that in addition to the acquisition of the real properties described on the attached sheets it is necessary in order to make possible the proper construction and maintenance of a highway thereover that there be acquired all rights of access from abutting properties to the said parcels of real property and the highway which is to be constructed thereover, except

at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission.*

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions as may be necessary and appropriate to acquire title to the said parcels of real property, and all rights of access thereto except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. This resolution shall be entered in full in the minutes and records of the Commission.

MAY 14 1945

*(The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 51, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of road-building materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, by official act of the legislature there has been designated a state highway which is known as the Pacific Highway East and otherwise designated as State Highway No. 1E; and

WHEREAS, the transportation of persons and property over public highways by private and for-hire motor vehicles has developed to a point where such means of transportation has become an integral and essential part of the transportation systems and agencies of the State and of the nation; and

WHEREAS, the volume and type of motor vehicles now using the public highways of the State and the nation have become such that early highway standards and highway designs are inadequate with respect to factors of safety, time element, weight of load, dimensions of vehicle and all other factors entering into the problem of transportation over public highways; and

WHEREAS, highway construction, maintenance, and improvement are now and have been for some time financed in large measure by taxes and other charges imposed upon and paid by the road user, and therefore the convenience, safety, and economy of time and cost of operation are of prime significance to the road user; and

WHEREAS , highways which in design possess a minimum curvature, easy grade, two or more same-direction lanes, freedom from access or intersecting roads, streets or lanes, and into, to, or from which abutting property owners have no, or at least a limited, right of access constitute and are thoroughfares which, in the opinion of the Commission, afford and offer to the highway user economy of time, cost and safety of operation to public officials charged with upkeep, economy of maintenance costs, and for all interested parties a reduction in the toll of life and health and a reduction in property damage; and

WHEREAS, for the purpose of making possible the construction of a more adequate and safe thoroughfare, the Commission has relocated the section of the Pacific Highway East between Salem and Albany, and for like purpose the Commission has declared the necessity for widening, straightening, and otherwise improving the alignment and design of the section of said highway from Albany to Junction City; and

WHEREAS, to the end that public safety, convenience, and public economy may be best served, it is deemed by the Highway Commission advisable and necessary that in connection with the acquisition of real properties for rights of way for said highway there shall be acquired all right or easement of access to said highway from real properties abutting thereon, and all right or easement of access from said highway to real properties abutting thereon, except at such places as may be designated and approved by the Highway Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, that:

1. The Highway Commission does hereby find and declare that the relocation of the Pacific Highway East between Salem and Albany and the construction of a highway over said new location and widening and straightening of the Albany to Junction City Section of said highway are necessary and essential for the convenience, safety, and accommodation of the motoring public so that there may

be made possible the construction, improvement, and maintenance of a highway between said termini adequate in all particulars for existing and potential volume, type, and character of traffic now using or which for long will use said highway;

2. That the said proposed highway projects, consisting of new highway construction, highway location, widening, and straightening between said termini are each and all planned and located in a manner which in the judgment of the Commission will be most compatible with the greatest public good and will do a minimum of damage to private property;

3. That the real properties described on the attached sheets are each and both needed in connection with and for said proposed project, and the acquisition of the same hereby is declared necessary;*

4. That for the purpose of providing convenience, safety, economy of time, operation and cost, and for the purpose of providing and making possible the movement of the maximum volume of traffic over said highway and otherwise protecting and bringing greater returns to public investment in said highway, it is deemed and declared to be necessary that, in addition to the acquisition of real properties for rights of way, there shall be acquired from the owners of all real property abutting upon said highway or highway right of way all right or easement of access from abutting lands to, over, and into said highway and all right or easement of access from said highway to said abutting real property, except at specific places to be designated in the deeds or other evidences of title;

5. That J. M. Devers, as Chief Counsel of the Oregon State Highway Commission, be and he hereby is authorized and directed personally, or through a member or members of the Legal or Right of Way staffs, to attempt to agree with the owner or owners of properties described on the attached sheets with respect to the compensation to be paid for said property or properties together with the damage, if there be damage, to the remainder of the said properties as a result of the taking of properties to be appropriated for said projects, and is authorized and directed to attempt to agree with such owner or owners with respect to the compensation and damage, if there be damage, to be paid for a waiver, sale, and transfer of all right or easement of access from the abutting property or properties to, into, or over said highway and all right and easement of access from said highway to said abutting property or properties, except at specific places to be designated in the deeds or other evidences of title;*

6. That in the event said property or properties, or either of the same, or the right or easement of access with respect to any ownership cannot be acquired by agreement, then said

* For names of property owners and descriptions of property mentioned herein, see "Real Property Condemnation Resolution No. 52.

J. M. Devers, as Chief Counsel, is hereby authorized to institute and prosecute to final determination any necessary or appropriate suit or action for the State in the name of the State, by and through its State Highway Commission, for the condemnation of such interest or interests as such owner or owners may have in said real property or properties, including any and all right of access except at places specified therein, and for determining the compensation to be paid not only for such real properties needed for right of way purposes and the damage, if any there be, but the compensation to be paid for such right or easement of access and the damage if any there be.

7. That in the event said properties, or either of them or such right of easement or access are acquired through condemnation proceedings, then said J. M. Devers, as Chief Counsel, hereby is authorized in the conduct and prosecution of said proceedings to make such offer, offers, commitment, or commitments as in his opinion will best serve the interests of the State of Oregon, this Commission, and the general public, as well as the interests and welfare of the owner or owners who may be defendants in any such proceeding; and

8. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer requested authority to submit to the Public Roads Administration for approval a list of survey projects which will be required in connection with the Commission's postwar construction program. He explained that such approval is required in order to secure Federal participation in survey and right of way costs and gave as his thought that Federal approval should be obtained now in order to avoid unnecessary delays later on. It was the feeling of the Commission that the adoption of the postwar program should carry with it authority for the making of the surveys and for the taking of right of way options covering the whole program, so as to avoid piece-meal action on the things that are required. The Engineer and the Attorney were thereupon instructed to review the matter from such standpoint and to submit to the Commission for adoption a form of resolution embodying the things discussed, and including all projects concerning which there is no question.

The Commission approved and signed an easement agreement with a Mr. William Patapoff and wife, required in connection with the construction of a sidewalk along the Pacific Highway East in the town of Halsey, said sidewalk construction being included in the contract for the improvement of the Halsey-Harrisburg section of this highway.

The Commission also signed an agreement with the United States War Department terminating its lease of a portion of Pilot Butte State Park at Bend which has been used for some time past by Army personnel for radar purposes.

The Commission's action was taken upon recommendation of the Engineer who advised that inspection of the property reveals that the Army has fulfilled its obligation satisfactorily.

The Commission had under discussion the advisability of consenting to the vacations of certain streets in the town of Reedsport as an accommodation to the local school district, particularly portions of Sixth Street and 'H' Street and a portion of the alley between 'H' Street and 'L' Street, where they connect with the Oregon Coast Highway. The Engineer explained that the Highway Commission owns some of the land that fronts on the streets to be vacated and must join with the other property owners in the request for such vacation if it is to be effected. He recommended approval of the school board's request not only as an accommodation to the school district, but also because it would eliminate access to the highway at these points. The Commission's Attorney concurred in the recommendation. The Commission approved the recommendation by unanimous vote and thereupon signed a petition with respect thereto.

The Commission also approved and signed a lease granting to the United States Weather Bureau use of certain state owned property in Josephine County heretofore leased to the Civil Aeronautics Administration which no longer has use for the same, and wishes its rights transferred to the Weather Bureau.

The Attorney brought up for discussion the claims of Messrs. Van Hausen and Larsen who suffered personal injuries and damage to their car as a result of the opening of the movable draw on the interstate bridge between Portland and Vancouver at a time when they were crossing this structure. The Attorney advised that both men have agreed to settle their claims for the sum of $300.00 each. He gave us his thought that such settlement is reasonable and should be accepted; however, pointed out that the State of Washington which is liable for one-half of the expense cannot pay its share until the claims have been approved by the Washington legislature. The Washington Highway Department acknowledges its obligation and will endeavor to get the legislature to approve payment when it convenes again in about two years. He suggested, if the Commission approves the settlement, that Oregon advance the payment of Washington's share with the understanding that reimbursement by the State of Washington will be forthcoming at later date. The Commission approved the suggestion and authorized settlement with Messrs. Van Hausen and Larsen on such basis.

The Commission had under consideration the case of United States vs. State of Oregon, et al, in which case the State was made a party defendant because of the fact that a part of the real property sought to be appropriated by the Government was originally within the right of way of the Columbia River Highway, but since the filing of said proceeding the highway had been relocated and therefore the property in which the State had an interest was eliminated from the right of way.

The Attorney advised the Commission that the State no longer has any interest in the litigation and recommended that the Commission join in a stipulation by which the State will waive any claim to compensation. The Commission ordered that the stipulation be signed and directed the Attorney

to make the proper filing of the same in the Court.

The Engineer and the Attorney reported on the claim of Mrs. Gertrude Maki, Astoria, arising out of the J. A. Terteling and Son Contract No. 2692 for the construction of the Astoria Naval Hospital Section of the Nehalem Secondary Highway. It appears from the claim that Mrs. Maki has five causes of complaint; viz., that the highway grade line as constructed in front of her property is considerably higher than was originally contemplated; that the Maki's domestic water supply line which crosses this highway was not properly replaced when the highway was rebuilt; that the State Highway Department did not rebuild an existing sidewalk in front of the Maki premises as agreed when the right of way option was obtained; that sewer facilities, consisting of an excavation for the benefit of the Maki's next door neighbor, was left in an unsanitary condition; and that there was damage to the Maki residence by reason of the operation of the contractor's equipment in the near vicinity. The Engineer advised that the Maki's property lies outside of the corporate limits of the City of Astoria; therefore, does not come within the purview of the law which prohibits a change of an established grade line of a roadway without payment of damages to the affected property owners, in view of which the State is not liable for damages on that account. As to the Maki's water supply line, the Engineer advised that this claim has merit because the existing pipe line was damaged and the Maki's were put to some inconvenience and expense thereby. He estimated the cost of installing the new pipe line at $69.00, and recommended payment of such amount to the Makis on this account. As to the sidewalk construction, the Engineer advised that because of the raising of the grade line of the highway, an existing sidewalk had to be destroyed. He recommended replacement of this sidewalk, which he estimated would cost about $35.00, provision for which is contained in the right of way option secured from the Maki's. As to the sewer ditch, the Engineer advised that the ditch was constructed to provide for future sewer disposal into the bay, but carries no sewage at the present time although it does act as a drain for surface water. He advised further that if and when the ditch is used for sewage purposes, a pipe line will be installed therein by the users and owners, and the ditch will then be backfilled. Regarding Mrs. Maki's complaint that her residence building was damaged by the operation of the contractor's equipment, the Engineer advised that there may have been some damage on this account as evidenced by plaster cracks, the repairing of which is estimated to cost about $300.00. This is properly a claim against the contractor who should be required to make satisfactory settlement with the Makis before he receives final payment under his contract with the state. Following discussion of this matter, the Commission approved the Engineer's report and authorized settlement with the Makis in accordance with his recommendation. The Attorney inquired as to the payment of the contractor's final estimate amounting to $9,897.92. He recommended that the sum of $9,000.00 be released now and that the remaining sum, $897.92, be retained until the Maki's claims against the contractor have been satisfied, provided the contractor's surety consents to such settlement. The Commission approved the recommendation by unanimous vote.

The Engineer reviewed the results of the taking of bids in Salem on May 1, 1945, for the sale of the Mountain View Inn buildings near Wolf Creek

on the Pacific Highway in Josephine County. He advised that seven bids were received, the two high ones being identical in the amount of $200.00 each. It was decided, he said, after consulting with individual members of the Commission over the telephone, to ask these two bidders to submit new bids, which was done with the result that on May 2, 1945, one of the bidders, Mr. Milo S. Cline, offered to pay $251.00 for the buildings, and the other, Redwing Auto Court, Grants Pass, offered to pay $226.00 for them. Both bids were satisfactory, and that of Milo S. Cline was accepted, being the greater of the two. The Commission approved the sale of the buildings to Mr. Cline. The Engineer also advised that bids were taken in Salem on May 1, 1945, for the sale of a tract of land at Albany, three bids having been received, that of L. L. Swan, Albany, being high in the amount of $1,035.00. All bids, he said, were rejected because they were considerably under the estimated value of the property. The Commission, by unanimous vote, approved the report.

The Engineer brought up for discussion the offer of the Troutdale Vegetable Growers Cooperative Association to purchase certain state owned property situate adjacent to the Columbia River Highway at Troutdale. He advised that the matter has been investigated by the Maintenance Engineer, E. A. Collier, and Mr. C. W. Parker of the Right of Way Department who ascertained that the association would be satisfied if it could obtain a tract either 50 feet wide by 150 feet long, with a 50 foot frontage on the O.W.R. & N. railroad or a tract 100 feet by 100 feet in dimension fronting on the railroad, together with an easement 10 feet wide along the railroad right of way line for a pipe line extending from the tract to the Sandy River. The association is willing to pay $1,000.00 for either tract, but prefers the tract with the 100 foot frontage on the railroad. The sale of this tract to the association, he said, will not impair the use of the remainder of the state's property, and he recommended acceptance of the company's offer to pay one thousand dollars for the 100 feet by 100 feet tract with the pipe line easement. The Attorney concurred in the recommendation. The Commission approved the recommendation unanimously.

The Engineer reported on the proposed establishment of one-way traffic streets in the City of Corvallis, particularly Van Buren Street, present route of the Pacific Highway West, between 9th Street and 4th Street, and Harrison Street between 9th Street and 3rd Street. He advised that the city officials are willing to designate the Harrison Street Section as a one way traffic street for north bound traffic if the abutting owners will agree to pay 50% of the cost of necessary street repairs in conformity of city charter requirements; and the city would also be willing then to designate the Van Buren Street section a one way traffic street for south bound travel. During the discussion, he said, the city officials raised the question whether or not the state would contribute toward the cost of improving the Harrison Street section in view of the fact that it would be used for a number of years as a state highway route, pending construction of the proposed new connection with the Pacific Highway West some distance north of the city limits. The Commission appeared favorably inclined but deferred a definite decision with regard thereto pending a report by the Engineer on the costs involved.

A letter was presented from the County Court of Clackamas County requesting the designation of the following county roads as state secondary highways in order to relieve the county from maintenance expense:

Market Road No. 7 between Barton and Carver
Market Road No. 39 between Carver and the intersection with Market Road No. 16 at Deep Creek.
Market Road No. 16 from Deep Creek to the Town of Clackamas.

It was contended by the county court that these roads carry an enormous amount of log hauling traffic, and the cost to maintain them is more than the county can afford. The Engineer estimated that it would cost about $400,000.00 to put the roads in a condition to withstand continuous log hauling traffic, although, for about $76,000.00 the roads could be put in a fair condition to last about twelve months. The Commission decided not to place any more roads on the secondary highway system at the present time.

The County Court also asked the Commission to authorize the painting of a center stripe along the lower Boones Ferry Road, Market Road No. 13 in the northwestern corner of Clackamas County. The Commission approved the request subject to the condition that the county will pay the costs involved, it being the desire of the Commission to help out the counties in this way as much as is possible. The matter is to be covered by a written agreement between the state and the county in which the county shall agree to assign to the State Highway Department out of its share of the next apportionment to the counties of state highway funds, a sufficient amount to pay the expense of the striping.

Commissioner A. W. Schaupp arrived at this juncture and participated in further discussions.

A letter was presented from Mr. Lawrence N. Brown, City Attorney, Salem, in behalf of the Salem Airport Committee, in which inquiry was made whether or not the State Highway Commission would be willing to enter into an agreement with the City of Salem for the maintenance of runways at the Salem Municipal Airport if the Airport is released by the Army to the city. The Commission authorized the Engineer to perform such service for the city in so far as he is able with the men and materials available, and subject to the condition that the city will pay all of the costs involved and is willing to wait its turn to secure the improvements. The Commission made it clear that it is unwilling to assume full charge of the maintenance of this Airport, but that the help to be rendered is to consist of repair work from time to time as may be required for the proper use of runways.

A letter was presented from the Roosevelt Parent Teachers Association, Corvallis, requesting the construction of a sidewalk along the right of way of the Corvallis-Newport Highway for the benefit of children who attend Roosevelt School, Corvallis, and other pedestrians. The Commission denied the request as

a matter of policy, it appearing from the discussion that this district has built up since the highway was constructed. The Commission considered that the state is not obligated in cases of this kind, but the state might be obligated if a new highway were to be built through a built-up section.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission and asked the Commission to confirm them for the records. After discussion the Commission by unanimous vote approved the following surveys and authorized the Engineer to make such surveys on various sections of the highways in this state, which said sections of highways together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Cost	105-1430	Columbia	Preparation of cost estimates for widening Mist-Clatskanie Highway to accommodate 64ft. log loads	$250.00
Reconnaisance	113-1431	Harney	Survey of cinder pit for maintenance materials on Princeton-Rome Secondary Highway	$ 50.00
R/W descriptions	21-1477	Lincoln	Locating of property corners, etc., for preparation of r/w descriptions-vicinity of Tidewater on Alsea Highway	$1,000.00
Reconnaisance	21-1478	Lincoln	Survey of quarry site near Ekman Slough on Alsea Highway	$ 250.00

In this connection the Commission instructed the Engineer to send to each Commissioner a copy of the letter that he sent to logging operators who are operating over the Mist-Clatskanie Highway, concerning the improvement of this road to accommodate the truck hauling of logs 64 feet long. The Engineer was also instructed to send to each Commissioner a copy of similar letters in the future.

The Commission had under consideration the following requests for extension of time within which to complete certain highway contracts:

Charles Shannon & Son, Contract No. 2700, for grading and paving the Roseburg Timber Access Road on the Pacific Highway and North Umpqua County Road in Douglas County, requested an extension of time of sixty days, from April 30 to June 29, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to excessive rainfall which caused high water in the river from which they obtained backfill

materials, and also because of additional work that they were required to do. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct and recommended that the extension of time be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Skelton & Wiecks, Contract No. 2710, for the furnishing of crushed rock for the Newport Rock Production Project on the Corvallis-Newport and Siletz Highways in Lincoln County, requested an extension of time of forty-four days, from May 31 to July 14, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions which prevented them from starting the production of materials that would comply with the specifications. The Engineer advised that if the contractor completes the contract by July 15 no loss will accrue to the state as the material will not be needed until August. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Chester T. Lackey, Contract No. 2670, for the furnishing of crushed rock in stockpiles for the Juntura-Hope Section of the Central Oregon Highway in Malheur County, requested additional extension of time from June 1 to October 31, 1945, within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: Inability to secure labor; damage to his plant by the breaking loose of an ice jam; difficulties in securing repair parts for his equipment, and high water during the spring of 1945. The Engineer advised that while progress of the contractor has been rather slow, it is quite likely that he will be able to furnish sufficient rock for the use of the state oiling crew in July, in view of which the crew should not be handicapped. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that Contracts Nos. 2582 and 2712 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission.

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2582, with McNutt Bros., for grading and paving on the Judkins Point Section of the Pacific Highway in Lane County; completed on July 31, 1944.

Contract No. 2712, with F. R. Hewett Company, for furnishing crushed materials in stockpiles on the Hermiston Rock Production Project in Umatilla County; completed on April 19, 1945.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Attorney reported briefly on the controversey with Mr. E.H. Lamport who is maintaining a cottage in Casey State Park on the Crater Lake Highway in Jackson County, and who refuses to vacate the premises. The Commission deferred action in the matter pending a written report from the Attorney at a later date.

The Engineer requested authority to purchase four heavy duty power winches to be attached to trucks that are used in connection with bridge repair work. He estimated the cost of the winches at $300.00 each, or a total of $1,200.00. The Commission approved the request.

A letter was presented from Mrs. Grace Clay, Portland, requesting the installation of traffic signals at the intersection of Northeast 82nd Avenue and Prescott Street, Portland, so as to eliminate what Mrs. Clay alleges is a dangerous traffic hazard. The Engineer advised that this matter was thoroughly investigated by the Acting Traffic Engineer who gives as his considered opinion that neither the replacement of stop signs, the installation of time signals, nor the placement of a flashing beacon would improve the conditions at this point, and who recommends, rather, that some measure of selective enforcement be carried on with respect to traffic at this intersection. The Engineer advised that he concurs in the recommendation. The report of the Acting Traffic Engineer was thereupon approved by the Commission by unanimous vote.

The Commission had under discussion a revision of the proposed agreement with the Klamath Indian Agency with respect to the construction of the Sprague River Road. The Engineer recalled that the Commission at its meeting on January 23, 1945, signed an agreement covering this project, but it was not completed by the Agency which is now requesting three revisions. Two of the proposed revisions, he said, are minor, but the third concerns the date of completion of the project, being a request made that a date be inserted on or before which the work to be done by the State shall be performed. Commissioner Banfield expressed himself in favor of proceeding with the work as soon as possible after wartime restrictions have been removed. Commissioners Schaupp and Chessman expressed themselves similarly,

making the decision unanimous. The Commission thereupon authorized such revision in the agreement form and instructed the Engineer to inform the Indian Agency of the action taken. The revised agreement was thereupon signed by the Commission.

The Commission discussed and approved the changing of one word in its agreement with the Bureau of Reclamation covering easement for the construction of the Klamath Falls-Malin Highway across certain government owned lands in Klamath County, particularly the changing of the word "provisions" to the word "purposes " in paragraph three on page six of the original agreement. The revised agreement was thereupon signed by the Commission.

The Engineer brought up for discussion the question of extending to monthly paid employees the priveleges of the payroll reduction plan for Health and Accident Insurance coverage now in effect covering hourly paid employees. He gave his thought that the monthly paid employees should be given the same privileges as the others and so recommended. The Commission approved the recommendation and so ordered.

The adoption of a policy with respect to the granting of permits for the transportation over state highways of long logs and piling had the attention of the Commission.

The Engineer advised that many of the loads of long logs that are carried over state highways are delivered to paper mills, shingle mills and the like where they are ground up into paper pulp or made into shingles. In his estimation, there is no good reason why the logs could not be cut into shorter lengths before they leave the woods. He recommended that requests received hereafter for permits to transport extra long logs over state highways be denied in the interest of public safety unless the logs are to be used for long structural timber or for some other purpose that requires extra long logs. The Commission approved the recommendation unanimously and so ordered.

With respect to the transportation of piling over state highways the Engineer advised that investigation reveals that it is common practice among operators in this service to haul the piling long distances to certain railroad loading points notwithstanding that a number of suitable loading points may be passed by enroute; further, that the investigation also reveals that there is considerable cross hauling of piling on the highway which results in the traveling public being subjected to the hazard of piling being transported in both directions over the same section of highway. He recommended as a public safety measure that piling haulers should not be permitted to transport their loads over the highway for a greater distance than to the nearest railroad loading point from the point where the loads enter the highway and that such loads be piloted throughout the length of the haul if more than one half the traveled roadway is utilized in the movement. The Commission approved the recommendation by unanimous vote, it being the Commission's belief that everything possible should be done to protect public travel.

The Commission also discussed the adoption of a resolution extending the time limit for the granting of Emergency Transportation Permits as

authorized by the 1945 Legislature. The Commission voted unanimously to extend the time limit on such permits, and instructed the Attorney to prepare an appropriate resolution for adoption by the Commission at its next regular meeting.

The Engineer reported the gift of some engineering books from Mrs. Otto Schrader, Taft Heights, Oregon, widow of an Engineer who was formerly in the employ of the State Highway Department. The Commission accepted the gift and instructed the Secretary to formally thank Mrs. Schrader for her courtesy and generosity.

The Engineer requested authority for Acting Traffic Engineer, Mr. F. B. Crandall, and his Assistant, Mr. J. Al Head, to go to Seattle at state expense for discussion of traffic problems with officials of the Washington Highway Department. He estimated that the total expense involved, other than automobile expense, would not exceed $80.00. The Commission approved the request by unanimous vote subject to the condition that the trip is absolutely necessary in order to discuss specific problems.

The Commission discussed the matter of relieving traffic congestion at the Columbia River ferry approach in Astoria. The Engineer advised that the Astoria City Council requested the Highway Commission to construct a ramp leading down to a vacant lot nearby which is suitable as a parking area, thereby relieving traffic congestion on the street leading to the ferry. He estimated the cost to construct the ramp at $1500.00 and pointed out that the expenditure would not be lost because the ramp will become a component part of a permanent highway improvement that is planned for construction at this location in the post war period, the sum of $65,000.00 having been tentatively approved by the Commission for such purpose. He recommended approval of the project. The Commission approved the expenditure by unanimous vote.

The Engineer reported that the following cities and towns, Ashland, Corvallis, Gold Hill, Troutdale and Wheeler, have fulfilled the legal requirements with respect to the expenditure of the state tax street funds paid to them in 1944, and that the plans for the projects that are proposed for construction with such funds have been examined and found satisfactory. He recommended approval of the projects by the Commission so the work can proceed. The Commission adopted the following resolution with regard thereto by unanimous vote:

> WHEREAS, pursuant to the provisions of Chapter 317, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Ashland	$ 6,515.58
Corvallis	11,525.87
Gold Hill	736.16
Troutdale	289.79
Wheeler	355.72

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Ashland - Bridge construction on Mountain Avenue and over Ashland Creek, also pavement repair throughout city

Corvallis - Harrison Street, also bridge construction on 15th Street

Gold Hill - 1st Street West, 7th Street West, 5th Avenue, 6th Avenue, 4th Avenue

Troutdale - Harlow Street, Celestia Street

Wheeler - Street intersection between Gregory and Norvick Streets

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 14th day of May, 1945.

The Commission upon recommendation of the Engineer also approved the expenditure of the state tax street funds that were paid to the following

cities and towns in 1945:

Barlow	Ontario	Troutdale
Monroe	Sandy	Wasco
	Sodaville	

The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cites and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Barlow	$ 72.68
Monroe	434.70
Ontario	4,963.40
Sandy	661.13
Sodaville	138.38
Troutdale	294.92
Wasco	423.52

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Barlow - Main Street, Second Street, Maple Street, First Street

Monroe - Railroad Street, Main Street, Howard Street, Commercial Street

Ontario - Oiling unoiled street in city

Sandy - Center Street

Sodaville - Main Street, Washington Street, Maple Street

Troutdale - Harlow Street, Celestia Street

Wasco - Fulton Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 14th day of May, 1945.

In the discussion of this matter the question arose whose responsibility it is to check the expenditures by the cities to see that the money is spent legally.

The Attorney advised that after the money reaches the City Treasurer only a tax payer can start action against the expenditure of the same; also that with respect to the highway funds that the counties receive from the state, the Highway Commission has the privilege of inquiring as to expenditures if it so desires.

Chairman Banfield gave as his thought that when counties request additional state funds for certain county purposes and give as a reason that no county funds are available, inquiry should be made as to how the money they received from the state has been spent. Commissioners Schaupp and Chessman concurred and it was so ordered. The Secretary was instructed to make such inquiry as the cases arise.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Tuesday, May 29, 1945. The Secretary was instructed to reserve the Stock Exchange Room in the Imperial Hotel for such purpose.

The Commission by unanimous vote approved the minutes of the meeting held on April 16 and 17, 1945, subject to certain changes requested by Commissioner Schaupp in the record of his remarks concerning the selection of an interregional highway connection between the states of Oregon and California.

The Assistant Attorney reported on the request of the Assembly of God Church, Trail, Oregon, for the return to the church of a one half acre of land that was deeded to the state by mistake in connection with [illegible]

way transaction. He advised that investigation reveals that the property in question, which contains slightly more than one half acre, lies on the opposite side of Trail Creek from the highway and is of no value for state highway purposes. He recommended that it be deeded back to the church, particularly because it was mistakenly conveyed to the state in the first instance. The Commission approved the recommendation unanimously.

The question of taking membership in the National Association of Travel Officials again had the attention of the Commission which referred it to the Advisory Committee on Travel matters for a decision.

The Commission approved and signed an agreement with the U. S. War Department providing the lease to the United States of America of a portion of the right of way of the Upper Columbia River Highway at the Celilo Canal, Wasco County, which has been occupied by certain government buildings for many years. The agreement provides for cancellation of the lease when the property is needed for state highway purposes.

The Engineer reported receipt of a communication from Mr. T. Matt Hally, Director of Highways, State of Idaho, regarding the selection of an interregional highway connection between the states of Oregon and Idaho. He advised that, according to Mr. Hally, Idaho will recommend to the federal authorities the adoption of a route on the Oregon side of the Snake River beginning at a point on the present Old Oregon Trail about six miles north of Weiser Spur junction and extending southerly to the Idaho state line at Morton's Island, about two miles southeast of the City of Ontario, which route coincides with the route recommended by himself as the result of surveys in 1941; however, the Idaho recommendation is conditioned on the designation as a Federal Secondary Highway of the present road which extends from the Old Oregon Trail to Payette, Idaho, and the consideration of an entirely new road extending due west from the City of Weiser, Idaho, to a connection with the present Old Oregon Trail, and that agreement can be reached between the two states as to participation on the cost of interstate bridge structures on a 50/50 basis.

The Engineer recommended adoption of the location described above as the interregional highway route and that the Payette and Weiser connections mentioned by Mr. Hally be recommended to the Public Roads Administration for designation as Federal Secondary Highways, subject to the condition that bridges across the Snake River on the two said connecting roads shall not be constructed until there is apparent necessity for the same and there are Federal Secondary funds available to finance them. The Commission affirmed the recommendation by unanimous vote except that no commitment was made with respect to the new connection west of Weiser which was taken under advisement by the Commission for future consideration. The Engineer was instructed to inform Mr. Hally of the action taken.

A letter was presented from Mr. Archie Ede, Plush, Oregon, requesting permission to construct two cattle guards across the Warner Secondary Highway between Adel and Plush, Lake County. The Engineer advised that this road is in an isolated section of the state and carries very little travel, and

it is not likely that the guards would cause anyone much inconvenience.

Commissioner Schaupp stated that he favored the granting of such privileges on roads in out of way places where the traffic volume is small. After discussion the Commission voted unanimously to grant Mr. Ede's request and also declared such action as its policy to be followed hereafter in cases where the highway is in an isolated district and carries very little travel.

The Commission recessed for luncheon at 12:00 o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission discussed matters pertaining to the selection of a Secondary Federal Aid Highway System concerning which a delegation representing the Association of Oregon Counties was scheduled to appear before the Commission at this meeting. In this connection the Engineer presented, for the Commission's consideration, a proposed post war construction plan arranged by counties and including the following: Primary Federal Aid Projects; Urban Federal Aid Projects; Secondary Federal Aid Projects; and a tentative Forest Highway Program, together with war time construction projects and projects heretofore recommended by the County Courts, arranged in order of desired priority. (See details of outline in the general files under "Construction Program Information Arranged by Counties, May 10, 1945.")

The Commission indicated approval of this outline, but took no definite action thereon. Mr. T. M. Davis, Senior Highway Engineer, Public Roads Administration, who was present, advised that the plan, in general, meets with the approval of the Public Roads Administration, but the details thereof are subject to change or modification if justified by facts after the plan has been analyzed. Considerable discussion was had on the selection of the roads that are to be recommended for the Secondary Federal Aid Highway System, and it was decided that the County Courts of the state should be contacted relative thereto, and if agreement can be reached with respect to the projects, then the program would be submitted to the Public Roads Administration for approval. In the event the Public Roads Administration will not approve the program as recommended, then an Engineer representing that department will go to the counties affected and explain why approval cannot be given.

At 3:00 p.m. representatives of the Association of Oregon Counties appeared before the Commission regarding the designation of the Secondary Federal Aid Highways. The group was headed by Mr. F. L. Phipps, The Dalles, Executive Secretary of the Association, and included the following: H. D. Kerkman, County Judge, Washington County and President of the Association; James Lewis, County Commissioner, Washington County; County Judge C. L. Allen, Deschutes County; County Judge J. H. Allen, Grant County; County Judge A. H. Boice, Curry County; County Judge Grant Murphy, Marion County; Frank L. Shull, Member Board of County Commissioners, Multnomah County; County Judge J. B. Kirk, Wasco County; County Judge V. E. Keeder, Klamath County; County Commissioner Fred Gibson, Polk County; County Judge Nelson B. Higgs, Harney County; and County Engineer, Paul B. Wynning, of Jackson County.

Mr. Phipps advised that the members of the County Courts who are present understand how the selection of the highways and county roads was made for the Secondary Federal Aid Highway System , and that the Executive Committee of the Association is satisfied, in general, with the selection as proposed. There followed a general discussion of this matter during which numerous questions were asked by members of the delegation, and definite answers returned by the Commission insofar as was possible, for the benefit of the members of the Association Committee which plans to contact all of the county courts during the next few days regarding this matter.

Chairman Banfield suggested that during the committee's canvas of the state, inquiry should be made of the County Courts concerning wages that are paid in the several communities. Mr. Phipps agreed to bring the matter up in the discussions and to advise the Commission relative thereto. The conference was concluded and the meeting adjourned at 4:00 p.m. to reconvene on the following morning.

Portland, Oregon, May 15, 1945

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

COOS BAY-ROSEBURG AND POWERS HIGHWAYS IN COOS COUNTY
HOFFMAN BRIDGE ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene	$23,974.00
Vernie Jarl, Gresham	25,700.00
E. C. Hall Company, Portland	26,000.00
J. N. & M. J. Conley, Portland	27,200.00
Newport, Kern & Kibbe, Portland	28,900.00
T. W. Thomas, Portland	29,000.00

OREGON COAST HIGHWAY IN COOS COUNTY
PAINT COOS BAY BRIDGE AT NORTH BEND

Watson & Morris, Oakland, California	$27,500.00
A. H. Barbour & Son, Portland	42,750.00
George C. Clark, Portland	47,500.00

COOS BAY-ROSEBURG AND OREGON COAST HIGHWAYS IN COOS AND CURRY COUNTIES
WIDENING MYRTLE POINT-ELBOW POINT AND CAPE SEBASTIAN SECTIONS

John A. Logan, Portland	$32,982.00
Oscar E. Joelson, Eugene	33,784.00
T. W. Thomas, Portland	34,837.00
E. C. Hall Company, Portland	36,671.00
J. N. & M. J. Conley, Portland	52,681.00

PACIFIC HIGHWAY IN JOSEPHINE COUNTY
COYOTE CREEK-GRAVE CREEK SECTION

McNutt Brothers, Eugene	$601,501.00
Guy F. Atkinson, San Francisco, California	662,230.00
K. L. Goulter, Seattle, Washington	664,865.00
Larsen Brothers & Harris Brothers, Sacramento, California	678,246.00
E. C. Hall Company, Portland	692,403.50
Kuckenberg Construction Company, Portland	728,657.00
E. B. Bishop, Orland, California	771,784.00
Leonard & Slate Oregon, Ltd., Portland	772,185.00
Guerin Brothers, San Francisco, California	805,489.00
Peter Kiewit Sons Company, Omaha, Nebraska	820,064.50
Morrison Knudsen Company, Boise, Idaho	887,516.30
C. J. Eldon, Portland	984,636.50

OREGON COAST HIGHWAY IN LINCOLN COUNTY
PAINT YAQUINA BAY BRIDGE

Watson & Morris, Oakland, California	$22,500.00
A. H. Barbour & Son, Portland	22,750.00
George C. Clark, Portland	27,000.00

COUNTY ROAD NO. 1240 IN LINN COUNTY
BRIDGE OVER SOUTH SANTIAM RIVER NEAR SWEET HOME (COUNTY PROJECT)

Birkemeier & Saremal	$20,104.00
Lindstrom Brothers, Portland	27,251.60
McNutt Brothers, Eugene	31,977.75
Marine Contractors, Inc., Portland	35,018.00

A delegation representing the Oregon Pacific Highway Association and consisting of the following persons was present in regard to the designation of an interregional highway connection between Oregon and California: Mr. Ralph Koozer, President, Ashland; Paul B. Rynning, County Engineer, Jackson County, and Secretary of the Association; Hon. Franklin Van Dyke, State Representative, Ashland; D. N. Busenbark, County Judge, Douglas County; J. Ross Hutchinson and H. B. Roadman, County Commissioners, Douglas County; County Judge W. A. Johnson, Josephine County; A E. Powell, County Commissioner, Jackson County; J. W. Hildebrand, County Commissioner, Coos County and Member of the Coos County Chamber of Commerce; County Judge A. H. Boice, Curry County; Herbert Gray, Medford, President Jackson County Chamber of Commerce; C. A. Coates, Grants Pass, representing Chamber of Commerce; A. W. Helliwell, Cottage Grove Chamber of Commerce; Hon. C. A. Meeker, Mayor, City of Medford; Cy Eakin, representing the City of Cottage Grove; C. H. Demaray, representing City of Grants Pass and Redwood Empire Association; Percy Croft, representing Roseburg City Council; Hon. T. S. Wiley,

Mayor, Ashland; William M. Briggs, City Attorney, Ashland; Hon. E. T. Newbry, State Senator and President Ashland Chamber of Commerce; H. Claycomb, Ashland Chamber of Commerce; C. C. Thompson, Field Representative, System Freight Service, Los Angeles; Archie Pierce, President, Pierce Auto Freight Lines Portland. Speaking in behalf of the Pacific Highway Route were Mr. Rynning, Judge Busenbark, Mr. Meeker, C. H. Demaray, Mr. Hildebrand, Senator Newbry, Mr. Eakin, Mr. Thompson, Mr. Briggs, Judge Boice, Mr. Pierce, Mr. Croft, Representative Van Dyke and Mr. Koozer.

Mr. Koozer presented a typewritten brief in support of the oral arguments submitted in behalf of the Pacific Highway Route. (See brief in general files for details). Petitions and letters favoring the adoption of the Pacific Highway connection with the California Highways system were also presented to the Commission. Chairman Banfield concluded the conference by stating that the Commission would give serious consideration to all factors before making its decision.

Mr. C. L. Claycomb, Ashland, came before the Commission in regard to the remodeling of his garage building which is required in connection with the proposed improvement of the Pacific Highway in Ashland. He was accompanied by Mayor T. S. Wiley and Mr. William Briggs, City Attorney. Mr. Claycomb advised that he had an agreement with the former Highway Commission with respect to the remodeling of his building, and he would like very much to proceed with certain development work that he has in mind which would require immediate settlement with the State. The Commission's Attorney advised that all of the right of way for the proposed highway improvement has been acquired except that needed from Mr. Claycomb, and settlement for this particular parcel was deferred until the Commission was ready to proceed with construction due to the fact that the remodeling of Mr. Claycomb's garage building is a rather expensive proposition. The Commission desired full information before passing on the matter, and thereupon instructed the Attorney to render a complete report at the next meeting.

The County Court of Clackamas County, represented by County Judge E. L. Pope, County Commissioners George Randall and C. W. Kruse and County Engineer D. T. Meldrum, came before the Commission regarding its written request for the designation as State Secondary Highways of certain county roads over which extensive log hauling operations are being carried on. Judge Pope advised that Clackamas County is not financially able to keep these roads in a good state of repair, so is asking the State Highway Commission to assume such obligation. He advised that Clackamas County is getting nothing out of the logs that are hauled over the roads, in view of which the County Court feels that it is not fair that the county should be required to maintain them, but rather, that it is the State's obligation to do so. The State Highway Engineer suggested the County might be able to obtain Federal Timber Access Road monies to finance a road improvement that would stand up under such class of traffic. Mr. John R. Sargent, District Planning Engineer of the Public Roads Administration, who was present, suggested that the county file an application for such funds with Mr. F. H. Brundage, Western Log and Lbr. Administrator. He said that if Mr. Brundage approves the project, the Public Roads Administration will proceed with the improvement. The Court indicated that it would act on this suggestion.

Judge Pope also asked the Commission to paint a center stripe on the Boones Ferry County Road. The Commission authorized the Engineer to proceed with such work if men and materials are available, subject to the condition that the county will pay the costs involved.

Hon. George Stadelman, Mayor, The Dalles, Oregon, conferred briefly with the Commission concerning the operation of the Columbia River ferry at The Dalles, but no action was taken thereon.

The Commission recessed at 12:00 o'clock noon for luncheon and reconvened at 1:30 p.m. with the same persons present and participating.

A delegation from Klamath Falls and vicinity appeared before the Commission at this time regarding the routing of the north and south interregional highway through Oregon via the Willamette Highway and The Dalles-California Highway to Klamath Falls, thence to a connection with the California Highway System, rather than via the Pacific Highway throughout. This delegation was headed by Mr. Malcolm Epley, President of the Klamath County Chamber of Commerce, and included the following: Tom Watters, Chairman Roads and Highways Committee; Alfred D. Collier, Charles Stark, Executive Secretary; Hon. William Niskanen, State Representative, Bend; Hon. Marshall E. Cornett, State Senator; County Judge U. E. Reeder, Klamath County; County Judge J. H. Allen, Grant County; and C. S. Robertson, President, First Federal Savings and Loan Bank.

Speaking in behalf of the Klamath Falls route were Mr. Epley, Mr. Collier, Representative Niskanon and Judge Allen. Mr. Epley filed with the Commission a typewritten statement in support of the oral arguments presented. He gave as his thought that both highways under consideration should be built to high standards regardless of which one is selected by the Commission for the interregional highway connection between the two states. He further stated that while they are sincere in their belief that the Klamath Falls Route is the proper one to be designated as an interregional highway, they will be satisfied with whatever decision the Commission reaches. The conference was concluded by Chairman Banfield who stated that the presentation will be taken under advisement along with that made by the Pacific Highway group, and the Commission will make its decision after careful consideration of the arguments presented by both factions, and the engineering facts involved.

A delegation from Linn, Polk and Lincoln Counties, consisting of the following members, came before the Commission and requested the early completion of U. S. Highway No. 20 from the top of the Cascade Range to Newport: A. K. McMahon, County Judge E. S. Arnold and County Engineer Walter W. Larsen of Linn County, and P. M. Robinson, all of Albany; C. A. Mockmore, Corvallis; Andrew J. Naterlin, Mayor of Newport; R. H. Reeves and K. P. Sims of Lebanon; Hon. Max Landon and Archie Hessman of Sweet Home; John L. Graham and Theo. Stansbie of Toledo.

Mr. McMahon headed the group. He pointed out that the Commission's Post War Program, as published in the paper, does not include an appropriation for this road in view of which they are urging changes to insure entire completion at an early date and immediate improvements so as to make the road usable. Other speakers in behalf of the project were Dean Mockmore,

Representative Landon and Mr. Graham.

Chairman Banfield pointed out the large sum of money that is being spent for the improvement of the Pacific Highway East between Halsey and Harrisburg which indicates that Linn County is not being neglected in the matter of fund allocations. He also advised that while the Post War Program, as published, may not mention the Santiam Highway, nevertheless, the Commission is making provision for it in the Forest Highway Program and hopes to be able to set up sufficient funds to oil the entire unoiled section, some fifteen miles in length. The work will be done, he said, when the Forest Highway Funds are released, and it is anticipated that as rapid progress will be made as on any other job.

Mr. Walter DeBoer, log hauler, Eugene, was present and asked the Commission to reinstate his logging permit which was cancelled some time ago for several offences including the by-passing of state weighmaster scales on the McKenzie Highway east of Springfield. Mr. DeBoer acknowledged his mistake and promised not to again violate the rules and regulations if permitted to continue operations. Following discussion Commissioner Schaupp stated his willingness to reinstate Mr. DeBoer's permit. Commissioner Chessman concurred subject to placing Mr. DeBoer on probation. Chairman Banfield also approved reinstatement on the basis that Mr. DeBoer hereafter will recognize and respect the rules, and that his permit will again be revoked if the violations are repeated. The Secretary was instructed to ask the Public Utilities Commissioner to reinstate the permit at once.

At 3:00 p.m. Chairman Banfield announced the following awards of contracts for highway construction work, bids for which were received at the morning session, such awards having previously been approved by the Commission by unanimous vote:

"Hoffman Bridge Rock Production Project on the Coos Bay-Roseburg and Powers Highways in Coos County. The low bidder for this work was Oscar E. Joelson, Eugene, at $23,974.00. The next low bidder was Vernie Jarl, Gresham, at $25,700.00. There were four higher bidders. The Commission has awarded the contract to Oscar E. Joelson at his bid price of $23,974.00."

"Painting the Coos Bay Bridge on the Oregon Coast Highway at North Bend, Coos County. Watson & Morris, Oakland, California, submitted the lowest bid at $27,500.00. A. H. Barbour & Son, Portland, submitted the next low bid in the sum of $42,750.00. The third low and only other bid was that submitted by George C. Clark, Portland, at $47,500.00. The Commission has awarded the contract to Watson and Morris at their bid price of $27,500.00."

" Grade widening on the Myrtle Point-Elbow Point and Cape Sebastian Sections of the Coos Bay-Roseburg and Oregon Coast Highways in Coos and Curry Counties. The bid submitted by John A. Logan, Portland, in the sum of $32,982.00 was the low bid received by the Commission for this work. The second low bidder was Oscar E. Joelson, Eugene, in the amount of $33,784.00. There

were three higher bidders. The Commission has awarded the contract to John A. Logan at his bid price of $32,982.00."

"Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County; 4.36 miles of grading and bituminous macadam surfacing; bridge construction and furnishing crushed gravel in stock piles. The low bid submitted for this work was that of McNutt Brothers, Eugene, in the sum of $601,501.00. The next low bidder was Guy F. Atkinson, San Francisco, in the amount of $662,230.00. There were ten higher bidders. The Commission has awarded the contract to the McNutt Brothers at their bid price of $601,501.00."

"Painting the Yaquina Bay Bridge on the Oregon Coast Highway at Newport, Lincoln County. The low bid was submitted by Watson & Morris, Oakland, California, in the sum of $22,500.00. The next low bidder was A. H. Barbour & Son, Portland, in the amount of $22,750.00. The only other bidder was George C. Clark, Portland, in the amount of $27,000.00. The Commission has awarded the contract to Watson & Morris at their bid price of $22,500.00."

"Construct a deck truss span bridge over South Santiam River near Sweet Home on County Road No. 1240, Linn County. Birkemeier & Saremal, Portland, submitted the lowest bid for this work in the amount of $20,104.00. Lindstrom Brothers, Portland, were the second low bidders at $27,251.60. There were two higher bidders. This is a county project in which the State is not particularly concerned. The bids were received by the State in behalf of the County Court of Linn County to whom they are being referred for the award of contract and payment for the work."

Messrs. A. K. York, Portland, George Kaseburg, The Dalles and Jess Burres, Condon, were present in the interests of the improvement of the "Cottonwood Grade" section of the Wasco-Condon State Secondary Highway in Gilliam and Sherman Counties.

They were informed by Chairman Banfield that the Commission has already tentatively approved a seven miles section of the Cottonwood Grade for construction in its three year post war program, an amount of $102,000 having been allotted to the work, and it is the intention of the Commission to get as extensive an improvement as is possible with the money.

The Engineer requested authority to conduct a location survey of the Scholls-Newberg section of the Hillsboro-Silverton Secondary Highway which is scheduled for improvement in the Commission's post war program. He estimated the cost of the survey at $4,000.00. The Commission approved the request unanimously.

The Commission approved and signed the following agreements, etc.:

Easement Agreement with William Patapoff covering slope easement for construction of sidewalk at Halsey.

Agreement with U. S. War Department terminating lease of Pilot Butte State Park.

Lease Agreement with U. S. Weather Bureau covering property heretofore leased to the Civil Aeronautics Administration in Josephine County.

Petition to secure vacation of certain city streets in the Town of Reedsport.

Revised Agreement with U. S. Bureau of Indian Affairs covering improvement of Sprague River Road in Klamath County.

Revised Easement Agreement with the U. S. Bureau of Reclamation covering construction of the Klamath Falls-Malin Highway across certain Government land, in Klamath County.

Lease granting to U. S. War Department authority to use certain state-owned land adjacent to the Columbia River Highway at The Dalles-Celilo Canal.

Agreements with George B. Terhune, Howard J. Miller and Leona Miller et al rescinding previous agreements dated May 11, 1944, concerning sign restrictions on property acquired in Marion County for highway purposes.

Contract with Lebeck and Son, Portland, covering moving of bank building and a small frame structure in the Town of Gold Beach.

Agreement with H. T. Burns covering landscaping on Salmon River Highway in front of Burns' premises near Rose Lodge.

Modification of Agreement with Public Roads Administration covering snow removal on Mt. Hood Highway near Parkdale.

Quitclaim Deed conveying 3.5 acres of land in Marion County to Arthur C. White, in order to quiet title.

Permit authorizing A. F. Elkins et al to install a tile drain across the Pacific Highway West near Camp Adair.

Agreement with Buzard-Burkhart Pine Company covering the truck hauling of logs across the right of way of the Fremont Highway at approximately M.P. 142.60.

The meeting adjourned at 4:00 p.m.

T. H. Banfield
Chairman

State Highway Engineer

Arthur H. Schaupp
Commissioner

MAY 15

Secretary

W. L. Thurman
Commissioner

Portland, Oregon, May 29, 1945

The State Highway Commission met in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp arrived at 10:30 a.m.

Bids, as follows, for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. in the same room.

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY
YOUNGS RANCH-BROTHERS ROCK PRODUCTION PROJECT

T. W. Thomas, Portland	$19,810.00
J. N. & M. J. Conley, Portland	20,970.00
E. C. Hall Co., Portland	23,340.00
Vernie Jarl, Gresham	25,340.00
D. C. & A. L. Williams, Oregon City	36,050.00

FOREST SERVICE AND COUNTY ROADS AND TWO STATE HIGHWAYS IN KLAMATH COUNTY
CRATER LAKE-FORT KLAMATH TIMBER ACCESS ROAD PROJECT

Babler Bros., Portland	$70,694.00
E. C. Hall Co., Portland	81,761.00
J. N. & M. J. Conley, Portland	87,418.00
Clifford A. Dunn, Klamath Falls	95,904.00

SILETZ SECONDARY HIGHWAY IN LINCOLN COUNTY
ROOT CREEK-SILETZ SECTION

E. C. Hall Co., Portland	$ 92,014.00
P. B. Doherty, Portland	99,385.00
Skelton & Wiecks, Toledo	102,050.00
C. J. Eldon, Portland	109,010.00
Newport, Kern & Kibbe, Portland	127,160.00

PACIFIC HIGHWAY EAST IN LINN COUNTY
JEFFERSON JUNCTION OVERCROSSING

Linstrom Bros., Portland	$ 64,160.00
Harry I. Hamilton, Eugene	82,835.00

PACIFIC HIGHWAY EAST IN LINN COUNTY
JEFFERSON JUNCTION OVERCROSSING (CONT.)

*C. J. Montag & Son, Portland	$ 85,050.00
McNutt Bros., Eugene	87,670.00
Marine Contractors, Inc., Portland	92,615.00
Berkemeier & Saremal, Portland	96,710.00
*G. F. Atkinson & Son, Portland	107,160.00
L. H. Hoffman, Portland	136,600.00

*Bidder will not accept this project alone.

PACIFIC HIGHWAY EAST IN LINN AND MARION COUNTIES
BRIDGES ON STEIWER HILL-ALBANY SECTION

C. J. Montag & Son, Portland	$545,923.50
Gilpin Construction Co., Portland	620,725.00
L. H. Hoffman, Portland	706,110.00
Morrison-Knudsen Co., Boise, Ida.	718,321.00
Guy F. Atkinson Co., Portland	822,186.00

PACIFIC HIGHWAY EAST IN LINN COUNTY
SOUTH UNIT, STEIWER HILL-ALBANY SECTION

	Using Asphalt	Using Tar
Warren Northwest, Inc., Portland	$454,825.50	$454,824.00
Leonard & Slate, Portland	462,296.00	462,294.50
Porter W. Yett, Portland	491,954.30	- - - -
E. C. Hall Co., Portland	515,727.50	515,717.50
*Kuckenberg Construction Co., Portland	538,142.00	538,868.00
**Strong & MacDonald, Tacoma	540,430.00	540,570.00
McNutt Bros., Eugene	551,094.30	552,974.30
*Guy F. Atkinson, Portland	558,476.00	- - - -
*Guerin Bros., San Francisco	606,860.00	606,480.00
Morrison-Knudsen Co., Seattle	789,997.30	790,032.30

*Bidder will not accept this project alone.
**Bidder will accept award of only one unit.

PACIFIC HIGHWAY EAST IN MARION COUNTY
NORTH UNIT, STEIWER HILL-ALBANY SECTION

Leonard & Slate, Portland	$317,958.00
E. C. Hall Co., Portland	320,955.00
**Warren Northwest, Inc., Portland	322,900.50
***Porter W. Yett, Portland	344,233.50
*Strong & MacDonald, Inc., Tacoma	345,257.50
Berke Bros., Inc., Portland	349,965.50
*Kuckenberg Construction Co., Portland	357,751.00
*Guy F. Atkinson, Portland	363,652.00
McNutt Bros., Eugene	396,021.30
Morrison-Knudsen Co., Seattle	417,069.60
*Guerin Bros., San Francisco ****	430,240.00

* Bidder will not accept this project alone
** If also awarded North Unit, lump sum reduction of $5,000.00
*** If also awarded North Unit, lump sum reduction of $7,500.00
**** If also awarded North Unit, lump sum reduction of $85,000.00

LOW COMBINATION BID:
PACIFIC HIGHWAY EAST IN MARION COUNTY
SOUTH AND NORTH UNIT, STEIWER HILL-ALBANY SECTION

	North Unit	South Unit		Reduction	Total Combination Bid
		Using Tar	Using Asphalt		
Warren Northwest, Inc.	$322,900.50	$454,824.00	$454,825.50	$5,000.00	$772,724.50

Commissioner Schaupp arrived at this juncture.

A delegation from Columbia County consisting of the following came before the Commission in the interests of the further improvement of the Lower Columbia River Highway: Fred Herman, Rainier, principal spokesman; County Judge Roy Tarbell and County Commissioners William Pringle, Sr. and J. N. Miller; Dr. Kent Magruder and Mrs. Grace Magruder, Clatskanie; E. H. Condit, Clatskanie; V. L. Shepard, Clatskanie, representing Clatskanie Kiwanis Club; E. A. Britts, Rainier, William Reid, Fred McKinley and V. D. Walker, representing the Rainier Commercial Club.

Mr. Herman stated that according to reports, the Post War Program as adopted by the Highway Commission does not contain work in Columbia County and their object in appearing before the Commission at this time is to urge reconsideration by the Commission and the allocation of a substantial portion of the funds available to this county. He particularly urged the further improvement of the lower Columbia River Highway from the end of the present improved section to Astoria. He presented a letter from the Astoria Chamber of Commerce endorsing the request.

Others speaking in behalf of such improvement were Mr. Condit, Mrs. Magruder, Mr. Walker and Mr. Miller.

Commissioner Chessman inquired whether or not the group has a preference of improvements that should be undertaken first in the event that the Commission could not approve the entire project. The following were suggested by the group:

1. Reconstruction of the Prescott Hill Section at Little Jack Falls.

2. Improvements of approaches to Rainier.

3. Elimination of "bottle-neck" condition in Clatskanie.

Chairman Banfield concluded the conference by stating that the

Commission is not in position to act today, but will take the request under advisement.

Messers. Charles McCormick, O. M. Bagley and E. G. Whipple, piling operators, came before the Commission with regard to the Commission's new regulations covering the granting of permits to transport piling over State Highways, particularly the ruling that prohibits such movements for a greater distance along a highway than from the point where the loads enter the highway to the nearest railroad loading point.

Following discussion Chairman Banfield stated that the Commission is not trying to work a hardship on the piling industry, but simply is endeavoring to control the operations so as to eliminate some of the hazards that the transportation of such long loads create. The Commission, he said, wants to help the industry in every way that it can, but it also has a duty to protect the general public that it cannot overlook, and is asking the cooperation of the industry in that respect. He suggested discussion of the matter with the Engineer and the Secretary with a view of arriving at a solution that would be satisfactory to all concerned. The group agreed to such a meeting which was thereupon scheduled during the luncheon recess. (Final action on this matter was taken by the Commission during the afternoon session when revised rules were adopted. See ahead for details.)

The Commission by unanimous vote approved the minutes of the meeting held on April 16 and 17, 1945, as corrected.

The State Parks Superintendent was present and discussed with the Commission the following Park Matters:

1. Report on Champoeg State Park: The Park Superintendent advised receipt of a letter from Mr. Lancaster Pollard, Superintendent of the Oregon Historical Society, expressing his views and ideas with respect to the development of this park, and in particular, giving as his opinion that all historical activities should be centered in Portland. (See letter dated May 7, 1945, in General Files for details.) The letter was read aloud by the Secretary, and the findings therein were approved by the Commission unanimously, following discussion.

2. Report on proposal to reconvey to Hood River County a portion of certain property that the county deeded to the State for Park purposes: The Park Superintendent advised that the tract in question, which contains 80 acres, is of no value for State Park purposes. He recommended that it be deeded back to the county for sale to an adjacent property owner who wishes to use it for farming purposes. He explained that the Commission could not deed the property to the farmer direct because the deed from the county restricts the use of the property for State Park purposes only. The

recommendation was approved by the Commission by unanimous vote. The Chief Counsel was instructed to prepare a deed of conveyance and to include therein, subject to the County Court's approval, provision that the property shall not be used for certain purposes such as road houses, beer parlors, dance halls, etc.

3. Request of Arthur Schneider, Madras, to obtain a supply of cinders from Round Butte, located in The Cove State Park, Jefferson County: The Park Superintendent advised that this park is under lease from the United States Government for recreational purposes, and in his estimation, it is not within the province of the Highway Commission to grant Mr. Schnieder's request. Moreover, the place where Mr. Schneider wishes to remove the cinders is a view point, and excavation thereon would detract from the scenic view. He recommended that Mr. Schneider's request be denied. The Commission approved the recommendation unanimously.

4. Proposed Park adjacent to the Pacific Highway East two miles north of Oregon City: The Park Superintendent presented an offer from the D. P. Thompson Company, Portland, in behalf of the owners, to sell to the State 26 acres of land bordering this highway, for the sum of $20,000.00. The Commission refused the offer by unanimous vote, however, indicated that it might accept the property as a gift to the State if the conditions of such gift are not too severe.

5. Proposed exchange of a portion of Ben & Kay Dorris State Park in Lane County: The Park Superintendent reported that a Mr. W. S. Hook, California, owns land adjoining this park and would like to obtain some frontage on the McKenzie River that is owned by the State in exchange for which he is willing to deed to the State a portion of his property. The Commission considered such exchange of property inadvisable, particularly in view of the fact that the Park was presented to the State as a gift for park purposes only, and accordingly disapproved the exchange.

6. Gift of land at Bonneville: The Park Superintendent advised that in connection with Bonneville operations the Federal Government acquired certain acreage that formerly belonged to the late Sam Hill and it now appears that the land no longer is needed for governmental purposes, so the Government has deeded it to the State as a gift. He recommended acceptance of the deed because of the value of the property from the State Park's standpoint. The Commission approved the recommendation unanimously.

7. Progress report on Myrtle Tree Lane development, Coos County: The Park Superintendent advised that not much progress has been made on the project due to labor shortage. As a matter of fact there is only one man working at the present time, and his operations are confined to certain clearing work on the highway right of way.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements. He submitted a list of such properties together with the offer that he recommended in connection with each parcel. After careful consideration of each item, the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto.

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

GARDNER RANCH-BERGER RANCH SECTION-WOLF CREEK HIGHWAY

9690- Johnson, Nels and Ines
Right of Way
Option expires
November 22, 1945

0.06 acre at $250.00 per acre	$15.00	
Cash allowance for moving 16 rods fence at $1.50 rod	$20.00	
General damage due to extra corners and anchor posts	$40.00	
	$75.00	Collins

FRONT STREET PROJECT---CITY OF PORTLAND---PACIFIC HIGHWAY WEST

11845 - Robinson, H. L. and
Muriel Virginia Robinson

2,380 sq. ft. at 21¢ sq. ft.	$ 500.00	
Dwelling	$1,250.00	
	$1,750.00	McCallister

STEIWER HILL-ALBANY SECTION-PACIFIC HIGHWAY

11757 - Towery, James E. and Erna Y. Towery
Right of Way
Option expires
October 29, 1945

0.132 acre at $871.20 per acre	$114.90	
Waiver of access and advertising restriction	$ 25.00	
	$139.90	Benson

11760 - Talia, S. G.
Right of Way
Option expires
October 31, 1945

0.553 acre at $400.00	$221.00	
0.154 acre at $871.20	$134.16	
Walnut tree	$ 7.50	
Waiver of access and advertising agreement	$ 75.00	
	$437.66	Benson

11761 - Fiser, Leonard V. and Lessie B. Fiser
Right of Way
Option expires
October 31, 1945

0.19 acre at $871.20	$165.53	
Waiver of access and advertising agreement	$ 25.00	
	$190.53	Benson

11763 - Cantrill, Edward S. and Elizabeth O. Cantrill
Right of Way
Option expires
October 31, 1945

0.142 acre at $871.20	$123.72	
20 peach trees at $1.00 ea	$ 20.00	
Maple tree	$ 7.50	
Waiver of access and advertising agreement	$ 25.00	
	$176.22	Benson

MAY 19 1945

STEIWER HILL-ALBANY SECTION-PACIFIC HIGHWAY (CONTINUED)

11765 - Thorn, E. A. and Irene P. Thorn
Right of Way
Option expires
November 1, 1945

0.121 acre at $871.20	$105.00	
4 small fir trees	$ 20.00	
Loss 3,000 sq. ft. lawn	$ 50.00	
Waiver access and advertising agreement	$ 25.00	
Damage in lieu moving house	$300.00	
	$500.00	Benson

11762 - Seipp, J. H. and Cora Lee Seipp
Right of Way
Option expires
October 29, 1945

3,147 sq. ft. at 2¢ sq. ft.	$ 62.94	
Walnut tree	$ 7.50	
Move shrubbery, etc	$ 4.56	
Waiver of access and advertising restriction	$ 25.00	
	$100.00	Benson

11766 - Berks, George and Hattie M. Berks
Right of Way
Option expires
October 25, 1945

0.119 acre at $871.20	$103.67	
Waiver of access and advertising restriction	$ 25.00	
	$128.67	Benson

11758 - Adamson, Clarence W. and Hazel B. Adamson
Right of Way
Option expires
November 1, 1945

0.11 acre at $871.20	$ 95.83	
13 rods fence	$ 22.50	
Plowing lost	$ 2.50	
Moving chicken house	$ 10.00	
Waiver of access and advertising agreement	$ 25.00	
	$155.83	Benson

STEIWER HILL-ALBANY SECTION-PACIFIC HIGHWAY(CONTINUED)

11759 - Jones,Paul C. and Thelma E. Jones
Right of Way
Option Expires
November 17, 1945

0.252 acre at $871.20	$219.56	
Waiver access and advertising restrictions	$ 75.00	
	$294.56	Benson

11756 - Curtis, I. E. and Alberta Curtis
Right of Way
Option expires
November 20, 1945

0.115 acre at $871.20	$100.20	
4 fruit trees	$ 4.00	
Waiver access and advertising restrictions	$ 45.80	
	$150.00	Benson

HALSEY-HARRISBURG SECTION-PACIFIC HIGHWAY

11713- Holt, B. R. and Estelle Holt

Waiver of claim for damages by reason of change of grade and for sidewalk embankment in lieu of easement	$000.00	Landon

ASHLAND SECTION - PACIFIC HIGHWAY

*9682 - Claycomb, H. L.
Right of Way
(Revised) (See Foot Note)

Total settlement	$29,707.81	
Previously paid	$ 4,707.81	
To balance	$25,000.00	DeSouza

PELICAN CITY-SOUTH 6th STREET SECTION - KLAMATH FALLS - MALIN HIGHWAY

11342 - Central Pacific Railway Company and
Southern Pacific Company
Right of Way
Option expires

1.665 acres at $137.50	$228.92	
5 lots Blk. 10, 2nd add - K. F. $25 ea	$125.00	
2 lots, Blk. 25, Sunnyside, K. F. $50.00 ea.	$100.00	

11342 - Continued

4 lots Blk. 24, Sunnyside, K. F., $50.00 ea	$200.00	
2,990 Sq. Ft. at 3½¢ Sq.Ft.	$ 10.35	
	$664.27	Witt

PICTURE GORGE SECTION-JOHN DAY HIGHWAY

2625 - Humphreys, Estate of Rhys
Stock Pile

5 year lease at $2.00 per year (Renewal)	$ 10.00	
	$ 10.00	Cozad

FORT KLAMATH - FOREST BOUNDARY SECTION-KLAMATH LAKE SECONDARY HIGHWAY

11839 - Sisemore, J. Emmitt and L. Orth
Right of Way
Option expires
November 10, 1945

0.15 acre at $150.00	$ 22.50	
Federal Land Bank fee	$ 5.00	
Plus fencing, if disturbed		
	$ 27.50	Cozad

Foot Note: (*)

In connection with settlement #9682 with H. L. Claycomb for right of way in Ashland, the Commission approved payment of $25,000.00 cash to complete this transaction as the result of a careful inspection of the premises by Department Engineers and members of the Right of Way Department. According to a joint report such settlement is advisable because the state would then be relieved of the necessity to secure governmental priorities and could avoid the difficulties and inconveniences of obtaining critical materials that are needed in connection with the work. It was thought best to let Mr. Claycomb handle his own project. The Commission ordered that a sufficient amount of the purchase price be withheld from Mr. Claycomb until such time as he has completed his operations and cleaned up the premises to the satisfaction of the Engineer.

The Assistant Attorney also requested authority to condemn certain parcels of real property that he has been unable to acquire by negotiation. He presented a list of such properties together with the offers that he recommended in condemnation, as follows:

STEIWER HILL-ALBANY SECTION OF PACIFIC HIGHWAY EAST

File Number	Name of Owner	Recommended Offer
11764	Ben T. Sudtell	$2,000.00

BERGER RANCH-BARNES ROAD SECTION OF WOLF CREEK HIGHWAY

5203	Adele E. Guerber	$7,000.00

After discussion the Commission approved the request and the offers. The following resolution with regard thereto was adopted by the Commission by unanimous vote.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, by official act of the State Highway Commission there has been located and established a state highway which is known as the Wolf Creek Highway and otherwise designated as State Highway No. 47; and

WHEREAS, said highway between the Davies Overcrossing in Washington County and the westerly terminus of said highway in Clatsop County has been constructed, but the easterly section of said highway, which begins at the said Davies Overcrossing and terminates at the Multnomah County line, is not yet completely constructed; and

WHEREAS, in connection with and for the completion of said highway it is necessary that real properties be acquired for right of way and other purposes; and

WHEREAS, on the third day of April, 1941, the Highway Commission adopted a resolution by which, among other things, the Commission found, declared and therefore authorized that for the purpose of making possible a highway adequate for the needs of the traveling public there should be acquired in addition to the necessary rights of way all right of access to said highway except at such places as might be agreed upon by the Highway Commission and the property owners; and

WHEREAS, The Commission does now find and declare that the real properties hereinafter described on the attached sheet are required and are necessary for use in connection with the permanent construction, improvement, and maintenance of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare that the parcels of real property described on the attached sheet are each and both necessary and needed for and in connection with the construction of the said Wolf Creek Highway between Davies Overcrossing and the Multnomah County Line. The properties the acquisition of which hereby is authorized and ordered and the names of the owners thereof are shown on the sheet attached hereto and by this reference made a part of this resolution. (*)

2. The Commission does further find and declare that in addition to the acquisition of the real properties described on the attached sheet it is necessary, in order to make possible the proper construction and maintenance of a highway thereover, and that there be acquired all rights of access from abutting properties to the said parcels of real property and the highway which is to be constructed thereover, except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission. (*)

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners or with the tenants or persons in possession, if there be any, of s id parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property, and all rights of access thereto except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. This resolution shall be entered in full in the minutes and records of this Commission.

(*) Foot Note:

The detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 53, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to be the same extent as if copied in full herein.

MAY 29 1945

The Assistant Attorney presented an offer from Cecil J. Burkhart to pay the sum of $1,200.00 for property that the Commission acquired from a Mr. Quattlebaum near Albany, and from which property topsoil material was obtained for the Albany overcrossing project. He recalled that the Commission advertised this property for sale in Salem on May 1, 1945, but the bids received were rejected because they were considerably under the estimated value of the property. The offer submitted by Mr. Burkhart, he said, is only $150.00 under the appraised value of the property, and is, therefore, not too much out of line. He recommended acceptance of the offer in view of the fact that the property is of no value for State Highway purposes. The Commission approved the recommendation by unanimous vote.

The question of continuing the lease rights given to Mr. Paul Mumpower in 1944 covering the use of State property adjacent to the Columbia River Highway just east of the Troutdale bridge had the attention of the Commission. The Engineer advised that the property will not be needed for highway purposes for about two or three years, so from that standpoint, it would be satisfactory to extend Mr. Mumpower's lease; however, he pointed out that a traffic hazard is created when automobiles park at Mr. Mumpower's building, which condition should be given consideration in deciding the question. After discussion motion was made by Commissioner Chessman that the lease time be extended for one year subject to the condition that Mr. Mumpower will pay rental at the rate of $25.00 per month. The motion was seconded by Commissioner Schaupp and carried by the unamious vote of the Commission.

The Commission discussed the request of the Northwest Marine Iron Works for permission to use additional state-city owned land along Front Avenue, Portland, in connection with the servicing of ships. The request was approved by the Commission subject to the condition that the Company will pay for the privilege at the same rate that it is now renting adjacent property. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

> WHEREAS, The City of Portland, with the consent of the Oregon State Highway Commission, granted to the Northwest Marine Iron Works permission to moor vessels in a specified area along the seawall in the City of Portland; and
>
> WHEREAS, said Northwest Marine Iron Works has applied to the City for permission to use an additional area adjacent to the area over which applicant now holds a permit, such use to be for the mooring of vessels; and
>
> WHEREAS, the City by Ordinance No. 81026 has granted such application subject to the consent of and approval by the Oregon State Highway Commission; and

WHEREAS, the State Highway Commission desires to continue and if need be supplement its cooperation with the City of Portland in all matters which tend to promote public welfare or contribute to the war effort;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present, as follows:

1. That the State Highway Commission does hereby consent that the City of Portland, subject to the approval of the Commissioner of Public Docks, may grant to the Northwest Marine Iron Works, sometimes referred to in Ordinance No. 81026 as the grantee, a revocable permit to utilize for the purpose of servicing vessels, in addition to the area previously granted for such purpose to the grantee by Section 22-4501 of Article 45 of the War Code of the City of Portland, the area described in said ordinance.

2. This consent and approval is given subject to the conditions set out in said ordinance and is given on the further condition that the schedule of rentals fixed in the original grant or ordinance shall prevail and apply with respect to the additional area, and that rentals paid and collected for such additional use shall be paid and applied as are other rentals under the agreement between the State and the City concerning the Front Avenue Project.

Consideration was given by the Commission to the sale of certain property situate adjacent to the Pacific Highway just north of the City of Medford, described as portions of Lots 1 and 2, Block 5, Berryvale Addition to Medford. The Assistant Attorney advised that the property is worth only about $140.00 and there are possibilities that the prospective purchaser will maintain a service station thereon. The Commission deferred a decision in the matter pending study and recommendation by the Engineer. The Commission adopted such procedure as its policy to be followed hereafter in matters of this kind.

The Assistant Attorney requested instructions regarding the sale of an abandoned gravel pit containing 1.48 acres of land situate adjacent to the Columbia River Highway in Umatilla County. He advised that the property is of no value for highway purposes and that its appraised value is only $10.00. He recommended sale of the property at such a figure. The Engineer concurred in the recommendation. The Commission approved the recommendation unamiously and thereupon signed a deed conveying the tract to the adjacent property owner, Mr. Stephen A. Moore.

The Commission also approved and signed an agreement with a Mr. H. A. Dryer extending for a period of one year Mr. Dryer's lease of certain state owned property situate adjacent to the Upper Columbia River Highway between Tunnel Point and Bridal Veil, Multnomah County, which property was acquired by the State from the Union Central Life Insurance Company and Mr. J. R. Gilbaugh. The Commission's action was by unanimous vote upon motion by Commissioner Schaupp which was seconded by Commissioner Chessman.

The Commission recessed for luncheon at 12:00 o'clock, noon, and reconvened at 2:00 o'clock p.m. in the same room with the same persons present and participating.

The Commission discussed the adoption of an inter-regional highway connection between the states of Oregon and California, which matter was deferred from the previous meeting. Commissioner Chessman stated that it is realized that each route under consideration, Pacific Highway route and the route through Klamath Falls, has advantages over the other but in his estimation the Pacific Highway route has the better of the argument in view of the fact that the Commission is going to recognize the Klamath Falls route as an alternate route and plans to reconstruct it to modern standards. He stated his preference for the Pacific Highway as the inter-regional highway connection without any prejudice or detriment to the other route. The Klamath Falls route, he said, has advantages too, and in his opinion the Highway Commission is obligated to make this highway a good, fast highway regardless of whether or not it is designated as an inter-regional highway.

Chairman Banfield stated that he has analyzed the arguments presented at the previous meeting by the proponents of both routes, and has also studied the report of the inter-regional highway committee appointed by the President, with the result that, in his opinion, U. S. Highway No. 99 (Pacific Highway) meets the requirements better than the other route. It was his thought that the selection of the Pacific Highway route as the inter-regional highway connection between the two states will not handicap the other route in any way because the Commission is obligated to improve the route that passes through Klamath Falls to high standards of construction. He pointed out that the States of California and Washington have both gone on record favoring the selection of the Pacific Highway as the route of this inter-regional highway, moreover the Presidential Committee also recommends it, so in his estimation the State of Oregon should concur.

Commissioner Schaupp made the following statement:

"I am favoring the Klamath Falls Route rather than the route down the Pacific Highway. I do this because I think it would benefit the State of Oregon as a whole. It is a faster route, less expensive route, and regardless of designation by the State Highway Commission or the highway public, it ultimately will become the inter-regional highway by usage. I am still of the opinion that this route is the logical route for the state inter-regional highway and that it would be of benefit to the state and would be a benefit especially to Eastern Oregon and the state as a whole. I also realize the importance of the Pacific Highway and its military value and access to the ocean. I don't want to detract, but still think that the Klamath Falls route is the logical route for the inter-regional highway, however, in view of the attitude of the other members of the Commission, I am yielding to their ideas if the state would benefit and I make the selection unanimous."

Replying to Commissioner Schaupp's remarks Chairman Banfield gave as his thought that it is not only the state's highway program but also the program of the Federal Government that must be given consideration in the settlement of this question because of the Federal monies that Oregon is to receive.

He also said that he did not believe that the State of Oregon would make a mistake in selecting the Pacific Highway route in view of the fact that the State of California has selected such route and the Federal Committee has done likewise.

Commissioner Schaupp then gave as his thought that, if the Pacific Highway route is adopted by this Commission, the Klamath Falls route should be designated as an alternate inter-regional highway, at least it should be so carried on highway maps. Action on this feature was deferred.

Chairman Banfield made the following statement with respect to his position on the selection of the inter-regional highway:

"The completion to high standard road construction of both highways 99 and 97 are necessary for the proper development of the highway system in the State of Oregon, and the naming of either one of these highways as the inter-regional highway does not give its completion advancement over the other.

"The Federal Government has made no funds available for an inter-regional highway system. So far it is merely in the talk stage. If and when tney do make funds available, the only difference between the inter-regional highway and other primary state highways will be the additional two feet in width of pavement and five feet of additional shoulders on each side. In other words, a primary state highway in the State of Oregon will have a 22' pavement and 5' shoulders on each side. Whichever highway is designated as the inter-regional highway will have a 24' pavement and 10' shoulders on each side.

"It is our opinion that the name inter-regional highway will not advance nor detract from either highway going north or south, and inasmuch as the Committee for inter-regional highways, as set up by the Government, and the State Highway Commission of California have chosen Highway No. 99 as the inter-regional highway, we concur in their choice."

Commissioner Chessman stated that he subscribes to the statement of Chairman Banfield.

The following motion was thereupon offered by Commissioner Chessman who moved its adoption:

"I move that the Oregon State Highway Commission recommend the adoption of U. S. Highway No. 99 (Pacific Highway) as the interstate highway route with full recognition of certain advantages of the Klamath Falls route and without any prejudice against its ultimate development to interstate standards." Chairman Banfield seconded the motion. Commissioner Schaupp stated that in view of the attitude of the other Commissioners, he, too, casts his vote in favor of the motion in order to make the decision unanimous, notwithstanding that for reasons previously stated (see statement on preceding page) he still is of the belief that the Klamath Falls route is the logical route for this inter-regional highway. Chairman Banfield thereupon declared the motion carried by unanimous vote by the Commission.

Consideration was given by the Commission to the adoption of a post war program and matters pertaining thereto, in conformity with ideas expressed at the previous meeting. The Engineer advised that as a result of a meeting held with the County Courts subsequent to the Commission's meeting on May 14, 1945, it has been necessary to make a few changes in the tentative Secondary Federal Aid Highway program that the Commission approved at such meeting, and there is likelihood that additional changes will have to be made later. He described the changes already requested by County Courts. The Chief Counsel presented a standard form of resolution that the Counties are adopting to formally assert their approval of the Secondary Highway System as presently prepared.

After discussion during which the Commission approved the changes mentioned by the Engineer, and the form of County resolution presented by the Chief Counsel, the following resolution with respect to the entire proposed 3 year post war program was adopted by the Commission by unanimous vote upon motion by Commissioner Chessman which was seconded by Commissioner Schaupp, it being understood that changes can be made later on if found necessary and desirable, and that surveys shall not be undertaken nor right of way options secured until all matters pertaining to a particular project have been cleared:

WHEREAS, the Congress of the United States by the enactment of Public Law 521, 78th Congress, Second Session, which act is known as the Federal Aid Highway Act, has made available for postwar highway construction and improvement under the provisions and pursuant to the conditions therein specified a definite sum or definite sums of money, a portion of which has been allocated and appropriated to the State of Oregon; and

WHEREAS, by the provisions of said act funds have been made available for necessary surveys, preparation of plans, and the acquisition of necessary rights of way; and

WHEREAS, pursuant to said act there has been apportioned to the State of Oregon for the first postwar year Oregon's share or apportionment of the funds provided by the Congress of the United States; and

WHEREAS, it is provided further that "As soon as the funds for each of the post-war fiscal years have been apportioned, the Commissioner of Public Roads is authorized to enter into agreements with the State Highway Departments for the making of surveys and plans, the acquisition of rights-of-way, and the post-war construction of projects. His approval of any such agreement shall be a contractual obligation of the Federal Government for the payment of its pro rata share of the cost of construction"; and

WHEREAS, pursuant to regulations promulgated by the Public Roads Administration within the meaning of said act, it is provided that the approval by the Public Roads Administration of survey projects shall constitute a contractual obligation on the part of the Government to reimburse the State for the costs of right of way if and when the project involved is placed under construction; and

WHEREAS, it is further provided that said federal funds shall be available for (a) projects on the Federal Aid highway system; and (b) projects consisting of principal secondary and feeder roads, including farm-to-market roads, rural free delivery mail and public-school bus routes, either outside of municipalities or inside of municipalities of less than five thousand population; and

WHEREAS, it is further provided that the system of secondary and feeder roads must be the result of selections made by the State Highway Department in cooperation with the county courts of the several counties of the State; and

WHEREAS, for the purpose of ascertaining the needs of the State as a whole and of the counties in particular, the Commission visited each county and conferred with the county and municipal officials and made a record of their respective recommendations; and

WHEREAS, after careful study and consideration the Commission has prepared a program for postwar construction and has submitted the same to the Commissioner of Public Roads with the recommendation that said program be adopted; said program consists of projects on primary Federal Aid highways, proposed secondary Federal Aid highways, and projects on the primary Federal Aid system in municipalities of more than five thousand population, which said program is later in this resolution properly identified; and

WHEREAS, in conformance with said act, the Commission has in cooperation with the said counties of the State prepared a system of secondary and feeder roads, including farm-to-market roads, rural free delivery mail and public-school bus routes within and without municipalities of less than five thousand population, which said system is later in this resolution properly identified; and

WHEREAS, likewise in conformance with said act, the Commission has fixed and determined the boundaries of urban areas, as said term is defined in the act, the record of which said determined boundaries is hereinafter identified and made a part hereof; and

WHEREAS, it is the purpose of the Commission at this time to dispose of and impress upon the record the Commission's action and purpose with respect to:

(a) the preparation of a postwar program and the submission of the same to the Commissioner of Public Roads for approval;

(b) the preparation of a proposed system of secondary and feeder roads and the submission of the same to the Commissioner of Public Roads for approval;

(c) authorization and direction to the State Highway Engineer with respect to the preparation of necessary surveys and plans and the writing of descriptions for required real properties necessary for rights of way and other highway purposes;

(d) instructions and directions to the Chief Counsel with respect to the acquisition of real properties required for rights of way and other highway purposes;

(e) authorization for the payment of the cost incident to the making of new surveys and the completion of uncompleted surveys;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the highways and highway projects listed on Exhibit A, which is attached hereto and by this reference made a definite and explicit part of this resolution, shall constitute the postwar highway program for the State of Oregon, and its submission to the Commissioner of Public Roads for approval and adoption is hereby authorized.*

2. That the state highways, county roads, and city streets listed on Exhibit B attached hereto and by this reference made an express and explicit part of this resolution shall constitute the state highways, county roads, and streets proposed for incorporation in a system of principal secondary and feeder roads as required by said act, and the submission of the same to the Commissioner of Public Roads for his approval and adoption hereby is authorized.*

3. That the Engineer be and he hereby is authorized to submit to the Commissioner of Public Roads for approval as to surveys and plans the highways, sections of highways, or projects listed on Exhibit C, which is hereto attached and by this reference is made a part hereof.*

4. That within the meaning and scope of said act the boundaries of the following cities of the State of Oregon, to wit: Portland, Corvallis, Eugene, and Coos Bay, have been extended beyond the corporate limits of said cities, which extension of boundary lines and the area included therein are correctly disclosed on maps of said cities,

which maps are on file in the permanent records of the Highway Commission at Salem, Oregon, and copies of which, in a group of four, marked Exhibit D, are attached hereto and made a part hereof.*

5. That additional state funds hereby are appropriated for the payment of the additional cost of surveys, as shown on said Exhibit C, in the respective amounts therein set out and in a total amount of $105,050.00, which total amount is in addition to the sum of $196,725.00 of state funds heretofore authorized.

6. That upon approval by the Commissioner of Public Roads of the said surveys, or upon the approval of the survey for any project which is a part of the State's postwar program, the Engineer is authorized and directed to make such survey or surveys or complete any uncompleted survey and to complete final plans and specifications, and is further authorized to prepare correct descriptions covering all real properties required for use in connection with said projects, or any one thereof, and deliver to the Commission's Chief Counsel correct copies of such real property descriptions.

7. The several counties of the State have approved the highways, roads, and streets set forth in Exhibit B as the highways, roads, and streets to be incorporated in and to constitute the system of secondary and feeder roads contemplated in said act, and have recommended that said system be submitted to the Commissioner of Public Roads for approval. In this connection it is ordered that the official action of each county evidenced by resolution, originals of which have been filed with the Commission, be preserved in the files and records of the Commission at Salem, Oregon.

8. Upon approval by the Commissioner of Public Roads of said surveys as provided in said act and the preparation of proper right of way descriptions and the delivery of correct copies thereof to the Commission's Counsel, then said Counsel shall proceed in the regular manner to procure options covering all real properties the acquisition of which is necessary and required for each and all of said projects and submit said options to the Commission for acceptance, rejection, or other appropriate action. In instances where real properties cannot be acquired by agreement such fact and condition shall be reported to the Commission for consideration and appropriate disposition.

9. That whenever the survey of any one or more of said projects has been completed an accurate account of the cost shall be prepared and a copy thereof presented to the Commissioner of Public Roads, with a request for appropriate and proper reimbursement if the project involved is one in connection with which the State is entitled to reimbursement.

10. That when real properties needed for said program, or any part thereof, have been procured a statement of the cost incident thereto, with necessary supporting and explanatory data, shall be sub-

mitted to the Commissioner of Public Roads and reimbursement requested, if such expenditure is one in which, under the provisions of said act, the Government is authorized to participate.

11. This resolution and official action may be modified and/or amended by the Commission when in its discretion such action is in the public interest; provided, however, that any modification or amendment before becoming effective shall be submitted to the Public Roads Administration for approval within the meaning of said Federal act.

12. This resolution shall be entered in the minutes and records of the Commission as of the twenty-ninth day of May, 1945, and a duly certified copy thereof delivered to the Public Roads Administration.

---

*(The exhibits mentioned in the above resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Item No. 5, under the heading "Special Matters" and said exhibits by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Chief Counsel reported receipt of a request for certain concessions from attorneys employed by Contractor Homer G. Johnson in connection with Mr. Johnson's claim for extra compensation arising out of his contract No. 2390 for construction of the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County. He explained that one of the things requested is that the case be tried by the court rather than before a jury, and the other is the stipulation of certain facts. He said that he has no objection to the waiver of the jury but he could not consent to the stipulation procedure. He recommended that both requests be denied. The Commission approved the recommendation unanimously upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

The Commission approved and signed a "Release of Claim" acknowledging receipt of payment in full of its claim against a Mr. J. S. Maden for damaging a bridge on the Pacific Highway East near Albany.

The Engineer reported on the cost to improve the Santiam Highway at Crabtree Corner so as to eliminate the need for traffic to stop before entering the highway at this point. He advised that the Crabtree Road (Albany-Lyons Secondary State Highway) carries a large volume of log-hauling traffic destined for Albany, which should be permitted to move through the intersection without stopping but for the fact that it would create a hazardous condition due to the restricted horizontal clearance obtaining on a small bridge located on the Albany "leg" of the "wye" junction. He recommended an expenditure of about $6,000.00 to correct the situation by widening the bridge and the roadway connection used by Albany-bound traffic. An arrangement of this nature, he said, will relieve all west-bound traffic from

stopping at this intersection and will offset the installation of a flashing beacon which could not be installed, in any event, until after the war because of the shortage of men and material; moreover, the traffic light would not solve the problem. It was the opinion of the Commission that the expenditure is justified if it will eliminate a traffic hazard, which apparently is the case in this instance, and in view thereof the Commission approved the project by unanimous vote.

The Engineer reported the results of test runs made with a passenger-carrying vehicle, consisting of truck-tractor and semi-trailer, over certain highways. He advised that the overall length of the combination is fifty-five feet three inches and that the vehicle had difficulty in traversing some of the turns without taking up more than one-half the traveled roadway, especially in cities and towns, and at such locations constituted a hazard to other traffic. He further advised that the equipment does not meet the Oregon statutory requirements as to size and recommended in the interests of public safety that its use on Oregon highways be denied. The Commission approved the recommendation unanimously and ordered that the Oregon Motor Stages, which owns the equipment, be informed of the action taken.

A request from the Klamath Falls City Planning Commission that the Engineer be authorized to make certain investigations of future highway and street projects in Klamath Falls that would affect the city's plans for the development of a Veterans' Park and its plans for a new city-county jail had the attention of the Commission. The Engineer reported on preliminary discussions of this matter with the city officials and recommended that he be authorized to make a reconnaissance survey of the project, which he estimated would cost about $1,000.00. The Commission approved the request by unanimous vote upon motion by Commissioner Chessman, which was seconded by Chairman Banfield.

The Commission approved an expenditure of $300.00 to rebuild a footbridge over Prairie Creek in the town of Enterprise, it appearing to the Commission that it is the State's obligation to provide such facility in view of the fact that the State demolished the old structure as unsafe when the street on which the bridge is located was designated a state highway route.

The Commission discussed with the Engineer the bids received at the morning session for performance of highway construction work, and as a result thereof the following action was taken by unanimous vote of the Commission:

> The contract for the Young's Ranch-Brothers Rock Production Project was awarded to the low bidder, T. W. Thomas, Portland; the contract for the Crater Lake-Fort Klamath Timber Access Road Project was awarded to the Babler Bros., Portland, the low bidder; bids received for the Root Creek-Siletz surfacing project were referred to the Engineer with authority to award the contract to the low bidder, E. C. Hall Co., Portland, when approved by the Public Roads Administration; Jefferson Junction Overcrossing contract was awarded to Linstrom Bros., Portland, the low bidder; contract for the construction of bridges on the Steiwer Hill-Albany Section of the Pacific

Highway East was awarded to the low bidder, C. J. Montag & Sons, Portland; Contracts for construction of both north unit and south unit of the Steiwer Hill-Albany project were awarded to the low combination bidder, Warren Northwest, Inc., Portland, based on the use of tar.

At 3:00 p.m. Chairman Banfield publicly announced the awards in conformity with the above action.

The Engineer reported the result of a conference held during the luncheon period with representatives of the piling industry regarding rules and regulations to control the truck hauling of long logs and/or piling over State highways. He recommended adoption by the Commission of the following regulations covering the transportation of logs, poles and/or piling over the highways under the Commission's jurisdiction, advising that representatives of the industry are in accord therewith:

LOGGING REGULATIONS

1. That for the duration of the war permits will be granted for the movement of logging vehicles and loads of the maximum length that may be driven at all times on the right hand side of the center line of the traveled way, regardless of the intended use of the logs. Test runs are to be made to determine said maximum lengths.

2. That flagging at point of entry and point of exit be eliminated except when right turns cannot be made without encroaching in the opposing traffic lane and except where the character and amount of traffic or the impairment of sight distance makes flagging necessary in the protection of the general public (including left turns).

3. That permit extensions be granted or new permits be given for the movement of long logs from the woods to the mills, for such logs as were cut before June 1, 1945, provided that the Engineer will determine the amount and character of flagging required to provide reasonable protection to the public.

That such permits be granted or extended to October 1, 1945. If any operator cannot move the logs during such specified period he will be required to furnish written evidence to the Secretary of the Highway Commission as to why he cannot move the logs now cut during such period, and to request such additional time as he considers necessary to move them. In no case will such permits be given for a longer period than to January 1st, 1946.

4. Requests for permission to haul long logs when the vehicle and load cannot stay on the right hand side of the center of the pavement or traveled way without flagging highway traffic will be denied as being inimical to the public interest

and public safety.

PILING REGULATIONS

1. Test runs shall be made to determine whether the vehicle and load can stay on the right hand side of the center line of the pavement or traveled way at all times. When this can be done, flagging will not be required except at point of entry or exit to the highway when conditions of traffic or limited sight distance make it necessary for public safety. When the vehicle and load cannot stay on the right hand side of the center line of the pavement or traveled way, flagging will be required.

2. The hauling of piling will be permitted to the most feasible dumping site in river or bay.

3. The hauling of piling will be permitted to specific sites for use in dock or bridge construction and the like.

4. When the piling is to be shipped by rail, permits will be granted for the movement along the highway for not to exceed 15 miles beyond the nearest railroad siding except in specific cases of real emergency.

Following discussion the Commission adopted the regulations by unanimous vote and ordered that hereafter permits covering movements of such commodities shall be prepared in conformity with such regulations.

The Commission discussed briefly a request from the City of Monmouth for the widening of U. S. Highway No. 99W (present route) for a distance of three blocks, East Street and Broad Street, in Monmouth where it is alleged a "bottleneck" and serious hazardous condition exists because of the narrowness of the present roadway. The Engineer was instructed to render a written report on this matter for discussion by the Commission at its next meeting.

The Secretary presented a request from the City of West Linn for the oiling of the shoulders along the Oswego Highway through this town. The Engineer advised that this is a meritorious project which is estimated to cost about $5000. He suggested, in view of the shortage of labor and the restrictions on asphalt, that the request for immediate undertaking be denied and that the City be informed that the prospects of securing the improvement before the war is over are not encouraging. The Commission approved the suggestion and so ordered.

A letter was presented from Mr. Roy A. Gage, Portland, requesting the improvement of the Slaven Road intersection with S.W. Barbur Blvd., Portland, where, he alleges, a serious traffic hazard exists. The Engineer estimated the cost of the project at $1200. Action on this matter was deferred by the Commission until the next meeting. The Engineer was instructed to make a written re-

port to the members of the Commission in the meantime.

Similar action was taken by the Commission on a request from Mr. S. C. Burto . Gold Beach, Oregon, publisher of the Curry County Reporter, for an extension f the proposed improvement of the Oregon Coast Highway through Gold Beach so as to pass the Gold Beach High School.

A request was presented from the City of Newberg for the widening of certain city streets, viz., River Street from First Street to Fourth Street, and Fourth Street from River Street to Wynooski Street, route of the Hillsboro-Silverton Secondary Highway, so as to relieve prevailing traffic congestion. The Commission ordered a written report on the matter from the Engineer for discussion at the next meeting.

The Engineer presented a list of surveys that he has ordered since the last meeting of the Commission and asked the Commission to confirm them for the records. After discussion the Commission by unanimous vote approved the following surveys and authorized the Engineer to make such surveys on various sections of the highways in this state, which said sections of highways together with their identifying survey numbers and the amounts authorized and allocated for such survey expenditures are as follows:

Type of Survey	Prefix No.	County	Section and Highway	Authorization
Special	6-1441	Coos	Determine practicability of an overflow channel from Hall Lake on the Oregon Coast Hwy., to prevent damage to roadbed	$400.00
Special	20-1465	Lane	Locate drain ditches on McKenzie Hwy. near Springfield	$500.00
Plans	20-1466	Lane	Connection to county road adjacent for overcrossing of Coos Bay Branch S.P. R.R. immediately north of Eugene on Pacific Hwy.	$250.00
R/W Markers	127-1431	Polk	Right of way stakes, Monmouth-Pedee Section of Fern Creek-Monmouth and Dallas-Kings Valley hwys.	$500.00
Topographical	24-1456	Marion	Oregon Fairview grounds, requested by Board of Control	$1500.00
Topographical	24-1457	Marion	Hillcrest School grounds, requested by Board of Control	$600.00
Topographical	24-1458	Marion	Training School grounds at Woodburn, requested by Board of Control	$800.00

In this connection the Commission ordered that hereafter the costs incurred for resetting center line stakes and right of way stakes upon completion of a construction project shall be charged to engineering or construction rather than to surveys.

The Engineer brought up for discussion the matter of securing options for right of way required for the proposed reconstruction of the Oregon Coast Highway between Siletz Bay and Newport. He pointed out that the former Highway Commission at a meeting held on July 28, 1937 formally adopted the location survey for this section and ordered the right of way acquired. However, the order was rescinded when the war came on, and as a result about 25% of the right of way still remains to be purchased. He gave as his thought that acquisition of the remainder should be resumed now because of developments that are taking place in this district which might prove costly to the State if rights of way purchases were delayed. He recalled that the Commission by adoption of its post war program resolution today authorized the taking of right of way options between Newport and Miner Creek, but the section between Otter Crest and Siletz Bay was not included because provision for construction was not contained in the program. He urged favorable consideration by the Commission on this matter. During the discussion that followed Commissioner Chessman expressed himself in favor of carrying on negotiations for the right of way at once and made a motion to that effect. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Commission had under discussion a request from Frank Watt Construction Co. for an additional extension of time to June 30, 1945, within which to complete its contract No. 2687 for the construction of bridges on the Halsey-Harrisburg Section of the Pacific Highway East in Linn County. The contractor alleged that delays in obtaining materials and the fact that the construction of the approach embankments were not completed were the principal reasons for overrunning the specified time limit. The Engineer advised that the contractor completed all work on the structures, except the placing of the dividing curb between the roadway and sidewalks, prior to April 30, 1945, when the previously extended time limit expired, and at that time was ordered to discontinue further work until the paving of the bridge approaches was completed. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

The Engineer reported that Contract No. 2725 with Edlefsen-Weygandt Company for the construction of curbs along the Taft Section of the Oregon Coast Highway in Lincoln Co. was completed May 19, 1945 according to the requirements of the contract and modifications thereof, and that said job is now ready for acceptance. The following resolution accepting the above project was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that State Highway Contract No. 2725 with Edlefsen-Weygandt Company for the construction of curbs

along the Taft Section of the Oregon Coast Highway in Lincoln County has been completed according to the terms and provisions of the contract, and that said job is now ready for acceptance:

THEREFORE, BE IT RESOLVED that the work covered by said State Highway Contract for the construction of said State Highway project be declared completed according to the terms of the contract, and said job is hereby accepted and final payment in connection therewith is hereby authorized.

The Engineer reported a request from Mr. D. C. Littlepage, Cottage Grove, for permission to construct a logging road approach to the Pacific Highway in Pass Creek Canyon, particularly at a point where the State owns a small park between Mile Posts 152 and 153. He said that the roadway would be constructed across this park and would be used by Mr. Littlepage in the transportation of piling from property that he owns nearby and later for general purposes in connection with the operation of a stock ranch. The matter has been investigated, he said, by Division Engineer K. D. Lytle, who recommends the granting of the permit with certain provisions for public safety. (See Lytle's report in general files for details) The Engineer stated his concurrence in Mr. Lytle's recommendation. The Commission approved the recommendation unanimously and ordered the matter of maintaining the roadway across the park covered by a revocable agreement, in writing.

A request was presented from the Seaside Chamber of Commerce for the installation of a flashing beacon over the Oregon Coast Highway at the Newanna Creek bridge north of Seaside, where a number of serious accidents have occurred. The Engineer advised that the Acting Traffic Engineer has investigated this case and gives as his opinion that the flashing beacon would not solve the problem, and who suggests rather that the intersection be channelized. He estimated cost of such channelization project at $3000. He recommended that the request for the flashing beacon be denied and that the channelizing of the intersection be considered by the Commission when the 1946 budget is prepared, inasmuch as men are not now available to do the work. The Commission approved the recommendation unanimously.

The question of terminating the permit issued to the Portland Traction Company authorizing the Company to operate its electric trolley busses on certain streets in Portland with an overall width of 104 inches, and the question of cancelling the bond furnished by the Company in connection with such permit, had the attention of the Commission. The Commission's Chief Counsel gave as his opinion that it would be satisfactory to cancel the permit and bond in view of the fact that the operations are now legalized by statute, and he so recommended. The Commission approved the recommendation unanimously.

The Commission discussed the matter of extending the period for the granting of Emergency Transportation Permits, in view of the authority

granted by the 1945 legislature covering such movements, and decided to extend such period to July 1, 1947, subject to approval by Governor Earl Snell. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, under the provisions of Chapter 266, Oregon Laws, 1943, the Highway Commission, with the approval of the Governor, "is authorized to permit the movement over state highways of vehicles or combination of vehicles having a length and combined and gross weight in excess of all statutory limitations"; and

WHEREAS, it is provided in said law that "in no event shall any permit issued pursuant to this act be valid after July 1, 1945"; and

WHEREAS, under the authority of said law, and with the approval of the Governor, permits have been issued by the Commission in which the expiration date is fixed as of July 1, 1945; and

WHEREAS, by the enactment of Chapter 88, Oregon Laws, 1945, the life of the law as written in Chapter 266, Oregon Laws, 1943, has been extended to July 1, 1947; and

WHEREAS, it is the purpose of the Commission, with the approval of the Governor, to extend the life of the permits heretofore issued under said Chapter 266, Oregon Laws 1943, so that said permits, subject to the conditions therein specified, shall not expire until July 1, 1947;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That within the meaning and purpose of Chapter 266, Oregon Laws, 1943, as amended by Chapter 88, Oregon Laws 1945, all permits heretofore issued by the Commission within the authority of said act hereby are extended so that the same shall be in full force and effect until July 1, 1947.

2. Nothing in this extension of time shall in any way relieve the permittee of any obligation or undertaking assumed by or imposed on the permittee by virtue of the specific permit issued to such permittee, but all permittees shall be strictly held accountable for any violation of the terms and provisions of said permit whether committed under the original period or under the period as extended by this resolution.

3. Each permittee shall furnish to the Highway Commission by certificate or other satisfactory evidence proof that any bond, insurance policy, or other protection required and/or furnished in connection with said permit shall remain in full force and effect as

fully with respect to any extensions provided for under this resolution as were in effect under the permit issued within the meaning of said original act.

4. The Commission hereby expressly reserves the right to cancel or terminate any permit heretofore issued for violation of any part thereof or for other just cause.

5. That the Secretary be and he hereby is instructed to deliver to the Superintendent of State Police a duly certified copy of this resolution and mail to each permittee a like certified copy.

Dated this 29th day of May, 1945.

OREGON STATE HIGHWAY COMMISSION

By T. H. Banfield (signed)
As Chairman

By Arthur W. Schaupp (signed)
As Commissioner

By M. R. Chessman (signed)
As Commissioner

Attest:

H. B. Glaisyer (signed)
Secretary

Approved as to Form
and Legality:

J. M. Devers (signed)
Chief Counsel

Within the meaning of Chapter 266, Oregon Laws, 1943, as amended by Chapter 88, Oregon Laws, 1945, and for the purpose of making it possible for the Highway Commission to issue permits as authorized by said act and its amendment and to extend permits already issued, I hereby give my approval to the action of the Commission as expressed in the foregoing resolution.

Dated this 20th day of June, 1945.

Earl Snell (signed)
Governor of Oregon

Requests were presented from the East Side Plating Works and The Peters Company, Portland, for permission to remove two sections of the hand-rail along the north approach to the Union Avenue viaduct in Southeast Portland. The requests were approved by the Commission unanimously upon recommendation of the Engineer, provided the work is done in conformity with specifications that meet with the Engineer's approval and subject to his general supervision. (See letter from G. S. Paxson, Bridge Engineer, to R. H. Baldock, State Highway Engineer, dated May 26, 1945, in general files, for details)

The Engineer requested instructions relative to the activities of highway department weighmasters under the new law that was enacted by the 1945 legislature (S. B. 337) which requires the removal of a portion of the load on an overloaded vehicle to such an extent that the gross weights specified in the act are not exceeded. The Commission deferred action on this matter pending a report from the Chief Counsel who was instructed to discuss the matter with Chas. P. Pray, Superintendent of State Police, and ascertain his attitude with respect thereto.

The Chief Counsel reported an apparent lack of support from certain attorneys in Coos County in the handling of overweight violations. It appears that the Justices of Peace wish to cooperate in such matters, but are prevented from so doing by action of these attorneys who secure postponement of the cases which are then dismissed by the District Attorney. He was instructed by the Commission to ascertain definitely just what is going on, and report his findings to the Commission.

The Commission approved and signed the following agreements, etc.:

Bargain and sale deed conveying unto F. T. Wrightman property situate adjacent to the Steiwer Hill-Albany section of the Pacific Highway East.

Bargain and sale deed conveying unto Stephen A. Moore an abandoned gravel pit containing 1.48 acres situate adjacent to the Columbia River Highway in Umatilla County.

Agreement with H. A. Dryer extending for one year lease of state-owned property adjacent to upper Columbia River Highway.

Release of claim against J. B. Maden for damaging bridge on Pacific Highway East north of Albany.

The Commission set Monday, July 9, 1945, as the date for its next regular meeting, and instructed the secretary to make the usual arrangements to hold this meeting in the Imperial Hotel, Portland.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:15 p.m.

T. H. Banfield
Chairman

State Highway Engineer

Arthur W. Schaupp
Commissioner

H. B. Glaisyer
Secretary

M. R. Chessman
Commissioner

Portland, Oregon, July 9, 1945

The State Highway Commission met in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp arrived at 10:30 a.m.

Bids, as follows, for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the award of contracts would be made at 2:30 p.m. in the same room.

NORTH POWDER RIVER COUNTY ROAD IN UNION COUNTY
NORTH POWDER-DAVIS RANCH SECTION

Lloyd Babler, Portland	$ 7,550.00

FEDERAL TIMBER ACCESS ROAD PROJECT NO. DA-RM 95 (1)
CARLTON TIMBER ACCESS ROAD PROJECT

E. R. Hitchman, Mill City	$52,792.40
J. N. & M. J. Conley, Portland -	60,848.00
C. J. Eldon, Portland	65,015.00
J. C. Compton, McMinnville	68,700.00
O. C. Yocom, McMinnville	69,021.00
Vernie Jarl, Gresham	76,530.00
Newport, Kern & Kibbe, Portland	81,343.00

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties together with the offer that he recommended in connection with each parcel. Mr. T. M. Davis, District Engineer, Public Roads Administration, was present and passed on the purchases on behalf of the Federal Government. After careful discussion of the individual items, the Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

ASTORIA AIRPORT SECTION, OREGON COAST HIGHWAY

10964-A-	Haggren, Mike and Hilja K. Haggren Right of Way Option expires December 10, 1945	0.28 acre at $120.00	$ 33.60	McChesney

NELSCOTT-SILETZ RIVER SECTION, OREGON COAST HIGHWAY

11499-	Twiford, Wm. M. and James H. Yates Right of Way Option expires October 29, 1945	1.05 acre	$ 00.00	Witt
11731-	McLean, A. E. Right of Way Option expires October 29, 1945	664 sq.ft.	$ 500.00	Witt

TAFT-SILETZ RIVER SECTION, OREGON COAST HIGHWAY

11580-	Smith, Cora Boomer Right of Way Option expires September 13, 1945	2,614 sq.ft. at 10¢ sq.ft.	$ 261.40	Witt
11577-	Kirkpatrick, Blanche Right of Way Option expires August 31, 1945	1.0 acre at $450.00 per	$ 450.00	Witt
11580-	Cutler City Water Works Right of Way Option expires September 16, 1945	500 sq.ft. at 10¢ sq.ft.	$ 50.00	Witt
11579-	Willis, B. D. Right of Way Option expires September 16, 1945	2,086 sq.ft. at 20¢. State to move gas pumps and tanks and lw ft. of bldg.	$1,392.20	Witt
11582-	Noland, May A. Right of Way Option expires December 17, 1945	630 sq.ft. at 15¢	$ 94.50	Witt
11690-	Werner Timber Company Right of Way Option expires December 27, 1945	0.05 of an acre in exchange for 0.45 of an acre in Kirkpatrick acre tract, Lincoln County which the State is to convey to granter-valued at $200.00	$ 00.00	Witt

JUL 9 1945

TAFT-SILETZ RIVER SECTION, OREGON COAST HIGHWAY (CONT)

11676-State Land Board Right of Way	0.47 acre	$ 5.00	Witt

GARDNER RANCH-BERGER RANCH SECTION, WOLF CREEK HIGHWAY

6503-Berger, Arnold and Anna Berger Right of Way Option expires November 30, 1945	15.49 acres at $250.00	$ 3,872.50	
	Moving and rearranging barnyard fences	400.00	
	Loss of prune, pear, filbert trees	190.00	
	60 feet raspberry plants	30.00	
	400 strawberry plants	40.00	
	2 walnut trees at $35.00 ea.	70.00	
	Redwood tree	40.00	
	Lilac bush	2.50	
	Allowance 415 rods fence at $2 rd	830.00	
	Severance damages 25 acres	1,875.00	
	Severance damages 12 acres	900.00	
	Severance damages 14 acres	700.00	
	Severance damages 4 acres	500.00	
	Inconvenience-moving buildings	500.00	
	Waiver of access	200.00	
	General damage to entire farm	600.00	
	Estimated cost moving buildings	4,400.00	
		$15,150.00	Collins

FRONT STREET PROJECT-CITY OF PORTLAND, PACIFIC HIGHWAY WEST

8271-Wank, Rosalia Right of Way	5,326 sq.ft. at 28+ ¢ buildings	$12,500.00	McCallister
11843-Senn, Theodore and Barbara Right of Way	4,500 sq.ft. at 15¢ Building	$ 1,250.00	McCallister
11844-Tenney, C. W. and Maude E. Right of Way	6,753 sq.ft. at 20¢ less Building	$ 5,500.00	McCallister
11924-Schappert, Michael A. and Mary Right of Way	4,000 sq.ft. at 25¢ Building	$ 3,750.00	McCallister

STEIWER HILL-ALBANY SECTION, PACIFIC HIGHWAY EAST

11283-Hampton, Heirs J. H. Right of Way (CORRECTION)	6.62 acres at $130.00	$ 860.60	
	20.02 acres at $100.00	2,002.00	
	821 rods fence at $1.50 rod	1,231.50	
	7 gates at $20.00	140.00	
	22 anchor posts at $1.50 rod	33.00	
	3 bridges	100.00	
	Severance damages to 48.77 acres	1,000.00	

(CONT.)

	Waiver of Access	$ 100.00	
	Crop loss on 11.04 acres	266.30	
	Moving house-low bid	786.00	
	New well	140.00	
		$6,659.40	Benson
11764-Sudtell, Bernard T. and Ada Frances Sudtell Right of Way Option expires December 6, 1945	0.262 acres at $871.20	$ 228.25	
	Trees and shrubbery	670.00	
	Waiver of access and advertising restriction	100.00	
	Allowance for moving house and garage and woodshed	1,501.75	
		$2,500.00	Benson

HALSEY-HARRISBURG SECTION, PACIFIC HIGHWAY EAST

11561-Bayly, D. T. and Beulah F. Easement Option expires July 3, 1945	5 foot sidewalk easement	$ 350.00	Landon
	Damages in lieu of building alterations, etc.		

WEST 7TH AND WEST 11TH STREET CONNECTION (EUGENE), PACIFIC HIGHWAY

8791-Haldoron, Lennie A. and Julia M. Right of Way Option expires December 18, 1945	5,000 sq.ft. at 6¢ sq.ft.	$ 300.00	Parker
8788-Rooks, A. L. Right of Way Option expires December 10, 1945	7,722 sq.ft. at 5¢ sq.ft.	$ 386.10	
	House	2,350.00	
	Damage to remaining property by reason leaving in triangular shape	113.90	Parker
		$2,850.00	
8786-Horn, Floyd W. Right of Way Option expires December 14, 1945	11 sq.ft.	$ 5.00	Parker
8789-Adrian, W. H. and Wilma Right of Way Option expires January 6, 1946	880 sq.ft. at 6¢ sq.ft.	$ 130.30	Parker
	Moving 115 feet yard fence, and outhouse and 10x12 foot shed		

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY

11540-Williams, Percy and Annie — 0.13 acre — $ 50.00 — Witt
Right of Way
Option expires
December 10, 1945

MEDFORD-TRAIL SECTION, CRATER LAKE HIGHWAY

11850-Puddycomb, R. H. and Dora B. — 0.08 acre at $150.00 — $ 12.00 — McChesney
Right of Way
Option expires
December 13, 1945

TRAIL-PROSPECT SECTION, CRATER LAKE HIGHWAY

11752-California Oregon Power Company — 3.03 acres at $50.00 — $ 151.50 — McChesney
Stock Pile Site
Option expires
December 5, 1945

PRINEVILLE SECTION, OCHOCO HIGHWAY

11699-Lau, Henry J. and Marie A. Lau — 0.06 acre at $400.00 less — $ 235.00 — Cozad
Maintenance Headquarters
Option expires
November 29, 1945

GILLIAM COUNTY LINE-EIGHT MILE SECTION, WASCO-HEPPNER HIGHWAY

11768-Zinter, Irene E., and Sidney Zinter — 7.11 acres at $10.00 — $ 71.10 — Cozad
Quarry Site
Option expires
November 14, 1945

11753-McClintock, Wm. A. — 1.40 acres at $10.00 Fencing — $ 14.00 — Cozad
Stock pile site
Option expires
December 11, 1945

SAGE HEN HILL-BURNS SECTION, CENTRAL OREGON HIGHWAY

11703-Oregon and Western Colonization Co. — 15.16 acres at $13.20 — $ 200.00 — Cozad
Quarry and haul road
Option expires
December 25, 1945

JUL 9 1945

LEXINGTON-SOUTH SPRINGS SECTION, LEXINGTON-ECHO HIGHWAY

11154-A-Nichols, Thomas H. 7.60 acres at $20.00 $152.00 Cozad
Quarry and Haul road Fencing to be done by state
Option expires
December 27, 1945

WHEELER COUNTY LINE-VALADA RANCH SECTION, JOHN DAY HIGHWAY

11728- Kennedy, Walter W. 40.0 acres at $2.50 $100.00 Cozad
Park per acre
Option expires
October 16, 1945

11730- Griffin, Michael E. 3.0 acres at $10.00 $ 30.00 Cozad
Park
Option expires
December 17, 1945

ANNUAL RENTAL ON U. S. GOVERNMENT PARKS

Annual park rental August 20, 1945, to August 20, 1946, for recreational lease, Roseburg, Serial #020197, on 51.51 acres, being Lots 17 and 18, Section 1, Township 23 South, Range 10 West, W.M. in Douglas County, Umpqua Highway. $ 6.44 Boardman

Annual park rental August 5, 1945, to August 5, 1946, for recreational lease, Lakeview, Serial #031571, on 80.0 acres being the S½ NW¼ of Section 34, Township 37 South, Range 11 East, W.M., in Klamath County,- Klamath Falls-Lakeview Highway. $10.00 Boardman

Clackamas County, Mt. Hood Highway 120.00 acres $75.60 Boardman

Josephine County, Redwood Highway 70.0 acres $ 6.88 Boardman

Marion County, Silver Creek Falls Park-200.0 acres $35.00 Boardman

---

A delegation from Redmond consisting of Mr. M. A. Lynch, former member of the Highway Commission; Theodore J. Wells, Mayor; Fred Hodecker, Councilman; and John H. Berning, Water Superintendent, came before the Commission with regard to the re-routing of truck traffic along Seventh Street through Redmond in order to relieve traffic congestion along Sixth Street, which is the city's main business street and the route of U. S. Highway 97. Mr. Lynch headed the group. He said that the traffic congestion on Sixth Street, caused mostly by logging trucks, is serious, and the city wants to route the logging trucks along Seventh Street, an unpaved

street, but needs the state's help because it cannot finance a paving project on its own account. He urged the Commission to include such project in its Post War Program if the Commission cannot see its way clear to have the work done right away. He also suggested the construction of diagonal connections from Seventh Street to the present highway near the north and the south entrances to the city, particularly at the north city limits, so as to provide for the routing of all south-bound truck traffic along Seventh Street. Following discussion, the Commission referred the matter to the Engineer for investigation and report.

Mr. R. A. Bennett, Attorney, Portland, and his client, Mr. John Jordan, came before the Commission in regard to the changing of the zone classification of a small triangular shaped tract of land situate adjacent to McLaughlin Boulevard(Pacific Highway East) at its junction with S. E. 8th Avenue in S. E. Portland. Mr. Bennett advised that the property is now in Zone I, which restricts it for residential purposes, also that Mr. Jordan wants the zone changed to No. III so as to permit the use of the property for service station purposes, since it is valueless as residential property. He exhibited a map showing the location of the property and adjacent surroundings and advised that the Highway Commission is being asked to join in the request for the changing of the zone because it is the owner of adjoining property on the south. He went on to say that all but three of the other property owners affected by the zone change have signified their willingness to join in the petition, but Mr. Jordon doesn't want to present the petition to the City authorities until the State Highway Commission has had opportunity to pass on it and join with the others if it felt so inclined. Chairman Banfield gave as his thought that the State Highway Commission should not join with the owners in requesting this change or any other change; also, that he personally would interpose no objections to the change desired by Mr. Jordan. Commissioner Chessman expressed himself similarly whereupon Chairman Banfield declared that to be the order of the Commission.

A group representing the Brooks-Scanlon Lumber Company, Bend, and consisting of Messrs. H. H. DeArmond, Attorney; A. J. Glasson, General Manager; and Gayle Blakely, Logging Superintendent, came before the Commission regarding the construction of a logging railroad across the McKenzie Highway at grade, about one mile west of the town of Sisters. Mr. DeArmond advised that they are familiar with the requirements of the State Highway Commission with respect to railroad grade crossings but gave as his feeling that the present case desires special consideration in view of the fact that train movements will be infrequent and because the State Highway carries very little traffic. It was his thought that the crossing could be made perfectly safe to the public if it was properly regulated and appropriate signals were maintained at the crossing. Moreover, he said, the crossing would be much safer from the public's standpoint than the operation of some 100 logging trucks daily over the highway, which would be the case in the event the railroad were not constructed. The Engineer estimated the cost of a grade elimination structure at this point between $25,000 and $30,000. Chairman Banfield questioned the justification of the grade crossing when considering the fact that the Federal Government is spending so much public money to eliminate existing crossings.

Commissioner Schaupp arrived at this time.

In the further discussion of this matter, it was brought out by Mr. Blakely that the Company owns sufficient timber in this district to keep in operation for about ten years, and in addition thereto anticipates purchasing additional timber from the Federal Government. The operations, he said, are on the sustained-yield basis so their operations will be practically permanent. He urged an early decision by the Commission because they want to start construction of their railroad in the not distant future. He mentioned letters from the U. S. Forest Service and the County Court of Deschutes County indorsing the construction of grade crossing from an aesthetic standpoint. Chairman Banfield concluded the discussion by stating that the Commission is not in a position today to make a decision but will refer the matter to the Engineer for a report which is to include consideration of all the facts involved from the highway and park standpoint. The Engineer was thereupon instructed to prepare such a report in consultation with the State Park Superintendent.

Mr. A. C. Kirtsis and his attorney, Mr. Herbert Gordon, both of Ocean Lake, were present in regard to the re-alignment of the Oregon Coast Highway between the place known as "Dorchester House" and Ocean Lake, in Lincoln County, where Mr. Kirtsis is developing his privately owned land. It appears that Mr. Kirtsis' operations, which consist of leveling work and re-grading of the land fronting on the highway, has made it possible to eliminate a curve in the highway alignment at minimum expense and that Mr. Kirtsis would like to have the highway straightened at this point before he perfects his sub-division. Mr. Kirtsis offered to give the state a right of way 100 feet wide on the proposed alignment if the Commission will agree to the straightening of the section. It also appears that if the Highway Commission elects to improve the highway on the present alignment, Mr. Kirtsis will donate the land necessary to provide a right of way 100 feet wide, but he wants the Commission to make its decision immediately so that he can proceed with his development project. He also asked, if the Commission approves the straightening of the road, that the work be done in the immediate future. During the discussion that followed, the Engineer recommended retention and improvement of the highway on the existing alignment because the curve referred to is not sharp and there are possibilities that the highway will at some future date be re-aligned so as to bypass the town of Ocean Lake. The Commission approved the Engineer's recommendation by unanimous vote; however, refused to make a commitment as to when the improvement work would be done. The Commission referred the matter to the Engineer and the Chief Counsel to work up an agreement with Mr. Kirtsis relative to the right of way feature and other details.

Messrs. Wesley Andrews and G. S. Chance, Nelscott, were present and discussed with the Commission the matter of constructing curbs and sidewalks along the Oregon Coast Highway through the Nelscott community. Chairman Banfield advised that the Commission is ready and willing to proceed with the construction of concrete curbs, as was done in the town of Taft, when assurance is received from the owners of the property fronting on the Highway that they

will construct concrete sidewalks when the curb construction is completed. Mr. Andrews presented a petition signed by all of the property owners concerned except one agreeing to furnish right of way free of cost to the State and to construct concrete sidewalks in front of their respective premises within 90 days following completion of the curb construction. Mr. Chance advised that if Mr. Mitchell, the property owner who has refused to date to sign the petition, could not be prevailed upon to change his attitude the other property owners will guarantee the construction of the sidewalk in front of his premises. Mr. Andrews indorsed this statement. Chairman Banfield advised that such procedure would satisfy the Highway Commission's requirements and that the Commission would proceed with the construction of the curbs just as soon as this feature has been disposed of satisfactorily. The Engineer and the Chief Counsel were instructed to consult with Mr. Mitchell in an endeavor to iron out this difficulty. The Engineer was also instructed to advertise for bids to be received at the next meeting for the curb construction if the Commission's requirements had been satisfied in the meantime.

The Commission by unanimous vote approved the minutes of the meetings held on May 14 and 15 and on May 29, 1945, subject to a slight correction requested by Commissioner Schaupp.

The Chief Counsel presented an offer from Mr. R. A. Schaad, Master of Fernwood Grange No. 770, Newberg, to pay the sum of $100 for a small parcel of land which the Commission acquired from Willis K. Clark in connection with a right of way transaction near Newberg. He advised that the property is not needed for highway purposes and recommended acceptance of the offer. The Commission approved the recommendation by unanimous vote on motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

The Assistant Attorney brought up for discussion a settlement with Mr. H. L. Claycomb for right of way needed for the proposed improvement of the Pacific Highway in the City of Ashland. He advised that he notified Mr. Claycomb that the Commission at its last meeting approved immediate settlement with him for $25,000 cash with the understanding that the Commission would be relieved of further responsibility with respect to his property, but it seems that Mr. Claycomb has had a change of mind regarding the matter and now wishes to proceed on a basis of his original agreement with the former Highway Commission. A question arises, he said, as to when the State Highway Commission intends to construct the Ashland project, and in addition thereto Mr. Claycomb considers that the Engineer underestimated the cost to reconstruct his garage building. The Engineer advised that the project is included in the Commission's first year program following the war, but nothing definite can be said as to when construction will start as that depends on when the Congress authorizes the expenditure of the Federal funds with which the work is to be financed. He suggested that Mr. Claycomb be given 120 days to vacate the right of way after the Commission is authorized to proceed with the construction work, and if he will not accept the cash settlement offered by the Commission, that the entire matter revert back to the original agreement. The Commission approved the

recommendation unanimously.

The Assistant Attorney requested instructions regarding the disposal of a building situate on property that the Commission acquired from S. W. Baker in connection with the acquisition of right of way for the Wolf Creek Highway in Washington County. He advised that when the land was purchased, an understanding was had that Mr. Baker, who was a ward of the County, would be allowed the use of the building until it was necessary to move it to accomodate highway construction. Mr. Baker, he said, has since passed away and the District Attorney of Washington County, who is handling the Estate, now wishes to move the building to adjacent privately-owned property. He recommended approval of the request. The Commission approved the recommendation unanimously.

A letter was presented from Mr. Paul E. Wallace, Salem, calling attention to the fact that considerable development is taking place along the Salem-Dayton Secondary Highway through West Salem, and suggesting, in view thereof, that it would be advisable for the State Highway Commission to acquire at once land that is needed for the widening of the right of way of this road, before additional wholesale houses and factories are erected on the property. The Engineer advised that the right of way should be widened before the highway is reconstructed, but the reconstruction job is not very high up on the list of priority projects, so there is a question whether or not the Commission should spend its funds for the right of way at this time. He suggested, because of the circumstances, that the acquisition of the extra right of way be deferred, except that attention of the City of West Salem be called to the need of retaining such property that the City owns along this highway. The Commission approved the suggestion unanimously and so ordered.

The Commission confirmed oral authority heretofore given the Baseball Committee of Klamath Post No. 8, American Legion, to use certain State-owned property in Klamath Falls, described as Lots 13 to 18, inclusive, Blk. 19, Hillside Addition, as a practice field for baseball teams sponsored by the Legion.

The Commission's Chief Counsel brought up for discussion a claim against Mr. Maurice R. Wootan, Portland, for damaging a retaining wall on the Lower Columbia River Highway at M. P. 7.64. He advised that Mr. Wootan drove his car into the retaining wall necessitating repairs which cost $134.07; further, that Mr. Wootan has tendered his check in such amount but alleges that he has been overcharged because, he states, the wall previously had been struck by other vehicles on numerous occasions, and he feels that he should not be charged the full cost of the repairs. The Chief Counsel advised that investigation revealed that there is merit in Mr. Wootan's contention and suggested, in view thereof, that the charge against Mr. Wootan be reduced to $100.00 and that the $34.07 difference be refunded to him. Following discussion, the Commission approved the suggestion by unanimous vote on motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp.

The question of securing reimbursement from the State Board of Control for losses covered by the State Restoration Fund was also brought

up for discussion by the Chief Counsel. He explained that, according to the Board of Control's construction of the Restoration Fund Act, some losses are reimbursable and others not, and he gave as his thought, on account of such dual construction, that the matter should be brought to the attention of the Commission and the Commission should take such action which it considers advisable in order to clarify the situation. The Commission referred the matter back to the Chief Counsel with instructions to work out a solution to the best of his ability. He was also instructed to discuss the matter with the Board of Control in an effort to secure a clarification of the Act.

The Commission discussed the written report of the Chief Counsel dated June 14, 1945, concerning the maintenance of the privately-owned cabin of Mr. E. H. Lamport in Casey State Park on the Crater Lake Highway, in Jackson County. (See copy of the report in General Files for details). The Chief Counsel gave as his thought that the Highway Commission should either force Mr. Lamport to remove the building from the State's property or should purchase the building, and that definite action by the Commission should be taken soon in order to avoid more troublesome and embarrassing issues that undoubtedly will arise if action is longer delayed. He was instructed by the Commission to ascertain if there is not some amiable way in which this matter can be settled and also to ascertain whether or not the building can be used to advantage for highway purposes. It was understood that in the event the matter cannot be settled amiably, the Commission will consider taking more drastic action.

The Commission discussed briefly but took no action on a written report rendered by the Chief Counsel on his conference with Mr. Charles P. Pray, Superintendent of the Department of State Police, relative to the application of the law enacted by the 1945 Legislature by which the Superintendent of State Police is permitted to grant leniency with respect to requiring log haulers to remove a portion of their loads so as not to exceed the statutory weight limit. (See copy of report dated June 26, 1945, in General Files).

The Commission had under consideration the stipulation required by the United States Land Office in connection with the State's application for the appropriation of Government land located in Sec. 11, T 31 S, R 43 E, W. M., adjacent to the I.O.N. highway, Malheur County, so that the land might be made available for use by the State Highway Commission as a source from which to procure materials for the construction and maintenance of Oregon Federal Aid Secondary Project No. SN-U-FAS 32-C (1). The Chief Counsel explained that this is rather a perfunctory matter and at his request the stipulation was executed by the Commission's secretary due to the fact that the time limit fixed by the Government for the return of the stipulation would have expired long before the July 9th meeting of the Commission. He recommended confirmation of the Secretary's execution of the same. The Commission approved the recommendation unanimously. (See signed copy of stipulation in Legal Department File No. 11692).

For similar reasons the Commission also confirmed the Secretary's execution of a like stipulation in connection with the State's application

for the appropriation of Government land located along the Central Oregon Highway at the following points:

E½ SE¼ SE¼, Sec. 7, T 23 S, R 23 E, W. M., Lake County
S½ NW¼ SE¼, Sec. 8, T 23 S, R 22 E, W. M., Lake County
E½ SE¼ NW¼, Sec. 27, T 22 S, R 21 E, W. M., Deschutes County

(See file copy of stipulation in Legal Department File No. 11689).

The Commission discussed a report from the Engineer on the request of the City of Bay City, Oregon, for the establishment of a "no parking" zone on the Oregon Coast Highway in front of the Post Office in this town. The Engineer advised that the matter has been investigated by the Traffic Engineer who recommends approval of the request, in which recommendation he concurs. The Commission approved the recommendation. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

WHEREAS, the Oregon Coast Highway, otherwise designated as U. S. Highway 101, as routed through the town of Bay City in Tillamook County, passes in front of the United States post office; and

WHEREAS, it has been represented to the Highway Commission by Frank E. Smith, the United States mail carrier between Tillamook and points north, one of which delivery points is the United States post office at Bay City, that the parking of motor vehicles in front of said post office seriously interferes with the movement of United States mails, and the Commission has therefore been requested to designate and establish the highway frontage in front of said post office as a "No Parking" area, and

WHEREAS, it is the judgment of the Commission that every reasonable and legitimate action should be taken having for its objective the speeding of the movement of United States mails; and

WHEREAS, it appears that Bay City is an incorporated city and therefore possesses some regulatory powers not possessed by an unincorporated town, among which powers is authority to regulate to some extent traffic movement within its corporate boundaries; and

WHEREAS, it is the opinion of the Commission that any action taken by the Commission for the regulation of traffic in front of the post office should be supplemented by appropriate action on the part of the municipal authorities;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the highway area in front of the post office in Bay City, Oregon, be and said area hereby is declared to be a "No Parking" area, and from and after the passage and adoption of this resolution the parking of motor vehicles within said area shall be prohibited; provided that this prohibition and regulation shall not apply to motor vehicles operated by the carriers of the United States mails.

2. That the Engineer be and he hereby is instructed to erect and thereafter maintain at appropriate places in front of said post office the approved "No Parking" signs, and said Engineer is further instructed to paint or cause to be painted in the conventional manner and conventional color the curb line within the limits of said "No Parking" area.

3. That the municipal authorities of the City of Bay City be and they hereby are requested, by ordinance, resolution, or other approved charter method, to supplement the action of the Commission with respect to the designation and establishment of said "No Parking" area.

4. That this resolution be entered in the minutes and records of the Commission as of the ninth day of July, 1945, and a correct copy thereof mailed to the Auditor of the City of Bay City, a like copy to the Superintendent of State Police, a like copy to Frank E. Smith, United States Mail Carrier, Tillamook, Oregon, and a like copy to Fred H. Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon

---

The Commission also approved the establishment of a "No Parking" zone on the Oregon Coast Highway in front of the Post Office in the Town of Garibaldi, as requested by the Railway Mail Service. The following resolution with regard thereto was adopted by the Commission by unanimous vote on motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman.

WHEREAS, it has been represented to the Commission by Fred. H. Twohy, Chief Clerk of the Railway Mail Service, Portland, Oregon, that the parking of cars in the highway in front of the entrance to the post office at Garibaldi, Oregon, causes inconvenience to and interference with the movement of United States mails, and to remedy such situation the Commission has been requested to designate the highway in front of said post office as a "No Parking" area; and

WHEREAS, it is the opinion of the Commission that every reasonable and legitimate action should be taken which has for its purpose a speeding of the movement of United States mails, and the Commission is therefore of the opinion that parking in front of the post office entrance at said place should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the entire area immediately in front of the post office at Garibaldi, Oregon, be and said area hereby is declared closed to the parking of vehicles.

2. That the Engineer be and he hereby is instructed to install and thereafter maintain at points in front of said post office entrance where they will best serve the purpose of this resolution appropriate signs designating said area as a "No Parking"area and that in addition to such signs the curb line in front of said building be appropriately painted.

3. That this resolution be entered in the minutes and records of the Commission as of July 9, 1945, and a correct copy thereof mailed to Mr. Fred H. Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon, and a like copy to the Superintendent of State Police.

The Engineer presented a report showing the amounts heretofore contributed by the several counties during the period 1917 to 1944, inclusive, for State Highway construction as compared with the total cost of State Highway work performed in the respective counties during the same period. He was instructed to continue this report and to include figures to show the amounts expended by the State Highway Department in each county during the same period.

The Engineer requested instructions in regard to the removal of some oil debris that was deposited on certain private property in the City of Bend because of a faulty valve in the railroad tank car from which the oil was being removed by Highway Department forces. He advised that the responsibility for the damage rests entirely with the railroad company because of the faulty valve; but the railroad company will not admit the responsibility, and as a result, the property has not been cleaned up to the satisfaction of the property owner who is very anxious that his property be restored to its original condition. He estimated the cost to clean up the property at approximately $250.00 and suggested, inasmuch as the railroad company refuses to act, that the Highway Commission join with the City of Bend in assuming this expense on a 50-50 basis. Following discussion, the Commission approved the recommendation unanimously and ordered that the matter be covered by appropriate agreement and that a release be obtained from the property owner when the job is completed.

A letter was presented from the Oregon and Northwestern Railroad Company requesting permission to construct and operate an overhead conveyor over the John Day-Burns Highway at M. P. 50.1. It appears that the Company intends to operate a rock crushing plant on the east side of the highway and convey crushed rock on the conveyor over the highway to its ballast cars on the railroad. The Engineer recommended approval of the request subject to certain restrictions including safeguards for the protection of the highway and highway users. The Commission approved the recommendation unanimously

subject to the condition that the privilege shall be limited to a period of five years. The matter is to be covered by an appropriate agreement between the Company and the State.

The Engineer reported the results of the taking of bids in Salem on June 20, 1945, for the sale of hay in Cape Arago State Park, and on June 27, 1945, for the sale of a small parcel of land in the Town of Cottage Grove, and for the sale of a service station building on the right of way of the Pacific Highway East north of Harrisburg, as follows:

SALE OF WILD HAY IN SHORE ACRES PARK

	Item 1	Item 2	Total
L. H. Cornell, Charleston			$205.00
A. H. Eggers, North Bend	$125.00	$25.00	150.00
H. H. Willman, Coos Bay	105.00	20.00	125.00

SALE OF TRACT OF LAND IN COTTAGE GROVE

Mr. & Mrs. L. J. McLoughlin	$551.00
Al Rosenthal	375.00

SALE OF BUILDINGS NORTH OF HARRISBURG

Sale of service station building formerly owned by Chester Curtis on the Pacific Highway 3½ miles north of Harrisburg.

No bids received.

He further advised that the hay was sold to the high bidder, Mr. L. H. Cornell, at his bid price of $205, and the tract of land in Cottage Grove was sold to Mr. and Mrs. L. J. McLoughlin at their bid price of $551, after consultation with the members of the Commission over the telephone. The Commission confirmed the sales by unanimous vote and also authorized the private sale of the building north of Harrisburg in view of the fact that no bids were received for purchase of the same.

The Engineer also reported on the request of the City of Monmouth for the widening of U. S. 99W for a distance of three blocks in this town, particularly between East Street and Broad Street where the existing pavement is only 20 feet wide. He estimated the cost of the improvement at approximately $10,000.00, and suggested that the project be given consideration by the Commission this fall in connection with the formulation of its betterment budget for 1946, inasmuch as it is a desirable improvement. The Commission approved the suggestion and so ordered.

The Engineer reported on his investigation of the high water record of the Willamette River at Champoeg State Park, as previously instructed by the Commission. He advised that the records reveal that practically the entire park is covered during periods of extreme high water which occurs at approximately 15-year intervals, but it is anticipated by the Army Engineers that the

flood elevation will be lowered as much as eleven feet when the proposed dams in the Willamette River tributaries are constructed. Notwithstanding the reductions in the flood line by reason of the dam construction, he said, it is quite likely that a considerable portion of the park will be inundated during flood periods, so there is a question in his mind if it would be advisable to construct buildings in the park. He gave as his thought that the Commission should, before too long, make definite plans for landscaping the park area and a decision with respect to the further development of this park. As a result of further discussion, the Commission instructed the Engineer and the State Parks Superintendent to consult with the members of the Oregon Historical Society with respect thereto and report back the attitude of this group.

The Engineer presented a written report on the request of the City of Hood River and the Hood River Port Commission for State aid in the construction of an aircraft landing field and an industrial area between the proposed new location on the Columbia River Highway and the Columbia River, in this city, which involves the construction of a retaining wall in the Columbia River. The present plan for the highway construction, he said, includes the riprapping of the highway embankment slopes, which work would be eliminated were the Commission to join with the city in the construction of its project, and suggested that there is no apparent reason why both jobs cannot be done jointly if construction can be synchronized. The state, he said, would not be put to any extra expense, but it would result in a considerable saving to the city in the construction of its airport. He suggested approval of the cooperative project and that he be given authority to discuss the matter with the city officials. The Commission indicated that it would cooperate with the city in a joint project if satisfactory arrangements can be made, however, refused to make any definite commitment or promise with respect thereto because of uncertainty of funds and of the time when both projects could be carried on simultaneously. Moreover, the city has not as yet advised the Commission officially as to the location which the city wishes adopted for the permanent highway. The Engineer was authorized to advise the city of the action taken at this meeting.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m., the same persons being present and participating.

The Engineer presented a request from the U. S. War Department for State assistance in the construction of a revetment in the South Santiam River near Sanderson Bridge on the Albany-Lyons Secondary Highway, Linn County. He advised that an examination of this stream discloses that it is cutting into the bank just above the bridge and unless protective measures are taken, eventually will form a new channel around the end of the existing bridge structure. An attempt was made several years ago to correct the condition, he said, but the elevation of the revetment then constructed was not high enough so desired results were not obtained, and the dangers still exist. He estimated the cost of the improvement now proposed at $80,000 and advised that $50,000 of such sum will be provided by the U. S. War Department from emergency flood control funds made available by the Congress for the repair of the existing flood control facilities, but not for the additional work, so the War Department is asking the State to contribute the difference of $30,000 in order to secure a satisfactory improvement. He gave as his opinion that the benefits that the State

will receive fully justify the expenditure of such sum, and recommended that the Commission join with the War Department in this undertaking so as to insure that a satisfactory improvement will result. If the State does not cooperate, he said, the War Department will limit its expenditure to the $50,000 that it has available, and in that event it probably will cost the State considerably more than $30,000 to protect the bridge. Chairman Banfield gave as his thought that the Commission should join in this undertaking. Commissioners Chessman and Schaupp expressed themselves similarly. Motion was thereupon made by Commissioner Chessman that the Highway Commission join with the U. S. War Department to the extent outlined by the Engineer. The motion was duly seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission. The Commission thereupon signed an agreement with the War Department covering the matter.

A petition was presented from citizens of Lebanon and vicinity urging the immediate oiling of the unoiled section of the Albany-Lyons Secondary State Highway. The Engineer advised that the Commission has already approved the construction of a portion of this section as a post war project. He was instructed to convey such information to the petitioners and to advise them that the balance of the work would be done when the Commission is able to finance it.

The Commission discussed a request from contractors McEwen and Wilson for permission to assign their interest in Contract No. 2707 covering the Elsie-Sunset Camp-Vernonia Rock Production Project, to a contracting firm consisting of T. F. Skelton and H. H. Wiecks. The Engineer said that Skelton and Wiecks will take over the job only on the condition that they are granted a 50 day extension of time within which to complete it. He recommended approval of the assignment on such basis so as to make certain that the materials will be available for State forces when they are ready to use them, it appearing that McEwen and Wilson are unable to handle the job. The Chief Counsel advised that he has examined the form of assignment which, in his estimation, is satisfactory, so the Commission can approve it if it sees fit to do so. He also advised that the American Surety Company of New York, surety on the bond furnished by McEwen and Wilson in connection with this job, has given its consent to the assignment. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS, the State heretofore awarded to McEwen and Wilson a contract for the production of roadbuilding materials, which contract is identified in the Highway Commission's records as Contract No. 2707; and
>
> WHEREAS, it now appears that for reasons satisfactory to the Commission the said McEwen and Wilson have assigned their said contract to Skelton and Wiecks, which assignment is likewise satisfactory to the Commission; and

WHEREAS, it appears that the assignment of said contract has been accepted by Skelton and Wiecks on the express condition that the time for the completion of said contract shall be extended for a period equal to fifty full working days from and after the approval of said assignment by the Highway Commission; and

WHEREAS, it appears to the Commission that the interests and welfare of the State with respect to its highway program will be served by the proposed assignment of contract and the assumption of the contract obligations by the assignees;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That the assignment of State Highway Contract No. 2707 by McEwen and Wilson to Skelton and Wiecks hereby is approved on the condition that the assignees fully perform the work specified in said contract and fully and completely meet all of the obligations therein imposed on the said assignors.

2. The assignees hereby are given fifty days' additional time within which to complete said contract, said additional time to consist of fifty full working days from and after July 14, 1945.

3. That this resolution be entered in full in the minutes and records of the Commission as of July 9, 1945.

The Engineer brought up for discussion a request from the Borden Milk Company for permission to use water from one of the State Highway Department' artificial lakes near Eugene, for cooling some of the condensing machines which they contemplate using in connection with a plant that they propose to install at this location. It appears that the Company will use about 250 gallons of water per minute each 24-hour day, and it is alleged that the used water which will be turned back into the lake, will in no way be contaminated although it will be heated to about 115 degrees temperature. The Engineer advised that he discussed this matter recently with some of the citizens of Eugene who gave as their thought that such use of the State's property would be contrary to the public interest and would detract from some of the recreational features of the lake, which is now used by the younger generation as a swimming hole. Moreover, there is a question whether or not the water that is returned to the lake would have an ill effect on the fish that had been stocked there. Mr. William Tugman, Manager of the Eugene Register-Guard, who was present, gave as his opinion that the granting of the request would establish an undesirable precedent which would be difficult to avoid in passing on similar requests for like privileges in other lakes in this vicinity, and while the granting of the privilege might be desirable from the State-wide standpoint and an inducement for the Company to establish its business at this location, in his estimation it seems unnecessary to let them take the water at this time. He added that the Eugene Chamber

of Commerce is now having the matter checked by the State Sanitary authorities and suggested that the Commission defer action at least until the report from such authority has been received. As a result of the discussion, the Commission voted unanimously to hold the matter in abeyance, such action being taken upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman.

The Engineer discussed with the Commission the bids received at the morning session for State Highway construction. The Commission voted unanimously to reject the one bid that was received for the construction of the North Powder-Davis Ranch Federal Timber Access Road Project on the North Powder River County Road in Union County; however, authorized the Engineer to perform the work with State forces if the Public Roads Administration will give its consent to the handling of the job in that manner. In this connection, the Engineer was instructed to report back to the Commission the actual cost of performing the work as compared to the estimated cost. The Commission referred to the Engineer the bids received for the construction of the Carlton Timber Access Road Project in Yamhill County and authorized the Engineer to award the contract to the low bidder, E. R. Hitchman, Mill City, if and when the Public Roads Administration concurs in the award. At 2:30 p.m. Chairman Benfield announced publicly the action taken by the Commission on this matter.

A committee representing the Travel Advisory Board and consisting of William Tugman, Eugene; Dr. E. D. McDaniels, and Mr. John Sterling, Portland; conferred with the Commission regarding the Travel and Information Budget for 1945. Mr. Tugman headed the group. He advised that the budget as presently approved contains an item of $10,000 for magazine advertising which they consider insufficient to do the most good for the state, so they are asking the Highway Commission to authorize an increase of $45,000 for this item, making a total of $55,000. The Advisory Committee, he said, is also recommending an increase of $2,000 for maps and miscellaneous supplies, but to offset that, a decrease of $4,000 is recommended for several of the other items. These changes, he said, will provide an increase of $43,000 in the 1945 budget, which will then total $80,050. In support of the Committee's request, Mr. Tugman pointed out that travel conditions have improved since the ending of the war in Europe and people generally are looking forward to taking their vacations by automobile, many of whom would include Oregon as one of their objectives if properly approached. Tourist travel, he added, is bound to increase as Government restrictions are lifted, and Oregon should do everything possible to attract them to this state. He complimented the Commission on its wisdom in keeping the Travel Budget low during the wartime years but declared that conditions have changed and are still changing, and in the minds of the Advisory Committee a larger budget should be authorized from now on. He urged an immediate decision by the Commission because of difficulties in securing paper and other materials that are needed and to enable the state to secure the advantages of advertising during the coming winter and early spring months.

The Chief Counsel advised that the Commission has legal authority to use its own discretion in expending state money for promotional purposes;

in fact, can spend state money for any purpose that will bring tourists to the state. The thing that the Committee has in mind, he said, is within the reach of the statute. Commissioner Chessman expressed his approval of the request stating that, in his estimation, now is the time to start advertising for the tourist trade. Commissioner Schaupp expressed himself similarly and moved that the following budget as revised and recommended by the Travel Advisory Committee be approved:

1945
PROPOSED REVISED BUDGET
TRAVEL AND INFORMATION DEPARTMENT
Recommended by Advisory Committee
2:00 p.m., July 9, 1945

		Approved Budget 1945	Revised Budget 1945	
601	Supervision and General Expense			
	Salaries.....	$ 9,000	$ 8,500	($500 decrease)
	Travel, Supplies & Miscel....	1,000	1,500	($500 increase)
610	Magazine Advertising.....	10,000	55,000	($45,000 increase)
613	Motion Pictures.....	1,800	800	($1,000 decrease)
614	Specialty Advertising.....	1,000	1,000	
616	Literature Distribution.....	500	500	
617	Maps.....	3,500	5,000	($1,500 increase)
618	Booklets.....	5,000	2,500	($2,500 decrease)
619	Cuts and Mats.....	500	500	
620	Photographs.....	250	250	
621	Postage and Express.....	1,500	1,500	
622	Photographic Laboratory Charges.	3,000	3,000	
		$37,050	$80,050	
			37,050	
			$43,000	Net Increase

The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

Mr. Gus Carlson, Traffic Consultant, The Dalles, Oregon, came before the Commission in behalf of The Dalles Chamber of Commerce regarding the proposed bridge across the Columbia River near The Dalles. He advised that the Chamber of Commerce approves the Columbia River Bridge report that was prepared some time ago by the Engineers of the Highway Departments.

of the States of Oregon and Washington, particularly insofar as it pertains to the proposed bridge at The Dalles, but it seems now there is likelihood that one of the sites that the War Department is considering for a dam across the Columbia River will interfere with the bridge location, and while the location for this particular dam has not as yet been decided, it is the opinion of The Dalles Chamber of Commerce that the following things should be accomplished before the decision is reached:

(1) A bridge permit should be secured through the Congress to construct a bridge across the Columbia River near The Dalles.

(2) Request should be made of the War Department, or Congress if necessary, for Federal funds to finance the additional expense of constructing the bridge in such close proximity to the dam.

(3) Preparation of the plans and specifications for the bridge project should be authorized now and the project should be approved for construction in the post war program.

The State Highway Engineer advised that the Commission's post war program had already been prepared and this project could not be included without deleting therefrom some of the other projects because there is not enough money available to finance all of them. He mentioned the possibility that Congress will make a special appropriation for projects of this kind, particularly if they are inter-state projects, and suggested that it would be advisable to have the Oregon and Washington delegation in Congress secure legislation that would make it possible to build a bridge with a minimum expenditure of state funds. Mr. Carlson stated that the local group will endeavor to secure such Congressional legislation, but they would like to have the State Highway Commission indorse their petition. Chairman Benfield stated that the Highway Commission has approved the Engineer's report on the Columbia River bridges and is sympathetic to the construction of the bridge at The Dalles. Further, that the Commission does not wish to tie the hands of the local people in their efforts to secure the bridge, but the Commission does not want to go on record as a co-sponsor of the project at this time, but will cooperate to the extent possible. He also said that while the Commission is sympathetic toward the bridge construction, such feeling is not strong enough to justify the setting of a time for the construction of the bridge because there are no funds available in the present program to finance it. Commissioners Schaupp and Chessman confirmed and endorsed the remarks of Chairman Benfield.

The Commission discussed a letter from the Buzard-Burkhart Pine Company, Lakeview, requesting permission to operate their logging trucks directly across the Fremont Highway a short distance north of the city limits of Lakeview, and also requesting reimbursement in the sum of $1,000 for expenditures made by the Company in the repair of the Warner Valley Secondary Highway so their logging trucks could operate thereover. The Engineer recommended approval of the Company's request to operate its trucks across the Fremont Highway subject to the condition that the trucks are properly licensed in Oregon and that the Company will guarantee

to maintain the highway at the point of crossing in a satisfactory condition. The Commission approved the recommendation. As to reimbursing the Company for the expense of repairing the Warner Valley Secondary Highway, the Engineer recommended that the request be denied because the work accomplished was not of any permanent benefit to the road. Moreover, the Company had no authority to enter upon the highway and do the work which would have been performed by state forces had the Company waited a little while. The Chief Counsel advised that, inasmuch as the Company had no authority to perform the construction work on the highway right of way, its operations were legally irregular, and in view thereof, in his estimation, it would be unwise to reimburse the Company for its expenditure. Commissioner Chessman moved rejection of the claim on the basis of the statements of the Engineer and the Chief Counsel. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Commission discussed a letter from the Southern Pacific Company regarding the construction of a ramp and steps for the protection of pedestrians on the Pacific Highway at the Albany overcrossing. It appears that school children and other pedestrians persist in using a short cut across the Company's main line railroad tracks at the point where some of the old abandoned street crossings have been eliminated by the highway improvement, in order to avoid a longer but safe route, and the Company is fearful that eventually someone will be killed or seriously injured unless this practice is stopped. The Company suggests the construction of a ramp and steps up to the viaduct and a woven iron fence across its property as a means to force the people to stay off its premises, and offers to pay for the fence construction if the State Highway Department will install the ramp and the steps. The Engineer advised that this matter was at one time considered by the former Highway Commission, which offered to cooperate with the Company and agreed to pay one-half of the cost of the total construction involved, but the Company refused to proceed on such basis, so the matter was dropped. He estimated the cost of the project as about $3,000 and recommended that the offer of the former Highway Commission be renewed. After considerable discussion, the Commission approved the recommendation by unanimous vote subject to the condition that the steps shall be of permanent construction.

A letter was presented from the Pendleton Fish and Game Club requesting that the Camas Gorge Park area along the Pendleton-John Day Highway be closed to hunting in order to protect deer in their fall migration to the winter feeding grounds. The Club pointed out that a bottleneck condition exists along the highway where the deer cross, which makes it very easy for hunters to shoot them in large numbers, and declared that the only way to protect the deer from unprincipaled sportsmen is to close the area entirely for hunting purposes. The Commission considered jurisdiction in this matter rests with the State Game Commission. The Secretary was instructed to refer the letter to that Commission with advice that the Highway Commission will offer no objections to the closing of the area for hunting if the Game Commission considers that the proper thing to do.

The Commission had under discussion a resolution from the Malheur County Court agreeing to the abandonment as a state highway of portions of

the old right of way of the I. O. N. Highway where the highway has been reconstructed on new alignment, and the designation of such portions as a part of the county road system. The Engineer recommended approval of the request and that it be turned back to the county to maintain or be allowed to revert to the owners of abutting property. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to and did relocate a portion of the I. O. N. Highway, which is a part of the secondary state highway system and is otherwise identified as Highway No. 456; and

WHEREAS, by reason of the relocation and reconstruction of the segment of said highway, the termini of which are Highway Engineer's Station 5605 and Highway Engineer's Station 6175, there have been eliminated and made unnecessary as a part of the permanent highway between the said termini the areas or sections of rights of way shown colored in red and green on the attached print; and*

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to abandon as a part of said highway the fragment, fragments, portion, or portions of right of way shown and designated on said print which are no longer required for right of way purposes or other public uses;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively voting, as follows:

1. The fragments or parcels of the right of way of said highway as formerly located shown colored in red on the print attached hereto are hereby abandoned as parts of the right of way of said highway and ownership and possession thereof hereby are permitted to revert to the owners of the real property which abuts on said old right of way.*

2. The fragments or parcels of the right of way of said highway as formerly located shown colored in green on the print attached hereto are permitted to revert to and pass under the jurisdiction of the County of Malheur.*

3. The location of said abandoned right of way may be more definitely and particularly ascertained and determined by reference to a map or print marked Exhibit A attached hereto

and by this reference made a part hereof, which said exhibit for identification purposes bears the signatures of Paul Van Scoy, Division Engineer, H. G. Smith, Construction Engineer, and C. B. McCullough, Assistant Highway Engineer, and is dated April 7, 1945.*

4. In the event there remains any physical connection between any portion of said abandoned right of way of the highway and the present or relocated highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned right of way or highway, or any part thereof, to the possible injury or damage of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer hereby is authorized and directed to erect and thereafter maintain such barricade or barricades or other safeguards as may be necessary to protect traffic using and/or employing said newly located, constructed, and designated section of highway.

5. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof delivered to the County Court of Malheur County, together with a copy of said exhibit or map, for such purpose as the same may serve, and a further like complete and certified copy filed with the Clerk of Malheur County, and that the County Court of said County be and said Court hereby is required to take and record official action with respect to the sections of said old right of way which by this resolution are permitted to revert to Malheur County.*

---

*(For maps mentioned herein, see "Abandonment and Retention" File No. 125.)

The Commission also discussed the disposition of the old right of way of the Pacific Highway East between Steiwer Hill and Albany where the highway is being reconstructed on new alignment. The Engineer recommended that the old highway through the town of Jefferson should be retained by the State Highway Commission as a State Secondary Highway up to the point where it intersects the new highway about two miles southwest of the Town of Jefferson. Also, that the old highway from that point on into Albany be abandoned as a State Highway and turned over to Linn County to maintain as a County Road, as such section is no longer of any value for State Highway purposes. As a result of discussion, the Commission approved the recommendation and thereupon adopted the following resolution with regard thereto upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp.

WHEREAS, for the purpose of affording a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission after due investigation determined to relocate a section of the Pacific Highway East in Linn and Marion Counties, which highway is otherwise identified

as Federal Highway 99E; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there have been eliminated therefore certain sections or parts which will no longer be incorporated in said Highway No. 99E; and

WHEREAS, a portion of said eliminated highway will continue to serve inhabitants living thereon and communities served thereby, and, therefore, it is necessary that said section which is more particularly described hereinafter shall be maintained by the State or County for public use as provided in Chapter 272, Oregon Laws, 1943; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission the Commission's purpose and plan to retain and maintain for public use a section of the existing or old highway route and its purpose and plan to abandon a section of said existing or old highway route;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the existing or old highway route of the Pacific Highway East, otherwise known as Highway No. 99E, which said section is defined as:

> Beginning at Station 503 of the old existing Pacific Highway, which station equals station 496 of the proposed relocation of said highway; said station being further identified as being in the Northeast quarter of the Northeast quarter of Section 15, Township 9 South, Range 3 West, W. M.; thence southeasterly to the Town of Jefferson; thence southwesterly to Station 21/81, which station is the south connection of the approach ramp with existing highway.

be and said section of said highway shall continue to be recognized and identified as a public highway under the jurisdiction and control of the State Highway Commission and shall be classified in the records of the Commission as a secondary state highway, and said secondary state highway shall be maintained by the Commission with state highway funds to the same extent and in the same manner as are other secondary state highways.

2. That the Section of said existing or old Pacific Highway East, otherwise identified as Highway No. 99E, which section or unit is described as follows, to wit:

Beginning at Station 21/81 of the existing Pacific Highway, said station also being the intersection of the existing and the south approach ramp of the relocated highway in the Southeast quarter of the Northeast quarter of Section 16, Township 10 South, Range 3 West, W. M.; thence in a southerly direction to Station 330, which station equals Station 303 of the relocated highway, said station being in the Northeast quarter of the Northwest quarter of Section 4, Township 11 South, Range 3 West, W. M., and being approximately 2.0 miles northeasterly from the east city limits of Albany, said section being 3.74 miles in length,

shall be and said section of said highway and the right of way involved therein hereby is abandoned and eliminated from and as a part of the Pacific Highway East, otherwise known as Highway No. 99E, and said section above described and jurisdiction thereover shall revert to and vest in Linn County to be maintained by Linn County for public highway purposes.

3. That there is attached hereto and by this reference made a part hereof a blueprint, which for identification purposes bears the date of May 11, 1945, and the signatures of G. B. McCullough, Assistant State Highway Engineer, H. G. Smith, Construction Engineer, and F. D. Eason, Division Engineer, and on which print there is shown colored in red the section of said Pacific Highway East which is retained by the State and by this resolution is made a secondary state highway, and there is likewise shown on said print colored in yellow the section of said old Pacific Highway East which is by this resolution transferred to the jurisdiction of Linn County for county road purposes. *

4. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof delivered to the County Court of Linn County, a certified copy to the County Court of Marion County and a certified copy to the Public Roads Administration.

---

*(For maps mentioned herein, see "Abandonment and Retention" file No. 126.)

In this connection, the Secretary presented resolutions from the County Courts of Marion and Linn Counties in which the State Highway Commission is requested to select and designate as a State Secondary Highway that portion of the old right of way of the Pacific Highway East which extends from Steiwer Hill to the Town of Jefferson, thence southwesterly about two miles to a junction with the new highway. The Commission approved the request and adopted the following resolutions with regard thereto by unanimous vote upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

12539

WHEREAS, under the provisions of Sec. 100-115 O.C.L.A., the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Marion County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described market road, county road, highway, route, or location of a highway in Marion County be and the said market road, county road, highway, location, or route, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Jefferson Secondary Highway No. 16A

Beginning at the intersection of the relocated Pacific Highway East with the former route of the Pacific Highway East on Steiwer Hill; thence southerly to the Linn-Marion County Line at Jefferson; a distance of approximately 6.0 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Sec. 100-115 O.C.L.A.

WHEREAS, under the provisions of Sec. 100-115 O.C.L.A., the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Linn County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway

as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described market road, county road, highway, route, or location of a highway in Marion County be and the said market road, county road, highway, location, or route, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Jefferson Secondary Highway No. 16A

Beginning at the Linn-Marion County Line at Jefferson, thence southwesterly to a junction of the former route of the Pacific Highway East with the relocated line of the Pacific Highway East at the overcrossing of the Southern Pacific railroad; a distance of approximately 2.6 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Sec. 100-115 O.C.L.A.

The Commission discussed the advisability of authorizing additional field employees to sign emergency transportation permits. The Engineer and the Secretary recommended that such authority be granted the following employees in order to expedite movements of an emergency nature:

Frances L. Hamilton, Office Woman for Paul Van Scoy, Division Engineer, La Grande
John Isham, Office Man for J. G. Bromley, District Maintenance Superintendent, Grants Pass
Lloyd W. Yeck, Office Man for C. H. Armstrong, District Maintenance Superintendent, Pendleton
Walter Herberger, Office Man for L. V. Koons, District Maintenance Superintendent, Astoria
Forrest Cooper, District Maintenance Superintendent, Redmond
Charles E. Campbell, Office Man for Tom Edwards, District Maintenance Superintendent, Klamath Falls.

The Commission approved the recommendation subject to the condition that the members of the Commission are fully protected against liability for damages, etc., should accidents occur in connection with movements that are undertaken on authority of permits issued by such employees. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, the Commission heretofore, to wit: on the twenty-fourth day of October, 1944, approved and adopted a resolution by which the Commission approved and adopted certain forms of permits as the forms to be used when permits are issued under the provisions of Section 115-393, O. C. L. A.; and*

WHEREAS, in and by said resolution the Commission named certain state highway employes, to each of whom the Commission gave authority to sign permits issued on either of the forms identified and approved in said resolution; and

WHEREAS, it now appears that by the naming of additional employes and by vesting in them authority to sign such permits the business of the Commission can be more expeditiously disposed of and the public interests better served;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the following state highways employes:

Frances L. Hamilton, Office Woman for Paul Van Scoy, Division Engineer, La Grande;
John Isham, Office Man for J. G. Bromley, District Maintenance Superintendent, Grants Pass;
Lloyd W. Yeck, Office Man for C. H. Armstrong, District Maintenance Superintendent, Pendleton;
Walter Herberger, Office Man for L. V. Koons, District Maintenance Superintendent, Astoria; and
Forrest Cooper, District Maintenance Superintendent, Redmond
Charles E. Campbell, Office Man for Tom Edwards, District Maintenance Superintendent, Klamath Falls.

hereby are authorized to sign permits for the movement over state highways of motor vehicles, articles or things when such movements and such vehicles come within the purview, purpose and meaning of Section 115-393, O. C. L. A., and within the purpose and meaning of the Commission as disclosed and declared in said resolution adopted October 24, 1944.*

2. That all of the instructions, requirements and provisions set out in said resolution of October 24, 1944, shall apply to and control the action of the employes herein named.*

3. No permit shall be issued by any of said employes unless and until all of the facts have been communicated to the State Highway Engineer and to the Secretary of the Commission, and the issuance of such permit has been approved by them.

4. No permit shall be issued by any of the persons named herein or by any of the persons named in said resolution of October 24, 1944, unless and until adequate insurance has been exacted

from the applicant for the protection of the members of the Commission and the members of the general public.*

5. None of the persons named herein and none of the persons named in the said resolution of October 24, 1944, may issue a permit on any form other than one of the forms heretofore approved.*

6. This resolution shall modify and supplement the resolution of October 24, 1944, to the extent and in the manner herein set out and not otherwise.*

7. This resolution shall be entered in the minutes and records of the Commission as of July 9, 1945.

---

*(The resolution of October 24, 1944, mentioned in this resolution, is to be found on Pages 12217-12219 of the Minutes on file in the office of the State Highway Commission, Salem, Oregon.)

The Engineer reported a request from Mr. George French, President of the Siuslaw Forest Products Company, Mapleton, Oregon, for permission to transport over a short section of the Siuslaw Highway loads of logs having a combined or gross weight of from 70,000 to 80,000 pounds. Mr. French alleged that loads of lesser weight must be operated at excessive speed in order to keep the mill at Mapleton supplied with logs, which is damaging to the equipment and particularly to truck tires, whereas, if the Company were granted permission to haul the heavier loads, the speed could be reduced correspondingly and excess wear and tear of equipment could be avoided. If such privilege is granted by the Commission, the Company will reimburse the state for the extra cost of maintaining the road for such weight loads and will furnish the state a bond guarantying repairs at the cost of the Company. The Engineer recommended against the granting of this privilege, because it would establish an undesireble precedent; moreover, the gross weight of loads now authorized is the maximum that the highways will stand, and in addition thereto, it is very doubtful that the Commission could recover on the bond. The Commission concurred in the viewpoint of the Engineer and thereupon adopted his recommendation by unanimous vote.

The Commission confirmed the telephonic authority given the Engineer on July 2, 1945, to reinstate the log hauling permit of George H. Brown, Eugene, which was cancelled on June 18, 1945, because of gross violation of the laws, rules, and regulations covering the transportation of logs over state highways. Such action was taken by the Commission upon recommendation of the Engineer, who advised that Mr. Brown has admitted his mistake and has agreed, in writing, not to repeat the offense. The Secretary was instructed by the Commission to ask the Public Utilities Commissioner to reinstate Mr. Brown's permit at once.

The Commission had under discussion the advisability of contributing funds toward the establishment of a "Highway Research Correlation Service" as a function of the National Highway Research Board but deferred action on the matter pending a written report and recommendation from the Engineer, which is be submitted prior to the next regular meeting of the Commission.

The Engineer reported that in conformity with authority previously granted him by the Commission, he awarded to E. C. Hall Company on June 4, 1945, the contract for the construction of the Root Creek-Siletz Section of the Siletz Secondary Highway in Lincoln County, bids for which work were received by the Commission on May 29, 1945, this company being the low bidder and the conditions of the award having been satisfied. The Commission by unanimous vote confirmed the Engineer's award of this contract.

The Engineer reported on the request of Mr. S. L. Burton, Gold Beach, that the proposed improvement of the Oregon Coast Highway in Gold Beach be extended to pass their high school. The Engineer advised that recent inspection reveals that there has been no development in Gold Beach that would necessitate such extension of the project, which would cost approximately $50,000 more than the Commission has set up for the Gold Beach improvement. He recommended that the request be denied for the time being; however, that the Chief Counsel be authorized to secure options for extra right of way along this section that may be needed when the project gets to the construction stage. The Commission approved the recommendation unanimously.

The following matters were considered briefly by the Commission, but action thereon was deferred pending reports from the Engineer as previously ordered:

(1) Report on cost to improve certain city streets in Corvallis as requested by the Corvallis City Council in connection with the proposed establishment of one-way traffic along U. S. 99W through Corvallis.

(2) Request of the City of Newberg for the widening of certain city streets along the route of the Hillsboro-Silverton Secondary Highway in Newberg.

(3) Request of citizens of Baker for the designation of a new state highway between Bates and Baker to accommodate log hauling traffic. The Engineer anticipated that his report on this matter would be presented at the next meeting of the Commission.

(4) Request of Mr. Roy A. Gage, Portland, for the improvement of the Slaven Road intersection with S. W. Barbur Boulevard (U. S. 99W), Portland. The Engineer was instructed to make a written report on this subject.

(5) Request of a delegation from Columbia County for the reconstruction of the Lower Columbia River Highway between the end of the completed section and Astoria, as a post-war project. The Engineer was instructed to render a report on the projects mentioned by the delegation as being of first importance.

The Engineer reported that the following location surveys have been completed and are ready for the Commission's consideration and approval:

COUNTY	HIGHWAY	SECTION	LENGTH IN MILES	ESTMD. CONSTR. COST	YEAR SCHLD. FOR CONSTR.
Klamath	The Dalles-California Hwy.	Chemult-Chiloquin	42.6	$607,000	First post-war
Tillamook	Oregon Coast	Tillamook-Pleasant Valley	6.1	$750,000	Third post-war
Polk	Dallas-Coast Secondary	Salt Creek-Dolph Corner	3.3	$120,000	First post-war
Sherman	Fulton Canyon Secondary	Fulton Canyon	1.5	$ 54,000	First post-war
Douglas	Tiller-Trail Secondary	Milo-Tiller	5.8	$150,000	First post-war

The Engineer submitted maps showing the recommended locations and explained the various features of each survey in detail. In the discussion that followed, the question arose whether or not the located lines pass through important buildings, etc., which would be costly to remove from the highway right of way, and if so, would it be possible to adjust the alignment so as to avoid them. The Commission expressed a reluctance to approve a location that would necessitate the extra expense unless absolutely necessary. Careful consideration was given by the Commission to this feature in the examination of the surveys reported by the Engineer, and as a result thereof, the Engineer was instructed to make a special report covering such feature with respect to the surveys for the Tillamook-Pleasant Valley Section of the Oregon Coast Highway and with respect to the Salt Creek-Dolph Corner Section of the Dallas-Coast Secondary Highway. The Commission approved and adopted the surveys for the remaining projects as reported. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp.

WHEREAS, the State Highway Commission heretofore has authorized and instructed the State Highway Engineer to make surveys on sections or portions of the highways of the State of Oregon as follows, to-wit:

Chemult-Chiloquin Section of The Dalles-California Highway in Klamath County;

Fulton Canyon Section of the Fulton Canyon Secondary Highway in Sherman County;

Milo-Tiller Section of the Tiller-Trail Secondary Highway in Douglas County;

and

WHEREAS, pursuant to said authorization the State Highway

Engineer has made and completed the said surveys and has filed the maps and plans of the said surveys in the files of the State Highway Commission in Salem, Oregon; and

WHEREAS, the maps and plans of the said surveys have been examined by the State Highway Commission and have been found suitable in all respects for approval and adoption by the State Highway Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, all members being present and voting affirmatively, as follows:

1. That the surveys hereinafter designated and described, together with their identifying location map file numbers, as shown in the map filing records of the Highway Commission in the Salem office of the Commission, be and they are hereby adopted and approved as the location surveys of the various portions or sections of highway involved:

File No.	Type of Survey	Highway and Section
18-1466	Location	Chemult-Chiloquin Section of The Dalles-California Highway in Klamath County. Map File Nos. 6B-14-3, 6B-14-4, 6B-14-5, 6B-14-6, 6B-14-7, 6B-14-8, 6B-14-9.
128-1411	Location	Fulton Canyon Section of the Fulton Canyon Secondary State Highway in Sherman County. Map File No. 6B-15-14.
110-1433	Location	Milo-Tiller Section of the Tiller-Trail Secondary State Highway in Douglas County. Map File No. 5B-22-13.

2. That the State Highway Engineer be and he hereby is authorized to make such minor changes in the said locations as may improve the standards of alignment and grades not inconsistent with the general location of the section of highway involved.

3. That this resolution be entered in the minutes and records of the State Highway Commission as of the ninth day of July, 1945.

JUL 9 1945

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

McEwen and Wilson, Contract No. 2707, Elsie-Sunset Camp-Vernonia Rock Production Project, requested an extension of time of 60 days, from June 30 to August 30, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to breakdown of their equipment and delays encountered in securing a new rock crusher. The Engineer recommended that the time limit on this contract be extended to July 31, 1945, without penalty, on the condition that McEwen and Wilson will definitely start their construction operations by June 10, 1945, or will sublet the work to some other contractor who can commence operations by that date. The Commission approved the recommendation unanimously. (See also resolution adopted by the Commission at this meeting approving the assignment of this contract to Skelton and Weicks and further extending the time limit without penalty for 50 full working days from July 14, 1945, to September 12, 1945.)

Rogers Construction Company, Contract No. 2714, for the Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways, Clackamas County, requested an extension of time of 60 days, from July 15 to September 16, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions and labor difficulties. The Engineer recommended that the request be granted without penalty on the condition that the contractor will have materials stockpiled at M. P. 26.45 on the Cascade Highway and at M. P. 20.8 on the Woodburn-Sandy Highway by August 1, 1945. The Commission approved the recommendation by unanimous vote.

J. S. Risley, Contract No. 2666, for the construction of the Kernville-Euchre Mountain Section of the Siletz Secondary Highway in Lincoln County, requested an extension of time from August 31, 1944, to May 28, 1945, within which to complete this job. The contractor alleged that all construction work on this project was completed in July of 1944 and that the only thing remaining to be done subsequent thereto was the burning of debris and cleaning up the site, which had to be deferred because of fire restrictions. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Newport, Kern & Kibbe, Contract No. 2696, for furnishing materials for the Nimrod-Alder Springs Rock Production Project on the McKenzie Highway in Lane County, requested an extension of time of 30 days from May 31 to June 30, 1945, within which to complete this job. They attributed their failure to complete the project within the specified

time limit to adverse weather conditions. The Engineer advised that the contractor was required to furnish considerable more materials for this project than were originally contemplated, so should be allowed extra time on this account. He recommended the granting of the extension of time requested without penalty. The Commission approved the recommendation unanimously.

Porter W. Yett, Contract No. 2686, for grading and paving the Halsey-Harrisburg Section of the Pacific Hig way East requested an extension of time of 258 days from November 30, 1944, to August 15, 1945, within which to complete this job. The following reasons were given for overrunning the specified time limit:

"Due to the delay in the construction of the four bridges within the limits of this contract, under separate contract to Frank W. Watts, and weather conditions, we were unable to operate during the months of December 1944, January, February, March, and April, 1945. The character of our work being standard, high-type surface arterial highway construction, our program is necessarily affected by weather conditions at this season of the year."

The Engineer advised that noncompletion of the bridges and the winter weather caused delay in the completion of this project, but under favorable conditions and by following the present schedule of work, the project should be completed by August 1, 1945. He recommended that the extension of time requested be granted without penalty. A letter presented from the Public Roads Administration concurred therein. The Commission approved the recommendation by unanimous vote.

Vern E. Jarl, Contract No. 2706, for rock production on the Sandy-Government Camp Section of the Mt. Hood Highway, Clackamas County, requested an extension of time of 35 days, from June 15, to July 20, 1945, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing sufficient labor to operate two shifts. The Engineer advised that the contractor's operations were delayed due to plant breakdown and the contractor's inability to purchase promptly the repair parts that he needed. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Rogers Construction Company, Contract No. 2716, for rock production on the Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway in Marion County, requested an extension of time of 60 days, from May 31 to July 31, 1945, within which to complete this job. They gave adverse weather conditions as the reason for their failure to complete the project within the specified time limit. The Engineer advised that the reason given

by the contractor for overrunning the time limit is substantially correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that Contracts Nos. 2666, 2700, 2702, 2705, 2713, and 2728 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2666, with J. S. Risley, for re-grading, surfacing and rock production on the Kernville-Euchre Mountain Section of the Siletz Secondary Highway in Lincoln County; completed on May 28, 1945.

Contract No. 2700, with Chas. Shannon & Son, for grading and paving on the Roseburg Access Road Project in Douglas County; completed on June 25, 1945.

Contract No. 2702, with Rogers Construction Co., for surfacing and oiling on the Clatskanie Army Works Access Road in Columbia County; completed on June 7, 1945.

Contract No. 2705, with M. C. Lininger & Sons, for rock production and resurfacing on the Union Section of the Old Oregon Trail, Medical Springs and Cove Highways in Baker and Union Counties; completed on June 21, 1945.

Contract No. 2713, with Clifford A. Dunn, for grading and bituminous macadam surfacing on the Alameda-City Limits (Klamath Falls) Section of the Marine Barracks Access Road in Klamath County; completed on June 23, 1945.

Contract No. 2728, with Fisher Bros., for furnishing crushed rock in stockpiles on the Maupin-Criterion Section of The Dalles-California Highway in Wasco County; completed on June 5, 1945.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

JUL 9 1945

Commissioner Chessman reported a request from certain residents of Astoria for the installation of traffic control lights near the Lewis and Clark Bridge at Miles Crossing, where a sidewalk project was recently constructed by the state. It is alleged, he said, that the traffic control signs that are being maintained by the state at this location do not properly protect pedestrians, particularly children, one of whom recently was fatally injured. The Engineer was instructed by the Commission to investigate the conditions at this point.

Commissioner Chessman also reported a request from Mr. A. E. Voorhies of the Grants Pass Chamber of Commerce for permission to illuminate a certain sign opposite the Grants Pass City Park, which has been in darkness for some time due to war-time lighting restrictions. The Engineer was instructed to investigate the matter.

Senator Dean H. Walker and his brother, Mr. R. M. Walker, both of Independence, came before the Commission regarding the construction of a bridge across the Willamette River at Independence. Senator Walker made an urgent plea for the construction of this bridge and advised that both Marion County and Polk County will contribute county funds to help defray the cost involved. He suggested that both counties are willing to enter into an agreement with the State Highway Commission relative to the payment of the county shares whereby, if the state will pay the costs in the first instance, the counties will reimburse the state for their respective shares of the expenditures by assigning a portion of the state funds that they receive annually. The question arose whether or not, if the Commission approved the bridge construction, the Commission would then be obligated to construct the road approaches to the bridge, particularly on the Marion County side of the river. In this connection Chairman Banfield stated that if the counties are willing to pay a portion of the cost, the Highway Commission would give the matter a thorough study before approving or disapproving the project, but the Highway Commission would not want to be obligated to build the road after the bridge is constructed. As a result of further discussion, the Commission instructed the Engineer to render a detailed report on the subject, it being understood that when the report is rendered a meeting with both county courts would be arranged.

The Commission considered and signed the following agreements, etc.:

Project agreement with Public Roads Administration re Fourth Partial Program, Post War Survey Projects.

Stipulation with U. S. Department of Interior re lease of public lands.

Agreement with Vernon Turner, Gold Beach, re grazing of sheep in Cape Sebastian State Park, Curry County.

Agreement with Buzard-Burkhart Pine Company re truck hauling of logs across Fremont Highway north of Lakeview.

Agreement with Paul Mumpower for rental of state-owned property at Troutdale.

Agreement with Yamhill County re the financing of the Carlton Timber Access Road.

Agreement with Yamhill County re the maintenance of the Carlton Timber Access Road.

Rental agreement with H. V. Solbeck for the lease of certain state-owned property north of the Eugene overcrossing.

Agreement with the U. S. War Department re construction of a revetment in the South Santiam River at Sanderson Bridge, Linn County.

The Commission discussed the date for its next regular meeting for the receiving of bids and decided to hold such meeting on Monday, August 13, 1945. The Secretary was instructed to make the usual arrangements to hold this meeting in the Stock Exchange Room of the Imperial Hotel, Portland. (The date of this meeting was later changed).

There being no further business to come before the Commission at this time, the meeting adjourned at 4:45 p.m.

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

JUL 9 1945

Portland, Oregon, August 30, 1945

The State Highway Commission met in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel. Present were:

Mr. T. H. Banfield, Chairman
Mr. A. W. Schaupp, Commissioner
Mr. M. R. Chessman, Commissioner
Mr. R. H . Baldock, Chief Highway Engineer
Mr. C. B. McCullough, Asst. State Highway Engineer
Mr. J. M. Devers, Chief Counsel
Mr. H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read, in conformity with previous published notice, following which Chairman Banfield announced that the awards of contracts would be made at 2:30 p.m. in the same room:

OREGON COAST HIGHWAY IN COOS COUNTY
HALL LAKE DRAINAGE CHANGE PROJECT

Coos Bay Dredging Co., Coos Bay	$7,117.50
John Logan, Portland	7,878.75
Brunsell Bros., Coos Bay	9,700.00
J.N. & M.J.Conley, Portland	9,900.00

PACIFIC HIGHWAY IN JACKSON COUNTY-
BEAR CANYON-STATE LINE SECTION

M. C. Lininger & Sons, Medford	$21,425.00
John Logan, Portland	29,485.00
E. C. Hall Co., Portland	43,325.00
E. R. Hitchman, Mill City	43,785.00

KLAMATH LAKE SECONDARY HIGHWAY AND
LAKE OF THE WOOD COUNTY ROAD IN KLAMATH COUNTY
WEST SIDE KLAMATH LAKE TIMBER ACCESS ROAD PROJECT

Slate Construction Co., Albany	$28,370.00
Lloyd Babler, Portland	29,090.00
Cliff A. Dunn, Klamath Falls	29,240.00
Vernie Jarl, Gresham	31,495.00
Leonard & Slate, Portland	39,345.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY
NELSCOTT SECTION

O. C. Yocom, McMinnville	$13,191.00
C. J. Eldon, Portland	16,446.00
Vernie Jarl, Gresham	18,692.50
E. R. Hitchman, Mill City	25,259.50

AUG 30 1945

SANTIAM HIGHWAY IN LINN COUNTY
TOLL CREEK-SNOW CREEK SECTION

Slate Construction Co., Albany	$ 76,445.00
Strong & MacDonald, Inc., Tacoma, Washington	125,754.00
McNutt Bros., Eugene	169,212.00

Mr. W. H. Lynch, Division Engineer, Public Roads Administration, was present and discussed with the Commission forest highway projects proposed for the first post-war fiscal year. He advised that the apportionment of forest highway funds to the State of Oregon for the first post-war year is $3,421,661 and that after deducting a reserve to pay administration and major equipment expense there is available for allocation to projects the sum of $3,170,000. He presented a list of projects to take up this amount, which list, he said, was prepared as a result of agreement among representatives of the State Highway Department, U. S. Forest Service, and Public Roads Administration at a conference held in his office on August 17, 1945. The State Highway Engineer recommended approval of the projects as listed. After careful consideration, the Commission, by unanimous vote, approved the list of projects presented by Mr. Lynch and thereupon signed a joint letter, as follows, with Mr. Lynch and Mr. James Frankland, Acting Regional Forester, directed to the Chief, Forest Service and the Commissioner of Public Roads, Washington, D. C., recommending approval of such projects for such program:

August 28, 1945

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

On July 7, 1945, in accordance with the Rules and Regulations for Administering Forest Highways, the State of Oregon submitted a map and list of Forest Highway projects proposed for the First Postwar Fiscal Year, and on August 17, 1945, at the office of the Division Engineer of the Public Roads Administration, a joint conference between representatives of the Oregon State Highway Department, U. S. Forest Service and Public Roads Administration was held for consideration of and agreement upon projects to be included for construction in that Fiscal Year.

The following is the agreement of that conference with statement of funds available and list of projects as agreed upon for recommendation for approval:

Funds Available:

Apportionment Forest Highway Funds for First Postwar Year		$3,421,661.00
Less Reserve for Administration by Public Roads Administration and Forest Service	$100,000.00	
Major Equipment & State Contingent...	207,661.00	307,661.00

AUG 30 1945

Balance for Allocation to Projects	$3,114,000.00
Cooperation by Forest Service 10% Funds, Proj. 47-C...	20,000.00
Cooperation by State on Proj. 21-N	36,000.00
Total All Funds Available for Allocation to Projects	$3,170,000.00

Projects Recommended

Project Number	Route Name, Type of Work and Mileage	Estimated Cost	Coop Funds	F.H. Funds	Remarks
6-A1,E8	Alsea Highway Gr., Surf. & Bit. Surf. Length: 3.0 miles	250,000	-	250,000	Tidewater vic.
21-E5,F5, G3,H4,14, J5,K5,L2	Willamette Highway Surf. & Bit. Surf. Length: 21.0 miles	630,000	-	630,000	Oakridge-Salt Creek Falls
21-N	Willamette Highway Surf. & Bit. Surf. Length: 2.3 miles	70,000	36,000 (State)	34,000	Odell Lake vicinity
24-A2	North Santiam Highway Grading & Viaduct Length: 4.6 miles	300,000	-	300,000	Niagara-Detroit Portion of 4.6 miles to be financed by Corps of Engineers
27-A2,B2	Ochoco Highway Grading Length: 9.9 miles	300,000	-	300,000	Summit west
28-D	Columbia River Highway Gr., Bridge & Railroad Overpass Length: 3.40 miles	1,000,000	-	1,000,000	Wahkeena-Dodson
33-A2,B3, D4	Pendleton-John Day Hwy. Gr., Surf. & Bit. Surf. Length: 14.0 miles	250,000	-	250,000	Albee south
46-C2,D1	Cascade Lakes Highway Grading Length: 4.7 miles	50,000	-	50,000	Devils Lake Section
47-C	North Umpqua Highway Bridge & Appr. Grading Length: 0.42 miles	90,000	20,000 (F.S. 10%)	70,000	Steamboat Bridge

AUG 30 1945

50-A2,B1	Timberline Highway Grading Length: 3.0 miles	180,000	-	180,000	South end
	Total Construction	3,120,000	56,000	3,064,000	
	Location surveys	50,000	-	50,000	
	Total Program	3,170,000	56,000	3,114,000	

ALSEA HIGHWAY

Grading, Surfacing and Bituminous Surfacing. Project 6-A1,B3
Length: 3.0 miles

This project comprises the reconstruction grading, surfacing and bituminous surfacing of a low standard section easterly from the Alsea River Bridge, Project 6-E7.

WILLAMETTE HIGHWAY

Surfacing and Bituminous Surfacing. Project 21-E5,F5,G3,E4,I4,J5,K5,L2
Length: 21.0 miles

This project contemplates improvement from Oakridge easterly to Salt Creek Falls for a distance of 21 miles and consists principally of uniform widening of the westerly 4.5 miles and intermittent widening on the remainder to accommodate a 30-ft. roadbed width at profile grade, crushed rock surfacing as required over the entire 21 miles, and placing of a 3" by 22' bituminous mat. Since the 30-ft. width with 22-ft. pavement and 4-ft. shoulders more nearly corresponded with other sections through heavy construction, is agreeable to the State, and can be obtained with a minimum of widening, it was adopted. The existing surface on this project has shown rapid breakdown the past season, due primarily to the heavy log haul resulting from the war effort. The section was never adequately surfaced to withstand such traffic. Extensive breakup was experienced the past spring.

WILLAMETTE HIGHWAY

Surfacing and Bituminous Surfacing, Project 21-N
Length: 2.8 miles

This project consists of the reconstruction surfacing and bituminous surfacing of an additional 2.8 miles westerly from Project 21-M now programmed for financing with 1942-1943 fiscal year funds. Since programming Project 21-M considerable damage has resulted from frost boils which extended westerly over this 2.8 miles. In order to avoid leaving an isolated short section it was agreed that funds should be provided to resurface the entire 7.4 miles under one contract. This is the initial forest highway operation on the section. Previous improvements were accomplished by the State.

NORTH SANTIAM HIGHWAY

Grading and Viaduct, Project 24-A2
Length: 4.6 miles

AUG 30 1945

The $300,000 of Forest Highway funds is to finance a portion of the reconstruction grading and structures on 4.6 miles of this highway from Niagara easterly, which is necessitated by construction of the Detroit-Big Cliff flood control dam by the U.S. Corps of Engineers. Total cost of the contemplated initial contract is $907,000, the balance of which ($607,000) is to be financed from funds to be made available to Public Roads Administration by the U.S. Corps of Engineers under a Cooperative Agreement between that agency, the Forest Service, the State of Oregon and the Public Roads Administration. Reconstruction of the westerly approach to this project is to be accomplished by the State. Construction immediately easterly is to be accomplished by the Public Roads Administration with funds to be provided by the Corps of Engineers.

OCHOCO HIGHWAY

Grading, Project 27-A2,B2
Length: 9.9 miles

This project is the second one in the reconstruction, following a new location, of a total of approximately 18 miles of very low standard road and contemplates the grading to a 26-ft. roadbed width at profile grade from the Summit west. A 6.5 mile section westerly from this project has been programmed from 1942-1943 funds. The balance is to be completed in the second and third postwar years.

COLUMBIA RIVER HIGHWAY

Grading, Bridge and Railroad Overpass, Project 28-D
Length: 3.46 miles

This project contemplates the grading and structures, including a bridge and railroad overcrossing. A considerable portion of the Columbia River Highway, chiefly outside the forest between Corbett and Cascade Locks, has been graded by the State with Federal Aid and they have requested maximum assistance on the Forest Highway section in financing the balance and thus make usable completed sections which involved heavy expenditures of Federal Aid and State funds. The project will extend from the westerly end of the Forest Highway route easterly to and including the Dodson railroad overpass. Completion of the relocated highway is sorely needed to ease the traffic congestion on the existing low standard highway.

PENDLETON-JOHN DAY HIGHWAY

Grading, Surfacing and Bituminous Surfacing, Project 33-A2,B3,D4
Length: 14 miles

The project consists of reconstruction surfacing and bituminous surfacing of approximately 14 miles from the north end of the route. Approximately 7 miles will require widening to accommodate a 20-ft. pavement and provide 3-ft. shoulders. This section has shown progressive failure under logging traffic and additional stabilization is necessary. The southerly 7 miles constructed in 1930-32 is too narrow to accommodate the additional surfacing and width required and the alignment is such that a narrower width would be hazardous.

CASCADE LAKES HIGHWAY

Grading, Project 46-C2,D1
Length: 4.7 miles

This construction was initiated in 1941 under Project 46-C1,D, but was cancelled, because of the war emergency, before grading operations were started. The improvement contemplates the completion of the grading. The project is essential to the administration of National Forests and is of importance as an access to recreational and timber areas.

AUG 30 1945

NORTH UMPQUA HIGHWAY

Bridge and Approach Grading, Project 47-C
Length: 0.42 miles

The project contemplates the construction of a bridge and approaches across Steamboat Creek and, besides being a necessary link in the future improvement of the route as a whole, it serves immediately to make accessible the development now accomplished and proposed by the Forest Service in that area. The present structure is obsolete. The North Umpqua Highway is to be considered for extensive improvement with postwar Forest Highway funds and the construction of the bridge at this time will be a distinct advantage. The route leads into and will serve one of the most extensive and valuable timber areas left in the Northwest and is planned to serve the perpetual yield policy of the U. S. Forest Service. Cooperation of $20,000 of 10% funds is offered by the Forest Service.

TIMBERLINE HIGHWAY

Grading, Project 50-A2,B1
Length: 3.0 miles

This project contemplates the completion of the grading, 0.549 miles, initiated under Project 50-A1,B, which project was cancelled because of the war emergency, and the grading of an additional 2.476 miles southerly to the south end of the route. The latter portion was partially cleared under Project 50-A1,B. This project is of importance as an access to Timberline Lodge and the adjacent Mt. Hood recreational area. Surfacing and bituminous treatment is contemplated in the following postwar year.

SURVEYS

In order to complete P. S. & E. for future postwar projects, it will be necessary to provide an additional $50,000 for Lump Fund Surveys. P.S. & E. are contemplated on routes shown on the attached "Tentative List of Surveys on Approved Forest Highway Routes Upon Which it is Proposed to Make Expenditures from Lump Fund Survey Account".

Very truly yours,

(Sg.) W. H. Lynch

W. H. Lynch
Division Engineer

U. S. FOREST SERVICE
By (Sg.) James Frankland
Acting Regional Forester

OREGON STATE HIGHWAY COMMISSION
By T.H.Banfield (Sg.)
Chairman
By A. W. Schaupp (Sg.)
Commissioner
By M. R. Chessman (Sg.)
Commissioner

AUG 30 1945

AUG 30 1945

12557

TENTATIVE LIST OF SURVEYS ON APPROVED FOREST HIGHWAY ROUTES
UPON WHICH IT IS PROPOSED TO MAKE EXPENDITURES FROM
LUMP FUND SURVEY ACCOUNT

Project Number	Route Name	Total Length Miles	Width Road-bed	Profile Grade	Type	Per Cent Complete Survey	Per Cent Complete Plans	Estimated Cost to Complete Surveys Survey	Estimated Cost to Complete Surveys Plans	Estimated Cost to Complete Surveys Total
6-A2,B2	Alsea Hwy., Gr. & Surf. Tidewater Vicinity	3.0	24'		100,351, 501,950	100	80	-	1,000.00	1,000.00
6-B3,F2	Alsea Hwy., Gr. & Surf. Scott Cr.-Rock Creek	6.0	24'		100,351	100	60	-	1,500.00	1,500.00
15-A1	Pacific Hwy., Grading	11.0	44'		151	80	0	2,000.00	5,000.00	7,000.00
21-E5,F5, G3,H4,I4, J5,K5,L2 & 21-N	Willamette Hwy., Gr., Surf. & Bit. Surf.	10.8	32'		100,351. 501	100	50	1,000.00	2,000.00	3,000.00
24-A4,B3, B4,C4,C5	North Santiam Hwy., Grad.	10.1	28'		151	80	80	2,500.00	2,500.00	5,000.00
26-C5	Wapinitia Hwy., Gr. & Surf.	2.37	32'		100,351	100	100	-	500.00	500.00
27-B3	Ochoco Hwy., Grad.	2.0	36'		151	100	-	2,000.00	1,500.00	3,500.00
27-A3,B4	Ochoco Hwy., Surf.	18.3	26'		351	100	-	-	1,000.00	1,000.00
28-E	Columbia River Hwy., Grad. Dodson-East	5.0	40'		151	100	60	-	4,000.00	4,000.00
31-C	Fremont Hwy., Gr., Surf. & Br. Chandler Park-Forest Bdry.	2.55	26'		100,351	100	90	-	1,200.00	1,200.00

(CONT.)

33-E3,F3,C4	Pendleton-John Day Hwy., Gr. & Surf., Range-North	14.7	26'	350	100	-	4,000.00	2,000.00	6,000.00
34-B4,C	Pendleton-John Day Hwy., Gr. Beech Cr.-S. Forest Boundary	6.0	26'	100	60	40	1,500.00	2,000.00	3,500.00
35-B3,C2	John Day-Burns Hwy., Gr. & Surf., Crow Flat-Poison Cr.	10.0	26'	100,351	100	-	-	3,000.00	3,000.00
35-D3,F2	John Day-Burns Hwy., Gr., Surf. & Bit. Surf.	12.2	26'	100,351, 501	100	-	-	3,600.00	3,600.00
38-E	Flora-Enterprise, Grad.	0.88	22'	151	100	100	-	500.00	500.00
38-B2,C1,D1,E1	Flora-Enterprise Hwy., Surf.	9.6	22'	351	100	-	-	1,000.00	1,000.00
42-A2	Warm Springs Hwy.,Surf. & Bit. Sf.	6.92	32'	350,501	-	-	-	1,000.00	1,000.00
46-D2,E	Cascade Lakes Hwy., Gr. & Br.	7.61	20'	151,901	100	100	-	500.00	500.00
47-A1,B1,	North Umpqua Hwy., Gr.	17.0	24'	151	60	25	12,000.00	8,000.00	20,000.00
48-A	Klamath Lake-West Side	19.8	26'	100,351,501	60	25	-	5,000.00	5,000.00
50-A3,B2	Timberline Hwy.,Surf. & Bit. Surf.	5.61	30'	351,501	100	100	-	500.00	500.00
					TOTAL		25,000.00	47,300.00	72,300.00

NOTE: Current available balance Lump Fund Surveys, approximately $50,000, plus $50,000 recommended this program is anticipated to finance above surveys and $27,700 required to complete P. S. & E. on projects programmed from fiscal year 1942-43 funds and First Postwar Year program.

AUG 30 1945

12558

Mr. H. L. Claycomb, Ashland, appeared before the Commission regarding the settlement for right of way acquired from him in connection with the proposed improvement of the Pacific Highway in the City of Ashland. Mr. Claycomb referred to his original agreement with the Highway Commission regarding this matter and a proposed modification thereof whereby the Highway Commission offered to make a cash settlement of his claim for $25,000. Mr. Claycomb alleged that the Engineer's estimate of $25,000 to restore his premises is low and asked the Commission to either raise the amount or return to the original arrangemen, which provides for the replacement of his premises to a condition equal to that now obtaining and that bids be secured by the Commission for the performance of the work. He explained that he is not asking the State to do any more than to replace his premises in kind, which was the basis of the original agreement. Following discussion, the Commission agreed unanimously to complete the transaction on the basis of the original agreement, which includes the taking of bids for reconditioning Mr. Claycomb's premises; however, no commitments or promises were made as to when the work would be done.

Following departure of Mr. Claycomb the Engineer discussed with the Commission a partial schedule of contract lettings proposed for Federal post war projects. He pointed out that the Ashland project is scheduled for the first year's performance and that, according to the present outline, bids for the work are to be received December 3, 1945. He suggested that it would be advisable to defer the taking of bids for this project until next spring rather than in December, depending, of course, on release of the Federal monies with which the work is to be financed. The Commission approved the recommendation unanimously and also approved by unanimous vote the following schedule of contract lettings:

PARTIAL SCHEDULE OF CONTRACT LETTINGS

FEDERAL POSTWAR PROJECTS

Section and Description	Class of Project	Estimated Cost	Date for P. S. & E. to P.R.A.
October 29, 1945			
1. Madras-Juniper Butte, Bit. Mac. Surf.	Prim.	$ 323,000	8-28-45
2. Fisher Rd.-Oak Hill, Grad., Surf. & Oil.	Sec.	47,000	9-1-45
3. Oak Hill Overcrossing Structure	Sec.	55,000	9-1-45
4. Circle Bridge-Hug Point, Clearing	Prim.	160,000	9-8-45
5. Troutdale-Wahkeena Creek, Riprap & Top.	Prim.	235,000	9-29-45
6. Troutdale-Wahkeena Creek, Hydr. Emb.	Prim.	862,000	9-29-45
7. Troutdale-Wahkeena Creek, Grading	Prim.	252,000	9-29-45

AUG 30 1945

(PARTIAL SCHEDULE OF CONTRACT LETTINGS, CONT.)

8.	Jordan Underpass, Bridal Veil Creek Box Culvert & Wahkeena Creek Box Culvert	Prim.	$ 38,000	9-29-45
9.	Arthur St. Overcrossing Structures	Urban	290,000	10-6-45
			$2,262,000	

December 3, 1945

1.	Buchanan-Malheur River, Surf. & Oil.	Prim.	$ 248,000	9-5-45
2.	Malheur River-Juntura, Surf. & Oil.	Prim.	176,000	9-5-45
3.	Ruckles Cr.-Middle Bridge, Gr., Surf. & Oil.	Sec.	147,000	9-12-45
4.	Porcupine Butte-Chichester Gulch, Gr. & Top.	Sec.	50,000	9-15-45
5.	Madras-Lamonta, Grad. & Top.	Sec.	126,000	9-22-45
6.	Jefferson Co. Line-Lytle Cr., Grad. & Top.	Sec.	103,000	9-22-45
*7.	Ashland Section, Grad. & Pav.	Prim.	35,000	10-20-45
8.	Bridal Veil Overcrossing Structure	Prim.	135,000	10-24-45
9.	Prineville Ry. Undercrossing Structure	Sec.	30,000	10-27-45
10.	Klamath Falls-USRS Canal, Grad. & Pav.	Sec.	300,000	10-31-45
11.	Ross Island Br. Interchange Structures (4)	Urban	112,000	11-10-45
12.	Hooker St. Pedestrian Overcrossing Structure	Urban	17,000	11-10-45
13.	Sheridan St.-Bancroft St., Gr., Pav. & Tunnel	Urban	543,000	11-10-45
			$2,922,000	

January 7, 1946

1.	Mill Creek-Miller Flat, Grading	Prim.	$ 101,000	9-5-45
2.	Buell & Salt Cr.-Dolph Cor., Gr., Surf. & Oil	Sec.	143,000	10-6-45
3.	Mill Cr. Bridge (Buell), Br. Reconst.	Sec.	24,000	10-6-45
4.	Gold Beach Section, Grad. & Pav.	Prim.	103,000	11-17-45
5.	North Bend-Coos Bay, Grad. & Pav.	Prim.	435,000	11-24-45
6.	Fuller & Ojalla (Siletz) Bridges, Br., Gr. and Surf.	Sec.	150,000	11-28-45
7.	Beaver Marsh-Lobert, Grad. & Bridge	Prim.	670,000	12-1-45
8.	Gates-Niagara, Grad., Surf. & Oil.	Sec.	350,000	12-8-45
9.	Mill Creek Bridge (Warm Springs), Bridge	Prim.	175,000	12-15-45
			$2,151,000	

* Contracting of this project deferred until spring of 1946.

The Engineer was authorized by the Commission to make slight changes in the schedule as may become necessary.

Messrs. M. E. Kelley and F. A. Shaw, President and Secretary, respectively, of the Port Orford Chamber of Commerce came before the Commission regarding the construction of curbs and sidewalks along the Oregon Coast Highway in the town of Port Orford. They advised that the city is formulating plans for post war improvements and in connection

therewith it is essential that curbs and sidewalks be installed, particularly to facilitate the installation of a modern street lighting system. They asked the Commission to construct curbs and sidewalks along the highway through their town. Inquiry was made whether or not the city would construct concrete sidewalks if the State would construct concrete curbs. Mr. Kelly replied that some of the people will build the sidewalks voluntarily, but others probably not, although he thought that the city could force them to do so by appropriate ordinance. The immediate problem, he said, is the installation of a lighting system, which cannot be accomplished until curbs and sidewalks have been constructed. He also said that both Mr. Shaw and he are members of the City Council, which has indorsed the project.

Chairman Banfield advised that the State would construct concrete curbs as requested if the city will guarantee the construction of sidewalks, but not otherwise; also, that the Commission would instruct the Engineer to conduct a survey to establish the line and grade of the highway through the town so as to facilitate the other improvements. Messrs. Kelly and Shaw expressed their approval of the action taken whereupon the Engineer was instructed by the Commission to make such survey immediately.

Messrs. Herbert Gordon, Attorney, and his client, Mr. A. C. Kirtsis, Ocean Lake, appeared before the Commission with regard to the construction of curbs and sidewalks along the Oregon Coast Highway between Ocean Lake and Dorchester House in Lincoln County. Mr. Gordon stated that Mr. Kirtsis is donating land to provide a highway right of way 100 feet wide in front of his property and that he is desirous of further improving his holdings by constructing, among other things, sidewalks along the highway right of way. He pointed out that the Commission is now considering the construction of curbs and sidewalks through the Town of Ocean Lake and urged that the improvement be extended about 1/4 mile northerly past the holdings of Mr. Kirtsis. During the discussion the question arose as to how much it would cost to construct such an improvement. The Engineer estimated that the work could be done for approximately $35,000. Mr. Kirtsis guaranteed construction of the sidewalks if the Highway Commission would construct the curbs, which is the plan that is being followed through the Ocean Lake community. Commissioner Chessman gave as his thought that the Highway Commission should not hold back an improvement of this kind that is properly planned, and expressed his approval of Mr. Kirtsis' request. Commissioner Schaupp expressed himself similarly, subject to the condition, however, that it will not establish an undesirable precedent that would react adversely to the State's interest in the future. The State Highway Commission, he said, must not stand in the way of a definite good improvement. Chairman Banfield gave as his thought that the improvement in front of Mr. Kirtsis' property should be tied in definitely with the proposed Ocean Lake improvement rather than as a project by itself and that both improvements should be undertaken on the same basis. As a result of further discussion the Commission voted unanimously in favor of the project on the basis of the suggestion offered by Chairman Banfield. The Engineer was thereupon authorized to make a survey of the project and to prepare plans so that the work can be

AUG 30 1945

advertised for bids in the spring if the right-of-way situation has been clarified in the meantime.

A delegation from Oswego, representing the City Council and including Messrs. Fred C. Inkster, President; Colin Livingston, and T.H. Hepheardt, came before the Commission in regard to the proposed improvement of the Oswego Highway through the Town of Oswego. Mr. Livingston was principal spokesman. He recalled that the former Highway Commission authorized such an improvement but the work was called off when the United States became involved in the war with Japan. He asked the Commission to revive this project now because of new developments that have taken place in Oswego and the necessity to solve a drainage problem that exists. He pointed out that the project is included in the Commission's post war program but is scheduled for construction during the third-year period. He urged the Commission to advance the project for immediate construction in view of the importance of the drainage problem. Mr. Inkster also urged favorable consideration of the project by the Commission. Chairman Banfield advised that Congress has not as yet released the Federal monies that are to be used to finance the post war projects so the Commission is not in position today to make any promises in regard to advancing the construction date of this project, although it might be possible to do so later on. Mr. Inkster then urged the Commission to do something about their drainage problem and the control of flood waters, which, he said, is the main part of their project. The Commission agreed to look into that feature and thereupon instructed the Engineer to investigate the conditions in company with members of the delegation, and report his findings at the next meeting of the Commission.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the State. He presented a list of such properties, together with the offer that he recommended in connection with each parcel. After careful consideration the Commission approved the request and offers and thereupon by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

NELSCOTT SECTION, OREGON COAST HIGHWAY

12127-Campbell, C. C. and Rula M. Campbell
Easement
for fill
0.207 acre $ 00.00 $ 00.00 Witt

12126-Nelson, C. P. and Nannie M. Nelson
Easement
300 sq. ft. for laying
of pipe 00.00 00.00 "

12126-Nelson, C. P. and Nannie M. Nelson
Easement
0.866 acre (Lump Sum) 10.00 10.00 "

DOUGLAS COUNTY LINE-LAKESIDE SECTION, OREGON COAST HIGHWAY

12160-Schuttpelz, Adolph and Dora M. Schuttpelz
Right of way
11.62 acres, plus channel
widening of 20 feet-permanent
easement for construction
and maintenance of dam and
flume $ 10.00 $ 10.00 Parker

LUCKIAMUTE RIVER-MONMOUTH SECTION, MONMOUTH HIGHWAY

10923-A Johnson, Walter E. and Minnie B. Johnson
Right of Way
Option expires
February 16, 1946
0.39 acre at $30.00 $ 11.70 $
11 rods fence to move
and rebuild, and 9 rods
new fence to build, at
$1.50 per rod 30.00 41.70 McChesney

AUG 30 1945

FERN CREEK-MONMOUTH SECTION, MONMOUTH HIGHWAY

10922-B Johnson, Walter E. and Manie B. Johnson
Right of Way
Option expires
February 16, 1946

0.86 acre at $30.00	$ 25.80	$	
72 rods fence to move and build at $1.50 per rod	108.00	133.80	McChesney

10924-A Buck, Jown N. and Beth W. Buck
Right of Way
Option expires
February 22, 1946

1.2 acres at $30.00	36.00		
0.06 acre at $100.00	6.00		
102 rods fence to move and rebuild at $1.50 per rod	153.00	195.00	"

CROWN POINT SECTION, COLUMBIA RIVER HIGHWAY

12087- James, James and Maude E. James
Sand bunker site

0.14 acre	$ 15.00	$ 15.00	Parker

12088- Blanc, A. and Florentine
Sand bunker site

0.22 acre	15.00	15.00	"

ARLINGTON SECTION, COLUMBIA RIVER HIGHWAY

11280-A Lester, J. B.
Maintenance site

3,075 sq.ft.	$ 100.00	$	
Plus moving building estimated cost	50.00	150.00	"

HENDRICKS BRIDGE-NIMROD SECTION, McKENZIE HIGHWAY

11556- Kenaston, Douglas and Dorothy Kenaston
Ground Lease

5 year renewal ground lease, in consideration that the State dig a ditch approximately 3 to 4 feet in width and approximately 2 to 3 feet in depth from culvert

HENDRICKS BRIDGE-NIMROD SECTION, McKENZIE HIGHWAY (Cont.)

	on West side of approach road from culvert to west right of way line, and parallel to highway to west end of his cultivated field, direct to river. Ditch about 800 feet long-estimated cost to construct	$ 95.00	$ 95.00	McChesney

ONTARIO SECTION, OLD OREGON TRAIL HIGHWAY

12086-	City of Ontario Maintenance headquarters 3 lots (9,000 sq.ft.)	$ 300.00	$ 300.00	Collier

MITCHELL-SERVICE CREEK SECTION, MITCHELL-SERVICE CREEK SECONDARY HIGHWAY

11836-	Shown, E. R. Maintenance material source Option expires January 17, 1946 13.22 acres at $20.00 per acre	$ 264.40	$	
	Severance damages on 40.0 acres at $15.00 per acre	200.00	464.40	Cozad

SCOTT'S BUTTE-JORDAN VALLEY SECTION, I.O.N. HIGHWAY

11599-	Smith, Donald Stock pile site Option expires July 28, 1945 0.77 acre at $75.00 (5 year lease at $5.00 per year)	$ 57.75	$ 57.75	"

REDMOND-BEND SECTION, THE DALLES-CALIFORNIA HIGHWAY

*12237-	State Land Board Right of Way and Wayside Strips 635.16 acres at $2.50	$1,587.90	$1,587.90	Boardman

NEHALEM SPIT SECTION, OREGON COAST HIGHWAY

7367-	Shepard, Mabel Bishop Park Option expires January 12, 1946 1 25 x 100 lot	$ 10.00	$ 10.00	Gardiner

AUG 30 1945

WALDPORT-BIG CREEK SECTION, OREGON COAST HIGHWAY

11100- Myers, Myrtle et al
Park

0.3 acres at $250.00 per acre	$ 75.00	$		
Recording fee - deed	1.00	76.00	Gardiner	

WALDPORT-YACHATS SECTION, OREGON COAST HIGHWAY

11101- Good, Gaile H. and Olga Good
Roadside strip

0.47 acre at $250.00 per acre	$ 117.50	$		
Stairway-bank to beach	100.00	217.50	"	

CANYONVILLE-WOLF CREEK SECTION, PACIFIC HIGHWAY

John
**11408- Hewitt, Paul F. Barber
Right of Way and
Wayside Park
Option expires
September 23, 1945

151.0 acres at $39.74	$6,000.00	$6,000.00	"	

SILVERTON-SILVER CREEK FALLS SECTION, SECONDARY HIGHWAY #163

12125- Benson, Willard L.
Park

80.0 acres at $37.50 per acre	$3,000.00	$3,000.00	"	

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11926- Webster, John A.
Right of Way

2,876 sq.ft. at 15¢	$ 431.40	$		
Buildings	2,068.60	2,500.00	McCallister	

8938- Simms, L. C. and Toney Surino
Right of Way

1,480 sq.ft. at 30¢	444.00			
Moving building	2,340.00	2,784.00	"	

8938-A Simms, L. C., and N. Arthur Thomas and Alice A. Thomas
Right of Way

2,550 sq.ft. at 20¢	510.00			
Building	2,240.00	2,750.00	"	

AUG 30 1945

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11345- Klamath County
Right of Way
12,712 sq.ft. $ 4.00 $ 4.00 Witt

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY

11856- Maynard, George and Famie
Right of Way
Option expires
December 18, 1945
385 sq.ft. $ 00.00 $ 00.00 "

11636- Krause, Clarence and Elizabeth
Right of Way
Option expires
December 24, 1945
538 sq.ft. $ 00.00 $ 00.00 "

11663- Cobb, Lena
Right of Way
Option expires
January 4, 1946
500 sq.ft. $ 00.00 $
542 sq.ft. at 20¢ 108.40
Estimated cost of new
dry well 50.00 158.40 "

11658- Arch Diocese of Oregon City
Right of Way
Option expires
December 29, 1945
284 sq.ft. 00.00 00.00 "

11609- Waller, Henry and Ellen E. Waller
Right of Way and easement
Option expires
February 26, 1946
1,111 sq.ft. sidewalk area 00.00 "
2,019 sq.ft. at 20¢ 403.80
2,556.5 sq.ft. at 10¢
(Easement) 255.65 659.45 "

11656- Dodd, Rubert and Bessie Dodd
Right of Way
Option expires
February 26, 1946
285 sq.ft. 00.00
Owner to wreck addi-
tion to north of main bld 200.00
Est.cost moving building 900.00 1,100.00 "

AUG 30 1945

OCEAN LAKE-DELAKE SECTION-OREGON COAST HIGHWAY (Cont.)

11616-	King, Thomas Henry Right of Way Option expires November 30, 1945 647 sq.ft.	$ 00.00	$ 00.00	Witt
11617-	Blackburn, James and Minnie Right of Way Option expires December 13, 1945 500 sq.ft.	00.00	00.00	"
11651-	Verry, Edgar (Verry) and Dorothea Right of Way Option expires December 14, 1945 500 sq.ft. 122 sq.ft. at 20¢ plus	00.00 25.00	25.00	"
11641-	Bishop, Ona E. Right of Way Option expires December 20,1945 542 sq.ft.	00.00	00.00	"
11614-	Schneider, Frank Right of Way Option expires December 14, 1945 521 sq. ft. Moving building, est. at	00.00 1,200.00	1,200.00	"
11646-	Spencer, Raymond L. and Anna B. Right of Way Option expires December 12, 1945 263 sq.ft. with one story frame building-LUMP SUM-	500.00	500.00	"
11631-	Dobbin, William J. and Harold W. Dobbin Right of Way Option expires November 23, 1945 550 sq.ft.	00.00	00.00	"

OCEAN LAKE-DELAKE SECTION-OREGON COAST HIGHWAY (Cont.)

11654-	Richey, Ellis and Kate Richey Right of Way Option expires November 23, 1945			
	469 sq.ft.	$ 00.00		
	Moving & reestablishing porch, est. cost	450.00	450.00	Witt
11642-	Ferguson, Earl and Marshall Stewart Right of Way Option expires November 25, 1945			
	1,084 sq.ft.	00.00	00.00	"
11664-	Hawkins, Edna Right of Way Option expires November 27, 1945			
	542 sq.ft.	00.00		
	500 sq.ft.at 15¢ sq.ft.	75.00		
	Est. cost of moving house,flowers & shrubs	900.00	975.00	"
11645-	Balas, John Right of Way Option expires November 30, 1945			
	823 sq.ft.	00.00		
	Est.cost of moving bldg.	850.00	850.00	"
11625-	DeVee, John M. Right of Way Option expires November 20, 1945			
	500 sq.ft.	00.00	00.00	"
11657-	Volz, John H. Right of Way Option expires November 20, 1945			
	335 sq.ft.	00.00	00.00	"
11660-	Blue, Arch E. and Blanche Right of Way Option expires November 17, 1945			

AUG 30 1945

OCEAN LAKE-DELAKE SECTION-OREGON COAST HIGHWAY (Cont.)

	1858 sq.ft.	$ 00.00		
	Est.cost of moving bldg. reestablish present dry well,connect drainage, grade land, etc.,	1,200.00	1,200.00	Witt
11626- McKevitt, Lena Right of Way Option expires November 22, 1945	350 sq.ft.	00.00	00.00	"
11634- Choyce, Lou Right of Way Option expires November 21,1945	400 sq.ft.	00.00	00.00	"
11662- Newnham, James S. and Florence E. Right of Way Option expires November 16, 1945	50[illegible] sq.ft.	00.00		
	537 sq.ft. at 23¢ plus	120.00		
	Moving electric sign & light post estimated	15.00	135.00	"
11607- Robinson, Fred H.and Mae W. Right of Way Option expires October 27, 1945	538 sq.ft.	00.00	00.00	"
11624- Gordon, Herbert Right of Way Option expires November 2, 1945	521 sq.ft. & 2' of the building area	00.00	00.00	
	Make septic tank connections			
11623- Gordon, Herbert Right of Way Option expires November 1, 1945	1,029 sq.ft.	00.00	00.00	"

OCEAN LAKE-DELAKE SECTION-OREGON COAST HIGHWAY (Cont.)

11625-	Gordon, Wanda Right of Way Option expires November 1, 1945			
	1,000 sq.ft.	00.00	00.00	Witt
11618-	Rexroad, Edna, and A.R.Gilbert and Freda Right of Way Option expires November 14, 1945			
	1,021 sq.ft.	00.00	00.00	"
11622-	Alexander, W.S. and Bertha Alexander Right of Way Option expires October 19, 1945			
	500 sq.ft.	00.00		
	Est.cost of moving small building	100.00	100.00	"
11775-	Hasselbrink, Lyle Right of Way Option expires November 10, 1945			
	1,000 sq.ft.	00.00	00.00	"
11630-	Schiffler, John K. Right of Way Option expires October 17, 1945			
	500 sq.ft.	00.00	00.00	"
11772-	Whalen, John B. and Thelma E. Whalen Right of Way Option expires October 24, 1945			
	1,148 sq.ft.	00.00	00.00	"
11776-	Collins, Richard J. and Laura M. Collins Option expires October 26, 1945 Right of Way			
	1,000 sq.ft.	00.00	00.00	"

AUG 30 1945

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY (Cont.)

11633- Hoyt, E. L. and Eva I. Hoyt Right of Way Option expires October 27, 1945	685 sq.ft.	$ 00.00	$ 00.00	Witt
11608- Rexroad, Edna et al Right of Way Option expires October 27, 1945	647 sq.ft.	00.00	00.00	"
11606- Deter, Thelma and Carey C. Deter Right of Way Option expires February 9, 1946	63 sq.ft.	00.00	00.00	"
12132- Deter, R.F. and Nellie, and Carey C. Deter and Thelma Deter Right of Way Option expires February 9, 1946	177 sq.ft.	00.00	00.00	"
11612- Jellison, F. E. Right of Way Option expires February 12, 1946	500 sq.ft. Moving flowers and shrubs Damage allowance in lieu of moving dwelling	00.00 50.00 150.00	200.00	"
11610- Julian, J. W. and Ethel Pearl Julian Right of Way Option expires February 7, 1946	3,720 sq.ft. at 25¢ sq.ft. Building and garages	930.00 2,070.00	3,000.00	"
11651- Verry, Edgar and Dorothea Lee Verry Right of Way Option expires October 20, 1945	4,683 sq.ft. at 29¢ plus per sq.ft.	1,400.00	1,400.00	"

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY (Cont.)

11648-	Linder, Floyd C. and Evalena C. Linder Right of Way Option expires January 17, 1946			
	521 sq.ft.	$ 00.00	$ 00.00	Witt
11643-	Warrington, Chelsey D. and Florence V. Warrington Right of Way Option expires January 24, 1946			
	1,111 sq.ft.	00.00		
	Move building, and re-building concrete side-walk estimated	2,250.00	2,250.00	"
11647-	McCoy, Glenn D. and Violet T. McCoy Right of Way			
	315 sq.ft.	00.00		
	Cost cutting frame build-ing, estimated	1,049.00		
	Cost of reconstructing and moving storage shed	180.00		
	Allowance for 10 days loss of business, at $10.00 per day	100.00	1,329.00	"
11650- 11652-	Seffensmier, Charles Right of Way Option expires January 5, 1946			
	1,257 sq.ft.	500.00		
	State to convey Lot 3, Block 27, Raymond Town-site (Cost $1400.00)	1,400.00	1,900.00	"
12133-	Deter, R.F. and Carey C. Deter Right of Way Option expires February 9, 1946			
	373 sq.ft.	00.00	00.00	"
11661-	Robinson, Roy S. Right of Way Option expires February 9, 1946			

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY (Cont.)

	520 sq.ft.	$ 00.00	$	
	497 sq.ft. at 25¢ sq.ft.	124.25		
	Compromise cash allowance-cutting 2-story frame bldg. back to new sidewalk	2,500.00		
	Loss 15 days business at $10.00 day	150.00	2,774.25	Witt
11621-	Heater, Lee G. and Celma E. Heater			
	Right of Way			
	Option expires			
	January 9, 1946			
	1,000 sq.ft.	00.00	00.00	"
11611-	Deeter, R. F. and Nellie Deeter			
	Right of Way			
	Option expires			
	February 2, 1946			
	685 sq.ft.	00.00	00.00	"
11653-	Miller, Johanna			
	Right of Way			
	Option expires			
	February 2, 1946			
	489 sq.ft.	00.00		
	262 sq.ft. at 20¢ sq.ft.	52.40	52.40	"
11613-	Hasselbrink, Lyle			
	Right of Way			
	Option expires			
	January 17, 1946			
	500 sq.ft.	00.00		
	State to move warehouse and dwelling, estimated at $3,000.00	3,000.00	3,000.00	"
11628-	Johnson, George P.			
	Right of Way			
	Option expires			
	January 22, 1946			
	500 sq.ft.	00.00		
	Moving fence, estimated	25.00	25.00	"
11637-	Kyle, Lincoln and Eva			
	Right of Way			
	Option expires			
	January 17, 1946			

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY (Cont.)

	538 sq.ft.	$ 00.00	$	
	Moving 4 pumps and island, estimated	200.00		
	State to place 2 or 3 posts and timbers under second floor canopy, estimated	150.00	350.00	Witt
11627-	Willett, Thomas H. and Lorey C. Willett			
	Right of Way			
	Option expires			
	February 26, 1946			
	650 sq.ft.	10.00	10.00	"
11655-	Ocean Lodge #254 IOOF			
	Right of Way			
	Option expires			
	February 26, 1946			
	415 sq.ft.	00.00		
	Estimated cost moving building	3,000.00	3,000.00	"
11619-	Alexander, Rose and Alyce Alexander			
	Right of Way			
	Option expires			
	February 27, 1946			
	1,021 sq.ft. sidewalk area	00.00		
	Estimated cost wrecking service stations, store, grease rack, restrooms, etc., and re-establish	4,500.00	4,500.00	"

GARDNER RANCH-BERGER RANCH SECTION, WOLF CREEK HIGHWAY

6506-	Croeni, Albert L. and Rose			
	Right of Way			
	Option expires			
	December 25, 1945			
	11.28 acres at $250.00	2,820.00		
	233 rods fence at $2.00 per rod	466.00		
	56.9 acres-damage allowance-	2,483.95		
	Waiver of access	67.55		
		5,837.50		
	Less credit,-1.50 acres at $225.00 per acres to be deeded by the State to grantor	337.50	5,500.00	Collins

AUG 30 1945

VADIS-GARDNER RANCH SECTION, WOLF CREEK AND WILSON RIVER HIGHWAY

6544- Tapp, J. E. and Bessie Tapp
Right of Way
Option expires

7.44 acres at $250.00 per acre	$1,860.00	$	
6.55 acres at $150.00 per acre (more)	999.00		
355 rods fence at $2.00 per acre	710.00		
Severance and general damages	2,350.00		
Waiver of access	650.00	6,569.00	

STEIWER HILL-ALBANY SECTION, PACIFIC HIGHWAY

11760-A Talia, S. G.
Easement

0.026 acre for slope easement	$ 10.00	$ 10.00	Benson

11405- Stowe, G. L. and Lenore Stowe
Right of Way and
Gravel pit
Option expires

5.0 acres at $50.00	250.00		
5.55 acres at $150.00	832.50		
10.23 acres at $60.00	613.80		
3.54 acres at $50.00	177.00		
335 rods fence and 20 anchor posts at $1.50 and 3 gates at $20.00 each	592.50		
57 prune trees at $1.00 each	57.00		
Waiver of access and advertising restrictions and severance damage	977.20	3,500.00	"

***SALT CREEK-RICKREALL SECTION, DALLAS-COAST HIGHWAY

2257- Fink, Arthur W.
Right of Way
Option expires
February 8, 1946

7.59 acres at $100.00	$ 759.00	$	
346 prune trees at $2.50 each	865.00		
Fencing and gates and anchor posts	692.00		
Severance damages (15%)	405.00	2,721.00	"

AUG 30 1945

SALT CREEK-RICKREALL SECTION, DALLAS-COAST HIGHWAY (Cont.)

2258-	Arstill, W. H. and Hope Arstill Right of Way Option expires February 6, 1946				
		0.13 acre at $100.00	$ 13.00	$	
		Fencing, gate and moving fruit trees	36.00	49.00	Benson
2259-	Beerman, Lloyd F. and Rayma B. Beerman Right of Way Option expires February 10, 1946				
		4.82 acres at $100.00	482.00		
		Fencing, anchor posts, gates, prune trees	831.50		
		Severance damage-25% on $1045.00	261.25	1,574.75	"
2260-	Riemer, Jacob P. Right of Way Option expires January 24, 1946				
		0.95 acre at $100.00	95.00		
		24 rods fence at $1.50	36.00		
		77 prune trees at $3.50	269.50	400.50	"
2261-	Gilliam, Herman P. and Mary C. Gilliam Right of Way Option expires January 26, 1945				
		3.0 acres at $100.00	300.00		
		Fencing, anchor posts gates, pear tree,	323.00		
		Severance damage	92.25	715.25	"
2253-	Voth, Jacob H. et ux Right of Way Option expires February 21, 1946				
		2.90 acres at $100.00	290.00		
		Fencing, gates and anchor posts	281.50		
		Severance damage	317.60	889.10	"

AUG 30 1945

SALT CREEK-RICKREALL SECTION, DALLAS-COAST HIGHWAY (Cont.)

2254- Wiebe, John J.
Right of Way
Option expires
February 7, 1946

1.56 acres at $100.00	$ 156.00	$	
1.56 acres at $20.00	31,20		
Fencing, gates, anchor posts	238.50		
Severance damage	80.00	505.70	Benson

2255- May, Otto F.
Right of Way
Option expires
February 7, 1946

0.06 acres at $100.00	6.00	6.00	"

2256- Smith Eldridge A. and Union Central Life Ins., Co.
Right of Way
Option expires
February 7, 1946

0.90 acre at $100.00	90.00		
0.83 acre at $20.00	16.30		
Fencing	112.50		
Severance damage	40.00	258.80	"

2248- Clanfield, Bessie Reddekopp
Right of Way
Option expires
February 23, 1946

1.06 acres at $100.00	106.00		
Fencing, anchor posts and gates	160.00		
Severance damage	66.50	332.50	"

11897- Hughes, W. L.
Right of Way
Option expires
January 25, 1946

0.31 acre at $100.00	31.00		
13 rods fence at $1.50 rod	19.50	50.50	"

2246- Ratzlaff, Henry H.
Right of Way
Option expires
January 27, 1946

1.20 acres at $100.00	120.00		
Fencing and severance damage	141.50	261.50	"

SALT CREEK-RICKREALL SECTION, DALLAS-COAST HIGHWAY (Cont.)

2247- Schroeder, Gustav A. and Katherine L.
Right of Way
Option expires
February 24, 1946

2.44 acres at $100.00	$ 244.00	$		
Fencing, gates, anchor posts	242.50			
Severance damage	585.00	1,071.50	Benson	

2250- Rose, Peter F. and Alma M. Rose and Hulda Zink
Right of Way
Option expires
February 17, 1946

2.57 acres at $100.00	257.00		
Fencing, gates, anchor posts	241.00		
Severance damage	112.00	610.00	"

2251- Britton, Clifford D. and Union Central Life Ins. Co.
Right of Way
Option expires
February 23, 1946

0.06 acre at $100.00	6.00		
Damage-inconvenience getting to 5.0 acre pasture	70.00	76.00	"

2252- Toews, Abraham et ux
Right of Way
Option expires
February 21, 1946

2.15 acres at $100.00	215.00		
Fencing, gates, anchor posts	221.50		
Severance damage	600.00	1,036.50	"

11917- Aebi, Clara
Right of Way
Option expires
January 27, 1946

0.39 acre at $100.00	39.00		
24 rods fencing at $1.50 rod	36.00	75.00	"

11925- Heppner, Lillian M.
Right of Way
Option expires
February 24, 1946

AUG 30 1945

SALT CREEK-RICKREALL SECTION, DALLAS-COAST HIGHWAY (Cont.)

	1.62 acres at $100.00	$ 162.00	$
	0.54 acre at $50.00	27.00	
	Fencing, gates, anchor posts	221.50	
	Severance damage	70.30	480.80
2249-	Reddekopp, Sadie Ray		
	Right of Way		
	Option expires February 29, 1945		
	1.50 acres at $100.00	150.00	
	Fencing, anchor posts, gates, prune trees	314.50	
	Severance damage-20% of $1070.00-	214.00	678.50

Foot Notes:

* Item No. 12237, purchase of juniper wayside strips along the Redmond-Bend Section of The Dalles-California Highway. This property is being purchased from the State Land Board, which has acquired it from the U. S. Government through exchange of other State-owned land.

** Item No. 11408, purchase of right of way and wayside strips along the Canyonville-Wolf Creek Section (Stage Road Pass) of the Pacific Highway in Josephine County. The Assistant Attorney advised that this property is covered with a stand of timber and suggested the immediate sale of the timber growing on the right of way on account of the high prices that are obtainable at the present time. The Commission approved the acquisition of the tract at the price quoted but deferred a decision with respect to the sale of the timber pending a report from the Engineer. It was decided to apportion the cost of this property partly to right of way and partly to park acquisition.

*** The items under the heading Salt Creek-Rickreall Section, Dallas-Coast Highway were approved by the Commission after adoption of the location survey which was reported by the Engineer at this time. The resolution adopting the survey is included with others in a single resolution entered in the minutes later in the session.

The Assistant Attorney requested authority to condemn certain parcels of real property which he had been unable to acquire at reasonable cost by negotiation. He presented a list of such properties together with the offers that he recommended in condemnation for each parcel, as follows:

File Number	Name of Owner	Recommended Offer
TAFT-SILETZ RIVER SECTION OF THE OREGON COAST HIGHWAY		
11681 (Right of Way)	Harry Green	$ 100.00
NEWPORT-WALDPORT SECTION OF THE OREGON COAST HIGHWAY		
11111 (Park)	Edna Patchin	$2,500.00
OCEAN LAKE-DELAKE SECTION OF THE OREGON COAST HIGHWAY		
11620 (Right of Way)	L.L. Arnold and Louisa N. Arnold	$ 750.00
11629 (Right of Way)	W. A. Alexander	500.00
11632 (Right of Way)	Fred Ritner	00.00
11635 (Right of Way)	Henry Schlickenmeier	3,500.00
11638) (Right of Way) 11639)	McCready Lumber Co.	3,250.00
11640 (Right of Way)	John L. Andrews	135.50
11649 (Right of Way)	G. G. Sittser	1,500.00
11665 (Right of Way)	Gailord Loomis and Ella B. Loomis	5,060.25
11777 (Right of Way)	Walter Saftenberg and Lydia Saftenberg	231.50

After careful consideration the Commission approved the request and the offers and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture

of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Harry F. Green, et ux., which property is located in Lot 6 (NE¼ of the SE¼) of Section 34, Township 7 South, Range 11 West, W.M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 11681, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Edna Patchin, which property is located in Section 7, Township 12 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 2 and 3, and is further identified in the records of the Highway Commission as file R 11111, which property is being acquired for park and recreational purposes in connection with the Oregon Coast Highway; (*)

12583

Real property owned by Lloyd L. Arnold, et ux, which property is located in Lots 1 and 2, Block 18, Devil's Lake Park, in Section 10, Township 7 South, Range 11 West, W.M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 11620, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by W. S. Alexander, et al., which property is located in Lots 6 and 7, Block 17, Devil's Lake Park, in Section 10, Township 7 South, Range 11 West, W.M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 11629, which property is being acquired for right of way pruposes in connection with the Oregon Coast Highway; (*)

Real property owned by Fred Ritner, which property is located in Lot 4, Block 2, Devil's Lake Park, in Section 10, Township 7 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 11632, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Henry Schlichenmayer, et al., which property is located in Lots 1 and 2, Block 11, Raymond Townsite, situated in Section 10, Township 7 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 7, and is further identified in the records of the Highway Commission as file R 11635, which property is being acquired for right of way pruposes in connection with the Oregon Coast Highway; (*)

Real property owned by John L. Andrews, et al., which property is located in Lot 1, Block 18, Raymond Townsite, in Section 10, Township 7 South, Range 11 West., W. M., Lincoln County, Oregon and is more particularly described on the attached sheets and designated as Parcel No. 8, and is further identified in the records of the Highway Commission as file R 11640, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

AUG 30 1945

Real property owned by Esther N. Sittser, et al., which property is located in Lot 4, Block 20, Raymond Townsite, situated in Section 10, Township 7 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 9, and is further identified in the records of the Highway Commission as file R 11649, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Ella E. Loomis, et vir., which property is located in Lot 5, Block 38, Raymond Townsite, situated in Section 10, Township 7 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 10, and is further identified in the records of the Highway Commission as file R 11665, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Walter Saftenberg, et al., which property is located in Lot 3, Block 6, Devil's Lake Park, in Section 10, Township 7 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 11, and is further identified in the records of the Highway Commission as file R 11777, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by W. J. McCready, et al., which property is located in Section 10, Township 7 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 12, 13, and 14, and is further identified in the records of the Highway Commission as files R 11638 and 11639, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

AUG 30 1945

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there by any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admistion in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

(*) Foot Note:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 54, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Commission, by unanimous vote, confirmed the action taken in Salem on August 3, 1945, with respect to the following matters:

1. The Commission approved the purchase of two parcels of land situate adjacent to the Upper Columbia River Highway from Juanita Starr for the sum of $13,125.

2. The Commission confirmed the signing of a deed conveying 3.89 acres of land in Umatilla County to George A. Kendler and wife.

The Assistant Attorney brought up for discussion the question of fencing certain property that was acquired by Mr. J. O'Niel along the Klamath Falls-Lakeview Highway in Klamath County. It appears that Mr. O'Niel purchased this property subsequent to the time that the County obtained the right of way and the highway was constructed, in view of which the Commission considered that it is not under any obligation to construct the fence, notwithstanding that the State might have paid for the fence as part consideration for the right of way had the right of way been purchased from Mr. O'Niel. The request was thereupon denied.

The Assistant Attorney requested instructions with regard to the sale of a parcel of land situate in Block 1, Central Addition to Albany. He advised that he has received two offers for this property in the amounts of $260 and $300, respectively, and both prospective purchasers have agreed to relinquish right of access to the highway. He advised that the $300 offer is fair and reasonable. The Engineer advised that the property is not needed for State Highway purposes. The Chief Counsel suggested the possibilities of securing a better price if the property were advertised for sale. The Commission authorized the taking of bids in Salem prior to the next regular meeting of the Commission. (The date for the taking of bids was later set as Monday, September 17.)

The Commission discussed its agreement with Paul Mumpower covering the use of State-owned property at the east end of the Sandy River Bridge at Troutdale. The Engineer recited the history of this case, pointing out that the privileges granted Mr. Mumpower were simply an accommodation and a temporary arrangement in order to save him from losses; however, Mr. Mumpower has taken advantage of the circumstances and is now erecting a new building on the premises, which is contrary to the provisions of his agreement with the Commission for the use of the property. Moreover, reports are to the effect that he is making a charge for fishing privileges in the Sandy River along the frontage of the State's property. He recommended, in view of the circumstances, cancellation of the agreement and that Mr. Mumpower be evicted from the premises, as he has not acted in good faith. The Commission approved the recommendation by unanimous vote and instructed the Chief Counsel to serve notice on Mr. Mumpower to vacate the premises.

Commissioner Schaupp brought up for discussion the sale of some houses on State Highway right of way in Klamath Falls. He recommended that bids be received in Portland for the purchase of these houses and that prospective purchasers be given the opportunity of bidding for all or any number of the buildings desired. The Commission approved the recommendation unanimously and so ordered.

Mr. Cachot Therkelsen, Chairman of the Trails Committee of the Portland Hunt Club, came before the Commission in regard to the construction of bridal paths and trails adjacent to state highways in the vicinity of Garden Home. He explained the need for the trails and paths and requested State aid in the solution of their problem. The matter was referred to the Engineer to inspect the premises in company with Mr. Therkelsen and to ascertain just what he has in mind.

Dr. James A. McNish, Portland, came before the Commission on behalf of the National Exchange Club of Portland, regarding the establishment of a memorial to Veterans of World War II at an appropriate location along Harbor Drive in Portland. He advised that the Club has in mind the development of a beauty spot, such as a bird sanctuary, if the Highway Commission will authorize use of the highway property for such purpose. He further advised that the National Exchange Club will pay all development costs and will maintain the memorial at its own expense. The Commission considered this a matter that comes under the jurisdiction of the Portland City Park Department and accordingly referred Dr. McNish to City Commissioner Kenneth L. Cooper, who has charge of the city parks.

The Commission's Chief Counsel brought up for discussion the proposed purchase of six acres of land adjacent to the Tiller-Trail Secondary Highway at Tiller, which property, he said, is needed as a maintenance site. He advised that the owner is unwilling to sell three acres, which is all that the State needs, but will sell his entire holdings, consisting of six acres, for $1,200. He recommended purchase of the entire tract if the Engineer, after investigation, considers that it is essential to have a maintenance site at this location. The Commission approved the recommendation.

The Engineer brought up for discussion the matter of limiting access to certain state highways in connection with the acquisition of right of way. He suggested that the Right of Way Department be authorized to acquire rights of access hereafter in connection with purchases involving new line changes and in connection with entire new locations. He particularly requested such authority along the following highways:

Pacific Highway East
Pacific Highway West
Salmon River Highway
Wolf Creek Highway from Portland to Davies
West Portland-Hubbard Highway

Columbia River Highway and Old Oregon Trail from Portland to the Idaho State Line at Ontario
Willamette Highway from its junction with the Pacific Highway to its junction with The Dalles-California Highway
The Dalles-California Highway from its junction with the Willamette Highway to Klamath Falls

He explained that this would apply only to future negotiations and not to existing highways except in cases where alignment is being revised. The request was approved by the unanimous vote of the Commission.

The Commission recessed at twelve o'clock, noon, and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Messrs. Fred Inkster, President, and Herman Kehrli, Executive Secretary of the League of Oregon Cities, came before the Commission in regard to the improvement and maintenance of city streets that are not state highway routes but which are being severely damaged by log hauling and other heavy traffic. Mr. Inkster stated that the cities and towns of Oregon are appreciative of the city street tax monies that they are now receiving from the State, but in many cases the amounts received are not sufficient to pay the costs to properly maintain the streets that are being damaged by the heavy traffic, and other city funds are not available to finance such maintenance work. He mentioned a number of the smaller cities where this condition obtains and suggested that the State might help them in securing necessary improvements. He particularly requested an investigation by the Engineer to determine facts upon which to base a policy concerning such matters if the Commission's decision is favorable. Mr. Kehrli pointed out that the larger cities are able to take care of their own problems, but it is the small ones that are in need of assistance.

In the discussion that followed Chairman Banfield pointed out that it would be necessary to reach a definite agreement with each city and town as to the streets to be improved under such an arrangement; otherwise, if there were no limitation, the State might be asked to improve more streets than could be financed. He suggested that the Commission might authorize the Engineer to make an investigation of conditions in the towns mentioned by Mr. Inkster so as to get an idea of the extent of the work required and the probable cost involved. Commissioners Schaupp and Chessman approved the suggestion whereupon the Engineer was instructed to report on the matter at the next meeting of the Commission. The matter was reconsidered by the Commission later in the session at which time the Commission confirmed its action and instructed the Engineer and the Chief Counsel to discuss the matter further with representatives of the League of Oregon Cities before reporting their findings. The Engineer's report on the matter is to

include a statement of the amounts spent by the State for improvement of city streets prior to the enactment of the State Tax Street Fund law in 1943, as compared with the amounts that the cities and towns now receive annually from the State under the provisions of that law.

The Commission discussed with the Engineer the bids received at the morning session for construction of several highway projects. It was decided unanimously to award the contract to the low bidder in each instance, except that in the case of the West Side Klamath Lake Timber Access Road project in Klamath County, in connection with which there was a question whether or not sufficient Federal funds would be available to finance the work, the bids were referred to the Engineer with authority to award the contract to the low bidder when the uncertainty as to the financing of the project has been satisfied.

At 2:30 p.m. Chairman Banfield publicly announced the awards of contracts as follows:

"Hall Lake Drainage Change Project on the Oregon Coast Highway in Coos County. The low bid for this project was submitted by Coos Bay Dredging Company at $7,117.50. The next low bidder was John Logan, Portland, at $7,878.75. There were two higher bidders. The Commission has awarded this contract to the low bidder, Coos Bay Dredging Company at its bid price of $7,117.50.

"The low bid for the Bear Canyon-State Line Section project on the Pacific Highway in Jackson County was submitted by M. C. Lininger & Sons of Medford at $21,425. The next low bid was submitted by John Logan, Portland, at $29,485. There were two higher bidders. The Commission has awarded this contract to the low bidder, M. C. Lininger & Sons, at the bid price of $21,425.

"West Side Klamath Lake Timber Access Road project on the Klamath Lake Secondary Highway and Lake of the Woods County Road in Klamath County. Slate Construction Company, Albany, submitted the low bid for this work in the amount of $28,370. The next low bidder was Lloyd Babler, Portland, at $29,090. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Slate Construction Company, when certain conditions have been satisfied.

"The contract for construction work on the Nelscott Section of the Oregon Coast Highway in Lincoln County has been awarded to O. C. Yocom, McMinnville, the low bidder, at his bid price of $13,191. The next low bidder was C. J. Eldon, Portland, at $16,446. There were two higher bidders.

"Toll Creek-Snow Creek Section of the Santiam Highway in Linn County. The low bid for this project was submitted by Slate Construction Company, Albany, at $76,445. The next low bidder was Strong & MacDonald, Inc., Tacoma, Washington, at $125,754. The Commission has awarded this contract to the low bidder, Slate Construction Company, at the bid price of $76,445."

A delegation from Salem representing the Chamber of Commerce and the City Planning Commission was present and conferred with the Commission regarding the Commission's plans for the improvement of state highways in and adjacent to Salem as they affect Salem's long range planning program. The delegation was headed by ex-Governor Charles A. Sprague and included the following: Mayor I. M. Doughton; Paul B. Wallace; J. N. Chambers; Roy Rice, County Commissioner; C. A. McClure, Planning Engineer; and Clay Cochran, Manager, Chamber of Commerce.

Mr. Sprague stated that one of the big problems facing the city in the formulation of its improvement program is the handling of traffic, concerning which not a great deal can be done locally until the State's plans for arterial highways in the vicinity are known. He asked the Commission to advance as much as possible its study of improvements that are contemplated for construction within the next few years so the city may have the benefit thereof in the formulation of its plans, and suggested the following: Investigations with respect to the construction of a new bridge over the Willamette River between Salem and West Salem to relieve the overcrowded condition of the existing bridge, which will increase as new industries develop; and studies as may be deemed necessary to lay out major access roads for these two community centers. He said that the City of Salem is not attempting to dictate where the highways shall be located, as that is the Highway Commission's problem, but their purpose in coming before the Commission at this time is simply to ask the Commission to authorize the Engineering investigations at an early date so that the city can proceed with the formulation of its plans.

Mr. McClure stated that the location of arterial highways is the "back bone" of planning for the City of Salem and that a skeleton outline of such highways is essential for the proper development of the local plan.

The following brief was presented by the group in support of their oral request:

August 30, 1945

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In support of our request that the Highway Commission authorize their engineer to undertake a survey, study and preliminary report relative to the future program of highway

development in, through and adjacent to Salem and West Salem, we herewith present a brief of the most important facts.

1. The Salem Chamber of Commerce, realizing the need of a basic plan of the Salem area in order that future growth and industrial expansion may be directed along orderly and economical lines, has sponsored and financed a Long Range Planning Commission.

2. The immediate endeavor of the Planning Commission is to formulate a comprehensive land use plan covering a considerable area around Salem to determine the most logical location for industry, residential property, parks and recreational areas, etc.

3. The basis for any worthwhile long range plan for any community is its highway and arterial street system.

4. In order to accomplish this objective as a coordinated project, it is necessary to have the basic information regarding future highway locations, and a general idea as to their character, such as all-purpose highways, industrial highways, freeways, by-pass routes, etc., also the probable location of grade separation, both from other highways and railroads.

5. The Planning Commission is of the opinion that the work they are about to undertake will be of great value in directing the growth and prosperity of this area.

Respectfully submitted,

Salem Chamber of Commerce
Long Range Planning Commission

Salem Chamber of Commerce
Highway Committee

_____ Chairman Committee on Territorial Expansion

County Court, Marion County

Mayor, City of Salem

Mayor, City of West Salem

Chairman Banfield gave as his understanding that the City of Salem is simply asking the Commission to join with the city in anticipating the future developments of highways through the Salem area without any commitment whatsoever as to when construction will be undertaken. Mr. Sprague verified the understanding whereupon Chairman Banfield advised that the Highway Commission would be pleased to cooperate. Commissioners Schoupp and Chessman concurred. The Engineer was thereupon authorized by the Commission to proceed with the making of such investigations and studies as may be necessary and report the results thereof to the Commission.

AUG 30 1945

Mr. F. V. Stewart, Executive Secretary of the Oregon State Employees Association, was present and urged the Commission to authorize an adjustment of wages that are paid State Highway employees to more reasonably correspond to the increased living cost. The Commission deferred its decision in the matter until its next regular meeting; however, Mr. Stewart was informed that any action that is taken will be retroactive to September 1, 1945. The Engineer was instructed to furnish the members of the Commission full information for study in the meantime.

The Engineer brought up for discussion the minimum wage rates to be paid labor in connection with contract work. He explained that the rates now in effect are $1.20 per hour for skilled labor; 90¢ per hour for intermediate grade labor, Group I; 75¢ per hour for intermediate grade labor, Group II; and 62½¢ per hour for unskilled labor, as compared with union rates of approximately $1.25 to $2 per hour for skilled labor, $1.20 to $1.40 per hour for Group I intermediate labor, $1.20 to $1.25 for Group II intermediate labor, and 95¢ to $1.10 per hour for unskilled labor. He recommended the adoption of the following minimum rate schedule:

$1.25 per hour, skilled labor
$1.15 per hour, intermediate grade labor, Group I
$1.00 per hour, intermediate grade labor, Group II
$ .85 per hour, unskilled labor

The Commission approved the recommendation unanimously and authorized immediate change-over to the new rates.

The Chief Counsel requested a blanket increase of $25 per month for all right of way buyers and two office men in the Right of Way Department to offset the increased cost of living. He advised that the men who will be affected have been offered higher salaries to go elsewhere and very likely he will lose their services unless the increases are approved. The Commission deferred action on the matter until its next regular meeting with the understanding that if the increases are approved they will be effective as of September 1, 1945.

Like action was taken by the Commission on the Enginder's request for approval of salary increases for State Highway Department employees who now receive less than $300 per month, including an $18 per month increase for Mr. Loran L. Spaulding, Chief Weighmaster; a $25 per month increase for Mr. W. W. Stiffler, Assistant Maintenance Engineer; and a salary of $400 per month for Mr. Harold B. Say, Manager of the Travel and Information Department, effective immediately upon his return from his present leave of absence with the Navy.

Messrs. Alfred A. Loeb, Chairman, and E. B. Birkenbeuel, member, Recreational Resources Committee of the Portland Chamber of Commerce, were present and invited the members of the Highway Commission to accompany their committee on a park inspection trip through Coos and Curry Counties starting Thursday, September 13, 1945. The members of the Commission ex-

pressed regrets that previous engagements prevented them from accepting this invitation; however, it was decided that the State Park Superintendent, Mr. S. H. Boardman, should represent the Commission on this trip.

The State Park Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

1. Acquisition of 635.16 acres of juniper waysides along The Dalles-California Highway between Bend and Redmond: The Park Superintendent advised that he has completed negotiations for the acquisition of this property through the State Land Board whereby the State Land Board is to acquire the property from the Federal Government through exchange of other State lands and is to deed the property to the State Highway Commission at the rate of $2.50 per acre, or for the total sum of $1,587.90. The Commission approved this transaction by unanimous vote.

2. Acquisition of a proposed park at the junction of the Williamson River and Spring Creek on the new location of The Dalles-California Highway between Sand Mountain and Chiloquin: The Park Superintendent advised that this property is located about three miles north of Chiloquin and is one of the tracts that was considered by the Commission in the adoption of the 1945 Park Budget. He requested authority for the Legal Department to negotiate the purchase of the tract. The Commission approved the request by unanimous vote. In this connection Chairman Banfield gave as his understanding that adoption of the 1945 Park Budget by the Commission automatically carried with it authority to negotiate the acquisition of the properties listed therein, so with that understanding it would not be necessary for the Park Superintendent to request further authority to negotiate for the purchase of such tracts. Commissioners Schaupp and Chessman concurred. Commissioner Schaupp suggested that the Park Superintendent contact Mr. A. D. Collier, Klamath Falls, relative to this tract because there are possibilities that he might acquire it and deed it to the State as a gift in memory of his father. The Park Superintendent was instructed to contact Mr. Collier with reference thereto.

3. Acquisition of cut-over wayside strips along the Bly Mountain Section of the Klamath Falls-Lakeview Highway: The Park Superintendent requested authority for the Legal Department to negotiate for the purchase of such areas. The request was approved by the Commission unanimously.

4. Sale of down timber situate in Ecola State Park: The Park Superintendent advised that there is considerable footage of fallen timber in this park which might be sold at a good figure, and suggested the taking of bids for the purchase of the same. The Commission approved the suggestion whereupon it was decided to advertise for bids to be received in Salem on September 17, 1945, the results thereof to be reported to the Commission at its next regular meeting for action.

5. Sale of concession privileges in Silver Creek Falls State Park: The Park Superintendent requested authority to advertise for bids for the concession privileges at this plade on an annual basis starting January 1, 1946. He suggested that the bids should be based on the minimum amount that the bidder will pay for the privilege plus a percentage of gross receipts. The Commission approved the request and referred the matter to the Park Superintendent and the Chief Counsel to work up the details.

The Chief Counsel requested authority to negotiate with Mrs. B. L. Beal, Silverton, for right of way that is needed in connection with the proposed improvement of the Salem-Silverton Secondary Highway. He advised that Mrs. Beal is leaving Oregon shortly and is anxious to dispose of her property but prospective purchasers are hesitant to make her an offer until they know just how much land the highway is going to take. He pointed out that the highway improvement is not scheduled for construction for some little time but suggested, nevertheless, in view of the circumstances, that the right of way across Mrs. Beal's property be acquired now. The Commission approved the suggestion unanimously.

The Engineer reported that the expansion joints on the Interstate Bridge between Portland and Vancouver are badly in need of repair. He estimated the cost of the repair work at not to exceed $1,000 and requested authority to advertise the project for bids to be received in Salem on September 17, 1945. The Commission approved the request.

The Commission discussed a letter from the Chief Counsel regarding its authority with respect to the shore of the ocean. (See letter directed to the Commission, dated July 10, 1945, in general file). It appears from the letter that the Commission's authority is not well defined by law and that the authority exercised by former Highway Commissions is implied rather than express authority. The Commission referred the matter back to the Chief Counsel for a complete report on the subject before taking action.

The Chief Counsel was also instructed to submit a similar report on a request from the Rockaway City Council that all equestrian and vehicular traffic be prohibited the use of the beach area abutting on the City's westerly boundary line.

The Commission discussed a letter from the Chief Counsel dated July 19, 1945, with respect to the granting of permits for pole line construction on state highway rights of way with particular reference to the application of the Salem Electric Company for the designation of a location on the right of way of the Salem-Dayton Secondary Highway near West Salem, and for the designation of a location on the right of way of the Pacific Highway north of the Salem Underpass. (See letter in general files for details.) The Chief Counsel pointed out that in each of the above instances both sides of the highway are already occupied by pole line

facilities and that the Salem Electric Company has been unable to effect an arrangement for joint use of the poles so is asking help from the Highway Commission. TheChief Counsel pointed out that the law gives pole line companies the right to occupy the right of way of a public highway, but, as to state highways, reserves to the Highway Commission the authority to designate the part of the right of way which may be occupied by the pole line of the applicant. He stated his belief that the Highway Commission would not have authority to deny a pole line company the right to occupy the right of way of a state highway unless circumstances are such that the presence of the pole line would seriously interfere with or jeopardize public travel, and he gave as his opinion that, since the Highway Commission cannot deny an applicant the right to occupy the highway, permits should contain provision for a joint use of poles if a joint arrangement under reasonable conditions can be effected. He further suggested a conference among the parties concerned to work out a joint use agreement and that if no satisfactory agreement can be accomplished then that the controversy be submitted to the Public Utilities Commissioner for determination. The Commission approved the suggestion by unanimous vote and so ordered.

County Judge Guy Boyington, Clatsop County, came before the Commission at this time regarding the condition of a tide box on the Oregon Coast Highway at a point near Seaside where local interests are constructing an airplane landing field. He advised that the tide box is not in good working condition and suggested that the Highway Commission have it repaired; otherwise, he said, it would seriously interfere with the operation of the airfield. The matter was referred by the Commission to the Engineer for investigation.

Judge Boyington also requested the loan of the services of the Commission's Chief Counsel to advise the trustees in charge of the Astoria-Columbia River Bridge matter on legal matters that arise in connection with their appointment. He advised that the trustees, who were appointed by a special act of Congress, want to perform their duties correctly, and are requesting the services of the Commission's Chief Counsel because he is familiar with the situation, having performed a similar service a few years ago under authority of the former Highway Commission. The Commission approved the request unanimously.

The Commission discussed briefly the Engineer's report dated July 16, 1945, with reference to the request of the Brooks-Scanlon Lumber Company, Bend, that the State Highway Commission do not oppose a grade crossing of their proposed logging railroad and the McKenzie Highway at a point about one mile west of the town of Sisters in Deschutes County. (See typewritten report in general files for details.) The Engineer gave as his opinion that it would be a mistake to allow the company to construct its railroad across the highway at grade because of the hazard to highway traffic that would be created by the crossing of train loads of logs. He recommended that the Commission resist the granting of the grade crossing when the hearing on the subject is conducted by the Public Utilities Commission of Oregon, and that the Commission's Chief Counsel and himself be authorized to oppose the granting of such grade crossing at the hearing before the

Public Utilities Commissioner. The Commission approved the report by unanimous vote and authorized the Engineer and the Chief Counsel to interpose objections to the construction of the crossing when the hearing is held.

The Engineer reported on the inquiry received from the Hon. Clares C. Powell, Mayor of Monmouth, as to the status of the proposed extension of the Pacific Highway West (U. S. 99W) north from Monmouth to Rickreall. He advised that the project is estimated to cost $375,000, and that no provision has been made for construction in the postwar program. The Commission ordered that such information be given to Mayor Powell and that he be further informed that the Commission will give the project consideration when the program for the following three-year period is discussed.

The Engineer reported the cost to improve the intersection of S. W. Barbur Boulevard (U. S. 99W) and Slavin Road (Oregon 10) in the city of Portland as requested by Mr. Roy A. Gage, Portland, in order to permit south-bound traffic on Barbur Boulevard to make a right hand turn into Slavin Road without stopping for the green traffic signal, thus relieving congestion at this point. He said that about 1,600 vehicles make this turn daily, which delays through south-bound traffic appreciably. He estimated the cost to correct the situation at about $1,500, and recommended approval of the project for accomplishment in 1946. The Commission approved the recommendation unanimously.

The question whether or not to extend the present contract with Brunnell Brothers for the operation of the Enegren Ferry across Coos River in Coos County was brought up for discussion by the Engineer, who advised that the present contract, which expires October 1, 1945, contains provision for such extension if the Commission desires. The Engineer gave as his thought that a material reduction of expense of this operation could be secured if the Commission would advertise for bids rather than take full advantage of the extension clause in the present contract. He recommended the extension of the present contract with Brunnell Brothers for a period of six months and the receiving of bids in the meantime for the furnishing of 24-hour ferry service after such six-month period has expired, which would allow the successful bidder sufficient time to build a new ferryboat if he so desired. (See the Engineer's written report on this subject, dated August 7, 1945, in the general files for details). After considerable discussion, during which numerous details were explained by the Engineer, the Commission approved the recommendation by unanimous vote. The Engineer was thereupon authorized to advertise for bids to be received at the next regular meeting for the furnishing of 24-hour ferry service at this location.

The Engineer brought up for discussion the matter of repairing the Southern Pacific Company's railway track which serves the plant of Baker Brothers, Contractors, at a place known as Chelsea near Klamath Falls, and which also serves the State Highway Department's 100,000 gallon asphalt storage tank at this place. He advised that the Highway Department

acquired the site for the storage tank from Mr. James M. Baker and that the deed of conveyance contains a clause granting to the State the full right and privilege of using the spur track jointly with the grantor. A recent inspection of the spur track by the railroad company, he said, reveals that it must be rehabilitated if the company is to continue running its trains on this siding. The company, he said, estimates the cost of rehabilitation at $6,000, but Baker Brothers refuse to assume this expense and declare that they will abandon the siding before spending such sum for repairs. He pointed out that the demand for the siding is about equally divided between Baker Brothers and the State and suggested in view thereof that the Highway Department might pay one-half of the expense of rehabilitation, which he estimated would not exceed $3,250 if the trestle were back filled rather than reconstructed, which was the basis of the railroad company's estimate. An Agreement has been reached with Baker Brothers for a division of the costs whereby the State will pay them the sum of $1,500 and they will pay the difference and do the work; moreover, the State is to receive the benefits of material salvaged from the trestles, which is valued at $200. He gave as his thought that this is a very good settlement and recommended approval of the same by the Commission in order to make certain that there will be no interruptions in the delivery of asphaltic materials to the State storage tank. The Commission approved the arrangement by unanimous vote subject to the condition that the matter shall be fully covered by appropriate agreement between the State and Baker Brothers.

The Commission discussed a complaint from the McDonald Candy Company, Eugene, that the present routing of truck traffic along Front Avenue in Medford is damaging to the Company's building located at the 11th Street intersection where the trucks turn back to Central Avenue, route of south-bound Pacific Highway travel. It appears that log trucks scrape the side of the building in making the turn and there is danger that the entire corner of their store building will be wrecked unless preventive measures are taken. The Engineer advised that this matter has been investigated and in his estimation the situation could be corrected by rerouting truck traffic along 10th Street rather than 11th Street. He pointed out that such change would necessitate the paving of the 10th St. connection, which he estimated would cost about $1,500, but on the other hand the cost to ease off the corners at 11th Street would cost equally as much. He recommended adoption of the 10th Street route which, he said, the city will approve by appropriate ordinance. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with respect thereto:

> WHEREAS, Central Avenue in the City of Medford has heretofore been selected and designated by the Highway Commission as one of the streets of said City over which to route Pacific Highway traffic; and
>
> WHEREAS, because of the increased volume of traffic which flows into and through said City over the Pacific Highway, it has become necessary to provide an additional traffic artery for a portion of said traffic; and

WHEREAS, it is the judgment of the Commission that Fourth Street from its junction with Central Avenue to its junction with Front Street, and Front Street from Fourth Avenue to Tenth Street, and Tenth Street from Front Street to Central Avenue should be selected and designated as streets or parts of streets of the City of Medford over which to route south-bound Pacific Highway truck traffic; and

WHEREAS, it is the opinion and judgment of the Commission that the traffic needs of the general public using the Pacific Highway into and through the City of Medford and the conveniences of the people locally will be best served if said additional traffic artery is made available; and

WHEREAS, it is the purpose of the Commission to rescind and declare void the resolution adopted by this Commission on December 19, 1944, by which Front Avenue between Fourth and Eleventh Streets was designated as the route of and for said truck traffic;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and voting affirmatively, as follows:

1. That the resolution adopted by the Highway Commission on December 19, 1944, by which the Commission designated parts of certain streets as a route over which to route south-bound truck traffic entering and leaving the City of Medford over the Pacific Highway be and said resolution hereby is rescinded and declared void.

2. That Fourth Street in the City of Medford from its junction with Central Avenue thence to its junction with Front Avenue, and Front Avenue from Fourth Street to Tenth Street, and Tenth Street from Front Avenue to Central Avenue be and said sections of said streets hereby are selected and designated as sections of streets in the City of Medford over which there shall be routed Pacific Highway south-bound truck traffic.

3. That there is attached hereto and by this reference made a part hereof a blueprint on which are shown the sections of streets of said City which by this resolution are declared an alternate route for Pacific Highway truck traffic through said City, and there are also shown on said exhibit the locations of through street traffic signs provided for in the resolution adopted by the Highway Commission April 16, 1945. (*)

4. That the resolution adopted by this Commission on the sixteenth day of April, 1945, by which resolution the Commission declared Fourth Street from its junction with Central Avenue to its junction with Front Street, and Front Street from Fourth Street to

Eleventh Street and Eleventh Street from Front Avenue to Central Avenue to be a through highway, be and said resolution hereby is amended by eliminating therefrom Eleventh Street between Front Street and Central Avenue and Front Street between Tenth Street and Eleventh Street, and substituting therefor Tenth Street from Front Street to Central Avenue.

5. That the streets or sections of streets hereby selected and designated shall constitute and be an alternate route of said Pacific Highway in said City of Medford. All truck traffic entering, passing through and leaving the City of Medford over the Pacific Highway south bound shall be routed over said alternate route.

6. The municipal authorities of said City are hereby requested to supplement by ordinance, or other proper procedure, the acts of this Commission with respect to the routing of truck traffic over said alternate route.

7. That the Engineer be and he hereby is instructed to properly post and sign said streets or sections of said streets herein designated so that traffic will be properly advised and directed thereover.

8. The action of the Commission as disclosed in and recorded by this resolution is taken under the authority of Section 100-122, O. C. L. A., and under the authority of Section 115-309, O. C. L. A.

9. This resolution shall be entered in the minutes and records of the Commission as of August 30, 1945, and a duly certified copy thereof delivered to the city authorities of Medford, the Superintendent of State Police, the County Court of Jackson County, and the Public Roads Administration.

(*) Footnote:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 56, under the heading "Resolutions Adopting State Highway Routes," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Engineer presented a report showing the cost to construct the North Powder-Davis Ranch Access Road Project with State forces as compared with the amount that it would have cost if the Commission had accepted the low bid received as the result of competitive bidding by contractors on July 9, 1945. The report revealed the work was performed by State forces at a cost of $4,049, whereas it would have cost $6,676 if the contractor's bid had been accepted, a saving of $2,627. The Commission approved the report and ordered it filed.

The matter of repairing certain city streets in the town of Canby that are being damaged by log hauling traffic was brought up for discussion by the Engineer. He advised that it would cost about $6,000 to improve the section within the city limits and an additional sum of $8,000 for a suitable improvement extending from the city limits to the junction with the private road that leads to the log dumping point--a total of $14,000. Inquiry reveals, he said, that Federal access road funds with which it was intended to finance the improvement are exhausted, so if the project goes forward, State funds will have to be used to pay the expense. The Commission deferred a decision in the matter pending receipt of the Engineer's report on other cities that are in the same category.

The Engineer reported on a change in the plans for the improvement of the intersection at South Sixth Street and Washburn Way in Klamath Falls as proposed by Mr. Alfred D. Collier of that city. It appears that the right of way for the highway improvement as originally planned has been acquired and that the sum of $1,075 has been paid to Mr. Badorek of the Klamath Auto Wrecking Company for cutting off the front of his building located nearby; also, that Mr. Collier is of the belief that the intersection could be further improved if the front of the Wrecking Company's building were further cut back. The Engineer advised that Mr. Collier has tendered his check in the amount of $1,075 to reimburse the Highway Commission for the work already done, which amount, it is thought, would pay the cost of the additional remodeling if the project were approved. He also said that Mr. Collier has agreed to donate property lying east of the Wrecking Company's establishment so the State would be put to no extra expense for right of way. He recommended approval of the plan. In the discussion the question arose whether or not the Auto Wrecking Company would object to the further remodeling of its building. The Chief Counsel was instructed by the Commission to ascertain the attitude of the company with respect thereto and report back to the Commission, when a decision will be reached.

The Commission discussed the complaint of Mr. C. Randall, Tillamook, filed through the Hon. Robert S. Farrell, Jr., Secretary of State, regarding a dangerous condition which Mr. Randall alleges exists on the Wilson River Highway in front of his premises a short distance east of the City of Tillamook where the Wilson River Highway makes a sharp turn. Mr. Randall states that many traffic accidents occur at this point and that his property is being damaged severely by logs that fall from logging trucks when negotiating the turn. The Engineer advised that the condition mentioned

by Mr. Randall automatically will be corrected when the highway is permanently re-aligned, but such project is not included in the postwar construction program and probably will not be built for five years or more. He estimated the cost to provide a temporary improvement that would help the situation at $7,445, and recommended the expenditure as a safety measure notwithstanding that the improvement will be of no value from the highway standpoint when the highway at this location has been constructed on permanent alignment. The Commission voted unanimously to include the project in the 1946 Minor Betterment Budget and instructed the Engineer to inform the Secretary of State that that probably will be done.

The Commission discussed a report from the Engineer on the cost to improve two street intersections in the City of Forest Grove, viz: 3rd Avenue and Main Street and Pacific Avenue and 5th Street, by cutting off the corners so as to permit loads of logs 80 feet overall in length to turn at these intersections without creating a hazard to other traffic or damaging privately-owned property. The Engineer estimated that the improvement at 3rd Avenue and Main Street would cost about $1,300 and that at 5th Street and Pacific Avenue would cost about $1,600, or a total of $2,900 for construction. Added to this cost, he said, would be the expense of acquiring additional right of way, which is estimated to cost about $150, making the total cost of improving both intersections $3,050. He recommended approval of the expenditure and that the work be done during the season of 1946. In the discussion of this matter the question arose whether or not the improvement is desired by the City of Forest Grove. The Engineer was instructed to ascertain the attitude of the City Council and report his findings, at which time the Commission will take action.

The Commission discussed the question of securing the advantages of the "Highway Research Correlation Service" established by the American Association of State Highway Officials as a function of the Highway Research Board. The Engineer advised that the cost to the State of Oregon would amount to $1,275, of which $792 is reimbursable from the Federal Government under authority of Section 8 of the Federal Aid Highway Act of 1944. He recommended approval of the expenditure because it would place the Oregon Highway Department in touch with research activities of the highway departments of all of the states and colleges, and the information received from such sources would be invaluable in the preparation of plans and specifications for highway construction in this state. The Commission approved the recommendation by unanimous vote, as a trial proposition.

The Engineer reported on the request of Mr. A. E. Voorhies, Grants Pass, for permission to install a neon sign over and across the Pacific Highway near the Southern Pacific Railroad crossing in Grants Pass. He advised that the sign would bear the reading matter "It's the Climate," and is to take the place of a similar sign that was maintained in the same location a number of years ago but which was removed during the wartime period. The Commission's Chief Counsel advised that jurisdiction of the State Highway Commission in such matters terminates at city boundary lines, so the Commission really has no legal grounds to object to the placement of the sign as requested. The members of the Commission

expressed themselves as being adverse to the maintenance of such signs over state highway routes but decided not to offer objections because of its limited authority. The Commission ordered that Mr. Voorhies be informed of the Commission's attitude with respect to the matter and that the Commission will not object to the installation of the sign if he will assume full liability for damages that may result therefrom.

The Engineer reported the results of a conference with representatives of the State Fish Commission and the State Game Commission relative to a proposed arrangement for the patrolling of the Wilson River and its tributaries to ascertain the presence of drift or debris which would be prejudicial to the interests of the State. He advised that two matters were considered at the conference, one being the matter of cooperative patrol whereby each of the agencies would patrol all of the streams to the maximum degree possible and notify each of the other agencies of the presence of drift or debris or any other condition which would be prejudicial to the State's interest. The other matter pertained to a cooperative arrangement covering the cost to remove the debris, which is of considerable importance because it involves outlay of monies. It is possible, he said, to have the cleaning up work done by local logging interests at an estimated cost of about $3,000, which expense would be paid one-third by each agency. He recommended approval of the project because of the benefits that the Highway Department would receive in the safeguarding of highway bridge structures in this vicinity, and that the Commission enter into a cooperative agreement with the other two agencies covering the entire matter. The Commission approved the recommendation unanimously subject to the condition that the State Highway Department's share of the cost shall not exceed one-third of the total expense and in no event more than $1,000.

The Commission had under consideration the question of advertising signs which extend out over the highway within the corporate limits of the City of Drain. It was represented to the Highway Commission that the signs in their present location and condition create a hazard to traffic. The Commission was advised by its Counsel that it has lawful authority to require the removal of the signs, or at least the portion thereof which extends out over the highway. After due consideration the Commission instructed its Counsel to take such steps as may be necessary to correct the situation.

The Engineer reported the results of the taking of bids in Salem on August 20, 1945, for the purchase of two tracts of land situate in Blocks 1 and 43, Kenton, near the intersection of North Interstate and Denver Avenues, Portland, and for the sale of a triangular tract of land situate in Lots 1 and 2 of Block 5, Berryvale Addition to Medford, and for the sale of used equipment and scrap materials located at the Highway Department Shops in Salem, Klamath Falls, and La Grande. He presented a tabulation of the bids and advised that the property was sold to the high bidder in each instance as authorized by the Commission over the telephone. The Commission by unanimous vote confirmed the sale of this property as reported. (See tabulation of bids in general files for details.)

The Engineer presented a list of Rock Production Projects, totaling $750,000, as follows, and requested authority to contract them as rapidly as possible for 1946 performance so as to avoid delays when the material is needed for maintenance purposes.

ROCK PRODUCTION PROJECTS FOR 1946

Division I			
None			
Division II			
Neskowin	10,000 C.Y.	$ 30,000.	
Waldport	10,000 C.Y.	30,000.	
Eddyville	10,000 C.Y.	30,000.	
Halsey-Sweet Home	10,000 C.Y.	30,000.	$ 120,000.
Division III			
Greenleaf-Long Tom	11,500 C.Y.	$ 38,000.	
Alsea-Deadwood	3,000 C.Y.	10,000.	
Mystic Creek	10,000 C.Y.	33,000.	
Mystic Cr.-Coos Jct.	11,000 C.Y.	33,000.	
Mussel Cr.-Myers Cr.	13,800 C.Y.	39,000.	153,000.
Division IV			
Parkdale-Hood River Meadows	12,000 C.Y.	$ 24,500.	
The Dalles-Maupin	13.600 C.Y.	38,190.	
Mitchel-Antone	10,000 C.Y.	29,150.	
Redmond	10,000 C.Y.	28,600.	
Olene-Bly Mountain	12,600 C.Y.	35,860.	
Bly-Forest Boundary	12,200 C.Y.	35,700.	
Klamath Falls	7,200 C.Y.	22,600.	
Suntex	10,000 C.Y.	23,200.	
Alkali-Lake Abert	10,000 C.Y.	23,200.	261,000.
Division V			
Fossil-Service Cr.	8,000 C.Y.	$ 26,000.	
La Grande	10,900 C.Y.	31,000.	
Vale	11,910 C.Y.	33,900.	
Flight Strip McDermit	12,420 C.Y.	36,500.	
Mission-Meacham	3,000 C.Y.	10,000.	
Adrain-Cairo	7,840 C.Y.	21,600.	159,000.
			$ 693,000.
Contingencies			57,000.
		Total	$ 750,000.

AUG 30 1945

The Commission approved the request by unanimous vote.

The Commission had under discussion the rejection of all bids received on July 9, 1945, for construction of the Carlton Timber Access Road in Yamhill County and confirmed its decision reached subsequent thereto, and conveyed to the Engineer by telephone, to reject the bids and return the deposits of the respective bidders. This action was taken in view of information received from the Public Roads Administration that the Federal funds with which the work was to be financed are exhausted and for the further reason that the low bidder had withdrawn his offer on account of expiration of the time limit for the award of the contract.

A resolution was presented from the City Council of the City of Molalla requesting the improvement of Hart Avenue between 4th Street and Section Street, Molalla, by oiling, in order to alleviate the dust hazard during the summer months and the mud problem in the winter season caused by the truck hauling of logs and piling over such street. The Commission deferred a decision in the matter pending a report from the Engineer, as previously ordered at this meeting, concerning a state-wide investigation of cities and towns that have similar problems.

The Commission discussed a report from Mr. Charles McBee, Safety Engineer for the State Industrial Accident Commission, in which he points out a hazard to workmen which exists at the Jefferson Junction Overcrossing project where the S. P. railroad tracks are on a curve and sight distance in each direction from the point that the men are working is only about 650 feet. The Engineer advised that Mr. McBee has ordered the State's contractor to install a visual and audible signal to warn workmen of approaching trains, of which there are a large number, but the contractor is reluctant to assume the cost of the signal, which is estimated at about $700, inasmuch as it is a departure from past practice and was not included in his calculations when he prepared his bid. The Engineer states his belief that the order of the Accident Commission is sound and that the contention of the contractor is reasonable, in view of which he recommended that the State assume the expense as a matter of equity and justice. The Commission approved the recommendation by unanimous vote and authorized the Engineer to proceed with the installation of the signal at State expense.

The Commission considered and denied a request from the City of Hood River for sidewalk construction along the Hood River Secondary Highway between 12th Street and 13th Street in Hood River, it being the thought of the Commission that the expense is properly chargeable to the adjacent property owners.

The Commission also discussed a resolution from Crow Grange No. 450, Lane County, requesting the early improvement of the Territorial Secondary Highway between Monroe and Anlauf. The resolution was ordered filed in the records without action in view of the fact that this highway is now being improved as rapidly as conditions will permit.

A request from Arthur A. Muller and other taxpayers of Sherman, Wasco and Gilliam Counties for the further improvement of Shearar's Bridge Secondary Highway was presented to the Commission. The Secretary was instructed to inform the petitioners that the postwar program adopted by the Commission contains an item of $122,000 for improvement of this highway between Tygh Valley and the Sherman County line and that the work is scheduled for performance during the second year following the war.

The Engineer reported on surveys completed as follows:

1. Relocation of Sams Valley Secondary Highway between Ramsey Canyon Road and Crater Lake Highway junction in Jackson County.

2. Relocation of the Dallas-Coast Secondary Highway between Salt Creek and Dolph Corner in Polk County.

3. Relocation of the North Santiam Secondary Highway between Gates and Niagara in Marion County.

4. Relocation of the Tumalo-Deschutes Secondary Highway between Tumalo and The Dalles-California Highway junction in Deschutes County.

5. Relocation of the Willamette Highway between Pleasant Hill and Lowell in Lane County.

The Engineer explained the details of the surveys and exhibited maps showing the several locations and certain topographic features. He recommended formal adoption of the surveys at this time and the granting of authority to the Legal Department to negotiate needed rights of way, the projects represented by the surveys being included in the Postwar Construction Program. After careful consideration of each survey the Commission approved the surveys as reported and thereupon by unanimous vote adopted the following resolution with respect thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the following State highways, to wit:

Sams Valley Secondary Highway from Ramsey Canyon Road to Crater Lake Highway junction, in Jackson County;

Dallas-Coast Secondary Highway from Salt Creek to Dolph Corner, in Polk County;

North Santiam Secondary Highway from Gates to Niagara, in Marion County;

Tumalo-Deschutes Secondary Highway from Tumalo to The Dalles-California Highway junction, in Deschutes County;

Willamette Primary Highway from Pleasant Hill to Lowell, in Lane County,

and in connection therewith to prepare maps showing the route and location of said sections of highway and to file with the Commission a report and record of each of said surveys for the Commission's consideration; and

WHEREAS, the Engineer has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the surveys of the above mentioned Sections of State Highways, together with the maps, which for identification purposes bear the File Nos. 6B-17-11, 4B-26-3, 6B-16-3, 6B-16-16, and 6B-8-4 and 6B-8-6, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

Map 6B-17-11 is in three sections. One referred to is No. B.

2. That when said sections of said highways or any portion thereof are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the 30th day of August, 1945.

The Commission discussed the following requests for extensions of time within which to complete State highway contracts:

Rogers Construction Company, Contract No. 2715, for furnishing of crushed rock for the Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County, requested an additional extension of time of 30 days, from September 16 to October 15, 1945, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to inability to obtain sufficient help to operate more than one shift daily. The Engineer advised that the reasons given by the contractor for over-running the specified time limit are correct and recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Guerin Brothers, Contract No. 2717, for the Prospect-Antelope Creek Rock Production Project on the Crater Lake Highway in Jackson County, requested an extension of time of 90 days, from July 31 to November 1, 1945, within which to complete this job. They gave as their reasons for failure to complete the project within the specified time limit inclement weather and delays in securing repair parts for their rock crushing equipment. The Engineer advised that the over-running of the time limit has not increased the State's expense for engineering supervision, neither has it unduly hampered highway maintenance work, in view of which he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

T. W. Thomas, Contract No. 2734, for furnishing crushed gravel in stockpiles for the Youngs Rench-Brothers Section of the Central Oregon Highway, Deschutes County, requested an extension of time of 30 days, from August 31 to September 30, 1945, within which to complete this job. The contractor advised that the stripping of the overburden in the quarry required considerable more work than was anticipated when he figured this job, and as a result, his plant operation was handicapped to the extent that they were unable to complete the job within the specified time limit. The Engineer advised that the amount of overburden and the amount of the screen rejects on this job were quite uncertain and, as stated by the contractor, delays were encountered on that account. Moreover, the contractor experienced difficulty in securing sufficient labor, which further delayed his operations. The State, he said, has not been inconvenienced by the delay and for that reason he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Norris and Philpott, Contract No. 2719, for widening Trail Creek Bridge over the Rogue River on the Crater Lake Highway in Jackson County, requested an extension of time of 30 days, from August 15 to September 14, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing materials and labor. The Engineer advised that the reason given by the contractors for over-running the specified time limit is substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Warren Northwest, Inc., Contract No. 2726, for resurfacing the Albany-Crabtree Corner Section of the Santiam Highway in Linn County, requested an extension of time of 17 days, from July 31 to August 17, 1945, within which to complete this job. They stated that they were delayed in commencing work because of high water in the South Santiam River, which inundated the State-owned gravel bar that was specified for use in connection with this contract. The Engineer

advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

The Engineer reported that Contracts Nos. 2686, 2694, 2701, 2703, 2706, 2708, 2716, and 2727 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2686, with Porter W. Yett, for grading and paving on the Halsey-Harrisburg Section of the Pacific Highway East in Linn County; completed on August 4, 1945.

Contract No. 2694, with E. C. Hall Co., for grade widening, surfacing and oiling on the Foster-Canyon Creek Section of the Santiam Highway in Linn County; completed on June 11, 1945.

Contract No. 2701, with Rogers Construction Co., for furnishing crushed rock in stockpiles on the Clatskanie Section of the Columbia River and Mist-Clatskanie Highways in Clatsop and Columbia Counties; completed on June 30, 1945.

Contract No. 2703, with Dolan Construction Company, for construction of the Rockaway Culvert on Nehalem Avenue in the City of Rockaway in Tillamook County; completed December 7, 1944.

Contract No. 2706, with Vernie Jarl, for furnishing crushed rock in stockpiles on the Sandy-Government Camp Section of the Mt. Hood Highway in Clackamas County; completed on July 19, 1945.

Contract No. 2708, with Oscar Joelson, for furnishing crushed material in stockpiles on the Shutler-Condon Section of the John Day and Wasco-Heppner Highways in Gilliam County; completed on July 31, 1945.

Contract No. 2716, with Rogers Construction Co., for furnishing crushed rock in stockpiles on the Silverton-Silver Creek Section of the Silver Creek Falls Secondary Highway in Marion County; completed on July 23, 1945.

Contract No. 2727, with Parker-Schram Company, for grading and paving on the Schmeer Road Junction Section of the Pacific Highway West in Multnomah County; completed on July 25, 1945.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. the following day for disposal of additional routine matters.

Portland, Oregon
August 31, 1945

The State Highway Commission reconvened at 9:00 a.m. in Room 615 of the Imperial Hotel. Present were:

Mr. T. H. Banfield, Chairman
Mr. A. W. Schaupp, Commissioner
Mr. M. R. Chessman, Commissioner
Mr. R. H. Baldock, State Highway Engineer
Mr. C. B. McCullough, Assistant State Highway Engineer
Mr. J. M. Devers, Chief Counsel
Mr. H. B. Glaisyer, Secretary

The Engineer brought up for discussion the question of continuing the arrangement with the American Road Builders' Association for the training of young men from the South and Central American Republics under the "Inter-American Highway Training Program." He advised that the previous arrangement has worked out very satisfactorily and recommended that the Commission approve the appointment of two such trainees when the new program period commences in June, 1946. The Commission approved the recommendation.

The Engineer reported that the Little Butte Secondary State Highway is in very bad condition between McCallister Soda Springs and the junction with the Butte Falls Road and requested authority to post appropriate signs at each end thereof warning the general public of the condition and directing them to available detours. The Commission granted the request and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, a certain highway extending from Eagle Point to the Jackson-Klamath county line has been heretofore duly and regularly adopted as a secondary state highway and is identified in the state highway records as the Little Butte Secondary Highway No. 270; and

AUG 30 1945
AUG 31 1945

WHEREAS, the section of said secondary highway between McCallister Soda Springs and the junction with the Butte Falls Road is in disrepair to such an extent that said section of said highway is practically impassible; and

WHEREAS, under conditions which prevail because of war emergencies the reconstruction or repair of said road must at this time be deferred; and

WHEREAS, it is the judgment of the Highway Commission, which judgment is concurred in by the Forest Service, that in the interests of the motoring public adequate road signs should be installed advising and warning the public of the impassible condition of said section of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the Commission does find and declare that the section of the Little Butte Secondary Highway No. 270 between McCallister Soda Springs and the junction with the Butte Falls Road is impassible and unsafe for travel and should therefore be so posted.

2. That the Engineer be and he hereby is instructed to erect and thereafter maintain, until otherwise instructed by this Commission, adequate road signs warning the public of the unsafe condition of said highway.

3. That one such sign be erected on said highway at mile point 21.5 and an appropriate road sign erected at mile point 26.0, and at such other places as in the judgment of the State Highway Engineer and the Forest Supervisor are deemed necessary for the protection of the motoring public.

4. That this resolution be entered in the minutes and records of the Commission as of the thirty-first day of August, 1945, and a duly certified copy thereof sent to Karl L. Janouch, Forest Supervisor, Rogue River National Forest.

The Engineer reported that a number of cities and towns have fulfilled the legal requirements with respect to the expenditure of the 1944 State Tax Street Funds which they received in 1945, and that additional cities and towns likewise have fulfilled legal requirements with respect to the expenditure of the 1943 State Tax Street Funds which were paid to them in 1944. He presented resolutions from each outlining plans for the expenditure of the fund available, which plans, he said, have been checked and meet with his approval. The following resolutions with respect thereto were adopted by the Commission, by unanimous vote, upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Adams	$ 236.22
Aurora	318.69
Bandon	1,403.34
Bay City	529.75
Canyon City	436.10
Dayton	707.26
Dufur	547.92
Falls City	999.39
Gold Hill	749.19
Halfway	581.46
Hubbard	540.93
Jefferson	669.52
Lonerock	64.30
Maupin	373.20
Pilot Rock	500.39
Port Orford	1,055.30
Rogue River	535.34
Weston	696.08
Willamina	946.28
Yamhill	584.26

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Adams - Preston Street, Center Street

Aurora - 2nd Street, 3rd Street, Bobs Avenue, Main Street, Liberty Street

Bandon - June Avenue, 1st Street North, Harlem Avenue, Caroline Avenue, 3rd Street East, Elmira Avenue, Fillmore Avenue, Oregon Avenue, Ogden Avenue, 7th Street West, Cliff Street, 4th Street West

(continued on next page)

Bay City - Ocean Street, Pacific Street, Main Street, Trade Street, "A" Street, 9th Street, McCoy Avenue, Salmon Street, Warren Street, Tillamook Avenue, 15th Street, 4th Street, 6th Street, "B" Street, "C" Street, "D" Street, Seattle Avenue, Union Avenue, 2nd Street, Hare Street, Portland Avenue, Spruce Street, "E" Street

Canyon City - Bridge Street, Park Street, Main Street, Izee Street, Clay Street, Washington Street

Dayton - Church Street, 5th Street

Dufur - North 4th Street, Court Street, Klinger Street, North 2nd Street, North 1st Street

Falls City - Fairview Street, Terrace Street, West Boulevard, Lewis Street, Chamberlain Street, Lombard Street, East Avenue, 5th Street, Alder Street, Wood Street, Bryant Street, Prospect Avenue

Gold Hill - 5th Avenue, 1st Street West, 4th Avenue North, 7th Street West, 6th Avenue North

Halfway - Bell Street, Dawson Street, Church Street, Center Street

Hubbard - "D" Street, "A" Street, "C" Street, Third Street

Jefferson - Third Street, Union Street

Lonerock - "C" Street (repair wagon bridge), 4th Street (repair foot bridge)

Maupin - Grant Avenue, Dufur Avenue, 4th Street, 5th Street, 6th Street

Pilot Rock - Winthrop Street, Birch Street, New South Sumac Street and alley from New South Sumac Street to Highway 395, Union Avenue, Bud Parks Avenue, West Willow Street, Alder Street

Port Orford - Washington Street, 11th Street, Idaho Street, 16th Street, Jackson Street

(continued on next page)

AUG 31 1945

Rogue River - Broadway, Oak Street, Cedar Street, First Street, Second Street, Laurel Street, School Street, Park Street, Gilmore Street, Arbor Street

Weston - Purchase of crushed rock for Bruce, Broad, Wallace and Franklin Streets; Wallace Street (Bridge reconstruction); maintenance of all streets

Willamina - West Main Street

Yamhill - First Street, Elm Street, Laurel Street, 3rd Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 31st day of August, 1945.

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Boardman	$ 153.75
Cove	448.68
Drain	834.46
Eastside	891.76
Echo	391.37
Estacada	735.22
Fairview	426.31
Freewater	1,153.14
Gervais	464.05

(continued on next page)

AUG 31 1945

Hammond	$ 589.85
Hermiston	1,122.39
Jacksonville	1,063.69
Lafayette	571.68
Lakeview	3,446.85
Long Creek	332.66
Lostine	285.14
Molalla	1,267.76
Moro	431.90
North Powder	525.55
Oakridge	726.83
Phoenix	603.83
Salem	43,201.58
St. Paul	255.79
Stanfield	336.86
Sublimity	391.37
Yoncalla	387.17

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approved for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Boardman - Main Street

Cove - Ash Street, Elm Street, Poplar Street, Caddie Street, Foster Street, Bryan Street, Church Street, Orchard Street, French Street, Hill Street, 2nd Street, 1st Street, Water Street, Hibbler Street, Main Street, Conklin Lane

Drain - Construction or repair of bridge over Pass Creek at "B" Street

Eastside - First Avenue

Echo - Dupont Street, Bridge Street, Bonanza Street

Estacada - Zobrist Street, Broadway Street, Wade Street, Sixth Street, Seventh Street, Eighth Street, Loop at Community Center on Lakeshore Drive

(continued on next page)

12615

Fairview - All city streets

Freewater - Robbins Street, Washington Street

Gervais - "E" Street, "F" Street, Fourth Street

Hammond - E. 1st Street, W. 1st Street, Kinney Street, Ford Street, Boone Avenue, W. 2nd Avenue, Alder Street, Myler Avenue

Hermiston - Hurlburt Avenue, Gladys Avenue, Second Street, Fifth Street, Locust Street, First Street

Jacksonville - 3rd Street, also bridge on "E" Street

Lafayette - Bridge Street, Adams Street, Jefferson Street, Market Street, Madison Street

Lakeview - "E" Street, South Street, Fourth Street, Third Street, "H" Street, First Street, Second Street

Long Creek - 2nd Street

Lostine - Resort Street, Elizabeth Street, College Street, Cole Street, Roswell Street, Wallowa Street

Molalla - Cole Street, Heintz Street, Toliver Road

Moro - 1st Street, Scott Street, Bidwell Street

North Powder - "G" Street

Oakridge - First Street, Commercial Street, High Street, Second Street, Oak Street, Yew Street, Hills Street, "Y" Drive, Pine Street

Phoenix - Church Street

Salem - South River Road, bridge construction, and maintenance of city streets

St. Paul - Repair all city streets

Stanfield - Furnish Avenue, Sherman Street

Sublimity - Broadway Street

Yoncalla - 1st Street, 2nd Street, Applegate Avenue, 4th Street, 5th Street, "A" Street, "B" Street, "C" Street, "D" Street

AUG 31 1945

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 31st day of August, 1945.

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set apposite the names of the respective cities or towns:

Banks - - - - - - - - - - - - - - -	$ 339.24
Elgin - - - - - - - - - - - - - - -	1,369.31
Lonerock - - - - - - - - - - - - -	63.18

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Banks - Depot Street, Woodman Street, Wilkes Avenue, Parmley Street

Elgin - "D" Street, Elgin Street, Wallowa Street

Lonerock - "C" Street (repair of wagon bridge), 4th Street (repair of foot bridge)

AUG 31 1945

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 31st day of August, 1945.

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Jacksonville - - - - - - - - - - - - -	$1,045.17
Rainier - - - - - - - - - - - - - - -	1,624.77

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Jacksonville - 3rd Street, also construction of bridge on "E" Street

Rainier - "D" Street, "B" Street, "C" Street, 1st Street, 4th Street East, 3rd Street East, "E" Street, 2nd Street East, 6th Street East.

AUG 31 1945

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 31st day of August, 1945.

The Secretary presented a petition signed by the County Court of Klamath County, Klamath County Chamber of Commerce, Merrill Grange, Midland Grange No. 781, Merrill Service Club, City of Chiloquin and Klamath County Dairymen's Association, in which the State Highway Commission was asked to "place its support behind securing the designation of the highway between Goshen Junction, Oregon, and Weed, California, via Oregon 58 and U. S. 97, as Alternate U. S. 99, without interfering with the existing designation of The Dalles-California as U. S. 97." A like request was also presented from the City Council of Malin.

The Engineer advised that the American Association of State Highway Officials has jurisdiction over such matters and the requests for such designations must bear the approval of the states concerned, acting jointly. The matter was discussed briefly but action thereon was deferred until a future meeting of the Commission.

In this connection the Engineer brought up for discussion the present plan to include in the Secondary Federal Aid Highway System the highway which extends southeasterly from Klamath Falls, Oregon, to Alturas, California, known in Oregon as State Route No. 39. He explained that the original plan was to place this road in the Primary Federal Aid System and that the California Highway Department was so informed and requested to endorse the designation, but the plan was changed later when the Congress made available more secondary money than was anticipated, which revealed that the improvement of the road could be expedited if it were placed in the secondary highway system. He recommended approval of the change and that he be given authority to ask the Public Roads Administration to classify the road as a secondary highway, and to notify the California

Highway Department thereof. The Commission approved the Engineer's recommendation unanimously.

The Engineer requested authority to purchase 13,000 gallons of yellow traffic line lacquer at an estimated cost of $28,600. The Commission approved the request.

The Commission also approved the purchase of one set of Black & Decker Loadometers, Highway Model, costing about $550, for use by weighmaster crews.

The Commission discussed a request from citizens of Rockaway for the establishment of a "bus stop" area on the Oregon Coast Highway in that town. The Engineer advised that the matter has been investigated by the Traffic Engineer who recommends the establishment of such "bus stop" area on the west side of the highway just north of Owens Street, and that he concurs in the recommendation. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, as a part of and in connection with the transportation of persons by bus over the Oregon Coast Highway the needs and conveniences of both passengers and carrier require that regular stops be made in the Town of Rockaway; and
>
> WHEREAS, the Oregon Coast Highway constitutes and is the main thoroughfare in and through said town; and
>
> WHEREAS, said town is unincorporated and therefore all jurisdiction over said highway is vested in the State Highway Commission; and
>
> WHEREAS, local residents of said town have requested, and said request has been endorsed by the Oregon Motor Stages, that a definite area be defined and set aside for the stopping and parking of buses in said town to load and unload passengers; and
>
> WHEREAS, it is the judgment of the Commission that the interests and welfare of all parties concerned, including the general public, justify special provisions with respect to bus traffic, and to that end that there be set aside a special and defined area as a bus stop area, and that such place be definitely and appropriately marked and signed;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:
>
> 1. That the area extending from Owens Street in the Town of Rockaway, thence north for a distance of 150 feet on the westerly

side of the Oregon Coast Highway, be and said area hereby is designated as an area within which buses may stop and park to load and unload passengers, express and mail.

2. Nothing in this resolution shall be deemed or in any way construed to authorize the use of any part of the traveled portion of the highway for the parking and stopping of buses, and no vehicle shall, while parked, occupy any portion of the traveled section of said highway.

3. The area between the traveled portion of the highway and the right of way boundary has a width of ten feet only. In this connection the Highway Commission does not represent, guarantee, or insure that said space is adequate for the parking of buses to unload or load passengers and at the same time afford ample and necessary protection and safety for such passengers.

4. Any carrier using said area as a place to stop and park while loading or unloading passengers shall be responsible to such passengers and other members of the public for any injury growing out of or connected therewith.

5. The State Highway Engineer is hereby authorized and instructed to erect and thereafter maintain appropriate signs defining the limits of said area and carrying information as to the purpose of the same.

6. If during parts of the day or night when buses cross traffic for the purpose of reaching and/or leaving said parking spot traffic on the highway is unusually heavy, a flagman shall be assigned by the carrier to direct or otherwise control traffic during such bus movement.

7. This authorized use of the right of way of the highway may be terminated by the Commission if and when in the judgment of the Commission public welfare demands such termination.

8. There is attached hereto and made a part hereof a blueprint, marked Exhibit A , on which is shown in solid color the area set aside by this resolution for a bus stop. (*)

9. This resolution shall be entered in the minutes and records of the Commission as of the thirty-first day of August, 1945, and a duly certified copy thereof delivered to the proper official of the Oregon Motor Stages and a like copy to a representative of the Town of Rockaway.

(*) Footnote:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 3, under the heading "Resolutions Designating 'No Parking' and 'Bus Stop' Areas," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Commission also discussed a request from the City of Silverton for the establishment of a short "no parking" zone on the east side of Water Street (Silver Creek Falls Secondary State Highway) south of Main Street so that loaded logging trucks may make a left hand turn in this intersection without fear of damaging parked automobiles. The Engineer recommended approval of the request as a safety measure. The Commission approved the recommendation and instructed the Chief Counsel to prepare a form of resolution covering the matter for adoption at the next meeting.

A letter was presented from the City of Portland requesting approval of a change in the classification of certain property situate at the southwest corner of N. E. Lombard Street and N. E. 10th Avenue, Portland, from Zone I (Residential) to Zone III (Business). The Commission deferred action on this matter pending inspection of the premises immediately following adjournment. (The Commission inspected this property and also the property affected by a proposed change in zone at the intersection of S. E. 8th Avenue with McLoughlin Boulevard at 11:00 a.m., all Commissioners, the State Highway Engineer, the Construction Engineer, and the Secretary being present. With respect to the property at the intersection of N. E. Lombard and N. E. 10th Avenue, the Commission decided that to change the classification would be detrimental to the State's interests and that the use of the property for business purposes would result in the creation of a material hazard to the traveling public. The Engineer was instructed to convey such information to the city authorities for their information without any recommendation with respect to changing of the zone classification. He was also instructed to advise such authorities that the Commission feels that full responsibility and authority for the making of zone changes rests entirely with the City Council and the City Planning Commission. In regard to the other tract, the Commission decided on inspection that no particular hazard would be created if the zone classification were changed and instructed the Engineer to so inform the city authorities and to advise them further that the Commission is making no recommendation with respect to the proposed change because it considers that the responsibility and authority to make such changes rests solely with the City Council and the City Planning Commission.

In this connection, the Commission unanimously adopted the procedure outlined above as its established policy to be followed hereafter in passing on matters of this kind.)

AUG 31 1945

The Commission had under discussion a request from Mr. Martin Petersen, Florence, for permission to purchase overburden material from the Cape (Berry Creek) Quarry located on the Oregon Coast Highway about nine miles north of Florence, Lane County, for use in connection with the construction and maintenance of logging roads, mill yards, etc. The Engineer advised that Mr. Petersen simply wants the rock overburden that was wasted a number of years ago in connection with the State's operation of this quarry, which is unsuitable material for highway purposes. He recommended approval of Mr. Petersen's request subject to the condition that he will pay three cents per cubic yard for it and will leave the premises in a condition that will not interfere with the future use of the quarry by the State. The Commission approved the recommendation unanimously and ordered that the matter be covered by appropriate agreement.

The Secretary presented a resolution from Malheur County Court accepting jurisdiction over a portion of the right of way of the I.O.N. Highway (old route) heretofore abandoned by the State Highway Commission as a state highway and allowing the balance of such abandoned sections to revert to the abutting property owners. The Commission approved the resolution and ordered it filed.

The Commission confirmed its telephonic authority to reinstate the log hauling permit of Mr. Art Johnston, Portland, which was previously cancelled for refusal of Mr. Johnston to let his loads be weighed by Highway Weighmasters, Mr. Johnston having filed with the Commission a letter to the effect that he will not repeat the offense. Mr. Johnston was placed on probation.

The Commission also confirmed its telephonic order to cancel the log hauling permit of Mr. Don Baldridge, Reedsport, for consistently overloading his logging equipment.

The Engineer reported on the log hauling operations of E. K. Wood Lumber Co., Scottsburg, whose records for overloading since being warned to desist is entirely unreasonable. He advised that weighmasters' reports covering the eighteen day period from August 6 to August 24 show 44 loads weighed, of which 16 loads, 36% of the total, were in violation of the weight requirements. The Commission considered this record entirely out of proportion and accordingly ordered the immediate cancellation of the log hauling permit of this operator.

The Commission discussed the advisibility of continuing the practice of granting permits for oversized movements over state highways during week ends, holidays, and during the hours of darkness and ordered restoration of the rules and regulations that were in effect before the war covering such movements, in view of the heavy increase in highway travel that has resulted from the lifting of gasoline rationing.

The Commission confirmed the telephonic authority heretofore given the Engineer to permit Richard Rosecrans, Engineer Specialist, to go to Seattle at State expense on August 26-28, 1945, in connection with research

work on suspension bridges; also to permit Bruce Crandall, Acting Traffic Engineer to attend, at State expense, a meeting of the National Committee on Revision of the Manual of Uniform Traffic Control Devices, in Chicago on August 2-4, 1945.

The following matters of unfinished business from previous meetings were considered by the Commission:

1. Request of City of Redmond for improvement of 7th Street, Redmond, as a truck route in order to relieve congestion on 6th Street (route of U. S. 97) through the business district: The Engineer advised that a report on this matter would be rendered at the next meeting.

2. Request of the City of Newberg for the improvement of certain city streets along the route of the Hillsboro-Silverton Secondary State Highway, in Newberg: The Engineer advised that the present route of this highway through Newberg is not permanent, therefore it would be unwise in his estimation to spend any considerable amount for widening purposes as the city has requested; moreover, the Commission has already formulated a program for the funds that are available so the work could not be financed. The Secretary was instructed to so inform the City Council.

3. Request of Corvallis City Council for improvement of certain city streets in Corvallis in connection with proposed establishment of one-way traffic routes for U. S. 99W through this place: The Engineer advised that he conveyed to the city officials the Commission's attitude with respect to this matter and now is simply awaiting the city's reply.

4. Request of Columbia County delegation for the further improvement of the Lower Columbia River Highway between St. Helens and Astoria: The Engineer advised the project of most importance is the proposed revision at Little Jack Falls, which is estimated to cost about $750,000; however, he cannot make a recommendation until he has personally inspected the highway, which he will do as soon as he can find the time. Chairman Banfield recalled that the Commission gave the delegation to understand that something within reason would be done for this district but he did not have in mind at the time a project costing $750,000.

5. Proposed development of Champoeg State Park: The Engineer advised that he inspected this park in company with the State Parks Superintendent and found it to be in fine condition and being cared for in an excellent manner under prevailing conditions. The Parks Superintendent, he said, has in mind certain developments such as construction of new lunch tables, benches, water system, etc. for which funds have been budgeted, but is experiencing difficulties in securing necessary materials so wants authority from the Commission to spend the balance of this year's budgeted amount next year. He recommended approval of the request. The Commission approved the recommendation.

6. Removal of privately-owned cabin from Casey State Park on Crater Lake Highway in Jackson County: The Chief Counsel advised that he is still corresponding with the owner of the cabin but has nothing definite to report at this time.

7. Request of citizens of Baker for construction of a new state highway between Bates, Grant County, and Baker, Baker County, to facilitate the truck hauling of logs: The Engineer advised that his report on this subject will be ready to render in about two months and that in the meantime he will advise the local people of the status of the investigation. Report approved.

8. Request for construction of a bridge across the Willamette River at Independence: The Engineer advised that according to Senator Dean Walker the two counties concerned, Marion and Polk, will pay fifty per cent of the cost of this structure, which is estimated at $600,000; also, there is a question where the bridge should be located, which cannot be decided until a survey has been made. Chairman Banfield expressed his approval of the project if the counties will enter into a written agreement to pay one half of the costs involved, and provided the total cost does not exceed $600,000. Commissioners Schaupp and Chessman concurred. The Chief Counsel was thereupon instructed to prepare a form of agreement covering the matter for submission to the two counties for acceptance.

The Engineer reported on the motorcycle accident that occurred recently on the Oregon Coast Highway near Miles Crossing wherein a 5½ year old boy was killed. He advised that the basic cause of the accident was the surprise element confronting the operator of the motorcycle when the boy suddenly dashed across the highway, apparently without watching for traffic, and that the solution of the problem really lies in educating the public of the dangers rather than by installing traffic signals or more strict law enforcement. The Commission approved the report and also the suggestion of Commissioner Chessman that additional warning signs be posted at a greater distance from the crossing than now exist.

Commissioner Chessman brought up for discussion a request from the City of Pendleton for the widening of West Court Street in that city, route of the Old Oregon Trail. It appears that the city wants this street widened and that all but two or three of the property owners affected have agreed in writing to allow the removal of trees along their property frontage as may be necessary to accommodate the improvement, which includes provision for a diagonal highway connection. The Engineer was instructed to ascertain what the city has in mind and report his findings at the next meeting of the Commission.

The Commission had under discussion a date for its next regular meeting and decided to hold such meeting in Portland on Monday, September 24, 1945. The Secretary was instructed to arrange for the use of the Stock Exchange Room in the Imperial Hotel.

The Commission approved and signed agreements, etc., as follows:

Agreement with Robert Fromm covering the pasturing of sheep in Humbug Mountain State Park.

Agreement with Melissa Purkerson, Junction City, covering rental of four acres of State-owned property at $5 per year.

Agreement with Sam Roberts covering rental of State-owned property along Wolf Creek Highway at North Plains, consideration, $20 per month.

Project agreement with Public Roads Administration covering the Steiwer Hill-Albany Project.

Project agreement with Public Roads Administration re North Powder-Davis Ranch Access Road Project.

Bargain and sale deed conveying unto Fortner-Walter Realty Company parcel of land in Block 1, Kenton.

Bargain and sale deed conveying unto Clarence A. Dutcher and wife 5.92 acres of land in Yamhill County.

Bargain and sale deed conveying unto Edith M. Eschle and husband Lot 2, Block 32, Hot Springs Addition to Klamath Falls.

Application for right of way for Cape Arago Secondary Highway across Government property in Coos County. Consideration, $1,500, State and County.

Rental agreement with H. L. Kuhl covering rental of store and residence at Spencer Creek, Lincoln County.

Agreement with Joseph A. Bucher and wife re cattle pass at railroad crossing on property acquired from Juanita Starr.

The meeting adjourned at 10:45 a.m. following which the Commission inspected the proposed zone classification changes at S. E. 8th Avenue and McLoughlin Boulevard and at N. E. 10th Avenue and Lombard, the results of which are entered earlier in this record.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon
September 24, 1945

The State Highway Commission met in regular session at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Arthur W. Schaupp, Commissioner (Arrived at 10:30 a.m.)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Asst. State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for construction work and ferry operation were opened and read by the Secretary in conformity with previously published notices, following which Chairman Banfield announced that the award of contracts would be made at 3:00 p.m. in the same room:

SEP 24 1945

CENTRAL OREGON HIGHWAY IN HARNEY COUNTY
MAINTENANCE BUILDING AT SUNTEX JUNCTION

No bids received

SIUSLAW HIGHWAY IN LANE COUNTY
GREENLEAF CREEK-LONG TOM RIVER
ROCK PRODUCTION PROJECT

Rogers Construction Co., Portland	$ 46,000.00

CENTRAL OREGON AND JOHN DAY HIGHWAYS
IN MALHEUR COUNTY
VALE ROCK PRODUCTION PROJECT

M. C. Lininger & Son, Medford	$ 36,105.00

OLD OREGON TRAIL, WALLOWA LAKE AND COVE HIGHWAYS
IN UNION COUNTY
LA GRANDE ROCK PRODUCTION PROJECT

Newport, Kern & Kibbe, Portland	$ 25,125.00
Arthur Gentemann, Portland	26,415.00
D. C. & A. L. Williams, Oregon City	26,425.00
Rogers Construction Co., Portland	26,764.00
R. O. Dail, Portland	30,575.00

JOHN DAY HIGHWAY IN WHEELER COUNTY
FOSSIL-SERVICE CREEK ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 22,100.00
R. O. Dail, Portland	24,300.00
Arthur Gentemann, Portland	27,200.00

COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY
FERRY SERVICE ACROSS COOS RIVER AT ENEGREN CROSSING

	24-hour Cont. Service	20-hour Daily Service
Geo. F. Gunnell, Coos Bay	$ 1,599.25 per mo.	$ 1,406.75 per mo.
Portland Tug & Barge Co., Portland	1,945.00 " "	1,690.00 " "
Brunell Bros., Coos Bay	2,025.00 " "	1,715.00 " "

The State Park Superintendent, Mr. S. H. Boardman, was present and reported on the following state park matters:

SEP 24 1945

1. Purchase of Tillamook Head, Clatsop County, as an addition to Ecola State Park: The Parks Superintendent recommended the purchase of this area in order to complete this park. He advised that the tract contains in excess of 1200 acres of land which is covered with a fine stand of old growth timber that is valued at $180,000. He further stated that the property is owned largely by the Crown-Zellerbach Co., which he believed would be willing to sell the land after the timber has been removed for $5 per acre. He requested authority for the right of way department to negotiate the purchase of the land on the basis that the Company be allowed 25 years within which to remove the timber. In the consideration of this matter it developed that additional privately-owned land lying north of the Crown-Zellerbach property would be needed to completely fill out this park and provide access thereto from the north. It was the concensus of opinion that this tract, too, should be acquired if the Crown-Zellerbach property were acquired. After discussion the Commission authorized the Chief Counsel to negotiate the purchase of both areas and report the results thereof. (A delegation appeared before the Commission later in the session regarding this matter. See ahead for the minute entry.)

2. Proposed purchase of an addition to Short Sand Beach State Park: The Parks Superintendent reviewed briefly the history of this park which, he said, was the gift of the late Mr. E. S. Collins, Portland. He advised that Mr. Collins retained for his own use a timbered tract, containing 42.22 acres, at the mouth of Short Sand Beach Creek, which the Collins' heirs are willing to sell to the State for $12,000. He further advised that, in his estimation, the property is worth only about $8,000, which is the amount that was set up in the budget for this purpose. He requested authority for the right of way department to negotiate the purchase of this tract, which is needed to fill out this park. The Commission approved the request by unanimous vote.

3. Proposed park at Wallowa Lake: The Parks Superintendent requested authority to negotiate purchase of a park at the south end of this lake. In the discussion of this matter it was pointed out that the Commission considered the matter last year after inspecting the site and decided not to establish a public park at this point in view of the fact that there are privately-owned parks in the same vicinity and the establishment of a State park did not appear to the Commission to be justified. In this connection the Secretary presented a resolution from the Joseph Commercial Club urging the establishment and maintenance of a State park at this place. A letter was also presented from the Enterprise Lions Club endorsing the request. The Parks Superintendent suggested that it might be well to ascertain just how much it would cost to acquire the area before the matter is dismissed entirely from further consideration. The Commission thereupon authorized such investigation.

4. Report on fire loss at the Cove State Park: The Parks Superintendent reported briefly that a fire recently destroyed a residence building in this park valued at $3,000. He suggested that the State Board of Control should be requested to pay to the State Highway Commission a sufficient amount from the Restoration Fund to pay the cost of building storage sheds that are needed at this place in lieu of restoring the residence building. The question arose whether or not such a building project is eligible for such funds under the Restoration Act. The matter was referred by the Commission to the Chief Counsel to contact the State Board of Control relative thereto.

5. Offer from Multnomah County to deed to the State as a gift certain property situate adjacent to Columbia River Highway and Sandy River near Baseline Road Bridge, known as Dabby Park, for State park purposes. The Parks Superintendent recommended acceptance of this offer. He pointed out, however, that in order to complete the park area it would be necessary to acquire three privately-owned lots that are within the area and a building which is valued at about $2,000 that is located on one of them. The Commission appeared favorably inclined to adopt the recommendation provided the three privately-owned lots can be obtained at reasonable cost. Definite action on the matter was deferred until such information is obtained. The Parks Superintendent was authorized to negotiate the purchase of the three lots in question. 4733

6. Rental of farm land in Champoeg State Park: The Parks Superintendent advised that Mr. H. Zorn, who has been leasing about 70 acres of this park for the past few years at a yearly rental of $3 per acre, has requested the renewal of his lease for another year. He recommended approval of the request. The Commission approved the recommendation.

Mr. Roy A. Perry, ex-President of Oregon Council, American Pioneer Trails Association, and Chairman of the Council's "Story Spot Committee," appeared before the Commission relative to the establishment of an historical monument on the public school grounds at St. Helens, adjacent to the Lower Columbia River Highway. Mr. Perry advised that the Association has in mind to establish this monument in memory of Oregon pioneers, particularly his grandmother who came to Oregon and settled in the St. Helens district in 1845. He further advised that the proposed monument has the approval of the Oregon Council of the American Pioneer Trails Association as being in conformity with the Association's policy concerning the maintenance of historical monuments along the Old Oregon Trail throughout its entire length; also, that Multnomah County has agreed to furnish a native stone for the purpose and that the Pioneer Trails Association will furnish a bronze plaque containing appropriate wording. The Association is particularly anxious, he said, to dedicate the monument with appropriate centennial exercises in November, at which function the Hon. Earl Snell, Governor of Oregon, will make the dedicatory speech. He pointed out that, while Multnomah County is furnishing the boulder for the monument, no means have been provided to transport it from its present location near the St.

Johns Bridge to the monument site. He asked the Highway Commission to authorize the use of a State truck for this purpose and to prepare a small parking area around the monument for the accommodation of those who wish to read the inscription. The Engineer advised that it would cost about $80 to move the stone and about $120 additional to rock the area as requested. He recommended approval of the expenditure as being in line with the Commission's policy regarding such matters, subject, however, to approval of the project by the Memorial Committee of the Oregon Historical Society. The Commission approved the recommendation unanimously.

A letter was presented from the City of Springfield advising that the rapid industrial growth of their city has greatly increased pedestrian and auto traffic on East Main Street (McKenzie Highway), and in order to avoid accidents it is going to be necessary for the city to construct sidewalks for the safety of pedestrians; however, the sidewalks cannot be built unless and until the drainage ditches on each side of the highway are filled in. The Highway Commission is asked to install tile drains on each side of the highway to replace the ditches and to fill in the ditches level with the highway pavement. The Engineer advised that investigation reveals that such project would cost about $102,000, including the construction of curbs, storm sewers, and paving the full width of the highway between the curbs. He suggested that action on the matter be deferred until the Commission discusses its 1946 budget, at which time the matter can be given consideration along with other projects of like nature. The Commission approved the recommendation and instructed the Engineer to furnish the members of the Commission with a list of projects in this category.

The Engineer brought up for discussion the matter of constructing a maintenance building in the town of St. Helens. He advised that the Highway Department is now leasing quarters at this place and that the owner wants to improve the property for his own use, so the State will have to find other accommodations; moreover, the owner is endeavoring to raise the rent. He gave as his thought, in view of the circumstances, that it would be advisable for the State to surrender its lease and construct its own building, which he estimated would cost about $10,500. He so recommended and requested authority to advertise the project for bids to be received at the next meeting. The Commission approved the recommendation.

A letter was presented from Mr. H. J. Andrews, Regional Forester, U. S. Forest Service, inquiring whether or not the State Highway Commission would be willing to assume the responsibility for snow removal operations on Timberline Road this winter on a reimbursable basis. Mr. Andrews advised that the Forest Service could furnish some of the necessary equipment, and possibly several operators, but is not in a position to do the work. The Engineer advised that snow conditions at this place are very bad and the task to keep the road open is a difficult one; however, he suggested approval of Mr. Andrews' request insofar as is possible after the Mount Hood Highway has been cleared. The Commission deferred a decision in the matter pending consultation with Mr. Andrews personally. The Engineer was instructed to invite Mr. Andrews to be present at the afternoon session. (See ahead for final decision.)

SEP 24 1945

A delegation from The Dalles, consisting of the following, was present in regard to the construction of the proposed bridge across the Columbia River at The Dalles: Geo. Stadelman, Mayor; J. B. Kirk, County Judge, Wasco County; Ward Weber, Vice-President, The Dalles Port Commission; Tod Gustafsen, Manager, The Dalles Port Commission; Homer S. Wall, City Engineer. Mayor Stadelman headed the group. He advised that the people of The Dalles are very anxious to secure this bridge and would like to know if there is anything that they can do to expedite construction. He urged the Commission to authorize the preparation of preliminary plans for the structure, which, he said, is badly needed in order to alleviate the present cross river traffic congestion. He presented a tabulation showing the volume of traffic that crossed the river on The Dalles Ferry during the period September 1 to September 8, 1945, totaling 5,103 vehicles, both north bound and south bound, and the approximate ferryage collected totaling about $2,682.25. It was his thought that everything possible should be done at this time to secure Federal aid to finance the project and to secure the construction of the bridge at the earliest possible time. Judge Kirk declared that the delegation is not a pressure group, but they are very anxious for the bridge and are simply offering their services to speed the matter along. Mr. Weber stated that The Dalles Port Commission is in full accord with the project and will do all it can to promote it.

Chairman Banfield advised that The Dalles bridge is not included in the Commission's postwar construction program, which, he said, was prepared after consultation with all of the counties and has received the approval of the county courts. He also said that the Commission has accepted the Engineer's report covering the Columbia River bridge investigations and has approved the location recommended therein for the bridge at The Dalles. Commissioner Chessman suggested, in view of the fact that the State of Washington is also interested in this bridge, that it would be advisable to ascertain the attitude of the Washington Highway Department relative thereto. The Engineer pointed out that before the bridge could be constructed an enabling act would have to be secured from The Congress and that, due to the fact that it is an inter-state structure, both states should join in the request for such enabling act, which is a prerequisite to the securing of a permit from the War Department authorizing construction of the bridge. He pointed out that the Federal Government has plans to construct a dam across the Columbia River in the vicinity of the bridge site, and if that materializes, it probably will increase the cost of the bridge. He gave as his thought that the Federal Government should provide the funds necessary to pay the additional cost. Chairman Banfield stated his approval of Commissioner Chessman's suggestion, as did also Commissioner Schaupp. The Engineer was thereupon instructed to contact the Washington Highway officials and ascertain their attitude with respect to this bridge project.

A delegation from Astoria and Pacific County, Washington, came before the Commission regarding the operation of the ferry across the Columbia River at Astoria. James O. Convill, Astoria City Manager, headed the delegation, which included Orvall Eaton, Mayor; James Hogg, City Commissioner; Sherman Lovell, President, Astoria Port Commission; Guy Boyington,

County Judge, Clatsop County; John Slotte, County Commissioner, Clatsop County; and the County Court of Pacific County, Washington, George King, Chairman, Otto Roessler, Commissioner, and Mr. Thompson, Commissioner. Mr. James L. Hope, City Attorney of Astoria, also was present on behalf of Captain F. S. Elfving, owner and operator of the present ferry.

Mr. Convill pointed out that the present ferry landing is at the end of 14th Street, whereas the former Highway Commission agreed to change it to the foot of 17th Street but was precluded from doing so because of the war. He urged such change now and the inauguration of a public-owned ferry operation because, he alleged, the ferry service now being furnished is entirely inadequate and cannot be made to serve the public properly under private ownership. He declared that the ferry operation at this place is a profitable venture in which the State should participate and urged immediate action to that end under authority of legislation enacted by the 1943 Legislature, which permits ports, counties, and cities to go into the ferry business if they want to.

Mr. Convill also declared that the providing of better ferry service here would attract tourists, many of whom by-pass Astoria because of the inconvenience of present ferry accommodations. He reiterated that better ferry service at this place is a necessity and gave it as their thought that it is the State's business to provide it.

Mr. King advised that the people of Pacific County, Washington, are experiencing the same trouble with this ferry operation and have the same cause for complaint as do the people in Astoria--part of the time the service rendered is satisfactory and at other times there is no service at all. Pacific County, he said, is ready and willing to do all that it can to help correct the situation.

In reply to an inquiry by Chairman Banfield as to what the delegation wants the Commission to do about the matter, Judge Boyington requested four things, viz: 1. That the State of Oregon join with the other agencies in bringing about a publicly-owned ferry service. 2. That the State Highway Commission designate someone to work with their Industrial Committee in investigations to ascertain on what terms and conditions surplus Government-owned boats can be acquired and to determine what it will cost to furnish the required ferry service. 3. That the services of the Commission's Chief Counsel be loaned to advise on legal matters that arise in the carrying out of this matter to a successful conclusion. 4. That the Commission take action immediately under the authority granted by Chapter 196, Oregon Laws, 1943, which authorizes and empowers the State Highway Commission and any county, city, town, and port bordering on any interstate stream to construct, maintain, and operate ferry service in and to an adjoining state, and to enter into agreements, etc. as may be necessary in connection therewith.

The Commission's Chief Counsel advised that the Commission has authority under the law mentioned by Judge Boyington to do the things requested, if it so desires.

SEP 04 1945

Following further discussion of a general nature Chairman Banfield advised that the Commission is not in a position to act on the matter today because there is a question how far the State can and should go. He suggested a joint investigation by the Engineer and the Chief Counsel to ascertain the facts. The suggestion was approved by Commissioner Chessman and by Commissioner Schaupp, who arrived at this juncture, and it was so ordered. Chairman Banfield made it clear that the Commission is making no promises or commitments now but will act as soon as possible.

Mr. Hope presented arguments on behalf of the North Beach Ferry Company, owner of the ferry under discussion. He advised that his client has no objections to the improvement of the present ferry slips but does take issue with the other speakers on the subject of inadequacy of service. He admitted that the service was inadequate during the month of August but alleged that was due to the fact that the Federal Government had taken one of the Company's ferry boats at the beginning of the war and the Company had not yet been able to reclaim it, although it was expected action to that end would be taken shortly. Mr. Hope also alleged that the traffic congestion that occurred at the ferry during August was the direct result of the lifting of gasoline rationing--people took advantage of the extra gasoline allowed and made long-delayed vacation trips. He further stated that he was not arguing whether or not the ferry operation should be a public or a private undertaking, but, in his estimation, it would be unwise for the City of Astoria to assume an additional obligation because it now has enough problems of its own.

Chairman Banfield explained that the question whether or not the ferry should be publicly-or privately-owned is not the main item before the Commission at this time; rather, the question is should the Commission join with the two counties and the City of Astoria in making an investigation to ascertain what can be done to improve existing conditions.

Mr. Hope stated that the North Beach Ferry Company has no objections to offer concerning such investigation. The Commission thereupon again instructed the Engineer and the Chief Counsel to join with the county courts of Clatsop County, Oregon, and Pacific County, Washington, and city officials of Astoria in making the investigation and to report their findings at the next meeting of the Commission, if possible.

Mr. Hope then brought up for discussion an offer from Mr. Irvan Rambeau, Astoria, to purchase a small strip of State-owned land bordering on the Columbia River Highway where it crosses Block 9, McClures Addition to Astoria, between 8th Street and 9th Street. He explained that Mr. Rambeau purchased a portion of this block that fronts on the highway but does not have access to the highway because of an intervening strip of State-owned land that was originally acquired as right of way but no longer is of value for such purpose since the highway was realigned at this point to accommodate a concrete building at the corner of 9th Street. He asked the Commission to deed the area to Mr. Rambeau, without charge, so Mr. Rambeau can proceed with developments that he has in mind. He asked for a like concession near the 14th Street intersection with the highway where, he said

a similar condition exists. The Engineer advised that the strip between 8th Street and 9th Street is of no value for highway purposes but there is a question as to the other area. He further advised that the right of way at these points was acquired from the City of Astoria, through Clatsop County, without cost, and in his estimation, if the Commission decides to dispose of the strips it should deed them back to the county, which, in turn, could deed them to the city for sale or disposition as it sees fit. County Judge Boyington, who was present, stated that the county would offer no objections if the property were deeded directly to the city. Following discussion the Commission referred the matter to the Engineer and the Chief Counsel with instructions to investigate whether or not the property should be disposed of. Motion was made by Commissioner Chessman that the property be deeded back to the city if the investigation reveals that the property is not needed for state highway purposes and that the Commission leave it with the Engineer and the Chief Counsel to make the decision. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

A delegation headed by Mr. Charles Erickson, Astoria, representing the Angora Club of that city, came before the Commission regarding the acquisition of Tillamook Head as an addition to Ecola State Park. Others in the group were: E. J. Hughes, Portland, President, Federation of Western Outdoor Clubs; W. G. Carey, Portland, President, Mazamas; Mrs. Martha Darcy, Vice-President, Mazamas; A. A. Loeb, Chairman, Recreational Committee, Portland Chamber of Commerce.

Chairman Banfield advised that the Commission discussed this matter at its morning session and authorized negotiations with the owners of the property to see what can be done. He pointed out that the area contains a stand of fine timber which would be very costly and beyond the limit of the State Highway Department to finance. He suggested that the group might be helpful some way in preserving this timber. This concluded the discussion.

The Assistant Attorney requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties, together with the offer which he recommended be made in connection with each parcel. After careful consideration of each item the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

BERGER RANCH-BARNES ROAD SECTION, WOLF CREEK HIGHWAY

5203- Guerber, Adele E.
Right of Way
Option expires
March 16, 1946

1.0 acre at $500.00	$ 500.00	$	
Loss fruit and shade trees, large shrubs, grape vines, etc.	1,500.00		
General damages-cutting down acreage and leaving balance odd shape, little space for buildings	1,500.00		
Allowance-inconvenience during moving operations, etc.	500.00		
Estimated cost moving buildings and shrubs, etc.	3,100.00	7,600.00	Collins

ISLAND CITY-COVE SECTION, COVE HIGHWAY

12238- Hermann, Henry and Winnie M. Hermann
Stock Pile site
Option expires
March 14, 1946

0.97 acre at $51.55 per acre	$ 50.00	$ 50.00	Benson

SEP 04 1945

SODA MOUNTAIN SECTION, JOHN DAY-BURNS HIGHWAY

11317- Marsh, Davida
Channel Change

0.16 acre at $25.00	$ 4.00	$ 4.00	Cozad

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11928- Foster and Kleiser Company
Right of Way

2,033 sq.ft. at 10¢	$ 203.30	$ 203.30	McCallister

9969- Cohen, Anna Rose
Right of Way
easement

Construction easement for purpose of excavation and construction concrete wall	25.00	25.00	McCallister

8729- Enkelis, Nate and Bessie
Right of Way

2,012.5 feet at 30¢	603.75		
Building	5,146.25	5,750.00	McCallister

8221-Matis, Pauline
Right of Way

1,800 sq.ft. at 30¢	540.00		
Woodshed	50.00		
Moving building, estimated at	4,173.00		
Cherry tree	25.00		
Double garage	185.00	4,973.00	McCallister

State to convey to grantor South 15 feet of the east 50 feet of Lot 7, Block 114, Caruthers Addition to the City of Portland

MIDDLE GROVE-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY

*12225- Beal, Barnard L.
Right of Way
Option expires
February 20, 1945

MIDDLE GROVE-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY (Cont.)

1.449 acres at $1,000.00	$ 1,449.00	$	
Barn	300.00		
Chicken coupe	125.00		
House	1,526.00		
Stone house	100.00	3,500.00	Parker

BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

7455- O W RR & N Co.
Right of Way

Approximately 35.0 acres	$ 3,500.00	$ 3,500.00	Parker

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY

11777- Saftenberg, Walter and Lydia
Right of way and slope easement
Option expires
March 17, 1946

1,020 sq.ft. 1,250 sq.ft. slope easement	$ 222.75	$	
State to convey 2,971 sq.ft. at 25¢ sq.ft. -(J.W.Julian #11610)-	$742.75		
State to give building, estimated sale value (JW Julian #11610)	100.00		
	842.75		
Credit payment to be made to State	620.00		
	222.75	222.75	Witt

(*) Footnote:

Re item #12225 for purchase of right of way from Barnard L. Beal, the Commission authorized the taking of bids for the purchase of the buildings located on the property.

SEP 24 1945

Messrs. H. P. Eby and Earl Dexter, Redmond, representing Terrebonne Grange, came before the Commission and requested the improvement of the O'Niel State Secondary Highway from its junction with The Dalles-California Highway (U. S. 97) easterly a distance of about four and one-half miles to a connection with the Lone Pine Road. Mr. Eby advised that the road carries very heavy tonnage of farm produce, etc. and is in very bad condition, at times being almost impassible. He gave as his understanding that this road is a Federal aid secondary highway and that no provision has been made in the Commission's postwar program to improve it. He declared that the road carries much more traffic and is more deserving of improvement than the Tumalo-Deschutes Secondary Highway, for which provision has been made in such program. He urged reconsideration of the matter on account of the importance of the road to the people who have to use it. Chairman Banfield advised that the postwar program was arranged after consultation with the County Courts and that it is now too late to change it; however, the Commission will consider the improvement as a minor betterment project when the 1946 budget is formulated and may be able to do something if finances will permit, but is making no promise or commitment. Commissioners Schaupp and Chessman concurred. The Engineer was thereupon instructed to bring the matter to the Commission's attention when the budget is duscussed.

In this connection the Secretary presented a petition signed by 71 residents of Crook and Deschutes Counties requesting the improvement of this road from The Dalles-California Highway junction northerly and easterly to the east line of Section 30, Township 14 South, Range 14 East Willamette Meridian, and a second petition signed by 26 residents of Crook County requesting the improvement of the remaining section of this road into Prineville. The Commission ordered the petitions filed.

The Assistant Attorney presented an offer from Mr. L. A. McClintock to pay the sum of $3,100 for certain State-owned property known as the "Duck Lake" tract situate adjacent to the Boardman-Stanfield Highway in Umatilla County. He advised that Mr. McClintock is now willing to take the property with limited access to the highway. He recommended acceptance of the offer. The Commission approved the recommendation unanimously subject to the condition that the Engineer shall decide the points where access to the highway may be had.

The Assistant Attorney also brought up for discussion the granting of a two-year lease for the use of State-owned property in the town of Nyssa that was formerly owned by the Fletcher Oil Company. He advised that this property has been leased in the past on an annual basis with right of cancellation on 30 days' written notice, but inquiry has now been made whether or not the Commission would be willing to rent it for a definite two-year term without the cancellation reservation. The question arose whether or not the State is receiving enough rental for the property. In view thereof, the Commission deferred action in the matter until the next meeting. The Chief Counsel was instructed to look into the matter and report his findings at that time.

The question whether or not to sell certain State-owned buildings that were acquired with the right of way for the Front Avenue project in Portland had the attention of the Commission. The Assistant Attorney advised that there are about 25 buildings involved, all of which are now under lease. He pointed out that under the new Federal regulations six months' notice must be given the tenants to vacate and gave as his thought that perhaps the Commission would wish to take action to that end now so as to make certain that the buildings are disposed of before the next section of the Front Avenue project is constructed. The Commission voted unanimously to sell the buildings and instructed the Attorney to notify the present tenants to vacate. The Commission authorized legal action as may be necessary to secure compliance with the order.

The Commission's Chief Counsel discussed briefly with the Commission the sale of the old Knapp Hotel building in Port Orford. He advised that a number of inquiries have been received concerning this building and that he had hoped to report to the Commission at this meeting; however, there are new developments, so his report must be deferred.

Commissioner Schaupp brought up for discussion the matter of the sale of some houses that were acquired by the Commission in connection with right of way purchases in Klamath Falls. The Assistant Attorney advised that all of the renters have been notified to vacate as previously ordered by the Commission. In the discussion it was brought out that a Highway Department employee who is having difficulty finding a suitable place to live, due to the housing shortage in Klamath Falls, has asked the privilege of renting one of the buildings. It was the feeling of the Commission that the buildings should be sold now, notwithstanding such request for tenancy, so as to avoid the delaying of construction when the project is ready to go forward. The Commission thereupon authorized the advertising of the buildings for sale.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

A delegation from Lane County appeared before the Commission in the interests of the Siuslaw Highway. The delegation was headed by Hon. Earl Hill, State Representative, Cushman; and included Senator Angus Gibson, Junction City; County Judge Clinton Hurd, Eugene; H. L. Ashby, C. L. Carpenter, G. J. Johnson, and Glen Ditto, all of Junction City. These men spoke for the improvement of this highway, particularly the four-mile section over the summit of the Coast Range. Senator Gibson alleged that a former Highway Commission, which was headed by Hon. Leslie M. Scott, at one time promised the people of Lane County that the Commission would construct a tunnel to eliminate excessive curvature in the present highway over the mountain pass. He declared that there are seven or eight lumber companies that are hauling their products to Junction City over this road and that the proposed improvement is a necessity in order to eliminate the hazards of the curved alignment in the present highway. He further stated that the construction of the tunnel would greatly reduce the cost to maintain the highway over the summit; also, that they appreciate that the Highway Commission

is not in a position to do the work this year, but they want the Commission to keep the project in mind and undertake it at the earliest possible time.

Mr. Johnson stated that there are from 1,000,000 to 1,500,000 feet of lumber transported over this road daily. Construction of the tunnel, he said, would increase the capacity of the road 25 per cent. Mr. Carpenter urged approval of the project in order to eliminate the dangers that now exist in the transportation of lumber and logs. It was his thought that traffic would justify the improvement. Mr. Hill endorsed Senator Gibson's remarks and added that the Siuslaw Highway is the only highway access that Lane County has to the coast and is the shortest highway to the ocean beaches from the Klamath Falls district. He also said that the delegation is not pressing definite action by the Commission today but is simply asking encouragement. Mr. Ashby spoke for the improvement from the standpoint of the Standard Oil Company, which operates its tank trucks over the road.

The Engineer advised that the proposed tunnel would be nearly 1,000 feet long and that to construct the line change, four miles in length, including the tunnel, would cost approximately $600,000, based on an estimate made in 1936. It was his thought that the project would be eligible for forest highway monies and that it might be possible to finance it in that manner at some future time.

Chairman Banfield gave as his understanding that the delegation wants the Highway Commission to give consideration to this project, and if possible, to construct it as one of the first projects when funds become available to finance it, and such being the case, the Commission will be pleased to keep it in mind without making any definite commitment or promise regarding it. The Engineer was thereupon authorized by the Commission to work up the project to the point where it can be analyzed intelligently in connection with the formulation of future highway programs. This concluded the conference.

Mr. A. A. Comrie, Chairman of the Board of Directors of Timberline Lodge, was present in regard to the removal of snow from the Timberline Lodge Road during the coming winter season. He inquired whether or not it is within the province of the State Highway Commission to conduct the snow removal operations or at least render some assistance to that end. He advised that they plan to open up the Lodge soon and to keep it open during the winter months but cannot make definite arrangements until they know whether or not the road leading to the Lodge will be kept open for public use; in fact, they will not open up the Lodge unless they are assured people can get to it. Messrs. H. G. Andrews, Regional Forester, and James Frankland, Regional Engineer, of the U. S. Forest Service, were present and entered into the discussion of this matter. Mr. Frankland advised that the matter of improving the alignment and width of the road, which has hindered the operation of snow fighting equipment in the past, has been solved and that the only thing remaining to be done to put the road in good condition is a small amount of surfacing. The State Highway Engineer advised that the State Highway Department has rock that could be used for such purpose,

SEP 21 1945

but the deciding factor is the labor problem--that proper service cannot be rendered unless men can be obtained to do the work. He pointed out that the Forest Service has agreed to pay the expense of the snow removal operations if the State will assume the obligation to perform the work and advised that he would make arrangements accordingly if the Commission approves, but cannot guarantee to keep the road open at all times, especially during periods of bad storms. In reply to an inquiry from Chairman Banfield, the Commission's Chief Counsel advised that the Commission has legal authority to conduct the snow removal operations if it so desires. After further discussion Chairman Banfield suggested that the Engineer and the Chief Counsel be authorized to draw up a working arrangement with the Forest Service and the Timberline Lodge Company covering the snow removal operations. Commissioner Chessman gave as his thought that the Commission should do everything it can to keep this road open. The Commission thereupon, by unanimous vote, approved the suggestion, it being understood, however, that the snow removal operations would be discontinued if conditions get too severe. The Commission ordered that the matter be covered by appropriate written agreement among the parties concerned.

A committee representing the League of Oregon Cities, including Messrs. Fred C. Inkster, President; Herman Kehrli, Executive Secretary; and Orval Eaton, Mayor of Astoria and Chairman of the committee, came before the Commission regarding the improvement and maintenance of city streets that are being damaged by heavy traffic. Mr. Eaton advised that in conformity with the action taken by the Commission at the previous meeting, a conference on this subject was held in the office of the State Highway Engineer in Salem, and an outline for an agreement between the Commission and the League was arranged. He presented the outline, as follows, and gave as their belief that the carrying out of the plan will solve the problem of the eight small cities and towns that are financially unable to help themselves.

MEMORANDUM OF SUGGESTED AGREEMENT WITH LEAGUE OF OREGON CITIES

1. The State Highway Commission spent, during the years 1942 and 1943, approximately $150,000 a year of which $75,000 was in towns of less than 5,000 population and $75,000 in towns of more than 5,000 population.

2. It has been urged by the representatives of the League that some of the smaller towns do not receive enough money from the State Tax Street Fund to care for the damage caused by heavy traffic, particularly log-truck traffic.

3. It is suggested that the State Highway Commission budget approximately $75,000 per year and the money be expended for betterment and maintenance on the basis of showing of need rather than to be allocated upon the basis of any formula or per capita arrangement. It is felt that, in general, the towns of more than 5,000 generally receive enough money from the State Tax Street Fund to care for this damage.

SEP 24 1945

4. It is further suggested that for the first year an additional $25,000 be spent in betterment so as to place some of the streets in condition to be satisfactorily maintained.

5. It is further suggested that in all such cases estimates be made of the normal maintenance to care for ordinary traffic over the streets in question and that the city be required to advance funds from the State fax Street Fund in that amount and that the city be required to give an order on the Secretary of State for such funds.

This matter was discussed at considerable length and as a result thereof the Commission approved the above outline by unanimous vote, subject to the following conditions:

1. A definite agreement must be reached as to the streets that are to be improved under this arrangement and it is to be understood that the State shall not be asked to contribute toward the cost of improving any other street or streets and that the routes selected shall be the shortest possible and most direct.

2. The communities affected shall be required to exercise their police power to control the traffic, and, if necessary, to adopt appropriate ordinances to that end.

3. The cities affected shall, in the case of log hauling, designate the streets over which logs may be transported and shall ask the Public Utilities Commissioner to specify such routing in the "special carrier" permits hereafter issued by him so far as their respective communities are concerned.

4. This arrangement shall be considered as a temporary expedient only, subject to termination as soon as the present emergency no longer exists.

5. The funds appropriated for this purpose shall be expended by the State on the basis of need rather than population.

The Commission voted unanimously to make the arrangement effective immediately and instructed the Engineer and the Chief Counsel to work up the details at once. The arrangement with the respective cities is to be covered by written agreement, which in each instance shall include the above plan and conditions.

The Commission discussed with the Engineer the bids received at the morning session for highway construction work and for the operation of the Enegren Ferry in Coos County and took action as follows, by unanimous vote:

SEP 14 1945

The Commission rejected all bids received for the Greenleaf-Long Tom River Rock Production Project on the Siuslaw Highway in Lane County and for the Vale Rock Production Project on the Central Oregon and John Day Highways in Malheur County and ordered that these projects be readvertised.

The Commission awarded to Newport, Kern and Kibbe the contract for the La Grande Rock Production Project in Union County and awarded to Vernie Jarl, Gresham, the contract for the Fossil-Service Creek Rock Production Project on the John Day Highway in Wheeler County, the bids of these contractors being the low ones received for each of these projects. Award of the contract for furnishing ferry service across Coos River on the Coos River Secondary Highway at Enegren Crossing, Coos County, was deferred. The bids for this undertaking were referred to the Engineer with power to award the contract to the low bidder, Geo. F. Gunnell, on a 20-hour service basis with the privilege of furnishing 24-hour service, when necessary, at the rates quoted in his proposal, provided Mr. Gunnell will agree to such arrangement.

At 3:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Construction of a frame maintenance building at Suntex Junction on the Central Oregon Highway in Harney County. No bids were received by the Commission for this project.

"Greenleaf Creek-Long Tom River Rock Production Project on the Siuslaw Highway in Lane County. The Commission received only one bid for this project, being that of Rogers Construction Company at $46,000. This bid has been rejected by the Commission and the project ordered re-advertised.

"Vale Rock Production Project on the Central Oregon and John Day Highways in Malheur County. The Commission received only one bid for this project, being that of M. C. Lininger & Son at $36,105. This bid has been rejected by the Commission and the project ordered re-advertised.

"La Grande Rock Production Project on the Old Oregon Trail, Wallowa Lake, and Cove Highways in Union County. The low bid was submitted by Newport, Kern & Kibbe, at $25,125; the second low bid was submitted by Arthur Gentemann, at $26,415. There were three higher bidders. The Commission has awarded this contract to Newport, Kern & Kibbe, the low bidder, at their bid price of $25,125.

"Fossil-Service Creek Rock Production Project on the John Day Highway in Wheeler County. The low bid was submitted by Vernie Jarl, at $22,100; the second low bidder was R. O. Dail, at $24,300. There was one higher bid. The Commission has awarded this contract to Vernie Jarl, the low bidder, at his bid price of $22,100.

"Furnishing ferry service across Coos River on the Coos River Secondary Highway at Enegren Crossing in Coos County. The low bid for this project was submitted by Geo. F. Gunnell, Coos Bay, with the second low bidder being Portland Tug & Barge Company. There was one higher bidder. The Commission referred the bids to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied."

The Assistant Attorney presented for the Commission's consideration a settlement with John LaGrand for right of way needed in connection with the proposed highway traffic separation structure at the intersection of Harbor Drive and Arthur Street in Portland. He advised that two businesses are involved, one of which is a Standard Oil Company service station and the other a warehouse, both of which will be severely damaged by the highway improvement. The service station, he said, will be put entirely out of business, in view of which the owner is demanding damages in the amount of $20,000. The warehouse owner, he added, is asking $10,000 damages, which makes a total of $30,000 that the State will have to pay.

The Commission deferred action on the matter pending further study and inspection of the premises.

A letter was presented from Mr. Walter B. Brown, Grants Pass, in which the Commission is asked to fill in the drainage ditches along the Pacific Highway south of Grants Pass, as an accommodation to the adjacent property owners whose holdings, he said, have depreciated in value by reason of existing conditions. The Engineer advised that the highway at this location was reconstructed several years ago and in connection therewith drainage ditches were excavated on each side of the pavement. Further, that there was no complaint about the ditches until 1944, after property values increased, when the Commission was asked to fill in the ditches. The investigation that was made at that time, he said, revealed that it would cost about $15,000 to do what the petitioners requested. He recalled that the Commission considered the expenditure of such a large sum unjustified and denied the request.

Commissioner Schaupp stated that he still is of the same opinion. Chairman Banfield expressed himself likewise, adding, however, that he might be willing to consider it further if the elimination of a hazardous condition were involved, which apparently is not the case. As a result of further discussion, the matter was referred to the Chief Counsel to explain to Mr. Brown the Commission's position.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

Frank Watt Construction Company, Contract No. 2687, for construction of four bridges on the Halsey-Harrisburg Section of the Pacific Highway, Linn County, requested an additional extension of time from June 15 to September 30, 1945, within which to complete this job. They alleged that their failure to complete

the job within the previously extended time limit was due to the fact that the contractor for the grading and surfacing of the Halsey-Harrisburg Section had not completed certain channel changes under the structure. The Engineer advised that the reason given by the contractor for over-running the time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Newport, Kern & Kibbe, Contract No. 2696, for furnishing crushed gravel in stockpiles for the Nimrod-Alder Springs Section of the McKenzie Highway in Lane County, requested an additional extension of time of 32 days, from June 30 to August 1, 1945, within which to complete this job. They advised that they were required to do certain extra work, but did not realize that this work had to be accomplished by a specified date, so delayed it until they had equipment available, which did not occur until the time limit for the completion of the job as previously extended had expired. The Engineer advised that the delay in completing the project has not inconvenienced the State nor has it increased the cost of engineering supervision. He recommended the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

F. H. McEwan and Jed Wilson, Contract No. 2707, for the Elsie-Sunset Camp-Vernonia Rock Production Project on four state highways in Clatsop, Tillamook, Columbia, and Washington Counties, requested an additional extension of time from September 12 to October 31, 1945, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to difficulties in securing certain materials, delays in moving their equipment due to transportation trouble, and delays incident to the purchase of new trucks by their hauling contractor. The Engineer advised that the failure of the contractor to complete the project within the specified time limit has not inconvenienced the State and he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

J. S. Risley, Contract No. 2709, for the Hendricks Bridge-Nimrod Rock Production Project on the McKenzie Highway in Lane County, requested an extension of time of 52 days, from June 30 to August 21, 1945, within which to complete this job. He alleged that his failure to complete the project within the specified time limit was due to inaccessibility of the gravel bar in the McKenzie River which was the specified source of materials. It appears that the gravel bar is located on an island which was flooded, due to high water in the McKenzie River. The Engineer advised that the reason given by the contractor for over-running the time limit is correct. He further advised that the paving and oiling crews

were not inconvenienced by the delay, neither did the State incur any extra cost for engineering supervision. He recommended that the extension of time be granted without penalty. The Commission approved the recommendation unanimously.

T. F. Skelton and H. H. Wiecks, Contract No. 2710, for the Newport Rock Production Project on the Corvallis, Newport and Siletz Highways in Lincoln County, requested an additional extension of time of 12 days, from July 14 to July 26, 1945, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to difficulties in securing replacement of worn out manganese for their equipment. The Engineer advised that Highway Department extra gang crews were not inconvenienced by the failure of the contractor to complete the project within the specified time limit and that the State has suffered no loss due to extra cost of engineering supervision. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Norris and Philpott, Contract No. 2719, for widening Trail Bridge over the Rogue River on the Crater Lake Highway in Jackson County, requested an additional extension of time from August 15 to October 15, 1945, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to difficulties in securing sufficient labor to perform the work. The Engineer advised that the labor shortage has become so acute that the contractors have not been able to hire more than two or three men for the work. In fact, for a considerable portion of the time the two contractors have been working alone, notwithstanding that they have made every effort to secure help. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The recommendation was approved by the Commission by unanimous vote.

John A. Logan, Contract No. 2731, for grade widening on the Myrtle Point-Elbow Point and Cape Sebastian Sections of the Coos Bay-Roseburg and Oregon Coast Highways in Coos and Curry Counties, requested an extension of time of 15 days, from August 31 to September 15, 1945, within which to complete this job. He stated that he failed to complete the project within the specified time limit because of shortage of labor and slide conditions. The Engineer advised that the principal reason for the contractor over-running the specified time limit was shortage of labor, he being unable to keep but a few men on the job. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

The Engineer reported that Contracts Nos. 2696 and 2731 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2696, with Newport, Kern & Kibbe, for furnishing crushed gravel in stockpiles on the Nimrod-Alder Springs Section of the McKenzie Highway in Lane County; completed August 1, 1945.

Contract No. 2731, with John A. Logan, for grade widening on the Myrtle Point-Elbow Point and Cape Sebastian Sections of the Coos Bay-Roseburg and Oregon Coast Highways; completed September 13, 1945.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Engineer reported on the bids received in Salem on September 17, 1945, for the purchase of State-owned real property in Albany and Reedsport, and for the purchase of "down" timber in Ecola State Park, as follows:

SALE OF PROPERTY IN ALBANY

J. A. McDowell, Albany	$ 1,500.00
George R. Olson, Albany	850.00
A. J. Hodges, Albany	625.00
M. R. Terry, Albany	501.00
J. R. Givens, Albany	331.00
L. L. Wimer, Albany	300.00
W. J. Whisnant, Albany	50.00

SALE OF PROPERTY IN REEDSPORT

James W. Ford, Gardiner	$ 526.00
Svend Knudsen, Reedsport	300.00
John C. Diehl, Reedsport	250.00
Robert Gregory, Reedsport	201.00

SALE OF DOWN TIMBER IN ECOLA STATE PARK

Leonard Gerritse, Cannon Beach $ 340.00

After careful consideration the Commission, by unanimous vote, accepted the offers of the high bidders for the properties in Albany and Reedsport, but rejected the offer of Mr. Gerritse for the "down" timber. The Engineer was authorized to negotiate the private sale of the timber.

A letter was presented from the Klamath County Junior Chamber of Commerce requesting the transfer of a traffic signal from its present location on the old Keno-State line County Road, near the California State line, to the crossing of the Klamath Falls-Malin Highway with the O. C. & E. Railroad at a place known as Hager. It was explained that the County Road is to be abandoned and that there is urgent need for the signal at the Hager Crossing.

The Engineer advised that the crossing at Hager is a traffic hazard and should be signalized. He suggested that the Public Utilities Commissioner should be petitioned to order a "wig wag" signal at this place and to assess the costs involved to the agencies benefited by the same. The Commission approved the suggestion by unanimous vote and so ordered.

The Commission discussed the advisability of protesting the establishment of a beer parlor adjacent to the Pacific Highway near the recently channelized intersection with the North Umpqua Road in Roseburg. The Engineer gave as his thought that it would be a mistake to allow such a business, or any other business, to be maintained at such location because of the traffic congestion that would result and the possibility of accidents occurring; in fact, the purpose of the channelization largely would be defeated. He advised that the Roseburg City Council has already authorized the construction of the building, so, if the Commission wants to stop it, the State Liquor Commission should be asked to refuse the operator a license. After discussion, the Engineer was instructed to write the City Council and point out the hazard that would be created if any business were conducted at this location.

The Engineer requested authority to purchase 18 engineer's transits and 13 levels at an estimated total cost of $7,000. He advised that those on hand have been in continuous service for about twenty-five years and should be traded in on new ones so the postwar program will not be handicapped by the use of inefficient instruments. The Commission approved the request by unanimous vote.

The Commission had under discussion the advisability of relinquishing the water right that was obtained some time ago with the acquisition of the Union Fish Hatchery property in Union County. The Engineer advised that the Highway Department has a right to 2.0 cubic feet of water

from Catherine Creek, but the water has never been used and there is a question that the right will ever be exercised because all of the water that is needed at this place is being obtained from the City of Union at a maximum of $2 per month; moreover, there are two good wells on the premises available for use if necessary. The present pipe line from the Creek, he said, is about one-quarter mile long and is badly decayed and unusable without costly repairs or replacement. He suggested, in view of the circumstances, that it would be advisable to sell the water right, which, according to information received from the State Engineer, will lapse if not used for five years. The Commission expressed reluctance to dispose of the water right and accordingly deferred action on the matter until its next meeting. The Engineer was instructed to give the matter further study in the meantime and to render a thorough report at that time.

The Engineer requested authority to post the Fort Hill Bridge on the Salmon River Highway near Grand Ronde for a speed limit of 25 miles per hour as an accident prevention measure. He advised that this is a narrow structure on which two vehicles traveling at legal speed cannot pass with safety; also, that it has been seriously damaged twice during the last few months by loaded trucks. It was his thought that a reduction of vehicle speed over the bridge would reduce the chances of accidents occurring to a minimum and recommended a maximum speed limit of 25 miles per hour. The Commission approved the recommendation and adopted the following resolution with regard thereto by unanimous vote:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter

SEP 24 1945

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Salmon River Highway

Highway number: 39 Route number 18

Location of termini	Established Speed
M. P. 22.40 to M. P. 22.70 Across Fort Hill Bridge over South Yamhill River and approaches thereto	25 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

Note:
Only one truck allowed to cross this bridge at one time.

In this connection the Commission also discussed a request from the United States Naval Hospital at Corvallis for the establishment of a "reduced speed" zone along the Pacific Highway West (U. S. 99W) through the Naval Hospital Reservation at Camp Adair, a distance of 3.7 miles. The Engineer recommended approval of this request and the establishment of a 35 mile per hour speed limit along this section. The Commission approved the recommendation, and thereupon by unanimous vote adopted the following resolution in regard thereto:

SEP 24 1945

12651

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state hignway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway West

Highway number: 1W Route number: 99W

Location of Termini			Established Speed
M. P. 74.10	to M. P.	77.80	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

SEP 24 1945

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

Note:

Supersedes and voids 25 MPH zone on Highway 99W between Eng. Station 1577+00 and 1599+00 as established by prior action of the Commission. See Minutes of meeting of 10-1-42, page 11239.

Also supersedes and voids 35 MPH zone on 99W between M.P. 74.17 and 78.50 approved in Commission Minutes of 3-20-42, page 10924.

The Commission had under discussion the adoption of a resolution designating a "no parking" zone in the Town of Silverton as approved at the previous meeting. The following resolution in regard thereto was discussed and adopted by the Commission by unanimous vote:

WHEREAS, Water Street in the City of Silverton has heretofore been by the Highway Commission designated as and now is a street of said city over which there has been and is now being routed traffic moving over the Silver Creek Falls Highway, Secondary Highway No. 163; and

WHEREAS, said route is used by log truck traffic and by reason of the narrowness of said street and the length of the loaded log trucks parked cars within the said area are subjected to possible damage; and

WHEREAS, the City of Silverton by appropriate resolution in response to a request made by the Highway Commission has prohibited parking on the east side of Water Street from its intersection with Main Street for a distance of thirty feet southerly thereof, and has served on the State Highway Commission a copy of said resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That said resolution duly and regularly adopted by the Common Council of the City of Silverton be and the same hereby is approved and ordered filed in the records of the State Highway Commission at Salem, Oregon.

2. That this resolution be entered in the minutes and records of the Commission as of the twenty-fourth day of September, 1945, and a duly certified copy thereof delivered to the Common Council of the City of Silverton.

SEP 24 1945

A petition was presented, signed by numerous residents and users of the Richardson-Eugene Secondary Highway No. 220, requesting the designation of this highway as a through highway, and the installation of signs requiring traffic to come to a stop before entering the same. The Engineer advised that this highway carries a considerable volume of traffic and recommended approval of the request as a safety measure. It was the thought of the Commission that the attitude of the County Court of Lane County should be ascertained before definite action is taken and accordingly instructed the Engineer to obtain such information.

The Commission had under discussion the matter of rescinding its order, adopted on July 28, 1943, designating Wilhoit County Road in Clackamas County a through highway, in lieu of State Secondary Highway No. 161, on account of prevailing traffic conditions. The action taken by the Commission in 1943 was occasioned by the fact that the county road at that time carried considerable more traffic than the State Secondary Highway, and it was considered advisable to require the secondary highway traffic to stop before entering this intersection. The county road traffic, consisting of logging trucks for the most part, is now routed over a private road, so the reason for the Commission's action in 1943 no longer exists. The Engineer recommended that the highway designation at this intersection be restored to its original status. The Commission approved the recommendation and adopted the following resolution in regard thereto by unanimous vote:

WHEREAS, the Woodburn-Sandy Highway is a secondary state highway and is known and designated as State Secondary Highway No. 161 and said highway intersects the Wilhoit County Road in Clackamas County at a point approximately one mile east of Molalla; and

WHEREAS, the Highway Commission adopted and ordered entered in the minutes of the Commission as of the twenty-eighth day of July, 1943, a resolution by which the Commission directed that traffic moving over said secondary state highway where the same intersects the said county road should be required to stop because of the fact that at that time the county road traffic was greater in volume than was the state highway traffic; and

WHEREAS, it now appears that traffic conditions have changed and the county road as to traffic volume has now become secondary to the state highway; and

WHEREAS, it is the judgment of the Commission that said resolution made, adopted and entered in the Commission's minutes as of July 28, 1943, should be rescinded and held for naught;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the resolution made, adopted and entered in the minutes and records of the Commission as of July 28, 1943, be and the same hereby is rescinded and from this date on shall be deemed void and of no effect.

2. That traffic entering the said secondary state highway over the said county road shall be required to stop before entering said state highway.

3. That the Engineer be and he hereby is authorized and directed to erect and thereafter maintain necessary and appropriate stop signs in order to give effect to this resolution.

4. That said Engineer is further authorized and directed to remove and take down the stop signs heretofore erected pursuant to the provisions of said resolution of July 28, 1943.

5. That this resolution be entered in the minutes and records of the Commission as of the twenty-fourth day of September, 1945.

The Secretary presented a letter from the E. K. Wood Lumber Company requesting reinstatement of their log hauling permit that recently was cancelled for overweight violations. The Company advises that hereafter it will do everything within its power to curb the overloading of its trucks and to that end will purchase a set of scales to weigh their loads before they leave the woods. In view of this letter, the Commission voted unanimously to restore the permit, thus confirming its telephonic authority of September 15, 1945, and place this company on probation.

The advisability of discontinuing the granting of emergency wartime permits in view of the fact that the war is over and emergency conditions are not as acute as heretofore had the attention of the Commission. The Commission decided unanimously to continue the granting of such permits until July 1, 1947, when the law authorizing such permits expires.

A letter was presented from Mr. J. R. Frumm, Assistant Vice-President, Crown-Zellerbach Corporation, Portland, with regard to the order of the Highway Commission, adopted at its meeting on May 29, 1945, which prohibits the granting of overlength permits for the truck-hauling of logs over state highways after January 1, 1946, unless the logs are to be used for long structural timbers. Mr. Frumm points out that under strict compliance with this order it will not be possible to transport 40 foot logs over state highways because the overall length of a load of 40 foot logs using a single axle drive truck is nearly 55 feet and if a tandem axle drive truck is used the overall length is about 57 feet; moreover, the overall length when 48 foot logs are hauled is 61 1/2 feet on a single axle drive truck and 63 feet on the other type. He asks the Commission to modify this ruling so as to

permit the transportation of 40 foot and 48 foot logs on both types of equipment. The Commission deferred a decision in the matter until its next meeting and instructed the Secretary to invite Mr. L. A.Christensen, Seaside, contract hauler for the Crown Zellerbach Corporation, to be present at such time for discussion of the matter.

The Engineer reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of the 1944 State Tax Street Funds which they received in 1945:

Butte Falls	Eagle Point	Mt. Angel
Canyonville	Imbler	Riddle
Creswell	Island City	Talent
Dundee	Joseph	Tillamook
		Wallowa

He presented resolutions from each outlining plans for the expenditure of the funds available and advised that the plans have been checked and meet with his approval. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Butte Falls	$ 473.84
Canyonville	356.43
Creswell	694.68
Dundee	292.13
Eagle Point	339.65
Imbler	254.39
Island City	247.40
Joseph	828.86
Mt. Angel	1,442.48
Riddle	299.12
Talent	532.54
Tillamook	3,845.20
Wallowa	1,171.31

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Butte Falls - Bluff Street, Fee Street, Broad Street, Main Street, South Street

Canyonville - Canyon Street, 4th Street, 5th Street, Pine Street, Wall Street, 2nd Street, 3rd Street

Creswell - "C" Street, "D" Street, First Street, Second Street, Oregon Street

Dundee - 10th Street.

Eagle Point - 1st Street, 2nd Street, 3rd Street, County Road from 1st to 3rd Street, Main Street in Ulrich Addition, Rogue River Avenue, Cameron Avenue, Third Street in Central Addition

Imbler - Second Street, Third Street, Fifth Street, Sixth Street, Seventh Street, Esther Street, Lone Pine Avenue, Main Street

Island City - "C" Street

Joseph - College Street

Mt. Angel - Marquam Street, Taylor Street, College Street, Charles Street, Church Street, Garfield Street, Cleveland Street, Sheridan Street, Alder Street

Riddle - Main Street

Talent - Gibson Street, "I" Street

Tillamook - Front Street, 1st Street, Del Monte Street, Park Street, Miller Avenue, 4th Avenue East, 9th Street, 10th Street

Wallowa - Holmes Street, Storie Street, Alder Street, Spruce Street, Clairmont Street, Douglas Street, Fifth Street, Old Highway Route, First Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

SEP 11 1945

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 24th day of September, 1945.

A letter was presented from the Port of Alsea requesting permission to construct a wharf and dock across State-owned park property situate between the Oregon Coast Highway and Alsea Bay near the South city limits of Waldport. The Commission was advised that these facilities are for the convenience of vacationists who want to fish in Alsea Bay, and is to provide a place for them to tie up their boats. The Engineer advised that the matter had been investigated, and there seems to be no objection to the granting of the request if the public is not charged for the use of the facilities, and the Port of Alsea will agree to assume all liability in connection with the operation of the wharf and dock. He recommended the granting of a permit on such basis. The Commission approved the recommendation unanimously.

The Secretary presented a letter from the Oregon Coast Association inviting the members of the State Highway Commission and its staff to attend the annual convention of the Association in Gearhart on October 23, 1945. Chairman Banfield and Commissioner Schaupp advised that they could not be present whereupon it was agreed that Commissioner Chessman should represent the Commission on this occasion.

The Engineer requested authority to attend, at State expense, meetings of the Executive Committee of the American Association of State Highway Officials which are to be held in Washington D. C. and in Chicago during the week October 16-24, 1945. The Commission approved the request by unanimous vote subject to approval by Governor Snell.

The Commission discussed a letter from the Commanding Officer of the Southeastern Oregon Aerial Gunnery Range in Harney and Malheur Counties, regarding the future use of this range for practice air-to-air gunnery. The Officer advises that the area is under lease by the Army Air Forces for practice gunnery from March 15 to October 1, during which time roads through the range are blocked to the public and anyone entering the range does so at his own risk. The Engineer advised that this letter is in response to his inquiry as to the future use of the range now that the war is over. He

pointed out that the Princeton-Rome Secondary State Highway which passes through the range is scheduled for improvement in the postwar program and that an engineering crew is now engaged in making necessary surveys, but the work is being handicapped and the lives of the men endangered by the practice gunnery activities of the Air Corps. He also pointed out that, while the former Highway Commission authorized the closure of this highway for a few months during 1942, the privilege was not extended beyond that time. He recommended, in view of the fact that the practice range is not as necessary now as it was during the war, and the further fact that the range contains many thousands of acres lying south of the highway that are available for this purpose, that the Commanding Officer of the range be informed that the Commission wants this road left open for continued public use next year and thereafter. The Commission approved the recommendation unanimously and instructed the Engineer to convey such a message to the Commanding Officer--in case that does not bring the desired results he was authorized to take up the matter with the Army authorities in Washington D. C.

The Chief Counsel brought up for discussion the question of the Commission's authority to control advertising signs upon and over state highways within the limits of incorporated cities and towns. He recalled that he told the Commission at the previous meeting that it had no control over signs installed within the city boundaries unless they constituted a hazard to highway traffic, and the Commission took action on the proposed sign at Grants Pass accordingly. The impression given at that time, he said, was not exactly correct in that the Commission does have legal authority if it wants to assume it, under its "general" powers, whereby the Commission is given complete jurisdiction over state highways within such areas from curb to curb, including signs over and across such highways. There is no specific law giving the Commission such power, he added, but the Commission has the power under authority of the general statute.

Chairman Banfield gave as his thought that, if the Commission has the authority and jurisdiction in such cases, it should exercise it, and in the present instance the request for permission to maintain the sign over the Pacific Highway in Grants Pass should be denied. Commissioners Schaupp and Chessman concurred and it was so ordered. The Commission later decided to let the matter rest, insofar as it pertains to the sign in Grants Pass, in view of the fact that the matter came to the Commission's attention as as inquiry rather than a request to install the sign; however, the Chief Counsel was instructed to prepare a form of resolution embodying a policy with respect to such matters for consideration by the Commission at its next meeting.

A letter was presented from the Portland Chapter of the Associated General Contractors of America, Inc. suggesting a change in the meeting dates of the Highway Commission when bids are to be received, as an accommodation to contractors. It was pointed out that the practice of opening bids on Mondays, which is now being followed, is an inconvenience to contractors, because many of them inspect propspective jobs on the preceding Saturday and Sunday, and do not have time before the opening of bids

at 9:00 a.m. on Monday to secure the necessary bid bonds or certified checks. After discussion of this matter, the Commission decided to continue to hold its regular scheduled meeting on Monday at the usual time, but deferred until 2:00 p.m. on that day the opening of bids. The Commission thereupon set Monday and Tuesday, October 29 and 30, as the date for its next regular meeting. Bids for construction projects are to be opened at 2:00 p.m. on Monday, October 29, and at 9:00 a.m. on Tuesday, October 30, if the Federal postwar monies are released in the meantime and there are sufficient jobs to justify a two-day letting.

The Engineer reported on the request of citizens of Redmond for improvement of 7th Street as a truck route in order to relieve traffic congestion on 6th Street, route of The Dalles-California Highway. He advised that two routes were investigated, viz., the 7th Street route, as suggested by the delegation, and a route along 5th Street. He estimated the cost to improve either of these routes, by constructing concrete pavement forty feet wide, concrete sidewalks and curbs, at approximately $100,000. The Commission tabled the matter in view of the expenditure involved, and there appearing no way to finance the project at this time.

The matter of improving certain city streets in Corvallis as requested by the Corvallis City Council in connection with the proposed installation of one-way traffic along U. S. 99W through Corvallis, had the attention of the Commission. The Engineer advised that the City Council has not as yet responded to the Commission's inquiry whether or not the city would contribute toward the cost of such improvement. Action on the matter was deferred by the Commission until the city expresses itself.

The Engineer reported on the request of the delegation from Columbia County that the Highway Commission make provision in its postwar program for additional improvements along the Lower Columbia River Highway between the end of the completed section and Astoria. He advised that, in his estimation, the modernization of the section at Little Jack Falls is the project of most importance. However, it is estimated to cost approximately $750,000. The Commission took no definite action on this matter other than to order that the people of Columbia County be informed that the Commission will give serious consideration to such improvement as a first priority project in the postwar construction program if monies remain available after the contracting of the projects that have been approved for such program.

The Chief Counsel reported the status of removal of a privately-owned cabin that is being maintained in Casey State Park on the Crater Lake Highway, Jackson County. He advised that the owner of the cabin refuses either to remove the cabin from the premises or to sell it to the State, so it appears necessary to start legal proceedings. The Commission expressed the desire to inspect the premises before taking definite action, and it was arranged to make such inspection following the next meeting of the Commission.

SEP 04 1945

The matter of designating a new State Highway between Bates, in Grant County, and Baker, in Baker County, to accommodate the truck hauling of logs had the Commission's attention. The Engineer advised that, as previously instructed by the Commission, a reconnaissance survey has been made of the route, and he anticipates that his report on the subject will be ready within the next month or two.

The Engineer reported briefly on the request of Senator Dean Walker, et. al., for construction of a bridge across the Willamette River at Independence. He advised that the action taken by the Commission at a previous meeting has been conveyed to the sponsors of this project who, he understands, are now considering the Commission's proposal with respect to the financing of the structure.

The Engineer reported on the request of the City of Oswego for the improvement of the Oswego Highway through this city, particularly as to the improvement of drainage facilities. He advised that he discussed the plans with Mr. Fred Inkster, President of the City Council, and ascertained that the city is not objecting to the plans as proposed, but they want the work advanced from a third postwar year project to the first postwar year program. The Commission decided not to make any change in its postwar construction schedule at this time. However, it will keep the matter in mind and will do the best that it can without making any promises.

The Commission discussed the question of sale of timber on the right of way recently acquired for the improvement of Pacific Highway at Stage Road Pass, Josephine County. The Engineer gave his thought that the timber should be sold, and suggested the taking of bids for same; also, if the Commission approves the sale by competitive bidding, that the clearing line be plainly marked so that prospective purchasers may know exactly just what timber they are bidding on. Following discussion, the Commission authorized the sale of this timber on the basis of the Engineer's suggestion, the bids to be taken at a convenient time in Salem, and the results thereof communicated to the Commission for decision.

The Commission had under discussion reports from the Engineer and the Chief Counsel regarding the need to increase the wages and salaries paid to State Highway Department employees. The Engineer recommended a blanket increase of $20 per month for all employees receiving less than $300 per month, with the exception of stenographic and clerical hire, a schedule for whom is now being worked up with the State Budget Director so as to conform with other State departments. He also recommended a salary increase for Mr. W. W. Stiffler, Assistant Maintenance Engineer, from $360 per month to $385 per month; an acrease from $230 per month to $250 per month for Mr. Loran Spaulding, Chief Weighmaster; and a salary of $400 per month for Mr. Harold B. Say, Director of the Travel Information Department, when he returns from his duties with the U. S. Navy.

With respect to the employees on paving crews, oiling crews, and other crews whose duties require them to travel from place to place, the Engineer pointed out that such employees now receive an allowance of 10 cents per hour to offset extra living costs incurred as the result of frequent moves, plus double time for overtime on a 54-hour week basis. He advised that, if the Commission approves the per diem allowance recommended for employees in this category, it is his plan to make it effective when the crews start out next spring on a 44-hour week basis for their 1946 assignments, rather than now, so as to avoid the confusion that would result if the change were made this fall. The extra 10 cent bonus and overtime, he said, will be discontinued when the new rates are put into effect.

The Chief Counsel recommended a blanket increase of $25 per month for each of the Right of Way Agents and for three Real Property men. After discussion the Commission approved by unanimous vote the salary increases recommended by the Engineer and Chief Counsel with the understanding that such increases shall be effective as of September 1, 1945, and then only if approved by the State Budget Director. The matter of increasing the salaries of stenographic and clerical employees was deferred until such time as a schedule that meets with the approval of the State Budget Director has been arranged. It was understood, however, that such increases as are allowed shall be effective as of September 1, 1945, and that a supplemental payroll for the month of September, covering such increases, will be prepared if necessary.

The Chief Counsel reported on the Commission's legal authority to control equestrian and vehicular traffic on the Oregon beaches and the Commission's jurisdiction over the removal of rock and sand from such areas. He advised that he can find no law that gives the Commission power to regulate horseback riding and/or the operation of vehicles on the beaches of this State, but the law vests such authority in the State Police, and in the counties and cities insofar as they abut on the beach areas; however, the Commission does have the legal authority to control and regulate the removal of rock and sand from such areas. The Chief Counsel was instructed to furnish the members of the Commission with a written opinion on this subject for its future guidance.

The Commission discussed briefly the requests of the cities of Canby, Molalla, and Sutherlin for the improvement of certain city streets that are being damaged by log hauling and other heavy traffic. The requests were referred to the Engineer to handle in conformity with the decision reached by the Commission on such subject earlier in the session.

The matter of revising the intersection at 6th and Washburn Streets, Klamath Falls, as suggested by Mr. A. D. Collier of that city, and two street intersections in the City of Forest Grove, which matters were held over from the previous meeting, had the attention of the Commission. The Engineer advised that these matters are being investigated, but he is not yet ready to submit his reports.

SEP 24 1945

The Engineer reported similarly on the request of the city of Pendleton for the widening of West Court Street, Pendleton, however, stated that it is his intention to personally inspect this project in the near future.

The question whether or not the highway route from Goshen, Oregon, to Weed, California, via Klamath Falls, should be designated U.S. 99 Alternate, as has been requested by organizations from Klamath County, was discussed briefly by the Commission. Commissioner Schaupp advised that a delegation from Klamath County wishes to discuss this matter with the Commission. Chairman Banfield stated that, while he is opposed to the designation at this time, he will listen to the delegation if and when it appears.

The Engineer reported the refusal of Mr. Harold Harry McGee, log hauler, Eugene, to allow a load of logs to be weighed by State Weighmasters on September 14, 1945. He advised that the record discloses that Mr. McGee is a consistent violator of the rules and regulations and recommended cancellation of his permit. The Commission approved the recommendation and instructed the Secretary to notify the Public Utilities Commissioner.

The Engineer also reported on log hauling operations that are being carried on over the Mount Hood Highway south of Parkdale. He advised that three concerns are truck hauling logs over this highway from the summit at Barlow Pass to the log dump in the Columbia River at Hood River, and, according to reports, they plan to continue operating throughout the winter season. He recalled that during the past winter the highway was kept open south of Parkdale to Cooper Spur to facilitate the movement of the logs that were needed in connection with war activities, and that the Federal Government contributed the major portion of the funds to finance the work. He doubted that the Federal Government would contribute additional funds this winter in view of the fact that the war emergency no longer exists, and recommended that hereafter no log hauling be permitted over this section of highway during the winter season. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the matter of penalizing log and piling haulers who do not comply with the flagging requirements of their permits. He advised that permits contain provision for the furnishing of flagmen and pilot cars only when it is considered necessary in order to protect other traffic, but reports indicate that there are quite a number of operators who do not observe the rule. Following discussion the Commission ordered that instances of this kind be reported to the Department of Stste Police with a request for investigation and action by that Department as may be necessary to force compliance with the rules and regulations.

The Commission considered and signed agreements, etc., as follows:

Agreement with the Standard Oil Company covering the boring of test holes within the right of way of certain state highways in connection with oil investigations.

Agreement with the U. S. Coast Guard and the Waldport Telephone Company covering telephone pole line construction along the Oregon Coast Highway between Newport and the outlet of Sutton Lake.

Permit authorizing the Federal Government to construct and maintain seven overpasses across the Pacific Highway at Camp Adair.

Acceptance of permit from the United States of America authorizing occupancy and use of portions of land comprising the U.S. Naval Hospital site at Astoria.

Easement granting to T. T. Crozer and S. M. Crozer the right to use an existing road across property acquired for quarry site purposes.

Bargain and sale deed conveying unto E. J. Wolfe State-owned property situate in Lots 29 and 30, Block 43, Kenton, Portland.

Quitclaim deed relinquishing the State's interest in a six acre tract of land situate in Umatilla County which was deeded to the State by J. E. Berry and wife by mistake.

There being no further business to come before the Commission at this time, the meeting adjourned at 5:00 p.m.

T. H. Banfield
Chairman

State Highway Engineer

Arthur D. Schaupp
Commissioner

Secretary

Commissioner

SEP 24 1945

VOLUME 30

PART II

PART 2

OF

VOLUME XXX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

SEPTEMBER 25, 1945

TO

MARCH 31, 1946

- - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1945	Subject
12664	Oct.29	Yamhill County. Pacific Hwy. West. McMinnville. Objective re-survey of present route requested. Denied. Letter presented by City Attorney, Eugene Marsh, from McMinnville City Council approving improvement of present route.
		Tillamook County. Netarts Secondary Hwy. New bridge over Stillwell Ditch requested. To be considered in 1946 major betterment budget.
12665		Surveys. Engineer presents list of surveys completed. Approved. Resolution adopted.
12666		Extensions of time granted as follows:
		C. H. Wheeler, Contract No. 2644, Astoria Airport Sec., Oregon Coast Highway, Clatsop Co.
		Frank Watt Constr. Co., Contract No. 2687, four bridges on Halsey-Harrisburg Sec., Pacific Hwy., Linn County.
		M. C. Lininger and Sons, Contract No. 2704, Austin Junction-Unity Junction Rock Prod. Proj., John Day Hwy., Baker Co.
12667		Skelton & Weicks, Contract No. 2707, Elsie-Sunset Camp-Vernonia Rock Prod. Proj., four state hwys., Clatsop, Tillamook, Columbia and Washington Counties.
		Guerin Bros., Contract No. 2718, Union Creek Rock Production Proj., Crater Lake and West Diamond Lake Hwys., Jackson Co.
		Rogers Constr. Co., Contract No. 2721, Chemult-Beaver Marsh Rock Production Proj., The Dalles - California and East Diamond Lake Hwys., Klamath Co.
		Rogers Constr. Co., Contract No. 2722, Fort Klamath - Lobert Rock Prod. Proj., on five state hwys., Klamath Co.
12668		Fisher Bros., Contract No. 2723, Trent-Salt Creek Falls Rock Production Proj., Willamette Hwy., Lane County.
		Oscar E. Joelson, Contract No. 2729, Hoffman Bridge Rock Production Project, Coos Bay, Roseburg and Powers Hwys., Coos County.
		Watson and Morris, Contract No. 2730, painting the Coos Bay Bridge, Oregon Coast Hwy., Coos County.
12669		Watson & Morris, Contract No. 2733, painting the Yaquina Bay Bridge, Oregon Coast Hwy., Lincoln County.
		Lloyd Babler, Contract No. 2735, Crater Lake - Fort Klamath Timber Access Road, Klamath County.
		E. C. Hall Co., Contract No. 2740, Roots Creek-Siletz Sec., Siletz Sec. Hwy., Lincoln County.

Page	Date 1945	Subject
12670	Oct.29	Extensions of time. Contractors to be notified to complete contracts within specified time limit.
		Contracts completed and accepted as follows: Resolution adopted.
		Astoria Airport Sec., Oregon Coast Hwy. (#2644) C. H. Wheeler
		Oregon City-Molalla-Eagle Creek Rock Production Proj., Cascade and Woodburn-Sandy Sec. Hwys. (#2715) Rogers Constr. Co.
		Trail Bridge over Rogue River, Crater Lake Hwy., (#2719) Morris and Philpott.
		Halsey-Harrisburg Bridges, Halsey-Harrisburg Sec., Pacific Hwy. E. (#2687) Frank Watt Constr. Co.
12671		Sherman County. Delegation requests following improvements in Postwar program. Sherar's Bridge, Sec. Hwy. between Tygh Valley and Grass Valley.
		Fulton Canyon-Wasco Sec. Hwy. Intersection with Columbia River Hwy.
		Rufus-Klondike Road. Improvement requested. Recommended for Fed. Aid Sec. Hwy. System.
		Wasco-Heppner Sec. Hwy. Cottonwood Grade Sec. Improvement requested.
		Sherman Hwy. Widening of Moro Underpass requested. Status of each project explained by Chairman.
12672		Crook County. Prineville. Request for loan of services of Engineer. Approved conditionally.
		Marion County. Salem. Request for signalization of Intersection of Rural Avenue and S. Commercial Street denied.
		State Tax Street Funds. Plans for certain cities and towns approved. Resolutions adopted.
12675		Insurance. Cancellation of war damage insurance on certain bridges and Arch Cape Tunnel ordered.
		Sale of down timber on Pacific Hwy. at Stage Road Pass. Engineer reports bids received in Salem, Oct. 26.
		Sale of property. North Portland and North Plains. Offers of Harry Whittle and L. M. Payne accepted.
12676		Jackson County. Sams Valley Sec. Hwy. Road opened for general public use through Camp White. Resolution adopted.
12677		Log hauling. Permit of Harold Harry McGee reinstated. McGee placed on probation.
		Log hauling. Cancellation of permit of Lester L. Bateson deferred until another violation of rules.
		Log hauling. Klamath County. West Diamond Lake Sec.
12678		Hwy. Temporarily closed to all log-hauling traffic.
		Log hauling. Mt. Hood Hwy. between Wapinitia Junction and Mt. Hood Lodge closed to all log-hauling traffic until June, 1946.
		Park Wallowa County. Wallowa Lake. Delegation urges

Page	Date 1945	Subject
12678	Oct.29	establishment of state park. Report ordered.
12680		Wallowa County. Enterprise-Lewiston Hwy. Completion urged. Work to be done simultaneously with Washington project on same hwy.
		Lincoln County. Oregon Coast Hwy. Waldport. Delegation requests construction of curbs and sidewalks. Report ordered.
		Umatilla County. Old Oregon Trail. Pendleton. Re-
12681		quest for designation of two one-way traffic routes. Action deferred.
		Multnomah County. Real property rental. Delegation. Request of Paul Mumpower for extension of his lease of property near Troutdale to April 1, 1946.
12682		Request granted. Agreement ordered.
		Minutes approved as follows: July 9, Aug. 30 and 31 and Sept. 24, 1945.
		Real property. Resolution authorizing acquisition adopted.
12692		Bids received as follows for hwy. construction work and construction of buildings:
		Pudding River Bridge Project.
		Circle Bridge-Hug Point Sec. Clearing Project.
		Lake County Line -Silver Creek - Cinder Butte Rock Prod. Proj.
12693		Construction of maintenance building at Suntex Junction.
		Madras - Juniper Butte Sec. Proj.
		Alkali Lake - Fort Creek Rock Prod. Proj.
		Greenleaf Creek-Long Tom River Rock Prod. Proj.
12694		Troutdale - Wahkeena Creek Grading Proj.
		Bridge and culverts on Troutdale - Wahkeena Sec.
12695		Signs. Keep Oregon Green Assoc. Request for "Welcome" signs at hwy. entrances into Oregon discussed with delegation. Report ordered.
		Linn County. Albany. Delegation requests redesignation of certain streets and roads in North Albany as state hwys. Report ordered.
		Logging trucks. Rerouting in Albany requested. Report ordered.
		Log hauling. Overlength loads. L. A. Christensen, logging contractor, urged modification of Commission's order of May 29, 1945. Report ordered.
12696		Overheight loads. Mr. Christenson granted permission to transport overheight loads conditionally.
		Marion and Polk Counties. Delegation. Bridge over Willamette River at Independence discussed. Report and survey ordered.
12697		Park Matters. Parks Supt. reports on following: Douglas County. Pacific Hwy. Stage Road Pass. Gift

Page	Date 1945	Subject
12697	Oct.29	of tract of land by County accepted.
		Champoeg State Park. Gift of $1,500 by Alma E. Usafovage accepted. Money to be spent for purpose approved by Oregon Historical Society.
		Port Orford. Battle Rock. Request for permission to construct commercial building denied.
12698		Douglas County. Reedsport. Request of Russell Hubbard to purchase State-owned property. Denied. Bids to be received.
		Condemnation. Recommended offers approved. Resolutions adopted.
12703		Condemnation. Front Avenue Proj. Portland. Recommended offers approved.
12706		Umatilla County. East Side County Road No. 360. Vacation of portion in City of Freewater approved.
		Real property. Front Avenue Proj. Portland. M. D. McCallister, Right of Way Agent, authorized to sign notices to vacate. Resolution adopted.
12708		Real property. Block 1, Kenton. Request of First National Bank to purchase small tract denied.
		Real property. Medford. Lots 1 and 2, Block 5, Berryvale Addition. Sale to Richfield Oil Co. approved.
		Meeting adjourned at 5:00 P.M. until following day.
12709	Oct.30	Awards. Chairman Banfield announces awards of contracts
12710		Bids. Bids received on following projects:
		Construction of maintenance and office building at St. Helens.
		Buchanan - Malheur River Sec. Proj.
		Malheur River - Juntura Sec. Proj.
12711		Construction of Beardsley Bldg. in Klamath Falls
		Flight Strip - McDermitt Sec. Proj.
		Vale Rock Prod. Proj.
		Mission - Meacham Rock Prod. Proj.
12712		Real property. Albany. Offer of Harley Sapp to purchase property accepted.
		Real property. Issuance of permits for use of excess properties during 1946 authorized.
		Real property. Offer of Claire E. Terry to purchase property in Coos Bay accepted.
		Lane County. Willamette Hwy. Pleasant Hill - Lost Creek Sec. Right of way settlement with Beldon E. Block authorized.
		Coos County. Oregon Coast Hwy. City of Coos Bay. Taking of options for proposed hwy. improvement authorized. Report ordered.
12713		Rights of Access. Securing rights of access with future purchases of right of way approved. Resolution adopted.
12715		Curry County. Oregon Coast Hwy. Gold Beach. Right of way

Date	Page 1945	Subject
12715	Oct.30	negotiations ordered discontinued until city is more cooperative.
		Umatilla County. Freewater. Portion of Parallel St. to be vacated by city. Seventh Day Adventist Church school deeded to the church. Deed signed.
		Deschutes County. McKenzie Hwy. Proposed logging railroad crossing near Sisters by Brooks-Scanlon Lumber Co. P.U.C. order approved.
12716		Klamath County. The Dalles-California Hwy. Klamath Falls. Request for construction of concrete strips between 7th and 9th Streets denied. Pavement to be resurfaced.
		Klamath County. West Side Klamath Lake Sec. Hwy. Request for oiling denied.
		Klamath County. West Side Klamath Lake Timber Access Road. Disposition of bids received on Aug. 30 deferred.
		Redwood Empire Assoc. Invitation to attend 25th Annual Banquet declined.
12717		Weston Chamber of Commerce. Invitation to 7th Annual Turkey Banquet declined.
		W. W. Stiffler. Authority to make trip to Seattle re ferry service at Astoria confirmed.
		C. B. McCullough. Authority to make trip to Olympia, Wn., re Astoria ferry matter confirmed.
		State of Washington. Department of Highways. Conference with Director of Highways to be arranged. Engineer authorized to make study for bridge at The Dalles.
12718		Bond. Forgery Bond renewed to expire Nov. 2, 1948.
		Bond. Fidelity bond offer of Carle Abrams, Salem, to furnish blanket fidelity bond declined.
12719		Meeting date. Next regular meeting date set for Dec. 13 and 14, 1946.
		Postwar Federal Aid monies. Expenditure for market road construction. Inquiry from Frank Shull, Multnomah Co. Com. Report ordered.
		Portland. Sullivan's Gulch. Route of proposed state hwy.
12720		Report and survey ordered. Resolution adopted.
12721		Coos County. Powers Secondary Hwy. Meeting with Engineer to discuss improvement requested. Engineer to investigate.
		Gilliam County. Oregon-Washington Hwy. Request of C.L. Lundell for state construction of cattle pass denied. Lundell authorized to construct cattle pass at own expense.
		Central Oregon Hwy. Oregon-Washington Telephone Co. Request
12722		to use poles in locations as placed by Army denied.
		Clatsop County. City of Warrenton. Maintenance of certain city streets requested. Engineer to handle in conformity with newly-established policy.
		Marion County. City of Salem. Willamette River Bridge. Letter from Paul B. Wallace of Salem Long Range Planning Co. discussed. Engineer to answer letter.

Page	Date 1945	Subject
12722	Oct.30	Lincoln County. Oregon Coast Hwy. Request for the straightening of curves between Ocean Lake and Dorchester House denied.
		Log hauling. Warning signs suggested by Floyd Cook. Approved.
12723		City of Portland. Water Avenue. Request of Canada Dry Corporation for encroachment privileges denied.
		Real property. Albany. Deed to be entered to J.A. McDowell, purchaser.
		"No parking" zone. Portland. Denver Avenue at Schmeer Road Jct. Establishment of "No parking at any time" zone authorized.
12724		Bids received at morning session discussed.
		Awards. Chairman Banfield publicly announces awards of contracts.
12725		Unfinished business discussed as follows:
		City of Corvallis. U. S. 99W. Establishment of two one-way streets. Deferred pending city action.
		Jackson County. Casey State Park. Removal of privately-owned cabin. Commission to inspect.
		Grant and Baker Counties. Proposed hwy. between Bates and Baker. Engineer to report.
		City of Klamath Falls. S. 6th Street and Washburn Street. Proposed revision. Hwy. alignment to be changed.
12726		City of Forest Grove. Improvement of two street intersections. Attitude of City Council to be obtained.
		Real property. Town of Nyssa. Property acquired from Fletcher Oil Company. Granting of two-year lease. Report pending.
		Real property. Sale of Knapp Hotel Building. Port Orford. Report pending.
		Lane County. Suislau Hwy. Modernization over Coast Range Summit. Report pending.
		Right of way settlement. Portland. Harbor Drive and Arthur Street. Settlement with John LeGrand. Decision deferred pending inspection.
		Water right. Union County. Union Fish Hatchery. Report pending.
		Lane County. Richardson-Eugene Sec. Hwy. Designation as through hwy. deferred. County Court to advise attitude.
		Agreements, etc., signed as follows:
		Bargain and sale deed conveying to Seventh Day Adventist Church land in Milton.
		Bargain and sale deed conveying to Carl O. Peterson land in Washington County.
12727		"Consent to Vacation" of portion of County Road No. 360, Freewater, Umatilla County.
		Agreement in connection with acquisition of property along Wolf Creek Hwy. owned by J.E. Tapp and wife.

Page	Date 1945	Subject
12727	Oct.30	Lease agreement with Henry Zorn covering use of land in Champoeg State Park.
		Agreement with Port of Alsea Commission covering maintenance of floating wharf at Waldport
		Project statement on Mehama-Niagara Sec., North Santiam Hwy., Marion County.
		Project statement on John Day River-Fossil Sec., Shanike-Fossil Hwy.
		Project statement on Dallas-Coast Hwy. between Valley Junction and Rickreall.
		Project statement on Klamath Falls-Lakeview Junction, Klamath Falls-Lakeview Hwy.
		Contract with George F. Gunnell for ferry service at Enegren Crossing of Coos River, Coos County.
		Meeting adjourned at 3:15 p.m.
12728	Dec.13	Bids. Bids received on the following projects:
		Construction of maintenance building, St. Helens.
		Remodel Claycomb Bldg., Ashland
		Mill Creek-Miller Flat Section, Warm Springs Highway
12729		Cloverdale-Oceanlake Rock Prod. Proj.
		Gates-Niagara Section, North Santiam Sec. Hwy.
		Combination bids for:
		Rock toe embankment, Troutdale-Wahkeena Creek Sec., Col. River Hwy.
		Hydraulic roadbed embankment, Troutdale-Wahkeena Creek Sec., Col. River Hwy.
12730		The Dalles-Maupin Rock Prod. Proj.
		Bridge over Mill Creek, Warm Springs Highway
		Porcupine Butte-Chichester Gulch Section, Shaniko-Fossil Sec. Hwy.
		Sale of buildings in Klamath Falls
12732		Sale of tract of land in Albany
		Klamath County. Klamath Falls. South 6th Street. Pole and pipe line facilities. Traffic lights. Request for readjustment by state within corporate limits denied. Provision to be made in plans for future lighting by city.
12733		Log hauling. Permit of Donald Baldridge reinstated.
		Park. Champoeg State Park. Construction of fireproof
12734		building to house relics urged by delegation. To be considered in plans for development of park.
		Benton County. 1. Pacific Hwy. West Corvallis. Delegation urges acquisition of right of way for proposed change. Engineer to investigate.
12735		2. Harrison St. Proposed cooperative improvement approved conditionally. 3. Corvallis-Newport Highway. Rerouting suggested. Denied.
		Claim. Miss Maud Campbell. Union Ave. Viaduct, Portland. Reconsideration of previous decision

Page	Date 1945	Subject
12735	Dec. 13	requested. Chief Counsel to report facts.
		Claim. W. W. Purvis. Oregon Coast Hwy. Nelscott. Request that State pay 1/3 of damage to his property re-
12736		sulting from highway improvement. Report ordered.
		Coos County. North Bend. Weyerhaeuser Timber Co. Exchange of properties discussed. Action deferred.
12737		Curry County. Oregon Coast Hwy. Gold Beach. Delegation. Resumption of right of way negotiations requested. Approved if people will furnish right of way on previously agreed basis. Referred to Chief Counsel.
		Central Oregon Highway. Oregon-Washington Telephone Co.
12738		requests use of power poles set by Army between Bend and Burns in present locations. Denied. Engineer to investigate. Conference to be held.
		Timbered areas. Purchase of additional areas requested by Recreational Resources Committee of Portland C. of C. No action.
		Bids. Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts
12739		and sale of property.
		Bids. Announcement by Chairman Banfield that bids must
12740		be lowered before Commission can consider awarding any more contracts.
		Tillamook County. Tillamook. Delegation requests: 1. Permanent location and improvement of highway entrances into Tillamook; 2. Improvement Oregon Coast Hwy. Pleasant Valley to Tillamook; 3. Construction connecting link between Wilson River and Wolf Creek Hwys.;
12741		4. Improvement Netarts Sec. Hwy. and Stillwell Bridge. Engineer to discuss with city officials.
12742		Multnomah and Clackamas Counties. Foster Road. Delegation. Extension to Mt. Hood Hwy. requested. Project to be considered when new construction program is formulated.
		Baker County. Baker-Unity Hwy. Dooley Mountain Sec. improvement approved in lieu of new highway Bates to
12743		Baker, conditionally. City of Baker. Dewey Avenue Underpass. Engineer and Chief Counsel to investigate and report.
		Lincoln County. Oregon Coast Hwy. Newport and Yaquina Bay Bridges. Ornamental lighting requested by Mayor A. J. Naterlin. No funds.
12744		Coos County. Powers Sec. Hwy. Delegation. Improvement requested. Engineer to investigate. To be considered as 1946 minor betterment.
		Meeting adjourned at 5:30 p.m. to reconvene at 9:00 a.m. next day.
	Dec.14	Bids. Bids received on the following projects: Ruckles Creek-Middle Bridge Sec., Baker-Homestead Hwy.

Page	Date 1945	Subject
12745	Dec.14	North Bend-Coos Bay Sec., Oregon Coast Hwy. Combination bids for: Jefferson County Line-Lytle Creek Sec., Madras-Prineville Hwy. Madras-Lamonta Sec. of Madras-Prineville Hwy.
12746		Mitchell-John Day River Rock Prod. Proj. Remodel Beardsley Building, Klamath Falls Henderson Ranch-Deadwood Rock Prod. Proj., Alsea-Deadwood Sec. Hwy. Lane Co. Arthur Street Grade Separation Project, Portland
12747		Maintenance Building, Grande Ronde Minutes approved. October 29 and 30, 1945. Klamath County. The Dalles-California Hwy. Lobert-Beaver Marsh Sec. Designation as Federal Aid Primary Hwy. City of Portland. Parking Area. Front Ave. and Harbor Drive. Use of park strip as parking area for cars denied.
12748		Log hauling. Rules and regulations adopted for over-length loads.
12749		Clackamas County. Pacific Hwy. E. Jennings Lodge. Proposed modification of order so as to allow street cars to cross without stopping. Approved on trial proposition.
12750		Columbia County. St. Helens. "Perry Monument" dedication. Engineer reports. No action. Fire loss. Suntex Maintenance Bldg. Settlement offered by Fire Companies Adjustment Bureau, Inc. accepted. Wallowa County. Wallowa Lake Hwy. City of Enterprise. Rerouting of truck traffic approved if city will maintain new route. Marion County. North Santiam Hwy. Gates-Niagara Sec. Modification of agreement re financing. State's contribution limited to $300,000.
12751		Astoria. Ferry service across Columbia River discussed
12752		with delegation. Report ordered from Engineer and Chief Counsel. Coos County. Oregon Coast Hwy. North Bend-Coos Bay Sec. Moving of water mains at state expense approved. Such matters to be discussed with Commission before assuming obligation hereafter. Federal Lands Highway Funds. Allocation of $154,000
12753		available from P.R.A. discussed. Engineer to present list of eligible highways. A.A.S.H.O. Meeting. Oklahoma City. Members of Commission, Engineer, Chief Counsel, Bridge Engineer authorized to attend meeting Jan. 29 to Feb. 1, 1946. Klamath County. Bonanza-Malin County Road. Improvement as Federal Aid Sec. Hwy. project instead of

Page	Date 1945	Subject
12753	Dec.14	Olene-Poe Valley Road approved.
		Travel & Information Dept. Advisory Committee's appointment of MacWilkins, Cole, & Weber as advertising agents approved.
12754		Emergency operating budget of $25,000 to $30,000 approved.
		Washington State Highway Officials. Delegation. Following matters discussed: 1. Lighting Interstate Bridge. 2. Completion of Enterprise-Lewiston Highway. 3. Construction Milton to Wash. State Line. 4. Bridge across Columbia River at The Dalles. 5. Joint ferry operation at Astoria.
12755		Bids. Bids received at morning session discussed.
12756		Awards. Chairman Banfield announces awards of contracts and
12757		sale of buildings.
		Josephine County. Rogue River Loop Sec. Hwy., Redwood Hwy.
12758		Robertson Bridge Sec. Request for surfacing denied; no funds.
		City of Newport. Maintenance of city streets. Request for state maintenance denied.
		Multnomah County. Portland. Cooperative mapping project of Portland area discussed. Contribution of $2,500 authorized.
		Postwar Program. Letter from L. M. Lepper, East Side Commercial Club, Portland, urging construction of projects previously recommended ordered filed.
		Multnomah County. Portland. Sullivan's Gulch. Letter from L. M. Lepper, suggesting elevated highway, ordered filed.
12759		Coos County. Coos Bay-Roseburg Hwy. Improvement requested by C. of C. to permit longer loads. Action deferred.
		Clackamas County. Cascade Sec. Hwy. Request for sidewalk construction between Gladstone and Oatfield Road Jct. denied.
		City of McMinnville. Pacific Hwy. W. Resolution of City Council for designation of South Baker Street and Sheridan Road as permanent route approved.
		Wasco County. Columbia River Hwy. City of The Dalles. Resolutions recommending permanent route through City. Ordered filed.
		Hatfield County Road. Oregon-California State Line. Request of California State Highway Dept. for designation as Federal
12760		Aid Sec. Hwy. denied.
		State Tax Street Fund. Plans for certain cities and towns approved. Resolution adopted.
12761		Harney County. Central Oregon Hwy. Construction of Suntex Maintenance Building by state forces confirmed.
		Klamath County. West Side Klamath Lake Timber Access Road.
12762		Bids received Aug. 30, 1945, rejected.
		Sale of land in N. E. Portland. Sold to Ben M. Hecht.
		Sale of land near Madras. Sold to F. V. Stiegelmeier.
		Sale of buildings at Milton-Freewater. Sold to high bidders.
		Sale of land in North Bend. One bid received. Bid rejected.
		Marion and Linn Counties. Pacific Hwy. East. Steiwer Hill-Albany Bridges. Letter from C. J. Montag & Sons explaining

Page	Date 1945	Subject
12762	Dec.14	failure to complete contract, ordered filed.
		Tillamook County. Netarts Sec. Hwy. Petition for extension to Oceanside referred to Engineer for investigation.
		Snow removal. Century Drive Sec. Hwy. and Santiam Hwy. Removal during winter of 1945-46 authorized.
12763		Extensions of time granted as follows:
		Rogers Constr. Co., Baker Rock Prod. Project., Baker County. (No. 2714)
		O. C. Yocom Co., Nelscott Sec., Oregon Coast Hwy. (No.2743)
		Contracts completed and accepted as follows:
12764		Austin Junction-Union Junction Sec., M. C. Lininger & Sons. (No. 2704)
		Trent-Salt Creek Falls Sec., Fisher Bros. (No. 2723)
		Albany-Crabtree Corner Sec., Warren Northwest, Inc. (No. 2726)
		Crater Lake-Fort Klamath Timber Access Road Sec., O. C. Yocom Co. (No. 2743) Resolution adopted.
		Wheeler County. County road between Richmond to Mitchell
12765		via Waterman. Request for designation as state secondary highway denied.
		Budget. 1946 budget discussion. Action deferred until special meeting, Dec. 27, 1945.
		"No parking" zone. Mt. Hood Hwy. Battle Axe Inn. Approved. Chief Counsel to prepare resolution.
		"Bus stop" zone. Pacific Hwy. Eugene. Bus stop area at 6th & Willamette Sts. established. Resolution adopted.
12767		"No parking" zone. Pacific Hwy. Auction Mart north of Eugene. No parking zone established in front of mart. Chief Counsel to prepare resolution.
		Lane County. Richardson-Eugene Sec. Hwy. Designation as "through" highway approved. Resolution adopted.
12768		Equipment. Purchase of $300,000 worth of equipment authorized.
12769		Equipment. Housing units. Purchase of trailers and Quonset huts to be investigated.
		Termination of maintenance agreements with following counties and cities discussed.
		Benton and Polk Counties and City of Independence.
		Independence-Granger County Road. Termination approved. Consent of counties and city to be obtained.
		Marion County. Gates-Niagara Sec., North Santiam Hwy. Agreement to be continued until new road completed. Secretary to inform county court.
		Jefferson County. Culver-Grand View County Road. Termination approved. Consent of county court to be obtained.
		Clatsop County and City of Warrenton and City of Hammond. Warrenton-Fort Stevens and Fort Stevens-Camp Clatsop County Road. Action deferred pending conference with Umatilla County. Hermiston-Umatilla Ordnance Depot County Road. Termination approved. Consent of county court to be obtained.

Page	Date 1945	Subject
12769		county and cities.
12711	Dec.14	City of Portland. Northeast Portland Sec. Hwy. Zone classification charge requested. Matter to be disposed of in conformity with established policy.
		Federal Aid Hwy. Act. Amendment empowering Secretary of Labor to fix wage scales for highway work financed by Federal funds discussed. No action.
		City of Albany. Waverly Lake. Construction of Sea Scout Clubhouse. Request of Willard L. Marks and Albany Rotary Club discussed. Mr. Marks to be invited to present request at next Commission meeting.
12772		Medical and hospital contracts. Amendment to present contract with Oregon Physicians' Service and National Hospital Assoc. discussed. Continuation of contracts during 1946 approved.
		Real property. Resolution authorizing acquisition adopted.
12781		Real property. City of Portland. McLaughlin Blvd. Purchase of tract from Southern Pacific Co. discussed. Action deferred.
		Right of way settlement. Front Avenue Project. Portland.
12782		$30,000 settlement with John La Grand approved. Portland's financial status re its share of cost presented.
12783		Permits. Certain employees authorized to sign transportation permits. Resolution adopted.
12784		City of Portland. Monument site. Site for monument commemorating 100th anniversary of naming of Portland. Foot of S. W. Alder approved.
		Agreements, etc. signed as follows:
		Ground lease with James S. Ingles, et al. covering quarry site, Wasco County. Later assigned to Wasco County.
12785		Agreement with Marion County re abandonment of portions of North Santiam Highway.
		Agreement with Wasco County for use of quarry on The Dalles-California Highway near Dufur.
		Agreement with E. L. Swaggert and Calvin V. Wagner re removal of timber, Wolf Creek Highway.
		Bargain and Sale deed to Clair E. Terry, et ux. land in Coos Bay.
		Agreement with City of Portland re traffic analysis.
		Agreement with City of Eugene designating Franklin Blvd. part of U. S. 99
		Bargain and sale deed to James W. Ford, et ux. land in Reedsport.
		Agreement with F. G. Brown re snow removal on West Klamath Lake Sec. Hwy.
		Extension rider in connection with renewal of lease of stockpile site at Island City.
		Meeting date. January 17 and 18, 1946, set for next regular meeting date.
12786		Vacation of Secretary approved.
		Oscar Cutler to serve as acting secretary during regular Secretary's absence.
		Meeting adjourned at 5:15 p.m.

Page	Date 1945	Subject
12787	Dec.27	Oscar Cutler appointed Acting Secretary during absence of Commission's Secretary. Resolution adopted.
		Parks. Parks Supt. reports on following:
		"Praying Tree," Troutdale. Request for acquisition denied.
12788		Wallowa Lake Park. Wallowa County. Report deferred.
		Federal aid in state park acquisition & development. Bill in Congress discussed. No action.
		Vista House. Columbia River Hwy. Lease to E. L. Dimmitt renewed.
		Bonneville. Rental of residence building to G. C. McConnell. Investigation and report ordered.
		Proposed park on Rogue River. Jackson County. Investigation and report ordered.
		Federal Income Tax Law in relation to park gifts discussed. Report ordered.
		Dabney Park Multnomah County. Vacation of plat approved.
12789		Silver Creek Falls State Park. Lease of concession privileges. Report ordered.
		Real property. Portland. McLaughlin Blvd. Purchase of land from S.P. Co. approved.
		Lincoln County. Oregon Coast Hwy. Ocean Lake. Right of way cost discussed. Report ordered.
		Real property. Resolution authorizing acquisition adopted.
12795		Condemnation. Offers approved. Resolution adopted.
12798		Wolf Creek Hwy. Barnes Road Intersection. Acquisition of additional right of way. Report ordered.
		Bids. Authority to consider bids submitted by counties for highway construction discussed. Engineer to answer Commissioner Shull, Multnomah County.
		Advertising signs. Authority to regulate. Resolution
12799		adopted.
		Sale of buildings. Klamath Falls. Tie bid between John
12800		Lampert & Everett R. Dennis. Sale authorized to Lampert.
		Lane County. Eugene-Walton Sec. Hwy. Elmira-Badger Mt. Sec. Request for oiling denied.
		Marion County. Salem. South 12th St. Maintenance as by-pass route requested. Action deferred.
		Benton County. Pacific Highway E. Corvallis. Location of north entrance into Corvallis. Survey ordered. Options to be secured.
		Multnomah County. Portland. Sullivan's Gulch. Proposed highway route. City Council approves location. Survey authorized.
		Log hauling. Lincoln County. Siletz Sec. Hwy. Granting of temporary permits approved to Feb. 1, 1946.
		Marion County. Pacific Highway E. Brooks-Gervais Sec.
12801		Operation of private airport. Referred to Chief Counsel.

Page	Date 1945	Subject
12801	Dec.27	Federal Lands Highway Funds. Burns-Lakeview Hwy. Expenditure of $154,000 approved.
		Klamath County. The Dalles-California Hwy. Klamath Junction-Mazama Junction Sec. designation as Federal Secondary Highway approved. Lobert-Mazama Junction Sec. designation as Federal Primary Highway approved. Letter to P.R.A. signed.
		Klamath County. Klamath Falls. South 6th Street. Moving pole
12802		and pipe line facilities. Agreement to be prepared.
		Surveys ordered by Engineer approved. Resolution adopted.
12803		Extensions of time granted as follows on contracts: Nos. 2707, 2717, 2718, and 2741.
12804		Contracts completed and accepted as follows: Nos. 2711, 2714, and 2722.
12805		Lincoln County. Waldport. Removal of building owned by Frank H. Hilton at north end of bridge discussed. Action deferred.
		Log hauling. The Dalles-California Hwy. near Crescent. Gilchrist Timber Co. Crossing in violation of Commission policy.
		Jackson County. Medford. Pacific Hwy. City truck route. Ordinance ordered filed.
		Curry County, Port Orford. Street lighting improvements. Engineer to confer with Coos Electric Cooperative, Inc.
12806		A.A.S.H.O. 1946 dues. Engineer authorized to pay dues in amount of $450.
		Bids. Associated General Contractors protest rejection of bids when higher than estimate. No action.
		Claim. C. H. Wheeler. Oregon Coast Hwy. Youngs River Bridge-Warrenton Sec. Additional compensation approved.
		Tillamook County. Stillwell Bridge. Improvement included in 1946 Major Betterment Budget.
		Park. Wallowa Lake Park. Wallowa County. Report deferred.
		Lincoln County. Oregon Coast Hwy. Waldport. Construction of curbs and sidewalks. Engineer and Chief Counsel to negotiate.
		Umatilla County. Old Oregon Trail. Pendleton. Two one-way
12807		street improvements approved.
		Benton County. Corvallis. One-way street improvement. Matter is before City Council.
		Signs. Keep Oregon Green Assoc. "Welcome" signs at highway entrances into Oregon. Report pending.
		Linn County. Albany. Designation as state highways of old highway routes. Report pending.
		Logging trucks. Rerouting. Report pending.
		Marion & Polk Counties. Bridge over Willamette River at Independence. No report.
		Coos County. Coos Bay. Construction of new city street. No report.
		Clatsop County. Astoria Megler Ferry. No report. Counsel to prepare agreement.

Page	Date 1945	Subject
12807	Dec.27	Washington County. Forest Grove. Improvement of two street intersections. No report.
12808		Multnomah County. Sauvies Island. Federal Aid Secondary Funds. Improvement of roads on Island requested instead of construction of bridge. Engineer to report.
		Malheur County. Nyssa. Request for leasing of property withdrawn. Matter closed.
		Sale of building. Knapp Hotel, Port Orford. Bids to be received.
		Lane County. Siuslaw Hwy. Modernization. Report pending.
		Survey. Oregon Coast Hwy. Tillamook-Pleasant Valley Sec. Report pending.
		Recess for lunch.
12809		Budget. 1946 Budget adopted.
12811		Budget. Planning and traffic surveys. Approval of budgeted amount deferred. Engineer to report.
		State Highway Funds. Projects approved for immediate construction. Options to be secured.
12812		Lincoln County. Ocean Lake project. Engineer to report.
		Medical and hospital contracts. Representative of National Hospital Assoc. to appear at next meeting.
		Agreements and other papers signed.
12813	1946	Meeting adjourned at 4:00 p.m.
	Jan.17	Bids. Bids received on the following projects:
12814		Redmond Rock Prod. Proj.
		Gates-Niagara Sec.
		Buell and Salt Creek-Dolph Corner Secs.
12815		Bridge over Mill Creek
		Berger Ranch-Barnes Road Section
		Bridge over McKay Creek
12816		Parks. Superintendent reports on following:
		Maple Grove. Proposed park. Benton County. Peedee Farmers Union request denied. Parks Supt. to confer with Union if they desire help.
		Bonneville. Rental of residence to G. C. McConnell. Rental rate retained. Special maintenance agreement ordered.
		Silver Creek Falls. Concession lease. Agreement approved.
12817		Bids to be received.
		Spring Creek. The Dalles-California Hwy. Klamath County. Collier brothers gift accepted formally.
		Real property. Resolution authorizing acquisition adopted.
12827		Lincoln County. Oregon Coast Hwy. Ocean Lake. Financing of project with state funds authorized.
		Sale of land. Albany. J. A. McDowell bid rejected. Property to be readvertised.
12828		Budget. Planning and traffic survey budget for 1946 approved.
12829		Signs. Keep Oregon Green Assoc. "Welcome" signs at highway entrances into Oregon. Erection approved.

Page	Date 1946	Subject
12830	Jan. 17	Log hauling. Rerouting of logging trucks through Salem authorized. Agreement with Marion County to be drawn up.
		Sale of buildings. Knapp Hotel, Port Orford. Bids rejected.
		Sale of buildings. Camp Manning, Washington County. Offers of high bidders accepted.
12831		Central Oregon Hwy. Oregon-Washington Telephone Co. Agreement re use of power poles approved.
		Wolf Creek Highway. Sylvan Barnes Road Sec. Additional right of way. Survey and negotiation for options authorized.
		Baker County. Baker-Unity Highway. Dooley Mt. Sec. Improvement approved by Baker County Court. P.R.A. to be contacted.
12832		Construction projects. State funds to be used. Action deferred. (See page 12859)
		Jackson County. Ashland. Pacific Highway. Plaza Corner project. Inquiry as to when project will be contracted. No action.
		Morrow County. Ione. Street maintenance. Request for aid denied.
		Crook County. Madras-Prineville Secdy. Hwy. Cattle pass construction approved. Owners to pay half.
12833		Klamath County. Klamath Lake Sec. Hwy. Ray Hough inquiry re improvement. No plans.
		Lane County. Territorial Secdy. Hwy. Gillespie Corner-Lane-Douglas County Line Sec. Request for oiling denied.
		Tillamook County. Netarts Secdy Hwy. Oceanside. Request for extension referred to county.
		Recess for lunch
		Bids received at morning session discussed.
12834		State Tax Street Funds. Plans approved. Resolution adopted.
12836		State Tax Street Funds. Apportionment, 1945. Resolution adopted.
12842		Awards of contracts by Engineer confirmed. North Bend-Coos Bay Sec., The Dalles-Maupin Rock Prod. Proj., and Arthur Street Overcrossing.
12843		Lincoln County. Oregon Coast Hwy. Waldport. C. W. Morse request for aid in development of property denied. Landscape engineer to investigate.
		Wasco County. The Dalles. Moving water mains to be included in Mill Creek Fed. Aid Secdy. Hwy. improvement. County and city to pay costs.
		Surveys. Lincoln County. Siletz Secdy. Hwy. Fuller & Ojalla
12844		bridge survey approved. Resolution adopted.
		Contract completed and accepted as follows:
		No. 2745
12845		Termination of maintenance agreements with certain counties and cities. Replies as follows:
		Polk County & City of Independence. Independence-Granger County Rd. Termination approved.
		Umatilla County. Hermiston-Umatilla Ordnance Depot County Road. Termination approved.
		Marion County. Gates-Niagara Sec., North Santiam Hwy. Continuation of agreement approved.

Page	Date 1946	Subject
12845	Jan.17	Termination of maintenance agreements with certain counties and cities. Replies as follows: (Cont.)
		Jefferson County. Culver-Grand View County Road and Madras-Redmond Target Range road. Termination approved.
		Benton County. Independence-Granger County Road. No
12846		reply received.
		Clatsop County. Warrenton and Hammond. Warrenton-Fort Stevens and Fort Stevens-Camp Clatsop County Roads. Action deferred.
		U. S. Highway No. 101. National Council of State Garden Clubs, Inc. Request for designation as memorial highway denied.
		Wolf Creek Highway. Renaming as "Sunset Highway" approved.
		Linn County. Waverly Lake, Albany. Use of Lake for timber carnival approved.
		Polk County. Salem-Dayton Secdy. Hwy. West Salem. Power pole on right of way. Conference arranged with P.G.E.
12847		and Salem Electric.
		Permits. Employees authorized to sign special permits. Resolution adopted.
12848		Permits. J. G. Toole and H. H. Heath. Authority to sign special permits canceled.
		Meeting date. February 25 and 26, 1946, next regular meeting.
		Awards. Commissioner Schaupp announces awards of contracts.
12849		Unfinished business discussed as follows:
		Wallowa County. Wallowa Lake Park. Report pending.
12850		Jackson County. Proposed park on Rogue River. Report pending.
		Federal tax on gift parks discussed. No action.
		Coos County. Oregon Coast Hwy. Coos Bay. Survey for new route. No report ready.
		Linn County. Albany. Rerouting log trucks. Report pending.
		Marion and Polk Counties. Bridge over Willamette River at Independence. No report ready.
		Lane County. Siuslaw Hwy. modernization. Report pending.
		Medical and hospital contracts. New agreements to be effective Jan. 1, 1947. Delegation to be present on following day.
12851		Claim. Miss Maud Campbell. Union Ave. Viaduct, Portland. Damage from construction. Case not re-opened.
		Coos County. North Bend. Weyerhaeuser Timber Co. exchange of property. Reports discussed. No action.
		Tillamook County. Tillamook. Improvement of highway entrances. Report pending.
		Claim. W. W. Purvis. Oregon Coast Hwy. Nelscott. Damage from construction. Report pending.

Page	Date 1946	Subject
12851	Jan.17	Log hauling. Siletz Highway. Improvement to accommodate log
12852		haulers approved. Permits to be granted.
		Sale of houses. Klamath Falls. W. J. Easter. Request for aid in evicting tenant granted.
		Agreements and other papers signed.
12853		Meeting adjourned at 3:45 to reconvene at 9:00 a.m. following day.
	Jan.18	Bids received on the following projects:
		Two bridges over Siletz River
		Halsey-Holley Rock Prod.
12854		Cairo Junction-Adrian Rock Prod.
		Gilliam County Line-Eightmile Section
		Three Rivers Bridge at Hebo
		Davies-North Plains Sec.
12855		North Plains- Gardiner Ranch Sec.
		Clatsop County. Fort Stevens-Camp Clatsop County Road. Warrenton-
12856		Fort Stevens County Road. Termination of maintenance agreements discussed with delegation. Action deferred.
		Federal aid for right of way on county roads discussed. Engineer to advise county re alignment of certain county roads.
		Gilliam County. Wasco-Heppner Sec. Hwy. Improvement west of
12857		Condon requested by delegation.. Engineer to report.
		National Hospital Association. Modification and revision of present contract approved. Engineer to handle details.
12858		Marion County. Pacific Hwy. East. Lake Labish. Requested revision of culvert by state denied. Farmers may do work.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Woodburn City Council requests state pave street. Action deferred. Engineer authorized to make survey for sewer pipe.
		Coos and Curry Counties. Myrtle tree grove acquisition by state. Attorney General's opinion to be secured.
		Recess for lunch.
12859		State construction projects. List approved for construction.
		Washington County. Forest Grove. Rerouting of logging trucks and improvement of two street intersections approved.
12860		Linn County. South Santiam Hwy. Lebanon. Widening street and paving between curbs discussed. Engineer to report.
		Bids received at morning session discussed.
12861		Awards. Chairman Banfield announces awards of contracts.
12862		Sale of land. Reedsport. Russell Hubbard to present request to purchase land in writing.
		Workmen's Compensation Act, Marine Contractor, Inc. re insurance on Arthur Street Grade Separation discussed. Conference arranged.
		Astoria-Megler ferry. Acquisition by state of ferry facilities
12863		discussed. Resolution adopted.
12865		Meeting adjourned at 3:00 p.m.

Page	Date 1946	Subject
12865	Feb.25	Parks Supt. reports on following:
		Jackson County. Proposed park on Rogue River. Park area presented to state by F. L. Tou Velle accepted.
12866		Short Sand Beach. Acquisition of 42 acres. Action deferred.
		Honeyman Park. Telephone service. Chief Counsel to handle matter by agreement.
		Ecola Park. Sale of three lots. Bids to be received.
		Wallowa County. Wallowa Lake. Condemnation of T. H.
12867		Williamson property authorized. Resolution adopted.
12869		Coos County. Myrtle tree grove acquisition. Tracts not to be acquired.
		Real property. Acquisition authorized. Settlements
12879		hereafter to be without conditions. Corrected settlement and original settlement to be shown on report.
		Real property. Harney County. Burns-Lawen Sec., Burns-
12880		Crane Hwy. Right of way acquisition authorized. Options to be secured.
12882		Condemnation. Offers approved. Resolution adopted.
12888		Crook County. Prineville. Right of way settlement for railroad grade separation project. Condemnation authorized.
		Coos County. Oregon Coast Hwy. Coos Bay. State to gravel
12889		service station area. Properties to be condemned later if necessary.
		Minutes approved. December 13 and 14, December 27, 1945; and January 17 and 18, 1946.
		Sale of buildings. Knapp Hotel, Port Orford. Offer of Mrs. Lewis L. Henderson accepted.
		Linn County. South Santiam Hwy. Compromise settlement with Leora R. Miller and the Harold E. Hadaways approved.
		Sale of land. Eugene. Victoria Heights Addition. Property
12890		not to be sold.
		Lincoln County. Seal Rock. Use of beach as aircraft landing field denied.
		Marion County. North Santiam Highway. Niagara. Right of way settlement with Everett R. Stoaks approved.
		Federal Aid Funds. Improvement of wayside strips. No definite program to be set up.
		Recreational areas not reached by a state highway. Commission has authority to acquire such areas.
		Right of access. H. E. Slattery, Eugene, questions Commission'
12891		right to acquire. Law suit to proceed
		Sale of land. Albany. All bids rejected.
		Sale of land. North Medford. Bids rejected.
		Sale of land. Tigard. Offer of Emil A. Johnson accepted.
		Sale of land. Reedsport. Sold to V. P. Arens.
12892		Sale of land. Southeast Portland. Offer of A. P. Bocci accepted.

Page	Date 1946	Subject
12892	Feb.25	Sale of land. No consideration to be given requests for purchase of small tracts of land, except in emergency cases.
		Log hauling. Necanicum Highway. Improvement to accommodate overall length loads of 58 feet authorized.
		Traffic signals. Roseburg. Request granted.
12893		Gilliam County. Wasco-Heppner Secdy. Hwy. Improvement of 4-mile section west of Condon approved.
		Linn County. Albany. Rerouting of logging trucks. Action deferred.
		Baker County. Baker-Unity Hwy. Baker grade separation project. Order from PUC to be secured.
		Claim. Union Pacific Railroad Co. Columbia River Hwy. Slide damage to tracks. Chief Counsel to handle.
12894		Marion County. Salem. East State Street. Council requests survey for widening. Engineer to prepare list of projects.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Improvement between Woodburn and Silverton. Engineer to include in list.
		Douglas County. Roseburg. Improvement of streets damaged by log hauling. Request denied.
		Baker and Grant Counties. Sumpter Valley Secdy. Hwy. Request for improvement to Town of Granite denied.
		Lane County. Territorial Secdy. Hwy. Resurfacing between Crow and Lorane authorized.
		Benton County. Albany-Corvallis Hwy. Request for improvement for two miles west of Albany denied.
12895		Benton and Lincoln Counties. Improvement of county road from Silets to Nashville. Request denied.
		Survey. Willamette Hwy. U.S. War Dept. requests state survey portions to be abandoned when Meridian Dam is constructed. Request granted.
		Marine Contractors, Inc. Arthur Street Viaduct, Portland. Assignment of contract to Morrison-Knudsen Co., Inc. approved.
		Josephine County. Designation of county road between Takilma, Oregon, and Happy Camp, California, as forest hwy. denied.
		Recess for lunch.
12896		Bids received on the following projects. Vine Maple Bridge over Nehalem River West Unit, Lebanon-Sweet Home Sec. Spencer Creek-Agate Beach Sec. North Unit, Fulton Canyon Sec. Weston Mountain-McDougal Sec.
12897		Campbell Bridge-Hazeldale Sec. Concession privileges at Silver Creek Falls State Park.
		Benton County. Requested exchange of roads by County Court denied.
		Tillamook County. Wilson River Hwy. Location between Tillamook and Wilson River Canyon. Completion of survey authorized.
12898		Traffic control in city. No commitment made.
		Survey. Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley Sec. completed and accepted. Resolution adopted.

Page	Date 1946	Subject
12899	Feb.25	Awards. Award of contract for Gates-Niagara Sec., North Santiam Hwy., in Marion County, to Kuckenberg Constr. Co. confirmed.
		Extensions of time granted as follows:
12900		Nos. 2721, 2722, 2741, 2742, and 2744.
		Contracts completed and accepted as follows:
		Nos. 2710, 2740, 2741 and 2742
12901		Astoria-Megler Ferry. Taking of bids for ferry operation discussed. Action deferred. (See page 12928)
		Umatilla County. Oregon-Washington Highway. Freewater-State Line Sec. 35 mile per hour speed limit requested. Action deferred.
12902		No parking zone. Public "mart" near Eugene. Zone established. Resolution adopted.
12903		No parking zone. Mt. Hood Hwy., Battle Axe Inn. Zone established. Resolution adopted.
12904		No parking zone. Reedsport. Zone established. Resolution adopted.
12905		No parking zone. Resolution to be prepared granting general authority to Engineer.
		Clatsop County. Weed Control. Cooperative policy to be continued.
		Log hauling. Molalla. Assignment of permit by Ostrander Railway & Timber Co. Action deferred.
12906		Log hauling. Grand Ronde. Long-Bell request to use state scales approved.
		Log hauling. Overweight. Meacham's PUC permit to be revoked if fines not paid.
		Compliment. Letter from Paul Youngman.
		Multnomah County. Portland. Request to use park area on Front Ave. for parking. Action deferred.
12907		Marion County. Silver Creek Falls Secdy. Hwy. Mutilation of trees by Power Co. Referred to Engineer and Chief Counsel
		Claim. Gilpin Const. Co. Damage to derrick when passing under Interstate Bridge. Washington Hwy. Dept. to be asked to pay half.
		Signs. Removal of stop signs at railroad grade crossings. Engineer to report.
		State Tax Street Funds. Plans of Cities of Burns and La Grande
12908		approved. Resolution adopted.
12909		State Tax Street Funds. Plans of certain cities and towns approved. Resolution adopted.
12911		Multnomah County. (Mt. Hood Hwy) Gresham. Construction of storm sewer requested. Action deferred until next day. (See page 12925)
		West Umatilla Soil Conservation District. Commission invited to cast ballot. Commission will not vote.
		Bids. Bids received at morning session discussed.
12912		Meeting date. April 4 and 5, 1946, set for next meeting date.

Page	Date 1946	Subject
12912	Feb.25	Unfinished business discussed as follows:
12913		Benton and Polk Counties. Proposed exchange of roads. Engineer to report at next meeting.
		Clatsop County. Warrenton and Hammond. Fort Stevens-Camp Clatsop Co. Rd. maintenance agreement to be terminated April 1. Warrenton-Fort Stevens Rd. to be maintained until January 1, 1947.
		Lane County. Siuslaw Hwy. Modernization over Coast Range Summit. Report pending.
		Polk and Marion Counties. Bridge over Willamette River at Independence. No report.
		Coos County. North Bend. Exchange of property with Weyerhaeuser Timber Co. No report. Delegation to appear at next meeting.
		Claim. W. W. Purvis. Nelscott. Damage to property from highway construction. Report pending.
		Marion County. Woodburn City Council requests improvement between Pacific Hwy. E. and Woodburn Civic Center. Report pending.
		Linn County. Lebanon Widening at south city limits. Action deferred. Engineer to report at next meeting.
12914		Multnomah County. Improvement on Sauvies Island. County Commissioners prefer construction of bridge.
		Delegations. Commission discussed matters to be presented by delegations on following day.
		Awards. Chairman Banfield announces awards of contracts.
12915	Feb.26	Bids received on the following projects:
		Bridge over Coffey Creek
12916		Milo-Tiller Section
		Woodworth Acres-Parkdale Section
		Lexington-South Springs Section
		South Springs-Umatilla County Line Section
12917		City of Albany. Waverly Lake. Construction of Sea Scout Clubhouse. Request of Albany Rotary Club granted.
		Coos County. Enegren Ferry Road (Coos River Secdy. Hwy.) Re-
12918		location and improvement requested. Action deferred.
		Curry County. Oregon Coast Hwy. Port Orford. Newberg Park. Renaming as Black Rock Point State Park requested. Referred to State Parks Supt. for investigation.
		Curry County. Oregon Coast Hwy. Gold Beach. Resumption of right of way negotiations urged. No action.
		Expression of commendation. Oregon Coast Association compliments Commission on activities.
		Tillamook and Washington Counties. Connecting link between Wilson River and Sunset Hwys. Immediate construction urged.
12920		Commission to consider in next program.
		Washington County. Tualatin Valley Hwy. Improvement between Beaverton and Forest Grove. Request denied.
		Umatilla County. Pendleton-John Day Hwy. Reconstruction of short section south of Pendleton. Action deferred.

Page	Date 1946	Subject
12920	Feb.26	Hermiston-Umatilla Damsite Project. Construction of highway between Hermiston and Umatilla urged. In program
		Pendleton. Court and Dorion Streets. One-way streets discussed. Project previously approved.
		Juniper Canyon Project. Improvement from Helix to Vanslycle Station and new road to Juniper urged. Consideration in next program.
		Travel & Information Department. 1946 budget. Additions
12921		for 1946 approved.
		Klamath and Jackson Counties. Construction of hwy. via
12922		Lake o' the Woods urged. Consider in future program.
		Yamhill County. McMinnville. Pacific Hwy. W. Baker Street. Delegation protests improvement. Previous decision to improve confirmed.
12923		Three Mile Lane Sec. Hwy. Improvement requested. No action.
		Bids received at morning session discussed.
12924		Awards. Chairman Banfield announces awards of contracts.
12925		Harney County. Burns-Crane Hwy. Improvement urged by delegation. Bids to be received in April.
		Improvement of Burns Airport road requested. Consider in next construction program.
		Multnomah County. (Mt. Hood Hwy.) Gresham. City Council
12926		requests improvement. Engineer to investigate.
		Multnomah County. Portland. Sullivan's Gulch. Early survey requested. Previously authorized.
		Crook County. Federal Aid Secondary Hwy. System. Exchange of roads urged by delegation. Action deferred.
		Deschutes County. Alfalfa County Road. Improvement with
12927		state funds requested. Request granted.
		Multnomah County. Portland. Parking area between Harbor Drive and Front Ave. requested. Action deferred.
12928		Construction projects. List of projects to be constructed with state funds approved.
		Clackamas County. Pacific Hwy. E. Oregon City-Canby Section. Resurfacing and straightening discussed. Engineer to report.
		Postwar Program. Engineer to submit map showing projects approved and to be considered.
		Sale of land. Astoria. Offer of J. E. Niemi to purchase property. Referred to Commissioner Chessman, Chief Counsel, and Engineer.
		Clatsop County. Astoria-Megler Ferry. Bids for operation to be received at next meeting.
12929		Clackamas County. Pacific Hwy. E. Housing project. Proposed development and service roadway discussed. Referred to Engineer and Chief Counsel.
		Harold B. Say authorized to attend conference in Seattle March 6 and 7.

Page	Date 1946	Subject
12929	Feb.26	Tillamook County. Oregon Coast Hwy. Bridge at Hebo. Reconstruction discussed. Action deferred.
		Douglas County. Oregon Coast Hwy. Lake Tahkenitch. Guy wire. Request of Howard Hinsdale referred to Engineer.
		Agreements and other papers signed.
12931		Meeting adjourned at 5:00 p.m.

Portland, Oregon
October 29, 1945

The State Highway Commission met in regular session at 9:00 a. m. in the Stock Exchange Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:20 a. m.)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Asst. State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission discussed a letter from Mr. B. H. Carlton, McMinnville, requesting an "objective re-survey" of the Pacific Highway West through the City of McMinnville, on account of objections that have been offered to the modernization of the present route. A letter was also presented from McMinnville Hospital, Inc., objecting to the improvement of the present route of this highway through McMinnville as the permanent route. The Engineer pointed out that the present route along Baker Street was adopted by the former Commission as a result of considerable study, during which a public hearing on the subject was held in the City of McMinnville at which numerous citizens, as well as city officials, expressed their preferences. He suggested that the Commission adhere to its plan to improve the present route, leaving until some future time the re-routing of the highway to by-pass the city if that appears warranted. It appeared from the discussion that the County Court of Yamhill County is agreeable to the modernization of the present route, but there is a question as to the attitude of the City Council. It was the expressed opinion of the members of the Commission that there should be a meeting of minds of interested parties before the proposed improvement is allowed to proceed, and accordingly the Commission ordered that the attitude of the City Council be obtained.

(Mr. Eugene Marsh, City Attorney of McMinnville, came before the Commission during the afternoon session and presented a letter from the City Recorder of McMinnville advising that the City Council is unanimously in favor of the improvement of the highway on its present location. Following his departure the matter was given further consideration. The Commission accepted the letter as expressing definitely the attitude of the City Council and thereupon, by unanimous vote, decided to proceed with the proposed improvement of such route as previously planned.)

The Commission discussed a request from the Tillamook Chamber of Commerce for the construction of a new bridge over Stilwell Ditch on the Netarts Secondary Highway a short distance west of Tillamook City. The Engineer advised that the existing bridge is in very poor condition and should be replaced. He pointed out, however, that the project is not included in the postwar program so would have to be financed with State money. He estimated the cost of a new structure at $70,500. The Commission deferred a decision in the matter but instructed the Engineer to bring it to the

attention of the Commission for consideration when the major betterment budget for 1946 is discussed.

The Engineer reported that the location surveys for the following sections of highways have been completed and asked the Commission to approve them as the permanent route of such highway sections:

Middle Grove-Silverton Section of Salem-Silverton Federal Secondary Highway in Marion County.

West Unit Love Bridge-Black Bridge Section of Baker-Homestead Highway in Baker County.

After study, the Commission approved the locations as reported and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Middle Grove-Silverton Section of the Salem-Silverton Federal Secondary Highway in Marion County, and of the route and location of the West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County, and in connection therewith prepare maps showing the route and location of said sections of highway and file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the surveys of the Middle Grove-Silverton Section of the Salem-Silverton Federal Secondary Highway in Marion County and of the West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County, together with the maps, which for identification purposes bear the map file numbers 6B-17-23 and 6B-17-24, and 6B-16-10, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-ninth day of October, 1945.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

C. H. Wheeler, Contract No. 2644, for grading and surfacing the Astoria Airport Section of the Oregon Coast Highway in Clatsop County, requested an additional extension of time of 12 days, from August 1 to August 12, 1945, within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to seasonal fire restrictions which would not permit him to burn accumulated debris and clean up the premises. The Engineer advised that the reason stated by the contractor for failure to complete the project within the extended time limit is correct. He added that the labor required to do the work was not available, so the burning could not be done earlier. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Frank Watt Construction Company, Contract No. 2687, for construction of four bridges on the Halsey-Harrisburg Section of the Pacific Highway East in Linn County, requested an additional extension of time of eight days, from September 30 to October 8, 1945, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to wartime conditions that held up progress of the work. The Engineer advised that all work on this project, other than the removal of a small amount of the debris from the channel of one of the streams, was completed prior to September 30, 1945, the date of expiration of the previously extended time limit. He further stated that the traveling public has not been inconvenienced by the delay, neither has the State incurred any extra expense for engineering supervision. He recommended that the extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

M. C. Lininger & Sons, Contract No. 2704, for the Austin Junction-Unity Junction Rock Production Project on the John Day Highway in Baker and Grant Counties, requested an extension of time of 90 days, from September 30 to December 15, 1945, within

which to complete this job. They attributed their failure to complete the project within the specified time limit to numerous breakdowns of their machinery and to shortage of labor. They also stated that they were late in getting started on this job because of the necessity to complete their contract for the Weston-Elgin Rock Production Project; however, they anticipated that they would complete the present contract before bad weather sets in. The Engineer recommended approval of the extension of time now requested, without penalty, for reasons given by the contractor. The recommendation was approved by the Commission unanimously.

Skelton and Weicks, Contract No. 2707, covering the Elsie-Sunset Camp-Vernonia Rock Production Project on four state highways in Clatsop, Tillamook, Columbia, and Washington Counties, requested an additional extension of time from October 31 to December 15, 1945, within which to complete this job. They alleged that they failed to complete the project within the previously extended time limit because of labor difficulties and difficulties in obtaining suitable rock from the quarry. The Engineer recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Guerin Brothers, Contract No. 2718, covering the Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways in Jackson County, requested an extension of time of 60 days, from September 30 to November 30, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to breakdown of their rock crusher, repairs for which were not delivered for 60 days, and to labor shortage. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended that the extension of time requested be granted without penalty, notwithstanding that the State incurred a small amount of extra expense for engineering because of the delay. The Commission approved the recommendation unanimously.

Rogers Construction Company, Contract No. 2721, covering the Chemult-Beaver Marsh Rock Production Project on The Dalles-California and East Diamond Lake Highways in Klamath County, requested an extension of time of 90 days, from September 30, 1945, to January 1, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to secure sufficient labor. The Engineer advised that the reason given by the contractor for over-running the time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Rogers Construction Company, Contract No. 2722, for the Fort Klamath-Lobert Rock Production Project on state highways in Klamath County, requested an extension of time of 45 days, from September 30

to November 15, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to secure sufficient labor to operate their plant at or near capacity. The Engineer advised that the reason given by the contractor for over-running the time limit is correct and recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Fisher Brothers, Contract No. 2723, for the Trent-Salt Creek Falls Rock Production Project on the Willamette Highway in Lane County, requested an extension of time of 40 days, from August 31 to October 10, 1945, within which to complete this project. They attributed their failure to complete the project within the specified time limit to difficulties in securing repair parts for their equipment and inability to secure sufficient labor to operate their plant more than one shift. The Engineer advised that the reasons given for the delay in completing the contract on time are correct; further, that the State has not incurred any extra engineering expense because of the delay and the general public has not been inconvenienced. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Oscar E. Joelson, Contract No. 2729, for furnishing crushed material in stockpiles for the Coos Bay-Roseburg and Powers Highways in Coos County (Hoffman Bridge Rock Production Project), requested an extension of time of 90 days, from September 30 to December 31, 1945, within which to complete this job. He attributed his failure to complete the project within the specified time limit to labor shortage and extreme difficulties in obtaining tires for his hauling equipment. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct. He also said that the State's expense for engineering supervision has been increased somewhat by the delay, but in his estimation, the contractor should not be charged for this expense because he did his best to carry on the work under adverse circumstances. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Watson and Morris, Contract No. 2730, for painting the Coos Bay Bridge on the Oregon Coast Highway at North Bend, Coos County, requested an extension of time of 365 days, from September 30, 1945, to September 30, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to their inability to secure workmen of reasonable aptitude for the type of work involved, notwithstanding that they made every reasonable effort to assemble a crew of men capable of doing the work. The Engineer advised that this contractor also has the contract for repainting the Yaquina Bay Bridge at Newport and it was their intention to start the Yaquina Bay Bridge and then to assemble a crew for starting the Coos Bay Bridge painting work; however, they were not

OCT 29 1945

able to secure enough men to complete the work at Yaquina Bay so were unable to start the Coos Bay Bridge painting. Every effort was made by the contractors, he said, to secure competent painters, and the failure to complete the project within the specified time limit is the direct result of circumstances beyond the control of the contractor. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously subject to the condition that the contractor shall be required to pay the cost of any extra work, such as spot painting, etc., that must be done now in order to carry over the project satisfactorily until next year when weather conditions are favorable for the full paint job.

Watson and Morris, Contract No. 2733, for painting the Yaquina Bay Bridge on the Oregon Coast Highway at Newport, Lincoln County, requested an extension of time of 304 days, from September 30, 1945, to July 31, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing labor to perform the work, notwithstanding that they made every effort to secure competent help. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct, and that the over-running of the time limit was a direct result of the shortage of competent workmen induced by circumstances entirely beyond the contractor's control. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously, subject to the condition that the contractor shall be required to pay all extra expense of spot painting, etc., that is required in order to carry over the job until next year.

Lloyd Babler, Contract No. 2735, for grading, surfacing, and oiling the Crater Lake-Fort Klamath Timber Access Road in Klamath County, requested an extension of time of 105 days, from August 31 to December 15, 1945, within which to complete this job. He attributed his failure to complete the project within the specified time limit to seasonal fire restrictions which did not permit the burning of accumulated debris, etc., until damp weather set in. The Engineer advised that the reason given by the contractor for over-running the specified time limit is correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

E. C. Hall Company, Contract No. 2740, for surfacing the Root Creek-Siletz Section of the Siletz Secondary Highway in Lincoln County, requested an extension of time of 20 days, from September 30 to October 20, 1945, within which to complete this job. They alleged that it was impossible to operate their plant to capacity due to extremely difficult conditions encountered in quarry operations, which accounted for the over-running of the time limit. The Engineer advised that the

contractor's statement as to the reason for failure to complete the project within the specified time limit is substantially correct, that, everything considered, the work proceeded in a very satisfactory manner. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

In connection with the granting of extensions of time within which to complete highway contracts, the Commission also considered the matter of hurrying up the operations of the contractors so as to avoid the over-running of the time limits specified. The Engineer was instructed to notify the contractors through the Resident Engineers that the Commission hereafter expects contractors to complete their work within the time limit specified in the contract's provisions.

The Engineer reported that Contracts Nos. 2644, 2715, and 2719 and 2687 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2644, with C. H. Wheeler, for grading and bituminous surfacing on the Astoria Airport Section of the Oregon Coast Highway in Clatsop County; completed October 11, 1945.

Contract No. 2715, with Rogers Construction Company, for furnishing crushed material in stockpiles on the Oregon City-Molalla-Eagle Creek Rock Production Project, on the Cascade and Woodburn-Sandy Secondary Highways, in Clackamas County; completed October 13, 1945.

Contract No. 2719, with Norris & Philpott, for construction of the Trail Bridge over the Rogue River on the Crater Lake Highway in Jackson County; completed October 4, 1945.

Contract No. 2687, with Frank Watt Construction Company, for construction of the Halsey-Harrisburg Bridges on Halsey-Harrisburg Section of the Pacific Highway East, in Linn County; completed October 8, 1945.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

OCT 29 1945

The County Court of Sherman County, represented by County Judge Jerry M. Wilson, County Commissioners David Reid and Vernon I. Miller, and County Road Master, L. L. Peetz, came before the Commission regarding the plans for highway improvements in Sherman County to be undertaken in the Post-war Program. Judge Wilson was spokesman. He requested consideration of the following projects:

1. Improvement of the Sherar's Bridge Secondary Highway between Tygh Valley and Grass Valley. He urged this improvement as a priority project to facilitate the marketing of timber.

2. Improvement of the intersection of the Fulton Canyon-Wasco Secondary Highway with the Columbia River Highway so as to facilitate truck hauling of wheat to points east of this intersection.

3. Improvement of the road extending from Rufus on the Columbia River Highway to Klondike on the Wasco-Heppner Secondary Highway.

4. Construction of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway.

5. Widening of the Moro Underpass of the Southern Pacific Railroad on the Sherman Highway. He alleged that the narrowness of the opening through the present structure is conducive of accidents and urged the widening from the safety standpoint.

Chairman Banfield advised that the Commission has in mind the improvement of the Sherar's Bridge Secondary Highway and has set up in its second year postwar program the sum of $122,000 to finance the grading, surfacing, and oiling of the 8.7 mile section between Tygh Valley and the Sherman County Line. He also advised that the Commission's Postwar Program contains provision for grading, surfacing, and oilinga 1 1/2 mile section of the Fulton Canyon Secondary Highway, which is estimated to cost about $54,000, and includes the improvement of the intersection referred to. This work, he said, is contemplated for construction in the first postwar year. Concerning the third project mentioned by Judge Wilson, which is for the improvement of the road leading from Rufus to Klondike, Chairman Banfield advised that this project is not included in the Commission's Postwar Program although it has been recommended for the Federal Aid Secondary Highway System, and if the Public Roads Administration approves it for such system, then it would be eligible for future Federal funds. Concerning the improvement of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway, Chairman Banfield stated that the improvement of this highway also is not included in the Postwar Program, however, the Commission has authorized an expenditure of $100,000 of State money to reconstruct a portion of the grade during the third year following the war. Due to financial reasons, he added, the Commission is unable to take on any additional projects at this time, but will be pleased to give the matter reconsideration at some future time when the financial situation improves. This concluded the conference.

OCT 29 1945

A letter was presented from the City of Prineville requesting the loan of the services of an engineer to establish grade lines for certain city streets and sidewalks. The Commission approved the request provided an engineer can be spared to perform such service.

A resolution was presented from the Salem City Council requesting the signalization of the intersection of Rural Avenue where it crosses South Commercial Street, Salem, (U. S. Highway No. 99E), as a safety measure for school children who are obliged to cross the highway at this point. The Engineer advised that this matter has been thoroughly investigated by the Traffic Engineer who recommends that the request be denied because peak-hour traffic through this intersection is considerably less than that which is considered justification for the installation of signals. The accepted minimum warranted in this regard, he said, is 1,000 vehicles through the intersection per hour for eight consecutive hours, whereas the investigation reveals that peak-hour traffic now obtaining consists of only 664 vehicles. He stated his concurrence in the Traffic Engineer's recommendation. In view of the report, the Commission denied the request by unanimous vote.

The Secretary presented resolutions from the following cities and towns outlining plans for the expenditure of State Tax Street Funds which they received in 1944 from 1943 State Highway revenues:

Antelope	Richland
Scappoose	Vernonia

The Engineer advised that a check of the plans reveals that they meet the requirements; moreover, each of the cities has adopted appropriate resolutions with regard thereto as required by law. He recommended approval of the plans. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Antelope	$ 123.61
Scappoose	461.47
Richland	348.85
Vernonia	1,939.29

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Antelope - Maupin Street, Baird Street, McGreer Street

Scappoose - West Street, Maple Avenue, Laurel Avenue, Watts Avenue, Prairie Avenue, Columbia Avenue, Hall Avenue, Casey Avenue, 2nd Street

Richland - First Street

Vernonia - Bridge Street, 3rd Avenue, 2nd Avenue, 1st Avenue, Nehalem Street, Columbia Street, Cougar Street, Weed Avenue, 3rd Street, 2nd Street, 1st Street, Lane Avenue, Park Avenue, Grant Avenue, "A" Street, Washington Street, "B" Street, East Avenue, Rose Avenue, Maple Street, North Street, State Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Antelope and approved by the State Highway Commission on January 22, 1945, shall be canceled, in accordance with the request of the City of Antelope on file in the records of the Oregon State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plan submitted by the city.

6. This resolution shall be entered in the minutes and records of this Commission as of the 29th day of October, 1945.

OCT 29 1945

Resolutions were also presented from the following cities and towns outlining plans for the expenditure of State Tax Street Funds which they received in 1945, from 1944 State Highway revenues:

Antelope	Condon	John Day
Athena	Gearhart	Scappoose
Brownsville		

The Engineer advised that the plans in each instance have been checked and found satisfactory; also, that the cities have met the legal requirements in every way. He recommended approval of the plans. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Antelope	$ 125.80
Athena	717.04
Brownsville	1,095.83
Condon	1,196.47
Gearhart	445.88
John Day	989.61
Scappoose	469.64

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Antelope - Maupin Street, Baird Street, McGreer Street

Athena - 3rd Street, 4th Street, 5th Street, High Street, College Street

Brownsville - Maintenance of all city streets

Condon - First Street, Second Street, Well Street, Walnut Street, Gilliam Street, Pennoyer Street, Potter Street, Lincoln Street, Church Street, Oregon Street, Ward Street, East Street

Gearhart - First Street, Sixth Street, 11th Street, 12th Street, 13th Street, Cottage Avenue, Ocean Avenue, Marion Avenue, Hagar Avenue

John Day - North Canyon Street, North Second Street, Grace Street, Old Highway, Hilcrest Avenue, Maple Street

Scappoose - West Street, Maple Avenue, Laurel Avenue, Watts Avenue, Prairie Avenue, Columbia Avenue, Hall Avenue, Casey Avenue, 2nd Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 29th day of October, 1945.

The Engineer requested instructions relative to the cancellation of insurance that has been carried on certain state highway bridge structures and Arch Cape Tunnel during the wartime period. He advised that the insurance covered damage by explosion, riot, insurrection, vandalism, etc., which, in his estimation, no longer is required in view of the fact that the war is over. He further stated that if the insurance policies are cancelled as of November 1, 1945, the State Highway Department would secure the benefit of a refund in the amount of $1,531.17. The Commission considered that the conditions which prompted the purchase of the insurance in the first place no longer exist and accordingly instructed the Engineer to cancel the policies and secure the benefit of the refund.

The Engineer reported the results of the receiving of bids in Salem on October 22, 1945, for the purchase of timber along the revised alignment of the Pacific Highway at Stage Road Pass, Josephine County, and on the taking of bids in Salem on October 26, 1945, for the sale of State-owned property in North Portland and for the sale of several buildings in the town of North Plains. He advised that no bids were received for the purchase of

timber and that only one bid was received for the purchase of the real property in Portland, being that of Mr. Harry Whittle, Portland, at $100; however, two bids were received for the purchase of the buildings at North Plains, being those of Mr. L. M. Payne, Newberg, at $200, and Mr. Robert Meek, Hillsboro, at $125. He recommended acceptance of the offers of Mr. Whittle and Mr. Payne. The Commission's Chief Counsel concurred in the recommendation. The Commission thereupon authorized the sale of the Portland property to Mr. Whittle at his bid price of $100 and the sale of the buildings in North Plains to Mr. Payne at his bid price of $200. The Commission also authorized negotiations for the private sale of the timber on the revised alignment of the Pacific Highway through Stage Road Pass.

The Engineer requested instructions relative to the opening of Sams Valley Secondary State Highway, Jackson County, for general public use through the Camp White Cantonment area. He advised that this highway was closed in April, 1942, at the request of Army officials as a protection to the traveling public during times when target practice was under way, but, in his estimation, the need for such closure no longer exists in view of the fact that the war is over and target practice has been discontinued. He further stated that the road suffered considerable damage during the time it was closed, but the Army authorities have agreed to pay the cost of repairs if the work is done now. He estimated the cost of such repair work at $5,000, although, he added, it may be necessary to re-oil this section next year. He recommended that the Commission adopt an order declaring the road open for general public use and that he be given authority to bill the Army for the cost of the repairs. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, the Highway Commission on the thirtieth day of April, 1942, in response to a request made for and on behalf of the War Department, adopted and entered in the minutes and records of the Commission a resolution by which the Commission closed to public traffic the section of the Sams Valley Secondary Highway in Jackson County which is defined as follows:
>
> > Beginning at a road intersection at mile point 8.98 easterly from Gold Hill, and extending easterly and northeasterly to mile point 15.35 approximately one-half mile west of Dodge Bridge over the Rogue River, which point is also approximately 1.9 miles westerly from the Crater Lake Highway, being a distance of 6.37 miles;
>
> AND, WHEREAS, by the terms of said resolution the said section of said highway was to remain closed to public travel for the duration, but it was provided in said resolution that, upon advice in writing from the proper officer in charge of the Army Cantonment advising that the closing of said section of said highway was no longer necessary in national defense, the closing order should be vacated; and

OCT 29 1945

WHEREAS, notwithstanding the fact that for all practical and essential purposes the war is over, the Commission has not been informed by any Federal official that the closing of said highway is no longer a necessity; and

WHEREAS, it is the opinion of the Commission that the re-opening of said highway is essential in the interests of public travel and transportation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That in the opinion of the Commission public welfare and public transportation needs require that the said section of said highway be opened to travel and maintained for such.

2. That the Engineer be and he hereby is instructed to remove all barricades and other physical obstructions and all road signs erected and maintained for traffic control during the period for which said road was closed, and take such steps as may be necessary to re-condition said highway for traffic.

3. That this resolution be entered in the minutes and records of the Highway Commission as of the twenty-ninth day of October, 1945, and a certified copy thereof delivered to the Superintendent of State Police, the Public Roads Administration, the County Court of Jackson County and the representative of the War Department in charge of said area.

The Commission confirmed the oral authority issued on October 2, 1945, authorizing re-instatement of the log hauling permit of Mr. Harold Harry McGee, Springfield, Oregon, which was cancelled for refusal to allow his load to be weighed by State Weighmasters. Mr. McGee was placed on probation.

The Commission also discussed the advisibility of cancelling the log hauling permit of Lester L. Bateson, Lebanon, for refusal to allow his loads to be weighed by State Weighmasters. The Engineer advised that the evidence against Mr. Bateson is not entirely clear, so there is a question whether or not the permit should be cancelled. The Commission decided, in view thereof, not to cancel the permit in this instance, however, ordered that Mr. Bateson be warned by letter that a repetition of the offense would result in the suspension of his permit for double the time that it would have been suspended for his first offense.

The Commission had under discussion the matter of closing the West Diamond Lake Secondary Highway to log hauling traffic. The Engineer advised that during the past two years there has been an increasing amount of log hauling over the southerly end of this road, which is causing severe damage to road surface. He pointed out that the road is of light construction, having been

built for recreational traffic only, and will not stand up under the heavy pounding of logging trucks; moreover, the section crews are short handed and cannot keep the highway in proper state of repair. He recommended, in view of the circumstances, that all log hauling on this highway between Diamond Lake and Crater Lake Highway Junction be prohibited. The Commission, by unanimous vote, approved the immediate closing of the road as a temporary proposition with the understanding that the matter of permanently closing the road to log hauling traffic will be given further consideration next spring.

Consideration was also given by the Commission to the closing of the Mt. Hood Highway to all log hauling traffic from Wapinitia Junction, Mile Post 57.5, and Mt. Hood Lodge, Mile Post 81.7. The Engineer advised that this highway is crooked and narrow and, like the Crater Lake Highway, was built primarily for recreational traffic. He recommended that log hauling be prohibited until such time as the highway has been reconstructed so as to avoid heavy maintenance expense and the subjection of other traffic to the hazards that obtain under present conditions. The Commission voted unanimously to close this road to log haulers as a temporary proposition until June, 1946, when the matter is to be reconsidered.

A delegation from Wallowa County came before the Commission regarding the establishment of a State Park at the head of Wallowa Lake. The delegation was headed by Mr. Max Wilson, Secretary, Joseph Commercial Club, and official of the Associated Ditch Co., and included the following:

R. V. Chrisman	District Attorney	Enterprise
Charles Reynolds	Vice-President, La Grande Chamber of Commerce	La Grande
Ben Weathers	Wallowa County Judge	Enterprise
George Dawson	Wallowa County Commissioner	Joseph
Glen Jacob	Wallowa County Engineer	Enterprise
A. Daisley	President, Joseph Commercial Club	Joseph
Stanley Shell	Chamber of Commerce	Wallowa
Ira E. Snyder	President, Chamber of Commerce	Enterprise
M. J. Rutherford	Secretary, Chamber of Commerce	Enterprise
J. O. McFetridge	Commercial Club	Joseph
W. J. Ortman	Real Estate	Enterprise
Mr. and Mrs. Tom Williamson	Owners of Lake property	Joseph

Speaking in behalf of the park were Messrs. Wilson, Chrisman, and Reynolds. Mr. Chrisman mentioned that the U. S. Department of the Interior at one time considered making the area a national park but was discouraged by local people who did not want the park on that basis because it would

OCT 29 1945

interfere with stock grazing privileges now enjoyed and for the further reason that, in their opinion, the State is the only agency that can develop the area satisfactorily. He alleged that the park would be a big tourist attraction because of the boating, swimming, fishing, hunting, and mountain climbing available at this place. He also mentioned that Wallowa Lake is the summer camping place for some 500 Boy Scouts and hundreds of Epworth Leaguers who have enjoyed the privileges of this location for many years and who might be deprived of such privileges unless the State acquires the property. It was his thought that the preservation of the area for this purpose alone is justification for the development by the State; however, he added that it is also justified by the fact that it would provide a state park for Northeastern Oregon where none exists at present. He declared that the project has the endorsement of everyone in the northeastern part of the State and suggested the development as a memorial for veterans of World War II.

Mr. Reynolds urged approval of the project from the standpoint of investment return, stating that the establishment of a state park at this place will attract thousands of tourists from whom sufficient revenue will be received to pay the costs of development within a comparatively short time. He endorsed the remarks of Mr. Chrisman.

Commissioner Schaupp arrived at this juncture.

Commissioner Chessman mentioned that the Commission previously had this matter under discussion and it then appeared to be a matter of developing a state park in connection with a privately-owned lodge, the owners of which wanted to control the fishing facilities at the Lake; also, there was a question of the high water mark in the Lake. He advised that the Commission is not interested in establishing a park if the fishing rights are in private control.

Mr. Wilson stated that his company, Associated Ditch Co., has the right to flood privately-owned lands around the Lake up to 25 foot elevation and that only four times in the last twenty years has the area been flooded to such elevation. He declared that the flooding would not interfere with the area for park purposes, particularly after the first of July.

Commissioner Schaupp gave as his understanding that the Commission in its previous discussion of this matter decided not to establish a park at Wallowa Lake because of the private interests that were involved.

Chairman Banfield said that Wallowa Lake is a very attractive spot, but advised that the Commission feels adversely toward the establishment of a state park there or anywhere unless it has control over the adjacent areas. He mentioned several features, as follows, which, he said, would have to be clarified to the Commission's satisfaction before the Commission would authorize an expenditure of public money for acquisition or development: cost to the State; State's rights relative to the flood area; question whether or not the flooding of the property would damage the area proposed for the park. He advised that the Commission will give the matter careful consideration and report its decision to the people of Wallowa County, together with objections

if there be any. The Commission thereupon referred the matter to the Engineer, Chief Counsel and Parks Superintendent for a detailed factual report. This concluded the conference with the delegation.

Mr. Ben Weathers, County Judge of Wallowa County, then inquired as to the plans of the Commission for completing construction of the Enterprise-Lewiston Highway between Flora and the Washington State line. The Engineer read aloud a letter from Clarence B. Shain, Director of Highways, State of Washington, on this subject wherein Mr. Shain advised that provision has been made in the second postwar year budget of the State of Washington for the completion of this highway in that state early in the year 1947. He estimated the cost to finish the grading work in Oregon at $100,000, to surface the Oregon section at $300,000, and to complete the Washington section at $300,000.

Chairman Banfield advised that Oregon is committed to the completion of the highway and that the work will be done simultaneously with that in the State of Washington. He also said the Commission would consult with the Director of Washington Highways regarding the project. The Engineer was thereupon instructed to arrange a conference with Mr. Shain.

Mr. John Greenbo, Mayor of the City of Waldport, and Mr. D. B. Ambler, City Engineer, appeared before the Commission on behalf of the Waldport City Council in regard to the construction of curbs and sidewalks along the west side of the Oregon Coast Highway from the south end of the Alsea Bay Bridge to the intersection of said highway with Maple Street, in Waldport. They asked the Commission for an improvement similar to those constructed in the towns of Taft and Nelscott and advised that the city is prepared to proceed with the construction of sidewalks at city expense if the Highway Commission will construct the concrete curbs. They filed with the Commission a resolution adopted by the Waldport City Council on October 18, 1945, whereby the Council agrees to cause the said sidewalks to be constructed if the State will build the curbs. The Commission referred the matter to the Engineer and the Chief Counsel for investigation and report, and advised that if the report is favorable the State will proceed with the improvement in conformity with its established policy.

A delegation from Pendleton, consisting of Sprague H. Carter, Mayor; Homer E. Waggoner, Councilman; and E. B. Aldrich, former State Highway Commissioner and publisher of the Pendleton East Oregonian, came before the Commission regarding the designation of two one-way routes for Old Oregon Trail traffic through Pendleton. Mr. Carter headed the group. He suggested the routing of westbound traffic along Court Avenue (present route of this highway) and the routing of eastbound traffic on Dorion Avenue. He declared that such routing will relieve present traffic congestion and will provide a natural free flow of traffic through their city. He pointed out, however, that such routing will necessitate the partial widening of Court Avenue and the construction of a connecting link between S. W. Court Avenue and S. W. Dorion Avenue with a traffic separation structure at S. W. Court Avenue. Mr. Carter presented a resolution from the Pendleton City Council requesting such improvement and a petition from affected property owners objecting to the

widening of Court Avenue as a two-way traffic route and endorsing the proposal of the city to designate Court Avenue and Dorion Avenue as one-way streets because it would result in less damage to their holdings.

The Engineer advised that the problem of routing traffic through Pendleton is of long standing and is getting more acute as time goes on. The cost to widen Court Street for two-way traffic, he said, is prohibitive. He gave as his opinion that the solution of the problem is the adoption of the suggestion offered by the city for two one-way streets. He pointed out that Dorion Avenue is now 36 feet wide between curbs, and would not have to be widened, but it would be necessary to widen Court Avenue somewhat for about ten blocks. Such widening work, he said, would necessitate the removal of only a few shade trees; and the cost of the entire improvement would be about $100,000. He pointed out that eventually the highway will be routed to by-pass the city of Pendleton. Mr. Carter declared that the proposed improvement of two one-way streets will satisfy traffic requirements in Pendleton for 15 or 20 years. Mr. Aldrich stated that such an improvement would take care of the traffic situation in Pendleton for a long time to come. Chairman Banfield advised that the State Highway Commission is reluctant to spend $100,000 of state money for an improvement that would be of value for only two or three years' time and then would have to be changed. After further discussion he concluded the conference by stating that the Commission cannot make its decision today because it involves the question of funds; however, the matter will be given serious consideration within the next two or three months.

Mr. Frank Lonergan, Portland, attorney for Mr. Paul Mumpower, was present in behalf of Mr. Mumpower's lease of State-owned property adjacent to the Columbia River Highway near the east end of the Sandy River Bridge at Troutdale. Mr. Mumpower was also present. Mr. Lonergan advised that Mr. Mumpower has received notice to vacate the premises because of violation of his agreement with the Highway Commission for the use of this property. He urged the Commission to permit Mr. Mumpower the continued use of the property until the next run of smelt in the Sandy River is over, or until about March 31, 1946. Mr. Mumpower, he said, will vacate the premises now if the Commission insists, but would appreciate the privilege of continuing his lease until the time stated. Chairman Banfield recited the facts in connection with the lease granted Mr. Mumpower. He pointed out that it was of a temporary nature and was given to accommodate Mr. Mumpower so that he would not lose his investment; however, Mr. Mumpower did not comply with the terms of the lease, in view of which the Commission considered it advisable not to let him occupy the premises longer. Mr. Mumpower declared that if the Highway Commission will allow him the use of the premises until the next smelt run is over, he will then vacate the premises permanently. The Engineer pointed out that the contract of the proposed improvement of the Columbia River Highway at this location is coming up soon and that the property occupied by Mr. Mumpower will be needed at that time. In any event, the premises would have to be vacated by the first of April, 1946. Following discussion, Commissioner Schaupp stated his willingness to allow Mr. Mumpower to continue the use of the premises until April 1, 1946, if the property is not needed for highway purposes. Commissioner Chessman expressed himself similarly, however, he added that the roadway through the property, which

discussion revealed has been closed to public use, must be kept open and clear so the public may use it if they wish. Chairman Banfield also approved the extension of the lease to April 1 on the same basis, making the decision unanimous. The Chief Counsel was instructed to prepare an appropriate form of agreement with Mr. Mumpower covering the matter.

The Commission, by unanimous vote, approved the minutes of the meetings held on July 9, August 30 and 31, and September 24, 1945.

The Assistant Counsel was present and requested authority to purchase certain parcels of real property that are needed for various highway improvements throughout the State. He submitted a list of such properties, together with the offer that he recommended for each parcel. After careful consideration of each item, the Commission approved the request and threupon, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and
>
> WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.
>
> NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

10813-A Ostrum, Bert Jacob and Mary S.
Right of Way
Option expires
April 5, 1946
0.43 acre at $150.00 $ 64.50 $ 64.50 Witt

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY (Cont.)

10812- Clatsop County Right of Way	0.82 acre timber land 1,204 sq.ft. vacant beach lot 47,400 sq.ft. vacant beach lot 16,967 sq.ft. vacant beach lot 33,467 sq.ft. vacant beach lot 1.30 acres logged off land	$ 00.00	$ 00.00	Witt
9923- Clatsop County Right of Way	7,535 sq.ft. vacant beach lot 9,650 sq.ft. vacant beach lot 13.78 acres, logged off land 6.93 acres - logged off land (beach) 7.29 acres - logged off land 767 sq.ft., vacant beach land	00.00	00.00	"
9933-Ballhorn, Harry W. Right of Way Option expires April 17, 1946	5.36 acres at $25.00 plus	134.00	134.00	"
10814-A Mansur, Leonard A. and Caroline F. Right of Way Option expires April 17, 1946	0.96 acre at $156.00	150.00	150.00	"
9928- Crown-Zellerbach Corporation Right of Way Option expires April 27, 1946				

(Continued on next page)

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY (Cont.)

9928 - Crown-Zellerbach Corporation (Cont.)

Parcel 1. 0.72 acre at $50.00	$ 36.00	$	
Parcel 2. 17.8 acres at $50.00 less	864.00		
Parcel 3. 59.88 acres at $20.00 plus	1,200.00	2,100.00	Witt

State to pay stumpage value of marektable timber- (32 foot log with minimum 10" diameter at small end) - at $2.50Mfbm -

9935- Kraemer, Otto J.
Right of Way
Option expires
April 22, 1946

3.7 acres at $350.00 plus	1,323.00	1,323.00	"

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

9609- McCabe, Annetta
Right of Way
(Correction)

494 sq.ft.	$ 00.00	$	
Moving building - low bid	450.00	450.00	Cozad

9606- Kenyon, David A. and Ruby L. Kenyon
Right of Way
(Correction)

640 sq.ft.	00.00		
Altering building- low bid	925.00	925.00	"
State to pay $7.50 day if business is closed during operations			

9616- Cleve, William R.
Right of Way
(Correction)

288 sq.ft.	00.00		
Moving building - low bid	1,500.00	1,500.00	"

MILTON-WASHINGTON STATE LINE SECTION, OREGON-WASHINGTON HIGHWAY

10558-A Staley, T. A.
Right of Way
Option expires
December 29, 1945

3,630 sq.ft. at 1¢	$ 36.30	$	
2 cherry trees	13.70	50.00	Cozad

10556-A Phelps, Myrtia C.
Right of Way
Option expires
January 2, 1946

* * *

7.95 acres at $250.00 per acre (less) (Lump Sum Settlement)	1,972.00	1,972.00	"

10559-A Betts, Harry N.
Right of Way
Option expires
February 13, 1946

0.04 acre at $450.00	18.00		
Trees, barn and shed, chicken house, woven wire poultry pens, concrete walk	547.50		
Severance - 0.69 acre at $450.00 (50%)	155.25	720.75	"

10557-A Milton-Freewater and Hudson Bay Irrigation Company
Right of Way easement
Option expires
April 23, 1946

0.07 acre (See letter attached to final report)	20.00	20.00	"

GARDNER RANCH-BERGER RANCH SECTION, WOLF CREEK HIGHWAY

6513- Scoggin, Dora Louise and Ida Augusta
Right of Way
Option expires
April 2, 1946

1.84 acres at $300.00	$ 552.00	$	
Allowance - 38 rods fence at $2.00 rod	76.00		
Allowance- rearranging present fences	100.00		
Damages in lieu of moving house	1,500.00		
Waiver of access	272.00	2,500.00	Collins

OCT 29 1945

BERGER RANCH-BARNES ROAD SECTION, WOLF CREEK HIGHWAY

5202-German Congregational Church
Right of Way

0.20 acre at $500.00	$ 100.00	$	
Church building	1,800.00		
Restrooms and woodshed	200.00		
	2,100.00		
Credit: State to convey 0.50 acre at $200.00 per acre (File 5199)	100.00	2,000.00	Collins

PUDDING RIVER SECTION, PACIFIC HIGHWAY

10076-A Rooklidge, Chester H.
Right of Way
Option expires
April 23, 1946

0.14 acre	$ 100.00	$ 100.00	Parker

NORTH UNIT-FULTON CANYON SECTION, FULTON CANYON-WASCO HIGHWAY

11964- Carlisle, Walter H.
Right of Way
Option expires
February 5, 1946

3.95 acres	$ 00.00	$	
Fencing, if necessary		00.00	Cozad

11966- Fulton, Charles S.
Right of Way
Option expires
February 8, 1946

0.50 acre at $100.00	50.00		
Fencing, if necessary		50.00	"

11965- Miller, Rosa M. and James D. Miller
Right of Way
Option expires
February 3, 1946

0.05 acre	1.00	1.00	"

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

8951- Cordano, Paulo and Marie
Right of Way

5,000 sq.ft. at 30¢	$1,500.00	$	
Building	4,000.00		
5 garages at $100.00 each	500.00	6,000.00	McCallister

OCT 29 1945

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST (Cont.)

11146- Gabarino, Vittorio and Mary				
Right of Way				
	2,290 sq.ft. at 20¢	$ 458.00	$	
	Building	2,042.00	2,500.00	McCallister
8224- Buchwach, Lena				
Right of Way				
	1,813 sq.ft. at 40¢	725.00		
	Building	5,775.00		
		6,500.00		
	Credit allowance - Optionor to take building	500.00	6,000.00	"
11853- Colistro, John and Filomena				
Right of Way				
	4,476 sq.ft. at 22½¢ less sq.ft.	1,000.00		
	House	3,850.00		
	Grocery store	1,500.00	6,350.00	"
11852- Muti, Vincent and Mary T.				
Right of Way				
	2,588 sq.ft. at 20¢ less sq.ft.	520.00		
	House	3,080.00	3,600.00	"
10159- Kurz, Charles, and Marie H.				
Right of Way				
Option expires				
	5,000 sq.ft. at 26¢	1,250.00		
	Building	2,500.00		
	Double garage	250.00	4,000.00	"
11142- Tolpalar, M.				
Right of Way				
slope easement				
	313 sq.ft. for slope easement	50.00	50.00	"
11095-A Consolidated Supply Company				
Right of Way				
	655 sq.ft. at $1.00 sq.ft.	655.00		
	Damage- account grade change and waiver of access to property	345.00	1,000.00	

OCT 29 1945

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST (Cont.)

9063-A	Fracasso, Joseph F. and Mary Ann				
	Right of Way				
	slope easement				
		250 sq.ft. for slope easement	$ 00.00	$	
		State to build new sidewalk		00.00	McCallister
8939-B	Simms, L.C., Alus Prater, D.E. and Minnie E. Earlywine				
	Right of Way				
		2,920 sq.ft. at 20¢	584.00		
		Building	3,791.00	4,375.00	"

JUDKINS POINT-GOSHEN SECTION, WILLAMETTE HIGHWAY

*12288- See foot-note	Harpole, Sophie M.				
	Right of Way				
	Option expires April 15, 1946				
		1.19 acres at $800.00	$ 952.00	$	
		Allowance for moving chicken house and brooder houses and barn	1,500.00		
		Loss of constructed basement for new house	1,100.00		
		2,724 sq.ft. at 26¢ less	698.00		
		gravelled driveways	250.00	4,500.00	Parker

TROUTDALE-CROWN POINT SECTION, COLUMBIA RIVER HIGHWAY

**12295- See foot-note	Dunlap, Wm. E. and Rose E. Dunlap				
	Park				
	Option expires April 19, 1946				
		1 lot	$ 175.00	$	
		1 4-room house	1,100.00	1,275.00	Gardiner
**12294- See foot-note	Sawtell, Jennie M.				
	Park				
	Option expires April 15, 1946				
		1 lot	175.00	175.00	"

OCT 29 1945

TROUTDALE-CROWN POINT SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

**12293- Lynn, Grover C. and Mary E.
See foot-note — Park
Option expires April 27, 1946

1 lot	$ 175.00	$ 175.00	Gardiner	

KIRK-SPRING CREEK SECTION, THE DALLES-CALIFORNIA HIGHWAY

***11913- Lorenz, Claudia L. and William M. Lorenz
See foot-note — Park and right of way
Option expires April 24, 1946

150.0 acres at $51.45	$7,717.50	$		
490 rods fence at $3.00 per rod	1,470.00			
Severance damages	812.50	10,000.00		"

JENKINS RESERVOIR SECTION, DIAMOND VALLEY HIGHWAY

12287- Hutchinson, Ralph W.
Right of Way
Option expires April 5, 1946

6.492 acres at $10.00	$ 65.00	$		
Allowance for 428 rods fence to be built by grantor	656.00	721.00	Cozad	

12283- Jenkins, R. J. and T. E.
Right of Way
Option expires April 7, 1946

1.33 acres	00.00			
Allowance for 48 rods fence to be built by grantor	36.00			
State to build 42 rods fence		36.00		"

12285- Otley, Richard
Right of Way
Option expires April 7, 1946

4.74 acres	00.00			
Plus fencing	———	00.00		"

12282- Jenkins, R. J. and T. E.
Right of Way
Option expires April 7, 1946

(Continued on next page)

OCT 29 1945

JENKINS RESERVOIR SECTION, DIAMOND VALLEY HIGHWAY (Cont.)

12282- Jenkins, R. J. and T. E. (Cont.)

6.64 acres	$ 00.00	$	
Allowance for building			
164 rods fence	123.00		
Plus fencing by State			
164 rods	———	123.00	Cozad

12284- U. S. Government
Right of Way
Option expires

7.975 acres	00.00	00.00	"

BROTHERS-HARNEY COUNTY LINE SECTION, CENTRAL OREGON HIGHWAY

6202- Deschutes County
Right of Way

6.736 acres	$ 1.00	$ 1.00	DeArmond

6204- Deschutes County
Right of Way

14.656 acres	1.00	1.00	"

ROOTS CREEK-SILETZ SECTION, SILETZ SECONDARY HIGHWAY

12173- Kosydar, Jr. Joe
Drainage Ditch Easement

2,870 sq.ft. Drainage Ditch easement	$ 10.00	$ 10.00	Witt

12174- Bolliger, James J.
Drainage ditch easement

680 sq.ft. Drainage ditch easement	5.00	5.00	"

12175- C. D. Johnson Lumber Company
Drainage ditch easement

720 sq.ft. Drainage ditch easement	00.00	00.00	"

BONNEVILLE-CASCADE LOCKS SECTION, COLUMBIA RIVER HIGHWAY

11774- O. W. R. R. & N. Co.
Sand bunker site

1.40 acres at $360.00 less	$ 500.00	$ 500.00	Parker

LEXINGTON-UMATILLA COUNTY LINE SECTION, LEXINGTON-ECHO HIGHWAY

11967- Doherty, Estate B. P.
Stock Pile Site
Option expires
April 4, 1946
1.81 acres at $10.00 $ 18.10 $ 18.10 Cozad

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

12299- Mishler, Harley
Right of Way
Option expires
April 25, 1946
1.42 acres at $350.00
per acre $ 497.00 $ 497.00 Witt

Foot Notes:

* Re Item No. 12288, purchase of right of way for the Judkins Point-Goshen Section: In the discussion of this matter it appeared advisable to the Commission to complete the purchase of the right of way that is needed in connection with the proposed revision of this section of highway, because of developments that are taking place in this vicinity. Accordingly, the Commission authorized the Chief Counsel to proceed with the securing of options for the same. The Engineer was instructed to prepare descriptions of the land needed from the various owners for the use of the Chief Counsel in the negotiations.

** Re Items Nos. 12295, 12294, and 12293, acquisition of park property from William E. Dunlap and wife, Jennie M. Sawtell, and Grover C. Lynn and wife, being property situate in what is known as Dabney Park: The Commission authorized the acquisition of the tracts at the option prices subject to the condition that the options shall not be closed until and unless satisfactory title to the remaining portion of this park has been obtained from Multnomah County, the present owner. The Commission also authorized acceptance from Multnomah County of a narrow strip of land situate between the Columbia River Highway and Sandy River, about 1,000 feet west of Baseline Road Bridge.

*** Re Item No. 11913, acquisition of park property and right of way from Claudia L. Lorenz along the proposed revision of The Dalles-California Highway between Kirk and Spring Creek, in Klamath County: In this connection the Secretary read aloud a letter from Mr. Alfred D. Collier, Klamath Falls, to the State Parks Superintendent, in which Mr. Collier offers, on behalf of his brother and himself, to pay the sum of $6,500 for the property beyond the limits of the standard width highway right of way as a memorial for their parents, who were pioneer residents of the State of Oregon, it being understood that the State would pay the difference, $3,500, for the land contained within the right of

way limits. The Commission considered the offer of the Colliers a fine gesture on their part and expressed sincere appreciation for the same; however, decided unanimously to purchase the entire acreage with State funds with the understanding that a division of the costs would be discussed later with the Colliers.

The Commission recessed at 11:55 a.m. and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

At 2:00 p.m. bids as follows for highway construction work were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the awards of contracts would be made at 9:00 a.m. on the following morning immediately preceding the opening of bids on that day:

PACIFIC HIGHWAY EAST IN CLACKAMAS AND MARION COUNTIES
PUDDING RIVER BRIDGE SECTION

J. F. Johnston, Newberg	$ 140,847.00
Kern & Kibbe, Portland	175,574.80
Marine Contractors, Inc., Portland	184,570.00
E. W. Elliott, Seattle	194,848.00
Gilpin Construction Co., Portland	204,396.00

OREGON COAST HIGHWAY IN CLATSOP COUNTY
CIRCLE BRIDGE-HUG POINT SECTION

J. R. Maginnis, Portland	$ 119,500.00
Grimstad & Vanderveldt, Astoria	133,000.00
Heavy Hauling Co., Astoria	151,200.40
Strong and Macdonald, Molalla	186,900.00
McNutt Bros., Eugene	239,600.00
E. W. Elliott, Seattle	258,750.00

CENTRAL OREGON AND LAKEVIEW-BURNS HIGHWAYS IN
HARNEY COUNTY
LAKE COUNTY LINE-SILVER CREEK-CINDER BUTTE
ROCK PRODUCTION PROJECT

Sound Constr. and Engr. Co., Seattle	$ 31,660.00
E. C. Hall Co., Portland	31,780.00
M. C. Lininger & Sons, Medford	34,220.00
*T. W. Thomas, Portland	35,164.00
Newport, Kern & Kibbe, Portland	40,040.00
*P. B. Doherty, Portland	43,900.00

* Bidder will not accept this project alone.

OCT 29 1945

CENTRAL OREGON HIGHWAY IN HARNEY COUNTY
MAINTENANCE BUILDING AT SUNTEX JUNCTION

McLoughlin Construction Company, Redmond	$ 11,500.00

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY
MADRAS-JUNIPER BUTTE SECTION

J. N. & M. J. Conley, Portland	$ 226,310.75
Rogers Construction Co., Dayton, Wn.	239,088.00
Newport, Kern & Kibbe, Portland	264,626.20
E. C. Hall Co., Portland	281,431.50
Max J. Kuney, Spokane	290,361.00
Porter W. Yett, Portland	298,131.00
McNutt Bros., Eugene	299,922.00
E. R. Hitchman, Mill City	299,945.50
O. C. Yocom Co., McMinnville	317,954.00
Warren Northwest, Inc., Portland	318,440.50
E. W. Elliott, Seattle	219,557.00
Sound Construction and Engineering Co., Seattle	326,885.80
R. O. Dail, Portland	332,782.50
C. J. Eldon, Portland	336,735.00
Clifford A. Dunn, Klamath Falls	347,667.00

LAKEVIEW-BURNS HIGHWAY IN LAKE COUNTY
ALKALI LAKE-FORT CREEK ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$ 27,335.50
!*T. W. Thomas, Portland	28,850.00
**Newport, Kern & Kibbe, Portland	32,379.50
!P. B. Doherty, Portland	36,613.00

! Bidder will not accept this project alone.
* Reduction of $1,000 if also awarded Lake County Line-Silver Creek-Cinder Butte Project
** Reduction of $3,000 if also awarded Lake County Line-Silver Creek-Cinder Butte Project

SIUSLAW HIGHWAY IN LANE COUNTY
GREENLEAF CREEK-LONG TOM RIVER ROCK PRODUCTION PROJECT

Del R. Beebe, Fallon, Nevada	$ 41,975.00
Eugene Sand & Gravel Co., Eugene	43,125.00
J. S. Risley, Milwaukie	43,885.00
E. C. Hall Company, Portland	49,425.00
Harrisburg Sand & Gravel Co., Harrisburg	47,995.00

OCT 29 1945

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
TROUTDALE-WAHKEENA CREEK GRADING PROJECT

Leonard & Slate Oregon Ltd., Portland	$ 149,705.00
Berke Bros., Portland	150,192.00
R. A. Heintz Construction Co., Portland	158,896.60
E. W. Elliott, Seattle	163,919.50
Kuckenberg Construction Co., Portland	165,094.50
K. L. Goulter & Co., Seattle	167,910.00
Sound Constr. & Engr. Company, Seattle	173,165.00
Morrison Knudsen Company, Seattle	173,178.00
Vernie Jarl, Gresham	181,325.00
McNutt Bros., Eugene	195,401.00
E. C. Hall Co., Portland	198,255.50

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
BRIDGE AND CULVERTS ON TROUTDALE-WAHKEENA SECTION

*E. W. Elliott, Seattle	$ 26,352.50
Archie R. Averill, Portland	32,467.50
C. J. Eldon, Portland	33,055.00
Lockyear & White, Woodland, Wn.	38,022.50
Kern & Kibbe, Portland	38,250.15
*Leonard & Slate, Portland	41,600.00
*!R. A. Heintz Construction Co., Portland	42,620.00
*McNutt Bros., Eugene	42,620.00
Walder & Kenworthy, Oregon City	46,420.00
**Kuckenberg Construction Co., Portland	47,860.00

* Bidder will not accept this project alone.
! Reduction of $1,000 if also awarded Troutdale-Wahkeena Grading Project.
** Reduction of $7,200 if also awarded Troutdale-Wahkeena Grading Project.

COMBINATION BIDS FOR THE TWO ABOVE PROJECTS

	(1)	(2)	Reduc.	Comb. Bid
Leonard & Slate, Portland and Archie R. Averill, Portland	$149,705.00	$ 32,467.50	$ —	$182,172.50
E. W. Elliott, Seattle	163,919.50	26,352.50	—	190,272.00
Leonard & Slate, Portland	149,705.00	41,600.00	—	191,305.00
R. A. Heintz, Portland	158,896.60	42,620.00	1,000	200,516.60
Kuckenberg Con. Co., Ptld.	165,094.50	47,860.00	7,200	205,754.50
McNutt Bros., Eugene	195,401.00	42,620.00	—	238,021.00

OCT 29 1945

A delegation representing the "Keep Oregon Green Association" and consisting of Messrs. Edmund Hayes, Chairman, Portland; Charles Ogle, Secretary, Salem; and Arthur W. Priaulx, member, executive committee, Eugene; came before the Commission regarding the maintenance of "Welcome" signs at state highway entrances into Oregon. Mr. Priaulx was spokesman. He presented an artist's sketch of the sign they have in mind, which is to be constructed of logs with natural rustic finish and with gilded lettering. He asked the Commission to finance the installations as a state project inasmuch as each would be considered an official welcome to the state by a state agency. He offered the Association's help in the matter insofar as is possible except in the matter of financing.

Mr. Hayes advised that this is only one of many projects that the Association is sponsoring and is asking the state to assume the expense because the Association is without funds for the purpose.

Chairman Banfield advised that the Highway Commission has already budgeted funds to the limit it considers possible at this time and is not in position now to assume additional obligations of this nature. He added that the Commission is interested in the matter but not to the extent of spending $500 of public funds for each sign, which is the amount mentioned by the Engineer as the probable cost of each. As the result of further discussion the Commission agreed to give the matter study and accordingly referred it to the Engineer and the Parks Superintendent for a report.

A delegation from Albany, consisting of G. C. Knodell, Mayor; Ralph Banton, and George Parker, Councilmen; C. R. Ashton, Recorder; County Judge E. G. Arnold; County Commissioner Claude G. Smith, and County Engineer Walter W. Larsen, was present and asked the Commission to redesignate as state highways the county roads and streets in North Albany that were abandoned as such when the new highway was built through this city. They also asked for the rerouting of logging trucks from Benton County that enter Albany from the Willamette River Bridge and dump their loads on the Albany side of the river. It appears that the trucks cannot negotiate the turn at the end of the bridge and are obliged to travel twenty city blocks extra to get to the dumps. The extra distance could be reduced about eight blocks if the state will maintain a connection, one block long, on Fifth Street. The Commission referred the matter to the Engineer for report on both matters.

Mr. L. A. Christensen, logging contractor, came before the Commission regarding the transportation over state highways of logs that involve overall lengths in excess of the statutory limit of 50 feet. He particularly referred to the Commission's order of May 29, 1945, which prohibits the granting of overlength log hauling permits after January 1, 1946, and alleged that unless the order is modified to permit longer movements, a hardship will be created on the logging industry. He pointed out that the overall length of a load of 40 foot logs transported on a single axle drive truck and tandem axle trailer is from 53 feet to 55 feet, and if a tandem axle truck is used, the overall length would exceed 60 feet. He urged modification of the present ruling to permit the hauling of 40 foot logs on either type of equipment and the occasional transportation of logs of greater length. After considerable

discussion the Commission referred the matter to the Engineer for investigation to determine over which highways loads of logs 60 feet overall in length can be transported without endangering other traffic.

Mr. Christensen also requested permission to transport loads of logs 12 1/2 feet overall in height, which is one and one-half feet in excess of the statutory height limit. The Commission approved the granting of such permits on the condition that approved weight limits would not be exceeded and that there is sufficient vertical clearance on the highways to accommodate loads of such height.

The Commission conferred with a delegation from Marion and Polk Counties regarding the proposal to construct a bridge over the Willamette River at Independence to replace an existing ferry. The group included the following: County Judge Grant Murphy, and Commissioners Roy Rice and Jim Smith of Marion County; County Judge Herman Van Well, and Commissioners Fred Gibson and Herrison Brandt of Polk County; Senator Dean Walker, and his brother, Mike Walker, of Independence; Clay Cochran, Manager, and Ernest Miller, of the Salem Chamber of Commerce. Senator Walker headed the group. He advised that the two county courts had a joint meeting for discussion of the offer of the State Highway Commission to pay one-half of the cost to build the bridge at Independence if the two counties will pay the balance of the expense, and agreed to accept the offer on the basis that each county will pay one-fourth of the total cost. The counties are assuming, he said, that the state will advance the counties' share of the expense and proceed with the construction of the bridge, and then liquidate the obligations of the counties by utilization of their shares of the state gasoline tax revenues. The counties cannot finance their respective shares otherwise, he added.

He suggested the possibility of securing Federal Aid monies to help pay for the work. He urged the Commission to expedite the project and suggested that it is highly desirable that necessary surveys be authorized and that a definite location for the bridge be determined as soon as possible.

Chairman Banfield recalled previous conferences with both county courts regarding the project and the Commission's decision later to place it in the construction program if the counties agreed to pay 50% of the total cost up to a maximum of $600,000.

The discussion then centered on the question how much work is included in the $600,000 estimate. The Engineer advised that according to present day prices such sum will not pay the entire cost of the bridge and the roads leading to it, although there is included a sufficient sum to pay for the road approaches that are necessary to make the bridge usable. He pointed out that about one mile of new road construction is needed on the Marion County side of the river to eliminate a potential "death trap" when the bridge is built. He estimated the cost of such one mile section at $100,000.

Judge Murphy pointed out that the road on the Marion County side has been designated a Federal Aid Secondary Highway and suggested the allocation of Federal Secondary monies to pay for its improvement. He also said that Marion County would commit itself to improve the existing road and would go with the state in constructing the one mile section of new road as a first priority project when the Marion County projects that are included in the Commission's Postwar Program are completed. Chairman Banfield replied that the State Highway Commission is not prepared to make a commitment to construct the approaches when the bridge is built. He also said that the Commission feels that the counties should each be prepared to spend $150,000 toward the bridge cost if they are willing to pay one-half of the total expense; moreover, the reimbursement period for the counties to pay off their obligations to the state, would have to be of short duration in fairness to the balance of the state. Judge Murphy stated that Marion County could pay its share within five years, if necessary. Judge Van Well said that it would take Polk County 25 years to complete payment of its share; however, after further discussion he said that Polk County would complete its payments in eight years.

The Commission thereupon agreed to give the matter further study subject to the condition that the improvement on the Marion County side of the river shall include provision for the elimination of the "death trap" mentioned by the Engineer and that Marion County will pay its share of the cost within five years and Polk County within eight years. The Engineer was authorized by the Commission to make the necessary surveys, and he and the Chief Counsel were instructed to study all angles of the project and report back to the Commission the results thereof.

The State Parks Superintendent, Mr. S. H. Boardman, was present and presented the following park matters:

1. Offer of Douglas County to present to the State as a gift an 80-acre wayside tract along the Pacific Highway at Stage Road Pass, Douglas County: The Parks Superintendent recommended acceptance of this gift. The Commission approved the recommendation and ordered that an appropriate letter of acknowledgement be sent to the County Court.

2. $1,500 bequest by Alma E. Uzafovage, Deceased: The Parks Superintendent advised that such bequest was provided for in the will of Mrs. Uzafovage, who was an Oregon pioneer and a friend of Champoeg State Park, the bequest being made subject to the condition that the money be credited to the Operations Account of Champoeg State Park. The Commission accepted the gift with thanks and ordered that the money be spent for some purpose in Champoeg Park that meets with the approval of the Oregon Historical Society.

3. Request for permission to erect a building on Battle Rock, Port Orford: The Parks Superintendent advised receipt of a request for permission to construct a small building on Battle Rock for commercial purposes. He recommended that the request be denied. The Commission approved the recommendation.

OCT 29 1945

The Assistant Counsel brought up for discussion a request from Mr. Russell Hubbard, Reedsport, regarding the purchase of two fractional lots of State-owned property in Reedsport. He advised that the property in question was advertised for sale in 1941, but a satisfactory bid was not received, and now Mr. Hubbard wants to buy it by private negotiation rather than on a competitive bid basis. The Commission denied the request, however, authorized the taking of bids for the property if a further check reveals that the property still is no longer of value from the State's standpoint.

The Assistant Counsel requested authority to condemn certain parcels of real property that are needed for highway purposes. He presented a list of such properties, together with the offer that he recommended be authorized for each parcel as follows:

File Number	Name of Owner	Recommended Offer
CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY		
9934 (Right of Way)	Robert C. Kinney	$ 135.00
10907 (Right of Way)	M. B. McKay	450.00
10342 (Right of Way)	Virginia H. Curtis	10.00
TROUTDALE-BRIDAL VEIL SECTION OF THE COLUMBIA RIVER HIGHWAY		
11899 (Right of Way and 11900 and Borrow)	Paul Martin	12,500.00

After discussion, the Commission approved the request and thereupon, by unanimous vote, adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to,

OCT 29 1945

along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Virginia H. Curtis, which property is located in Government Lot 5 of Section 6, Township 4 North, Range 10 West, W. M., Clatsop County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 10342, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Robert C. Kinney, which property is located in the southeast quarter (SE¼) of the southwest quarter (SW¼) of Section 20, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 9934, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by the heirs of M. B. McKay, which property is located in the southwest quarter (SW¼) of the northwest quarter (NW¼) of Section 29, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 10907, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

Foot Note: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 55, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture or roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance or unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, by official act of the State Highway Commission there has been located and esta lished a state highway which is known as the Columbia River Highway and otherwise designated as State Highway No. 2; and

WHEREAS, in connection with and for the improvement and reconstruction of said highway it is necessary that real properties be acquired for right of way and other purposes; and

WHEREAS, as of this date the Highway Commission adopted a resolution by which, among other things, the Commission found, declared, and therefore authorized that for the purpose of making possible a

highway adequate for the needs of the traveling public there should be acquired in addition to the necessary rights of way all right of access to said highway, except at such places as might be agreed upon by the Highway Commission and the property owners; and

WHEREAS, the Commission does now find and declare that the real properties described on the attached sheets are required and are necessary for use in connection with the permanent construction, improvement, and maintenance of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare that the parcels of real property described on the attached sheets 1 and 2 and designated as Parcels Nos. 1, 2, 3, and 5 are each and all necessary and needed for rights of way for and in connection with the improvement and reconstruction of the said Columbia River Highway, and the real property described on sheet 2 and designated as Parcel No. 4 is needed for public park and recreational purposes. The properties the acquisition of which hereby is authorized and ordered are owned or are claimed to be owned by Paul Martin and Verla M. Martin, husband and wife, and are in their possession. (*)

2. The Commission does further find and declare that in addition to the acquisition of the real properties described on the attached sheets as Parcels Nos. 1, 2, 3, and 5 it is necessary, in order to make possible the proper construction and maintenance of a highway thereover adequate for the needs of the type, character, and volume of traffic which will move over the proposed highway, that there be acquired all rights of access from abutting properties to the said parcels of real property and the highway which is to be constructed thereover, except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners or with the tenants or persons in possession, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access to Parcels Nos. 1, 2, 3, and 5 except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission, and, in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access to Parcels Nos. 1, 2, 3, and 5 except at such points or places as may be agreed upon by the respective owner or owners and the State Highway Commission.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. This resolution shall be entered in full in the minutes and records of this Commission.

Foot Note: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 56, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

In this connection the Assistant Counsel advised the necessity to institute condemnation proceedings to acquire remaining properties that are needed as right of way for the Front Avenue project in Portland. He submitted a list of such properties, together with the offer that he recommended be made in connection with each parcel as follows:

N.W. - S.W. Front Avenue - Section of M-99		Recommended Offer
10315 - Mabel Ragan & Hubert T. Ragan Right of Way		
Land - 2665 sq.ft. at 30¢ per sq.ft.	$ 800.00	$
6 room house, full basement	4,200.00	5,000.00
10313 - George B. Martin & Ruby O. Martin Right of Way		
Land - 141 sq.ft. at 25¢ per sq.ft.	35.00	
Shrubbery destroyed	65.00	
Garage to be wrecked	100.00	200.00
10311 - Cecil G. Applegath & Juliet Applegath Right of Way		
23 sq.ft. - Lump sum	10.00	10.00
11842 - A. Wolfman Right of Way		
314 sq.ft. at 25¢ per sq.ft.	78.50	
275 sq.ft. slope easement at 10¢ sq.ft.	27.50	
Grade change damages including waiver of access to S.W. Front Avenue	500.00	606.00
8730 - Oregon Realty Co. Right of Way		
5,000 sq.ft. at $1.00 per sq.ft.	5,000.00	
Building & improvements	2,500.00	7,500.00
8227 - Gertrude W. Smith Right of Way		
6,050 sq.ft. at 31¢ per sq.ft.	2,000.00	
Shrubbery and lawn	500.00	
Grade change damage and damage to building	1,000.00	3,500.00

N.W. - S.W. Front Avenue - Section of W-99 (Cont.)		Recommended Offer
8272 - School District #1 of Portland, Oregon		
Right of Way		
10,000 sq.ft. at 30¢ per sq.ft.	$ 3,000.00	$
10,000 sq.ft. at 20¢ per sq.ft.	2,000.00	5,000.00
11846 - E. A. Shank, Lip Shank & Roland Shank		
Right of Way		
1,928 sq.ft. at 50¢ per sq.ft.	964.00	
2,800 sq.ft. for slope easement at 20¢ per sq.ft.	560.00	
Damage to house or moving	1,000.00	2,524.00
11297 - Portland Gas & Coke Co.		
Right of Way		
21,500 sq.ft. at 70¢ per sq.ft.	15,000.00	15,000.00
11854 - Lee Patterson & Frank M. Moore		
Right of Way		
65 sq.ft. at 50¢ per sq.ft.	32.50	32.50
11927 - C. W. Boost		
Right of Way 986 sq.ft. at 20¢ per sq.ft.	200.00	
Double garage taken	200.00	
Damage to remaining property	300.00	700.00

OCT 29 1945

In the discussion that followed the Assistant Counsel advised that acquisition of the above properties will complete the acquisition of right of way for the Front Avenue project on the west side of the Willamette River and that the City of Portland has approved the recommended offers and will conduct the condemnation proceedings. In view thereof the Commission approved the offers by unanimous vote.

The Chief Counsel presented to the Commission for approval a form of "Consent to Vacate a Portion of the East Side County Road No. 360 in Umatilla County, Oregon," within the corporate limits of the City of Freewater. He advised that the purpose of the vacation is to eliminate a portion of the County Road which lies within the right of way of the new location of the Oregon-Washington Highway between Milton and the Washington State line, and that it is necessary for the Highway Commission to consent to the vacation as an abutting property owner. The Commission approved the vacation by unanimous vote. The form of vacation submitted was signed on the following day.

The Chief Counsel requested authority for Mr. M. D. McCallister, Right of Way Agent, to execute official notices to tenants of certain buildings along the Front Avenue project in Portland notifying them to vacate the premises so the property will be available to the Commission when it is needed in connection with the completion of this improvement. The Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the State Highway Commission and the City of Portland have jointly acquired several tracts or parcels of real property for use in connection with the Front Avenue Project, on some of which said properties there are residences, which residences the State and the City have rented to various individuals; and

WHEREAS, said properties are now needed in connection with the furtherance of the Front Avenue Project and therefore notice to vacate must be served on each of said tenants; and

WHEREAS, the detail and formality of the serving of said notices can be more expeditiously handled through and by a highway employe than if it were handled and disposed of by the Commission; and

WHEREAS, M. D. McCallister, who is the Right of Way Agent assigned to the Front Avenue Project, is familiar with all of said matters and is therefore qualified to handle the detail and routine with respect to the service of said notices;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, all members being present and voting affirmatively, as follows:

1. That M. D. McCallister be and he hereby is instructed and vested with authority to act for the Commission in the preparation and service of notices to vacate with respect to all of the properties, title to which has been acquired jointly by the State and the City for said Front Avenue Project and which properties have been for some time and are now, pursuant to joint agreement by the Highway Commission and the City of Portland, occupied by persons or individuals as tenants.

2. That said M. D. McCallister is instructed to serve upon each of said tenants a notice to vacate, which notice shall be substantially in the form of notice hereto attached and made a part of this resolution. (*)

3. That in preparing and serving said notices to vacate the said M. D. McCallister shall cooperate with the representative of the City of Portland.

4. That any notices to vacate heretofore signed by the said M. D. McCallister for the Highway Commission hereby are ratified and approved.

5. That this resolution be entered in the minutes and records of the Commission as of October twenty-ninth, 1945.

Foot Note: (*)

NOTICE TO VACATE

You are hereby notified to vacate, quit and deliver up to the State of Oregon, by and through its State Highway Commission, and to the City of Portland, on the _____ day of

_____, 194__, the premises now held by you as tenant from month to month, said premises being designated as _____Street, in the City of Portland, Multnomah County, Oregon.

Dated this _____ day of _____, 194__.

STATE OF OREGON, by and through its State Highway Commission,

By_____

CITY OF PORTLAND

By_____

The Assistant Counsel presented a request from The First National Bank of Portland to purchase a small tract of State-owned land at the intersection of Interstate Avenue and Willis Boulevard in Portland, being a portion of Block 1, Kenton. He advised that the bank contemplates the erection of a new building at this intersection and wishes to control the State's property so that it will not be occupied by a structure at some future time which would obstruct the view of the bank building. The Engineer advised that the property is needed for highway purposes and recommended that it not be sold. The Commission approved the recommendation.

The Assistant Counsel also presented an offer from the Richfield Oil Corporation to pay the sum of $350 for a parcel of land situate in Lots 1 and 2 of Block 5, Berryvale Addition to the City of Medford. He advised that the Commission previously authorized the sale of this property and that bids for the same were received on August 20, however, all were rejected as being too low. The appraised value of the property, he said, was $250. He recommended acceptance of the offer of the Richfield Oil Corporation with the usual restrictions as to right of access. The Engineer concurred in the recommendation. The Commission, by unanimous vote, approved the sale to the Richfield Oil Corporation at its offer of $350.

The meeting adjourned at 5:00 p.m. to reconvene the following day at 9:00 a.m. in the same room.

Portland, Oregon
October 30, 1945

The State Highway Commission reconvened at 9:00 a.m. in the Stock Exchange Room of the Imperial Hotel, all Commissioners, the Engineer, the Assistant Engineer, the Chief Counsel, and the Secretary being present.

The first order of business was the announcement, as follows, by Chairman Banfield of the results of the bidding on the previous day. The action of the Commission in each instance was by unanimous vote as the result of previous discussion:

"Pudding River Bridge Section of the Pacific Highway East in Clackamas and Marion Counties. The low bid for this project was submitted by J. F. Johnston, Newberg, at $140,847. There were four higher bidders. The Commission has awarded this contract to J. F. Johnston, the low bidder, at his bid price of $140,847.

"Circle Bridge-Hug Point Section of the Oregon Coast Highway in Clatsop County. J. R. Maginnis, Portland, was the low bidder for this project at a bid price of $119,500. There were five higher bidders. The Commission awards this contract to J. R. Maginnis at his bid price of $119,500.

"Lake County Line-Silver Creek-Cinder Butte Rock Production Project on the Central Oregon and Lakeview-Burns Highways in Harney County. The low bidder on this project was Sound Construction and Engineering Company at a bid price of $31,660. The Commission received five higher bids for this project. The contract has been awarded to the low bidder, Sound Construction and Engineering Company, Seattle, at their bid price of $31,660.

"Construction of a frame maintenance building at Suntex Junction on the Central Oregon Highway in Harney County. Only one bid was received for this project, being that of McLaughlin Construction Company, Redmond, at $11,500. The Commission has rejected the bid.

"Madras-Juniper Butte Section of The Dalles-California Highway in Jefferson County. J. N. and M. J. Conley, Portland, were the low bidders for this project at a bid price of $226,310.75. The Commission received 14 higher bids. The contract has been awarded to J. N. and M. J. Conley, the low bidders, at their bid price of $226,310.75.

"Alkali Lake-Fort Creek Rock Production Project on the Lakeview-Burns Highway in Lake County. The Commission received four bids for this project, the low bidder being M. C. Lininger & Sons, Medford, at a bid price of $27,335.50. The Commission has awarded the contract to the low bidder, M. C. Lininger & Sons.

"Greenleaf Creek-Long Tom River Rock Production Project on the Siuslaw Highway in Lane County. The low bid for this project was submitted by Del R. Beebe, Fallon, Nevada, at $41,975. There were four higher bidders. The Commission has awarded this contract to the low bidder, Del R. Beebe, at his bid price of $41,975.

"Troutdale-Wahkeena Creek grading and bridge projects on the Columbia River Highway in Multnomah County. Bids were received for each project by itself and in combination. Leonard & Slate Oregon Ltd.

submitted the low bid for the grading project at $149,705. E. W. Elliott, Seattle, submitted the low bid for the bridge project at $26,352.50; however, he statedhis refusal to accept the award of this contract unless also awarded the grading contract. Archie R. Averill, Portland, submitted the next low bid for the bridge project at $32,467.50. The low combination bid for both projects was submitted by Leonard & Slate, Oregon Ltd. at $182,172.50, which is higher than the total of the unqualified low bids submitted for each job separately in view of which the Commission has awarded the contract for the grading project to the low bidder for that project, Leonard & Slate, Oregon Ltd., at $149,705, and has awarded to Archie R. Averill the contract for the bridge project, at $32,467.50, Mr. Averill's bid being the low one received for that job without qualification."

Following this announcement, bids for additional highway construction projects were opened and read in conformity with previously published notice, as follows:

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY
MAINTENANCE AND OFFICE BUILDING AT ST. HELENS

No bids received

CENTRAL OREGON HIGHWAY IN HARNEY COUNTY
BUCHANAN-MALHEUR RIVER SECTION

Rogers Construction Co., Dayton, Wn.	$ 235,479.00
E. C. Hall Co., Portland	236,020.25
Newport, Kern & Kibbe, Portland	247,960.00
Sound Construction & Engineering Co., Seattle	251,126.00
Porter W. Yett, Portland	260,471.00
*McNutt Bros., Eugene	269,632.00
E. W. Elliott, Seattle	282,824.00
C. J. Eldon, Portland	334,426.00

* Bidder will not accept this project alone.

CENTRAL OREGON HIGHWAY IN HARNEY AND MALHEUR COUNTIES
MALHEUR RIVER-JUNTURA SECTION

*Rogers Construction Co., Dayton, Wn.	$ 164,423.00
Newport, Kern & Kibbe, Portland	173,959.60
*E. C. Hall Co., Portland	179,113.75
***E. W. Elliott, Seattle	186,956.00
****Sound Construction & Engineering Co., Seattle	187,645.00
*McNutt Bros., Eugene	188,713.00
**Porter W. Yett, Portland	204,249.00
**C. J. Eldon, Portland	224,641.00

(Continued on next page)

Malheur River-Juntura Project (cont.)

* Bidder will not accept project alone.
** Bidder will make $7,000 reduction if also awarded Buchanan-Malheur River Project.
*** Bidder will make $2,500 reduction if also awarded Buchanan-Malheur River Project
**** Bidder will make $10,000 reduction if also awarded Buchanan-Malheur River Project.

COMBINATION BIDS FOR THE TWO ABOVE PROJECTS

	(1)	(2)	Reduc.	Comb. Bids
Rogers Constr. Co., Dayton, Wn.	$235,479.00	$164,423.00	$ ---	$399,902.00
Sound Constr. & Engr. Co., Seattle	251,126.00	187,645.00	10,000.00	428,771.00
Porter W. Yett, Portland	260,471.00	204,249.00	7,000.00	457,720.00
E. W. Elliott	282,824.00	186,856.00	2,500.00	467,180.00

CITY OF KLAMATH FALLS IN KLAMATH COUNTY
BEARDSLEY BUILDING

Angelo A. Doveri, Klamath Falls	$ 13,725.00
Lloyd W. Rusk, Klamath Falls	13,780.00

I. O. N. HIGHWAY IN MALHEUR COUNTY
FLIGHT STRIP-McDERMITT SECTION

Del R. Beebe, Fallon, Nevada	$ 91,905.75
McNutt Bros., Eugene	125,656.00

CENTRAL OREGON AND JOHN DAY HIGHWAYS IN MALHEUR COUNTY
VALE ROCK PRODUCTION PROJECT

Newport, Kern & Kibbe, Portland	$ 32,559.00
E. C. Hall Co., Portland	34,520.00
M. C. Lininger & Sons, Medford	35,605.00
P. B. Doherty, Portland	37,904.00

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY
MISSION-MEACHAM ROCK PRODUCTION PROJECT

Pendleton Sand & Gravel Co., Pendleton	$ 11,750.00
Rogers Construction Co., Dayton, Wn.	11,950.00

OCT 30 1945

Chairman Banfield then announced that the award of contracts would be made at 3:00 p.m. in the same room.

The Assistant Counsel requested instructions relative to the sale of property in Albany described as portions of Lots 1 and 2, Block 39, Hackleman's Second Addition. He advised receipt of an offer from Mr. Harley Sapp, Albany, to pay $250 for this property and recommended acceptance thereof. The Engineer concurred The Commission approved the recommendation unanimously.

The Assistant Counsel brought up for discussion the question whether or not to continue during the calendar year 1946 the issuance of permits for the use of excess Highway Department properties. The Commission, by unanimous vote, approved the issuance of such permits during that year.

The Commission discussed the question of renewing the rental agreement with Mr. J. W. Goin covering use of 11 acres of State-owned property near Albany. The Assistant Counsel advised that Mr. Goin has had the use of the property at the rate of $5 per year; however, he did not pay the charge for last year because of a misunderstanding, and he has indicated that he does not intend to pay the rental charge this year. The Commission decided, in view of the circumstances, not to let Mr. Goin have further use of the property.

The Commission discussed the offer of Lt. Claire E. Terry, Coos Bay, to pay the sum of $500 for a parcel of State-owned land situate in Block 62 of Bennett's Addition to the City of Coos Bay. The Engineer advised that Lt. Terry plans to develop the property so that it will be an asset to the community and has stated willingness to accept a deed from the State with limited right of access to the highway. He recommended acceptance of the offer on those conditions. The Commission approved the recommendation.

The Commission's Chief Counsel brought up for discussion a settlement with Mr. Beldon E. Block concerning property on the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County. He advised that the property has been appraised at $1,375, but Mr. Block refuses to accept such sum, but will accept the sum of $1,525 as payment in full provided the State will furnish materials to rock his driveway. He requested instructions. After discussion, the Commission, by unanimous vote, authorized the Chief Counsel to settle this matter with Mr. Block for as much under $1,525 as is possible.

The Commission's Chief Counsel requested instructions with regard to the taking of options for right of way for the proposed improvement of the Oregon Coast Highway at Coos Bay. He advised that considerable valuable property is involved and that he is fearful that people with a speculative turn of mind will take options on some of it, and, in that case, it will be difficult for the State to acquire it. He suggested that he be authorized

to secure options for the State at this time in order to avoid complications. He particularly referred to a tract owned by a California concern which lies between land owned by Coos County and the City of Coos Bay. It appears that a building which occupied the premises recently burned and the California concern is now offering the land for sale. The Engineer advised that the Commission has not as yet adopted a definite location for the highway at this point, but recommended approval of the Chief Counsel's request because the strip of land involved is comparatively short. Following discussion, the Commission authorized the Chief Counsel to proceed with the taking of the options provided there is no obligation to complete the purchases. The Engineer was instructed to report to the Commission at its next meeting facts, insofar as he is able without an accurate location survey, concerning the proposed highway location.

The Chief Counsel recommended to the Commission the adoption of a resolution confirming the action taken at the previous meeting with respect to the securing of rights of access in connection with future purchases of right of way for certain types of highway improvements. The Commission approved the recommendation and adopted the following resolution with regard thereto by unanimous vote:

WHEREAS, the transportation of persons and property over public highways by private and for-hire motor vehicles has developed to a point where such means of transportation has become an integral and essential part of the transportation systems and agencies of the State and of the Nation; and

WHEREAS, the volume and type of motor vehicles now using the public highways of the State and the Nation have become such that highway standards and highway designs of yesterday are inadequate with respect to factors of safety, time element, weight of load, dimensions of vehicle, and all other factors entering into the problem of transportation over public highways; and

WHEREAS, highway construction, maintenance, and improvement are now and have been for some time financed in large measure by taxes and other charges imposed upon and paid by the road user, and therefore the convenience, safety, and economy of time and cost of operation are of prime significance to the road user; and

WHEREAS, highways which in design possess a minimum curvature, easy grade, two or more same-direction lanes, freedom from access or intersecting roads, streets, or lanes, and into, to, or from which abutting property owners have no, or at least a limited, right of access, constitute and are thoroughfares which, in the opinion of the Commission, afford and offer to the highway user economy of time and cost and safety of operation, to public officials charged with upkeep economy of maintenance costs, and for all interested parties a reduction in the toll of life and health and a reduction in property damage; and

WHEREAS, the state highways heretofore located and constructed, while adequate at that time to meet the needs and requirements of the type and volume of traffic then using the public highways, are now inadequate and in some instances unsafe for the type, volume, and character of traffic now imposed upon public highways; and

WHEREAS, it is deemed by the Commission advisable and for the public welfare that certain policies be defined and declared by the Commission to serve as patterns and guides in connection with future highway location and construction as applied to major highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That whenever in the future any segment, section, or major part of the Pacific Highway East, the Pacific Highway West, the Salmon River Highway, the Wolf Creek Highway from Portland to Davies, the West Portland-Hubbard Highway, the Columbia River Highway and Old Oregon Trail from Portland to the Idaho State Line at Ontario, the Willamette Highway from its junction with the Pacific Highway to its junction with The Dalles-California Highway, or The Dalles-California Highway from its junction with the Willamette Highway to Klamath Falls is relocated or the alignment thereof altered, thereby requiring the acquisition of new rights of way, there shall be acquired at the same time from the owners from whom real property is acquired for right of way all right of access from the abutting property to the highway and all right of access from the highway to the abutting property, except at such points or places as may be agreed upon by the Commission and the said owners.

2. That when it becomes necessary to acquire any real property for the realignment or relocation of any of the above named highways, or any segment, section, or major part of any of said highways, by the power of eminent domain the resolution authorizing such proceeding shall contain necessary findings and declarations with respect to the acquisition of all rights of access, as contemplated by this resolution.

3. That the Engineer be and he hereby is instructed, when preparing and writing descriptions for the acquisition of real property for rights of way for highway construction as contemplated in this resolution, to provide for and include therein a call for a waiver of all right of access as provided herein, and the Chief Counsel hereby is instructed to conform to the purpose and provisions of this resolution when acquiring real property for the purposes covered by this resolution, whether such real property and right of access be acquired by agreement or by the exercise of the power of eminent domain.

4. That this resolution be entered in the minutes and records of the Commission as of October 30, 1945.

The Chief Counsel brought up for discussion the advisibility of continuing negotiations for right of way for the proposed improvement of the Oregon Coast Highway through the Town of Gold Beach. He recalled the original agreement between the Commission and the people of this town whereby the former Highway Commission agreed to do certain things and the local people agreed to assume certain obligations. This agreement, he said, was based on an estimated cost of $36,846 to acquire necessary right of way and move buildings; however, it now appears from the report of the right of way agant, Mr. Ray Landon, who is carrying on the negotiations, that the demands of the local people are far in excess of that originally anticipated so that now the estimated cost is about $47,736. Mr. Landon was present and explained details of the transactions.

It appeared to the Commission, from considerable discussion of the matter, that the people of Gold Beach are unwilling to proceed under the original arrangement, in view of which the Commission, by unanimous vote, ordered discontinuance of further right of way negotiations and the withdrawal of the engineers who may be working on the project until authorized to resume activities on this project. It was left to the city to make the next move.

The Chief Counsel brought up for discussion the matter of conveying to the Seventh Day Adventist Church in Freewater, Oregon, 8,752 square feet of land now included in Parallel Street abutting on lands acquired by the State for right of way purposes. He advised that the City of Freewater is vacating this street where it abuts on the property of the Adventist School and that it is the desire of the church and the school to obtain all of the vacated portion for an athletic field. The State has no particular interest in the property, he said, but would acquire title automatically if the street were vacated, so, in order to accommodate the church, it would be necessary for the Commission to execute a deed conveying half of the vacated property to the church. He recommended approval of the transaction. The Commission approved the recommendation unanimously and thereupon signed the deed of conveyance.

The Assistant Counsel reported the results of a hearing before the Public Utilities Commissioner pertaining to the application of the Brooks-Scanlon Lumber Company, Inc. for permission to construct its logging railroad across the McKenzie Highway, at grade, near the Town of Sisters. He advised that the application for the grade crossing was denied, but the Company was authorized to overbuild the highway with the understanding that the highway would be depressed in its present location about nine feet. The order also provides, he said, that all costs of the overhead structure and its future maintenance shall be born by the Brooks-Scanlon Lumber Company, and that the cost of resurfacing the McKenzie Highway and the future maintenance thereof is to be borne by the State Highway Department with the further proviso that

the Company shall provide an access road for vehicular traffic during the construction of the grade separation structure, at such location as may be designated by the State Highway Commission. The Engineer estimated tne cost of the State's portion of the work at about $5,000 and recommended approval of the project on the basis of the Public Utilities Commissioner's order. The Commission approved the recommendation by unanimous vote.

A letter was presented from Mr. E. A. Thomas, City Engineer, Klamath Falls, requesting the construction of concrete strips eight feet wide along Main Street in Klamath Falls (route of The Dalles-California Highway) between Seventh Street and Ninth Street to replace existing asphaltic pavement. Mr. Thomas alleges that the present pavement becomes very soft during hot weather and the parking of automobiles against the curb causes depressions in the pavement which impair the riding qualities of the paved surface and are a niusance when filled with water because cars passing over them splash water onto the sidewalks, to the discomfort of pedestrians. The Engineer suggested that the problem could be solved by planing off the surface of the pavement an inch or two in depth and replacing it with similar material of a drier mix, which could be done for considerably less money than construction of concrete strips. The Commission approved such project unanimously provided an improvement of that type meets with the approval of the city officials.

A petition was presented from citizens of Klamath County requesting the oiling of the West Side Klamath Lake Secondary Highway from the end of the present oiled section to Fort Klamath. The Commission denied the request.

The Engineer requested instructions relative to the disposition of bids received by the Commission on August 30, 1945, for the construction of the West Side Klamath Lake Timber Access Road. He advised that the low bidder for this work is still ready and willing to proceed with the construction in conformity with his bid, and to wait two or three weeks for a decision, in view of the question whether or not Federal Access Road monies will be made available to finance the work. Mr. W. H. Lynch, Division Engineer, Public Roads Administration, who was present, stated his approval of the withholding of action on this matter for such period of time. The Commission voted unanimously to wait for two or three weeks before making its decision. The Chief Counsel was instructed, in the meantime, to prepare an appropriate form of agreement with the contractor binding him to accept the award of the contract if the award is made within such time period.

The Secretary presented a letter from the Redwood Empire Association inviting the members of the Commission to be the guests of the Association at its 25th Annual Banquet which is to be held in Ukiah, California, on November 9, 1945. The Commission expressed regrets that it could not attend this function.

A letter was also presented from the Weston Chamber of Commerce inviting the members of the Commission to attend its Seventh Annual Turkey Banquet in Weston on November 14, 1945. The Commission expressed appreciation for the invitation, and regrets that it could not be accepted.

The Commission confirmed the oral authority heretofore granted W. W. Stiffler, Assistant Maintenance Engineer, to make a trip to Seattle on October 3, 4, and 5, 1945, at State expense to investigate the availability of ferry boats that might be used in connection with the establishment of state operated ferry service across the Columbia River at Astoria. The Commission also confirmed the authority heretofore granted Mr. C. B. McCullough, Assistant State Highway Engineer, to go to Olympia, Washington, at State expense on October 18 and 19 concerning the same matter.

The Engineer discussed with the Commission a letter from Clarence B. Shain, Director of Highways, State of Washington, on the following subjects:

1. Completion of the Enterprise-Lewiston Highway
2. Rehabilitation of the lighting on the Interstate Bridge between Portland and Vancouver
3. State-owned ferry operation across the Columbia River at Astoria.
4. Proposed bridge across the Columbia River at The Dalles (Seufert site)

He explained that the letter is a report of a conference held recently in Mr. Shain's office among engineers of the Washington and Oregon Highway Departments and an outline of the conclusions reached at that time. Mr. Shain advises, he said, that the State of Washington has made provision in its second postwar year budget for the construction of the Grande Ronde River-Oregon State line section of the Enterprise-Lewiston Highway (Evergreen Highway in Washington) on the basis that the contract will be awarded after the middle of the year so that construction may be carried on during the winter of 1946-47, which should result in completion of the work early in the year 1947. The Engineer was instructed to inform Mr. Shain that it is the intention of the Oregon State Highway Commission to construct the Oregon Section of this highway simultaneously with the construction of the Washington Section if Federal Forest Highway funds are made available in the meantime to finance the work.

Concerning the lighting of the Interstate Bridge, Mr. Shain advises that the State of Washington is ready and willing to proceed with the project in accordance with the maintenance agreement covering such matter heretofore agreed upon between the two states, the cost, estimated at $13,500, to be paid on a cooperative basis as provided in the agreement and construction to be undertaken in 1946. The Engineer advised that this project was started by the former Highway Commission but was not finished because of the war; also, that the cooperative agreement referred to by Mr. Shain provides that construction and maintenance shall be paid for 50% by Oregon and 50% by Washington. He recommended approval of the project as a traffic safety measure. The Commission approved the recommendation by unanimous vote.

Concerning the establishment of state-owned ferry service at Astoria, Mr. Shain advises that through the Washington Toll Bridge Authority, under Chapter 266, Laws of Washington, 1945, Washington could join with the State of Oregon in such an undertaking; however, there are two objections, viz., 1. The law provides for the joint operation to be carried out only through the authorization and sale of bonds, which precludes such joint operation; and, 2. No appropriation has been made to the Washington Toll Bridge Authority nor does it have funds to finance or carry on the operation; moreover, the Attorney General of the State of Washington has ruled that the joint operation of such ferry cannot be carried out by the Director of Highways, but it would be possible for Pacific County, Washington, to operate a ferry jointly with the State of Oregon if the approach is a county road at a terminus located in that county. It appeared to the Commission, in view of this report, that the only way remaining to secure cooperation in this undertaking is to effect an arrangement with Pacific County, Washington. A decision in the matter was deferred pending a conference with Mr. Shain, which is to be held after the Engineer has rendered a full report on the investigations previously ordered by the Commission on this subject.

In this connection the Engineer requested authority to consult a Naval architect relative to the cost, etc. to build a ferry boat suitable to handle the volume of traffic that crosses the Columbia River at this place. He was instructed first to ascertain the amount of the fee that such architect would demand and telephone such information to the individual members of the Commission, who will then make a decision relative thereto.

With respect to the proposed bridge across the Columbia River near The Dalles, Oregon, Mr. Shain advises that the matter was discussed at considerable length and because of recent requirements of the Army Engineers it was deemed advisable to investigate and study a proposed bridge site about 1,000 feet downstream from the site originally selected, where there would be no conflict with the dam that the Army Engineers plan to construct across the Columbia River. The Engineer requested authority to join with Mr. Shain in conducting such investigations. The Commission approved the request by unanimous vote.

The Commission had under consideration the renewal of its forgery bond, in the amount of $100,000, with the American Bonding Company for a three-year period ending November 2, 1948. The Commission voted unanimously to continue the bond with the same company.

The Secretary presented an offer from Mr. Carle Abrams, Salem, to furnish the State a blanket fidelity bond covering all State Highway Department employees in lieu of the presently-effective position-schedule bond furnished by the Ohio Casualty Company covering certain specified employees. The Commission declined the offer, it appearing that a blanket bond covering all employees is not required and that the premium to be paid for the same is considerably more than the State is now paying for the position-schedule bond written by the Ohio Casualty Company.

The Commission had under discussion the setting of a date and the designation of a place for its next regular meeting and decided to hold such meeting in Portland on Thursday and Friday, December 13 and 14, 1945. The Secretary was instructed to secure a larger room for future meetings, the present room being too small to accommodate the contractors and delegations that are anticipated.

The Engineer presented a letter from Mr. Frank Shull, Multnomah County Commissioner, regarding the expenditure of postwar Federal Aid monies for market road construction. Among other things, Mr. Shull inquires whether or not a county would be permitted to compete as a bidder on highway projects proposed for construction within the borders of the county. The Engineer suggested that it would be advisable to secure detailed information from the Public Roads Administration as a basis for a reply to Mr. Shull, and for adoption by the State Highway Commission of a definite policy to be followed in such matters. It was the opinion of the Commission that this matter should be given very careful consideration so that the best information possible can be given to all of the counties, inasmuch as all of them are interested in the same matters. Accordingly, the Engineer was instructed to secure the attitude of the Public Roads Administration relative thereto and report back to the Commission. The Chief Counsel was instructed to advise the Commission as to the legal features involved.

The Commission discussed the matter of adopting Sullivan's Gulch, Portland, as the route of a state highway, particularly as the permanent route of entrance of the Columbia River Highway into Portland. It appears that certain interests have in mind the development of industrial sites in this location and if such development materializes the use of the location for highway purposes will be precluded.

The Engineer advised that Sullivan's Gulch offers an ideal location for a main trunk highway because of its freeway possibilities and because the present culture along the route is such as to make a highway economically feasible provided future development inimical to the plan is restrained. He estimated the cost to construct a modern highway along this route from Portland to Troutdale at about $8,000,000, based on a rough reconnaissance survey. The Engineer read aloud a letter from William A. Bowes, Commissioner of Public Works, Portland, on the subject, suggesting, if the Commission will indicate to the city by letter or resolution that it has or will include the Sullivan's Gulch Highway project in its future highway program, then the City Council will begin the necessary proceedings for the re-zoning of the Sullivan Gulch area so as to control development thereon.

The Engineer and the Chief Counsel recommended action accordingly on account of the importance of the matter. Chairman Banfield gave as his opinion that the matter should be studied. Commissioners Schaupp and Chessman concurred, whereupon the Engineer was instructed to make such studies as are necessary to protect the State's interests. The following resolution with respect thereto was adopted by the Commission by unanimous vote:

WHEREAS, the volume, type and character of traffic now moving over public highways, and especially at points where such traffic enters metropolitan areas, are such as to demand highway routes and locations which afford the most freedom of unimpaired movement and the highest degree of restricted access; and

WHEREAS, a route and location known as the Sullivan Gulch route in Multnomah County offers possibilities for highway development which in the opinion of the Commission should be explored, pertinent facts assembled and other relevant information and data developed for examination and consideration by this Commission; and

WHEREAS, until such preliminary field work has been done an independent selection or rejection of the proposed location is impossible;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the Commission recognizes that the proposed Sullivan Gulch route offers a potential location having possibilities worthy of consideration, the ultimate value of which cannot be determined with the information which is now in the possession of the Commission.

2. That the State Highway Engineer be and he hereby is authorized and instructed to make or cause to be made a general survey of the said Sullivan Gulch route now proposed for consideration as a location and route of a main traffic artery into the City of Portland, and report to this Commission the results of such survey.

3. That the Commission's Counsel be and he hereby is authorized and instructed to make or cause to be made an estimate of the reasonable market value of all real property involved in said proposed route and location, including such property damage as may result by reason of any taking should a highway be located and constructed over said route, and report to this Commission such estimate and findings.

4. That upon receipt of such survey and such property appraisals and findings a study and examination of the same shall be made by this Commission, and such action then taken thereon as the record and public welfare may warrant.

5. That it is estimated that the cost incident to the making of said survey and the appraisal of real property involved in said proposed project will be a sum not less than $15,000.00, and since the proposed project is of equal interest to the City of Portland, and since the time element is a vital factor in the determination of the issue and problem under discussion, it is ordered by

the Highway Commission that said authorized survey and said property appraisal be commenced as soon as the City assures the Highway Co - mission that every legitimate means will be exercised by the municipal authorities for the protection of said proposed route against commercial or other development which would tend or which might tend to impair the said proposed route for highway construction.

6. That this resolution be entered in the minutes and records of the Commission as of October 30, 1945, and a copy thereof delivered to Mr. William A. Bowes, as representative of the City of Portland.

A letter was presented from the City of Powers requesting a meeting with the State Highway Engineer for discussion of the need for the improvement of the Powers Secondary Highway. The Engineer was instructed to have Division Engineer K. D. Lytle call on these people and ascertain what they have in mind.

A letter was presented from Mr. O. L. Lundell, Cecil, Oregon, in which the Commission is asked to construct a cattle pass under and across the Oregon-Washington Highway in the Southeast quarter of the Northeast quarter of Section 26, Township 3 North, Range 22 East, W. M., Gilliam County, for use by himself and other stock owners in the vicinity as a convenience in watering livestock, which, under present conditions, are cut off from water supply. The Engineer advised that a number of requests have been received for construction of similar facilities across existing state highways and suggested that it would be advisable for the Commission to establish a policy with regard thereto, which policy might include provision for payment of 50 per cent of the cost by the State, if the Commission feels so inclined. The Commission decided unanimously not to contribute toward the cost of constructing such cattle passes, however, offered no objection to the property owners building them at their own expense under permit from the Commission and in conformity with plans approved by the State Highway Engineer and under his supervision. The Secretary was instructed to inform Mr. Lundell accordingly.

The Commission discussed a letter from the Oregon-Washington Telephone Company requesting the privilege of maintaining its telephone pole line along the Central Oregon Highway between Bend and Burns in its present location during its useable life or until necessary to relocate the line on account of highway improvements, such location being a deviation from the location specified in the permit that was issued to the company by the Commission. The Engineer advised that the existing pole line was constructed by the War Department for use in connection with Army maneuvers in Central Oregon during 1943. Upon abandonment of the lines by the Army, he said, ownership of the poles was transferred to the telephone company, which now wants to maintain them in their present location in order to avoid the expense of digging new holes in rock formation near the edge of the right of way when necessary to replace the poles. He further explained that the poles installed by the Army are untreated pine poles of short life, and that many of them have

already fallen on the highway, creating a hazardous condition for the traveling public. He recommended that the company's request be denied and that it be requested to place the poles near the edge of the right of way where they will not become a niusance or a hazard, if they should fall, which is the location specified in the permit as the eventual location of the line. The Commission approved the recommendation unanimously and instructed the Secretary to so inform the Oregon-Washington Telephone Company.

A letter was presented from the City of Warrenton requesting State aid in the maintenance of certain city streets over which the truck hauling of logs is being carried on. The Commission instructed the Engineer to handle this matter in the same manner that others in the same category are being handled under the Commission's newly-established policy.

The Engineer brought up for discussion a letter from Mr. Paul B. Wallace, Chairman of the Park Committee of the Salem Long Range Planning Commission, regarding the selection of a site for the new bridge that is proposed to cross the Willamette River at Salem, as a replacement for the present structure. Mr. Wallace gave as his feeling that it is important that enough land on the Salem side of the river be set aside to insure adequate ingress and egress to the bridge, both for present needs and to safeguard against the time when the expanding use of the bridge will demand enlarged facilities; also, that a structure of the size and cost of the proposed bridge should be set off with a fitting approach which would enable the public to appreciate it and to see its beauty. He suggested, therefore, that when the bridge site is selected, that the City of Salem be advised thereof and that the City be given suggestions by the Engineer and the Parks Superintendent to the end that the City may have guidance in securing land for a proper and adequate bridgehead at the Salem end of the proposed structure. The Engineer advised that the City of Salem is not asking the Commission to spend State money to acquire the necessary property as that feature will be taken care of locally. Chairman Banfield gave as his thought that it is proper for the Engineer to answer this letter rather than the Commission. Commissioners Schaupp and Chessman concurred and it was so ordered.

A letter was presented from the Progressive Civic Club, Oceanlake, Oregon, giving as their understanding that the plans of the Highway Commission for the improvement of the Oregon Coast Highway between Oceanlake and Dorchester House do not include the straightening of a certain curve in the present alignment, and urging the Commission to revise its plans to include the elimination of this curve. The Engineer advised that the Commission previously discussed this matter and decided to improve the highway on the present alignment at this point. He further stated that the change requested is not justified, particularly in view of the fact that at some future time the highway will be re-aligned to miss this location. He recommended that the request be denied. The Commission approved the recommendation unanimously.

Consideration was given by the Commission to a letter from Mr. Floyd J. Cook, Highway Representative, Pacific Northwest Loggers Association, suggesting, in order to reduce the possibilities of accidents occurring

on state highways at points where logging trucks enter and leave, that logging operators be required to maintain standard signs at such locations warning the traveling public to beware of logging trucks, such signs to be uniform in type and placed at a sufficient distance on each side of the points where the trucks enter and leave the highway to insure that the public has ample warning of the operations. He further suggested, in order to insure that the signs are of proper design and construction, that they be furnished by the State Highway Commission at actual cost to the logging operators. The Engineer recommended adoption of the suggestions offered by Mr. Cook provided the use of the signs would not relieve the operators of liability. The Commission approved the recommendation unanimously provided that is satisfactory from the legal standpoint. The matter was referred to the Chief Counsel to pass on the legal feature.

The Engineer brought up for discussion a request from the Canada Dry Corporation for permission to occupy a portion of the service road on the east side of Water Avenue between Clay Street and Mill Street, Portland. He said that the service road is State-owned and is a component part of the Harbor Drive improvement. The Canada Dry Corporation, he said, is erecting a building fronting on this service road, the foundations of which encroach within the right of way; however, there are no objections thereto because the encroachment is about 12 feet under ground. In connection with the building construction, however, the Corporation is erecting a tower which encroaches in the roadway a distance of about six feet, and is objectionable from the highway standpoint. He read aloud a letter from Mr. Ben S. Morrow, City Engineer of Portland, advising that he is opposed to the relinquishment of any portion of this street area for private use by any method. The Engineer recommended that the request of the Corporation be denied and that it be required to construct its tower to avoid any encorachment whatsoever in the highway right of way. The Commission approved the recommendation unanimously.

The Commission recessed for luncheon at 11:55 a.m. and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Engineer requested instructions regarding certain property in Albany which was sold to J. A. McDowell, Albany, for the sum of $1,500 as a result of competitive bidding on September 17, 1945. He advised that Mr. McDowell has been notified that he was the successful bidder for the property and has been requested to complete payment for the same, but he has not done so, which raises the question, how is the matter to be disposed of? The Commission ordered that a deed of conveyance be prepared and tendered to Mr. McDowell in person with a request for payment of the balance due. If he refuses to pay the balance such information is to be reported back to the Commission for instructions.

The Engineer requested authority to post "no parking at any time" signs on the east side of Denver Avenue, Portland, (U.S. 99W) just north of Schmeer Road junction, so as to stop patrons of the Anderson store, located at this point, from parking their cars in the highway acceleration lane. The Commission approved the request by unanimous vote.

Consideration was given by the Commission to the bids received at the morning session for construction work. The Commission, by unanimous vote, rejected the bids received for the remodeling of the Bearsley building in Klamath Falls and awarded to Rogers Construction Company the contracts for the construction of the Buchanan-Malheur River project and for the Malheur River-Juntura project on the Central Oregon Highway, on the basis of this contractor's combination bid for both projects. The bids received for the following projects; oiling, Flight Strip-McDermitt Section of the I.O.N. Highway; Vale Rock Production Project, and Mission-Meacham Rock Production Project were referred by the Commission to the Engineer with authority to award the contracts to the low bidder in each instance when certain conditions have been satisfied.

At 3:00 p.m. Chairman Banfield publicly announced the awards, as follows:

"Construction of a frame maintenance and office building at St. Helens, Columbia County: The Commission received no bids for this project and has ordered it re-advertised for bids to be received at the next meeting.

"Buchanan-Malheur River Section of the Central Oregon Highway, Harney County: Rogers Construction Company, Dayton, Washington, was the low bidder for this project, at $235,479. E. C. Hall Company, Portland, was the next low bidder at $236,020.25. There were six higher bidders. The Commission advertised that contractors could bid on this project in combination with the Malheur River-Juntura surfacing and oiling project on the Central Oregon Highway. The low bidder for the Malheur River-Juntura project was the Rogers Construction Company, at $164,423, conditioned on the award, also, of the Buchanan-Malheur River project. Newport, Kern & Kibbe, Portland, submitted the second low bid for the Malheur River-Juntura Project at $173,959.60. There were six higher bidders for this project. The combination bid of Rogers Construction Company for both projects was $399,902. The combination bid of Sound Construction and Engineering Company, Seattle, was second low for both projects at $428,771. Two higher combination bids were received. The Commission has awarded both contracts to the Rogers Construction Company, Dayton, Washington, on the basis of its combination bid amounting to $399,902.

"Remodeling of the Beardsley Building on South Sixth Street, Klamath Falls: The Commission received two bids for this project but has rejected both of them.

"Flight Strip-McDermitt Section of the I.O.N. Highway in Malheur County: Del R. Beebe, Fallon, Nevada, was the low bidder for this project at $91,905.75. The only other bid was that submitted by McNutt Brothers, Eugene, at $125,656. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Del R. Beebe, when certain conditions have been satisfied.

"Vale Rock Production Project on the Central Oregon and John Day Highways in Malheur County: The Commission received four bids for this project, the low bid being that of Newport, Kern & Kibbe, Portland, at $32,559. The second low bid was that submitted by E. C. Hall Company, Portland, at $34,520. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Mission-Meacham Rock Production Project on the Old Oregon Trail in Umatilla County: Pendleton Sand and Gravel Company, Pendleton, submitted the low bid for this work at $11,750. The next low, and only other, bid was submitted by Rogers Construction Company, Dayton, Washington, at $11,950. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Pendleton Sand and Gravel Company at its bid price of $11,750 when certain conditions have been satisfied."

Consideration was given by the Commission to the following matters of unfinished business:

1. Establishment of two one-way streets in the City of Corvallis for routing of traffic on U. S. 99W: The Engineer advised that the Corvallis City Council has been advised of the Commission's requirements with respect to such matter but the City has not as yet replied, so it is simply a matter of waiting for the city to act.

2. Removal of privately-owned cabin from Casey State Park, Jackson County: The Chief Counsel advised that there is no additional information to report in this matter. He recalled, however, that the Commission at the previous meeting indicated a desire to inspect the premises before taking definite action. The Commission decided to make such inspection trip some time before next spring.

3. Report on reconnaissance survey for establishment of a new state highway between Bates and Baker in Grant and Baker Counties to accommodate truck hauling of logs: The Engineer advised that the reconnaissance survey is completed but the Engineer in charge has not as yet reported his findings, although he believed that he would be in position to make an economic report on the project at the next regular meeting of the Commission. He was instructed by the Commission to include in his report the possibilities of improving a portion of the route. He was also instructed to call on the people of Baker and explain the status of the situation.

4. Proposed revision of the intersection of South 6th Street and Washburn Street, Klamath Falls, as suggested by Mr. A. D. Collier, Klamath Falls: The Engineer advised that this project involves the further remodling of the Badorek Building which had previously been cut back to accommodate the highway improvement as originally planned. Mr. Collier, he said, tendered his check to reimburse the state for the cost of cutting back the building the first time provided the Commission would approve the second cutback; however, bids received for the additional work were so high that he could not approve it. He recommended as a solution of the problem that the highway alignment be shifted slightly to eliminate the necessity for the further remodling of this building and that Mr. Collier's deposit be returned to him. The Commission approved the recommendation unanimously.

5. Proposed improvement of two street intersections in the City of Forest Grove to permit loads 80 feet overall in length to negotiate the turns without creating a hazard to other traffic: The Engineer advised that an attempt has been made to secure the attitude of the City Council regarding this improvement, as ordered by the Commission, but as yet no definite answer has been received. The matter will be followed up.

6. The question of granting a two-year lease for the use of State-owned property in the town of Nyssa formerly owned by the Fletcher Oil Company: The Chief Counsel advised that his report in this matter is not ready but expects to render a report at the next meeting of the Commission.

7. Disposal of old Knapp Hotel Building in Port Orford: The Chief Counsel advised that his report on this matter will be rendered at the next meeting of the Commission.

8. Report on cost to modernize the Siuslaw Highway over the summit of the Coast Range in Lane County: The Engineer advised that he has no report to make at this time but will prepare one as soon as possible.

9. Settlement with John La Grand for right of way for proposed highway construction at Harbor Drive and Arthur Street, Portland: The Assistant Counsel had no report on this matter other than that the City of Portland has approved settlement with Mr. La Grand for $30,000 and is willing to contribute city funds in the amount of $18,000 as the city's share of the expense. The Commission deferred a decision in the matter pending inspection of the premises immediately following adjournment.

10. Question of relinquishing the water right acquired with the Union Fish Hatchery property in Union County: The Engineer advised that there is no report to render at this time, but he will have it ready for the Commission at its next meeting if possible.

11. Question of designating the Richardson-Eugene Secondary Highway as a "through" highway. It was recalled that the Commission, at the previous meeting, indicated its approval of such designation provided there are no objections on the part of the County Court of Lane County, and that the Engineer was instructed to ascertain the attitude of the County Court relative thereto. The Engineer advised that the County Court has not yet expressed itself in regard to this matter.

The Commission considered and signed agreements, etc., as follows:

Bargain and Sale Deed conveying to the Seventh Day Adventist Church of Milton, Oregon, 8250 square feet of land now included in Parallel Street abutting upon lands owned as right of way by the State Highway Commission.

Bargain and Sale Deed conveying unto Carl O. Peterson a parcel of land containing 3.59 acres in Sec. 24, T. 2N., R. 4W., W. M., Washington County.

Consent to Vacation of a portion of County Road No. 360, within the corporate limits of the City of Freewater, Umatilla County.

Agreement (collateral) in connection with the acquisition of property owned by Mr. J. E. Tapp and wife and which is needed in connection with the Wolf Creek Highway.

Lease Agreement with Henry Zorn covering use of farm land in Champoeg State Park.

Agreement with Port of Alsea Commission covering maintenance of a floating wharf across State Highway Park Property at Waldport.

Project Statement on Mehama-Niagara Section of North Santiam Highway, near Linn-Jefferson County Line in Marion County.

Project Statement on John Day River-Fossil Section of Shaniko-Fossil Highway.

Project Statement on Dallas-Coast Highway between No. 11 near Valley Junction and No. 9 at Rickreall.

Project Statement on Klamath Falls-Lakeview Junction, Klamath Falls-Lakeview Highway between No. 4 in Klamath Falls and Dairy.

Contract with George F. Gunnell for furnishing ferry service at Knegren Crossing of Coos River, Coos County.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:15 p.m. following which the Commission inspected the La Grand property at the intersection of Harbor Drive and Arthur Street in South Portland.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

OCT 30 1945

Portland, Oregon
December 13, 1945

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:50 a.m.)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction, for sale of buildings in Klamath Falls, and for sale of a tract of land in Albany were opened and read in conformity with previously-published notices, following which Chairman Banfield announced that the awards of contracts for construction work and the sale of land in Albany would be made at 3:00 p.m. this day in the same room and that the Commission's decision with respect to the sale of the buildings would be announced at 3:00 p.m. on the following day:

MAINTENANCE AND OFFICE BUILDING IN
COLUMBIA COUNTY AT ST. HELENS ON
COLUMBIA RIVER HIGHWAY

Lockyear & White, Seattle, Wn.	$ 15,737.00
Berkemeier & Saremal, Portland	17,611.00
W. H. Philpott, Portland	19,260.00
Howard Halverson Co., Portland	19,594.60

REMODELING CLAYCOMB BUILDING IN
ASHLAND, OREGON, JACKSON COUNTY

	Units A. B. & C.	Units A. B. & D.
Pinniger & Watkins, Klamath Falls	$ 43,625.00	$ 47,950.00

WARM SPRINGS HIGHWAY IN
JEFFERSON AND WASCO COUNTIES
MILL CREEK-MILLER FLAT SECTION

*John A. Logan, Portland	$ 108,500.00
*M. L. O'Neil & Son, Eugene	130,330.00
Max J. Kuney Co., Spokane, Wn.	132,800.00
**C. J. Eldon, Portland	145,945.00
Leonard & Slate, Portland	153,780.00
Slate Constr. Co., Albany	188,692.80

*Bidder will accept award of only one project.
**Bidder will make reduction of $7,500.00 if also awarded the Mill Cr. Bridge.

DEC 13 1945

OREGON COAST HIGHWAY IN
LINCOLN AND TILLAMOOK COUNTIES
CLOVERDALE-OCEANLAKE ROCK PRODUCTION PROJECT

E. C. Hall Co., Eugene	$ 28,820.00
J. S. Risley, Milwaukie	30,360.00
C. J. Eldon, Portland	33,620.00
Newport Constr. Co. & Kern & Kibbe, Portland	33,820.00

NORTH SANTIAM SECONDARY HIGHWAY IN MARION COUNTY
GATES-NIAGARA SECTION

	Using Asphalt	Using Tar
Berke Bros., Portland	$ 415,527.50	———
Kuckenberg Constr. Co., Portland	424,218.00	———
E. C. Hall Co., Portland		$ 438,727.50
Leonard & Slate, Portland	442,003.40	———
Colonial Constr. Co., Spokane, Wn.	485,338.00	
Sound Constr. & Engr. Co., Seattle, Wn.	509,551.00	
C. J. Eldon, Portland	510,108.00	510,195.00
Strong & MacDonald, Tacoma, Wn.		610,766.00
Guy F. Atkinson, Portland	717,802.00	

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
TROUTDALE-WAHKEENA CREEK SECTION

*General Constr. Co., Portland	$ 933,200.00

*Bidder will not accept this project alone.

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
TROUTDALE-WAHKEENA CREEK SECTION

Colonial Constr. Co., Spokane, Wn.	$ 227,540.00
Leonard & Slate, Portland	231,875.00
E. C. Hall Co., Portland	236,475.00
Sound Constr. & Engr. Co., Seattle, Wn.	250,425.00
K. L. Goulter Co., Seattle, Wn.	252,535.00
J. C. Papin, Sandy	265,100.00
Morrison Knudsen Co., Seattle, Wn.	273,825.00
*General Constr. Co., Portland	281,620.00

*Bidder will not accept this project alone.

DEC 13 1945

THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY
THE DALLES-MAUPIN ROCK PRODUCTION PROJECT

J. S. Risley, Milwaukie	$ 38,670.00
E. C. Hall Co., Portland	38,700.00
Newport Constr. Co. & Kern & Kibbe, Portland	39,060.00
R. O. Dail, Portland	42,840.00
M. C. Lininger & Son, Medford	44,640.00
Vernie Jarl, Gresham	44,800.00
T. W. Thomas, Portland	45,050.00
P. B. Doherty, Portland	45,360.00
C. J. Eldon, Portland	47,150.00
Sound Constr. & Engr. Co., Seattle, Wn.	47,670.00
Max J. Kuney, Spokane, Wn.	62,500.00
Warren Northwest, Inc., Portland	70,200.00

WARM SPRINGS HIGHWAY IN WASCO COUNTY
BRIDGE OVER MILL CREEK

C. J. Eldon, Portland	$ 261,900.00
Kern & Kibbe, Portland	264,341.00
Gilpin Constr. Co., Portland	307,040.00

SHANIKO-FOSSIL SECONDARY HIGHWAY IN WHEELER COUNTY
PORCUPINE BUTTE-CHICHESTER GULCH SECTION

Vernie Jarl, Gresham	$ 37,212.00
*M. L. O'Neil & Son, Eugene	49,578.10
Leonard & Slate, Portland	50,192.00
C. J. Eldon, Portland	54,742.30
*John A. Logan, Portland	57,139.45
Lloyd Babler, Portland	63,809.80
Sound Constr. & Engr. Co., Seattle, Wn.	64,157.50
E. C. Hall Co., Portland	72,271.50
Max J. Kuney Co., Spokane, Wn.	78,404.00

SALE OF BUILDINGS AT KLAMATH FALLS (See footnote *)

Building No.	Name of High Bidder	Amount of Bid
11348	Chas. W. Thomas (8 lower bids received)	$ 800.00
11349	Chas. W. Thomas (5 lower bids received)	975.00
11350	Bert E. Miller (1 lower bid received)	75.00

(Continued on next page)

JUL 13 1945

SALE OF BUILDINGS AT KLAMATH FALLS (Continued)

Building No.	Name of High Bidder	Amount of Bid
11351	Ernest H. Pearson (Only one bid received)	$ 10.00
11352	Wm. Anderson (9 lower bids received)	1,051.00
11353	Mrs. R. A. Nelson (2 lower bids received)	67.00
11354	Murray S. Buttrill (6 lower bids received)	1,010.00
11355	W. E. Palmer (2 lower bids received)	206.00
11359A	W. E. Palmer (1 lower bid received)	286.00
11359B	Eugene Dean (Only one bid received)	25.00
11361	Everett R. Dennis John Lampert (6 lower bids received)	500.00) 500.00) tie bid
11362	Ernest Pearson (Only one bid received)	40.00
11364	C. R. Bird (4 lower bids received)	60.00
11365	L. L. Divens (9 lower bids received)	600.00
11368	L. D. Goss (12 lower bids received)	952.00
11375	W. McDaniel (5 lower bids received)	1,610.00

Footnote: (*)

This tabulation includes high bidders only. A complete list of all bidders is on file in the office of the State Highway Commission, Salem. See miscellaneous proposal file No. 306.

DEC 13 1945

SALE OF TRACT OF LAND AT ALBANY

C. E. Davis, Albany $ 651.00

Mr. Alfred D. Collier, Klamath Falls, was present in regard to a readjustment of pole and pipeline facilities on South Sixth Street, Klamath Falls, to accommodate the proposed improvement of this street as a postwar highway project. He urged the removal of the pole lines as a traffic safety measure and to improve the general appearance of the highway. He advised that the telephone company proposes to install its facilities under ground at its own expense, but, according to the franchise of the power company, the City of Klamath Falls is obligated to pay the cost to readjust the power circuits within the city limits. He asked the state to assume this expense, which he estimated at $1,728 if the poles are replaced at the curb line and $7,335 if the power facilities are moved entirely off this street.

He also urged the Commission to provide for the lighting of South Sixth Street in order to avoid the occurrence of accidents. In the event the Commission could not see its way clear to approve the lighting of the entire street, then he urged that lights be installed at certain hazardous intersections.

With respect to water pipe lines Mr. Collier advised that the existing pipeline is inadequate to properly serve this district and must be replaced with a new 12-inch main. He pointed out that the pipeline is owned by the California Oregon Power Company, and, under the terms of its franchise, it appears that the city is obligated to pay the cost of moving it. He asked that the state assume this expense, which he estimated at about $7,000, because the city has no money budgeted to pay it. The Engineer advised that, according to the Commission's Counsel, utilities have the right to occupy the highway right of way, but it is left with the State Highway Commission to designate the location where the facilities are to be installed outside of cities, but the cities control such features within the city limits. He pointed out that the existing facilities were installed under authority of the City of Klamath Falls and suggested that, if the city gave a franchise that contains provision that the corporation does not have to move them at its own expense, the city then is to blame and should see to it that the facilities are moved to the proper locations at no cost to the state. Under these circumstances he recommended that the city be required to see that the water main and poleline facilities are moved to the proper location insofar as they occupy the highway within the city limits, payment for the same to be made by the city. As to the section outside the city limits, he recommended that the California Oregon Power Company, which is the owner of the facilities, be required to move them at its expense. He mentioned that the decision in this instance involves the establishment of a precedent, and if the state assumed the full obligation in this particular instance, it would have to do likewise in other cases. Chairman Banfield stated that the state is not in position to assume the responsi-

DEC 13 1945

bility for changing of utilities within the corporate limits of cities and towns and feels that the cities should assume such obligations. He mentioned that he personally is not in favor of the state assuming the expense in the City of Klamath Falls. Commissioner Chessman likewise expressed himself, pointing out that the precedent that would be established is undesirable and might result in large expense to the state in future undertakings. Mr. Collier asked that the city be notified of the Commission's decision and be given full information as to the requirements. The Commission thereupon instructed the Engineer and the Chief Counsel to send such information to the city and to the California Oregon Power Company.

Mr. Collier then brought up for discussion the installation of traffic lights at four hazardous street intersections where accidents have occurred. Chairman Banfield advised that the Commission has no established policy with respect to the installation of traffic lights and cannot approve them indiscriminately but will approve them at points where the Engineer considers them required.

Commissioner Schaupp arrived at this juncture.

Mr. Collier then inquired whether or not the Commission would make provision for lighting in its plans for the highway improvement so that the city can install its own lighting system later on if it so desires. He was informed by the Engineer that such provision has already been made in the design of this project.

Mr. Donald Baldridge, Drain, Oregon, came before the Commission with regard to the reinstatement of his log hauling permit which was cancelled for gross violation of the laws, rules, and regulations covering log hauling operations. Mr. Baldridge admitted his mistakes and promised hereafter to abide strictly with the requirements if permitted to resume truck hauling over state highways. Following discussion, the Commission voted unanimously to reinstate Mr. Baldridge's permit subject to the understanding that his permit absolutely will not be reinstated if he is again arrested for violations and the permit is cancelled. Mr. Baldridge accepted this condition whereupon the Commission instructed the Secretary to recommend to the Public Utilities Commissioner reinstatement of the permit.

A delegation representing the Veteran Steamboatmen's Association, Portland, came before the Commission regarding the installation of a fireproof shrine in Champoeg State Park to house relics of the early days. The delegation was headed by the Hon. Fred W. Wilson, Circuit Judge, The Dalles, Oregon, and included the following:

Captain Walter Monical, President, Veteran Steamboatmen's Association
William O. Fischer, Secretary, Local 17, National Organization Masters, Mates, and Pilots, of America
Sam Shaver, marine engineer, representing Marine Engineers Beneficial Association
Gil Hayden, pilot, fire boat

Laurence E. Amell, Secretary, Inland Boatmen's Union of the Pacific
Com. Clyde Raabe, President, Columbia River Pilots
Fred C. Seran, Inland Boatmen's Union
Captain James Cambell, Veteran Steamboatmen's Association
Captain Ray Mooney, Veteran Steamboatmen's Association
Tom White, Attorney, Portland, legal adviser

Judge Wilson urged the Commission to construct a shrine in this park as a memorial to steamboatmen and their affiliates and as a place where records and relics of bygone days may be preserved. He presented letters from the following organizations in support of his oral request:

Columbia River Pilots
Portland Branch, West Coast Local No. 90, National Organization of Masters, Mates, and Pilots of America
Local No. 17, National Organization of Masters, Mates, and Pilots of America
Portland Steamship Operators Association, Inc.
Inland Boatmen's Union of the Pacific
Columbia Basin River Operators
Portland Yacht Club
Portland Chamber of Commerce

Chairman Banfield advised that the State Highway Commission previously has discussed the matter of constructing a building in this park and has gone on record in favor of such a building; in fact, preliminary plans for the same have been made and the matter is now being discussed with the Oregon Historical Society. He pointed out that one of the Commission's concerns is the location of the building so that it will not be flooded during periods of high water. Com. Raabe urged that provisions be made in the building for a "marine room" for the housing of relics. Judge Wilson urged that the plans for the general park development include the construction of facilities for the landing of pleasure boats. Chairman Banfield assured the group that such matters would be given due consideration in the formulation of the plans. He concluded the conference by stating that the Highway Commission is glad to cooperate in this undertaking.

A delegation from Corvallis representing the City Council and the Chamber of Commerce was present. The group was headed by Mr. V. L. Goodnight, City Engineer, and included Messrs. Charles Whiteside, of the Chamber of Commerce and City Planning Commission; and Vance Taylor, Secretary of the Chamber of Commerce. Mr. Goodnight exhibited a master plan of improvements scheduled for the City of Corvallis which, he said, were prepared by an expert planning engineer. Shown thereon was the plan of the State Highway Commission for the rerouting of the Pacific Highway West and the Albany-Corvallis Highway at the northerly city limits of Corvallis. Mr. Goodnight advised that considerable development is taking place in the district through which this proposed highway improvement is located and urged the Commission to take early action in the making of the location

survey and the securing of options for needed right of way which, he said, can be acquired now at much less cost than later on after the development has taken place. The matter was discussed at some length, but the Commission deferred action thereon pending further investigations by the Engineer.

Mr. Goodnight next presented to the Commission a letter from Ralph P. Shindler, Municipal Judge and Clerk of the City Council, in which the Commission is advised that the City Council has gone on record in favor of the proposed improvement of Harrison Street from Second Street to Ninth Street in accordance with the plans prepared by the State Highway Engineer, and on the basis that the state, the City of Corvallis, and the owners of the adjacent properties each pay 1/3 of the costs involved and with the understanding that Harrison Street is to be maintained as a temporary highway route pending construction and completion of the proposed grade separation project north of Corvallis. The letter was read aloud by Mr. Goodnight following which Chairman Banfield assured the delegation that the Highway Commission is ready and willing to proceed with this improvement as soon as the City Council takes appropriate action, although, in his estimation, the City should do more than indicated by the letter.

Mr. Goodnight then brought up for discussion a proposed revision and improvement of the approach of the Corvallis-Newport Highway into the City of Corvallis. He presented a map showing a suggested revision to the south of the present highway which would avoid school grounds. He was informed by Chairman Banfield that the Highway Commission cannot say now whether or not it will approve the rerouting of the highway as suggested. The Commission, he said, is in no position to advocate a new route now in view of its present committments. This concluded the conference.

Mr. E. S. Fenlason, Attorney, Portland, came before the Commission regarding the claim of Miss Maud Campbell, who alleges that she has not been fairly compensated for the damage that resulted to her property at the north end of the Union Avenue Viaduct, Portland, by reason of the construction of this viaduct. Mr. Fenlason stated that the former Highway Commission reached a settlement with Miss Campbell in 1939 whereby she was paid the sum of $500 and given a small parcel of land. Miss Campbell, he said, was not well at the time and did not have proper legal advice, and she feels that the settlement as effected was not reasonable or fair and has asked that the present Commission review the matter. The Commission referred the matter to the Chief Counsel with instructions to report the full facts of the case.

Mr. W. W. Purvis, Nelscott, Oregon, was present on behalf of his claim for damage to his property arising out of the improvement of the Oregon Coast Highway in front of his fish market at Nelscott. Mr. Purvis advised that he signed up for the highway improvement along with other property owners, that being a requirement of the State Highway Commission in order to secure sidewalks and curbs, notwithstanding that it involved the raising of his building some 2 1/2 feet. Raising the building, he said, has cost him the sum of $3,200, payment of which will "break" him. He asked the Commission to assume payment of 1/3 of this cost. The Engineer advised that when the survey was made for this improvement, Mr. Purvis was informed that the grade line in

front of his premises would be about 2 1/2 feet higher than Mr. Purvis' building; also, that the state would not raise the building, and if he did not raise it himself it would be necessary to construct a wall in front of his property with steps leading down to his entrance. It later appeared that Mr. Purvis found someone who agreed to raise the building for the sum of $800, which evidently was satisfactory because he proceeded with the work, but during the progress thereof an accident occurred and as a result Mr. Purvis was put to extra expense. He added that by reason of the fact that Mr. Purvis raised his building the state was saved the expense of building the retaining wall, a wooden guardrail, and a bulkhead, which were estimated to cost $111. The Commission deferred action on this matter until the next meeting. The Engineer and the Chief Counsel were instructed to ascertain the facts and report back to the Commission whether or not the state is liable and there is justification for payment of part of the extra expense incurred by Mr. Purvis.

The Commission recessed at 12 o'clock, noon, for luncheon and reconvened at 2:00 p.m. in the same room.

Mr. Robert P. Conklin, Engineer, North Bend, Oregon, appeared before the Commission on behalf of the Weyerhaeuser Timber Company relative to the acquisition of two state-owned tracts of land at North Bend, one of which is a tract containing 1.05 acres that was acquired by the state for a highway maintenance quarters site, and the other a larger tract opposite the Company's proposed mill site, which the Company wishes to lease as a parking space for its employees' automobiles. Mr. Conklin advised that his Company has either purchased or obtained options to purchase lands known as the "Kruse and Banks Shipyard" and "Culver Mill Site" in North Bend, on which the Company contemplates construction of its new mill, but in order to complete its holdings it needs the 1.05 acre highway maintenance site, which is surrounded by the other land. He offered to purchase and deed to the state another suitable maintenance site as a substitute for this tract. In the discussion of this matter mention was made of the agreement between the Company and the Highway Commission relative to the use of state-owned property under the south end of the Coos Bay Bridge which, it appears, could be cancelled if the Company constructs its mill on the above-mentioned property. Mr. Conklin advised that if the Company does not need that area it would agree to the cancellation of the agreement and would also sell to the state other land that it owns adjacent thereto which he understood the state would like to have as an addition to the state park at this location. He urged the Commission to take immediate action with regard to the maintenance site because the Company's options to purchase the other tracts expire on December 20. The State Highway Engineer advised that the City of North Bend owns a site that is suitable provided a small privately-owned tract adjoining this site is acquired. Mr. Conklin advised that inquiry reveals that such tract can be acquired for $400. Chairman Banfield stated that the Commission is willing to negotiate with the Company for the exchange of properties but wishes to know first what kind of a proposition the Company will make. He suggested that the Company officials consult with the State Highway Engineer and the Chief Counsel with respect thereto and that the results thereof be communicated to the Commission which will then take definite action. The transaction, he said, depends entirely on the ability

of the parties to come to a mutual agreement with respect to the maintenance site and the proposed park area. The suggestion was approved by Commissioners Schaupp and Chessman and it was so ordered. The Chief Counsel was thereupon instructed to inform the Company in writing just what the Commission has in mind.

Mr. Adrian Schroeder, President, Gold Beach Chamber of Commerce, and Mr. Fred Adams, Member, were present concerning the proposed improvement of the Oregon Coast Highway through the town of Gold Beach. Mr. Schroeder gave as their understanding that the Highway Commission has stopped all work in connection with this project because of right of way difficulties, and inquired what could be done to reinstate it because they are anxious for the improvement to proceed. Chairman Banfield explained that the Commission previously approved this project as planned by the former Highway Commission and authorized negotiations for needed right of way; however, during the progress of such negotiations it appeared that there was a lack of desire on the part of the local people to proceed on the previously-agreed basis, in view of which the Commission considered it advisable to stop the work, particularly because of the fact that there are so many other places for the funds. The Commission, he said, does not wish to force a project on any community but rather wants to undertake them on a friendly basis. If the people of Gold Beach are willing to have the Gold Beach project proceed on such basis and will re-establish themselves with the Commission's Chief Counsel and the Right of Way Department, then the Commission will authorize resumption of the negotiations for the right of way; however, until the city evidences a desire to cooperate, the Commission will not deviate from its present decision. He made it clear that the Commission is making no promises with respect to the project until the right of way matters have been clarified to the satisfaction of the Chief Counsel. Commissioners Schaupp and Chessman concurred.

Mr. W. H. Dean, President, Oregon-Washington Telephone Company, Hood River, came before the Commission regarding the construction of a telephone pole line along the right of way of the Central Oregon Highway between Bend and Burns. He advised that his Company has acquired the poles erected in 1943 by the U. S. War Department in connection with the Army maneuvers that were conducted at that time in Central Oregon, and requested and has received from the Highway Commission a permit authorizing the maintenance of the poles on the highway right of way; however, the provision of the permit with respect to the location of the poles is not satisfactory because a strict interpretation thereof requires that the poles be re-established, which is a costly undertaking and, in his estimation, is impractical and unnecessary. He asked the Commission to permit the maintenance of the poles in their present location so as to avoid the heavy expense of digging new holes in solid rock. He stated the Company's willingness to re-set any of the poles that now constitute a hazard to the traveling public but urgently requested that the Company be allowed to maintain the balance of its poles in their present location. The Engineer explained that the permit that was granted the Company specified a location of the poles in conformity with the standard policy of the Highway Commission. He pointed out that the existing poles are in very bad condition and soon will have to be replaced. Many of them, he said, constitute a serious hazard to highway traffic in that they are very close to the traveled roadway,

and if they should fall on the highway, as some have already, serious accidents could result. It was his thought, in view of the fact that so many of the poles have to be replaced at this time, that the Company should be required to place them in the proper location near the edge of the right of way, and he so recommended. Following considerable discussion of this matter, Chairman Banfield suggested a conference with the State Highway Engineer and the Commission's Chief Counsel in an endeavor to reach an agreement for the limited use of the poles in their present location at such points where no hazard exists. He advised that the Commission wishes to cooperate to the greatest extent possible without creating a public hazard but cannot allow the pole line to be maintained in unsafe location. Commissioners Schaupp and Chessman concurred in Chairman Banfield's statements, whereupon it was agreed that a conference would be held in the near future following the Engineer's personal inspection of the existing pole line.

Messrs. A. A. Loeb, O. C. Roehr, and K. Wolfe, Chairman and members, respectively, of the Recreational Committee of the Portland Chamber of Commerce, were present and urged the Commission to increase its park budget sufficiently to allow for the purchase of more timbered areas and beauty spots along state highways. It was their thought that this requires immediate attention while such areas are still available. Chairman Banfield expressed appreciation for the interest displayed by this group and referred the delegation to past actions of the Commission in this regard, which, he said, speak for themselves.

The Commission discussed with the Engineer the bids received at the morning session for construction projects and the sale of property. The Commission voted unanimously to award the contract for the Cloverdale-Ocean Lake Rock Production Project to E. C. Hall Company, low bidder, and to award to Vernie Jarl the contract for grading and topping the Porcupine Butte-Chichester Gulch Section of the Shaniko-Fossil Secondary Highway, Mr. Jarl's bid being the low one submitted for this job. The Commission accepted the low bid submitted by J. S. Risley for The Dalles-Maupin Rock Production Project but referred it to the Engineer to make the award when certain conditions have been satisfied. All bids received for the remaining jobs were rejected by the Commission as being too high. The Commission also rejected the bid submitted by Mr. C. E. Davis for the purchase of real property at Albany.

At 3:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Construction of a frame maintenance and office building at St. Helens, Columbia County. The Commission received four bids for this project but has rejected all of them.

"Remodel and construct additions to the Claycomb Building, at Ashland, Oregon, Jackson County. The Commission received only one bid for this job. It has been rejected.

"Mill Creek-Miller Flat Section of the Warm Springs Highway in Jefferson and Wasco Counties; seven miles of grading work. The Commission received six bids for this project, all of which have been rejected.

"Cloverdale-Ocean Lake Rock Production Project on the Oregon Coast Highway, in Lincoln and Tillamook Counties. The low bid for this job was submitted by E. C. Hall Company, Eugene, at $28,820. The next low bid was submitted by J. S. Risley, Milwaukie, at $30,360. There were two higher bidders. The Commission has awarded the contract to the low bidder, E. C. Hall Company, at its bid price of $28,820.

"Gates-Niagara Section of the North Santiam Secondary Highway, in Marion County; 3.35 miles of grading and bituminous macadam surfacing. The Commission received nine bids for this project, all of which have been rejected.

"Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County; 6.18 miles of hydraulic-dredged roadbed embankment. The Commission received one bid for this project, which has been rejected.

"Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County; 0.9 miles rock toe embankment, 2.58 miles rock slope protection, 8.43 miles roadbed topping, slope oiling. The Commission received eight bids for this project, all of which have been rejected.

"The Dalles-Maupin Rock Production Project on The Dalles-California Highway, in Wasco County. The low bid for this job was submitted by J. S. Risley, Milwaukie, at $38,670. The next low bid was that of E. C. Hall Company, Portland, at $38,700. There were ten higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, J. S. Risley, when certain conditions have been satisfied.

"Bridge over Mill Creek on the Warm Springs Highway, Wasco County. The Commission received three bids for this project, all of which have been rejected.

"Porcupine Butte-Chichester Gulch Section of the Shaniko-Fossil Secondary Highway, in Wheeler County; 3.37 miles of grading and topping. The low bid for this project was submitted by Vernie Jarl, Gresham, at $37,212. M. L. O'Neil & Son, Eugene, submitted the next low bid at $49,578.10. There were seven higher bidders. The Commission has awarded this contract to the low bidder, Vernie Jarl, at his bid of $37,212.

"Sale of a tract of land at Albany. The Commission received only one bid for the purchase of this tract, being that of C. E. Davis, of Albany, at $651. The bid has been rejected."

Chairman Banfield also made the following public announcement concerning the bids received at the morning session: "Contractors will note that the Commission has rejected bids received today for most of the jobs

advertised. The Commission cannot proceed with the highway program on the basis of the bids received today. They have been rejected and the projects will not be advertised again for bids until labor and material conditions are more settled, because the Commission feels it is impossible to proceed with the road program on the basis of the bids submitted today."

A delegation from Tillamook County representing the Tillamook Chamber of Commerce and including members of the City Council and the County Court was present regarding the Commission's plans for the following state highway improvements:

1. Wilson River Highway entrances into the City of Tillamook

2. Permanent location for the Oregon Coast Highway from Pleasant Valley into and through the City of Tillamook to a connection north of the city limits

3. Proposed connecting link between the Wilson River and the Wolf Creek Highways from Glenwood to North Plains

4. Improvement of the Netarts Secondary Highway from Tillamook west to the Tillamook River, including a new bridge over Stillwell Ditch

Mr. John Aschim, Secretary-Manager of the Chamber of Commerce, headed the group, which included the following: Senator George P. Winslow, President-elect of the Chamber of Commerce; O. E. Effonberger, President; Fred H. Guyton, Treasurer; John Schild, R. J. Epping, W. H. Paynter, Thomas H. Bailey, H. T. Botts, W. B. Stevens, C. A. Ross, Sam Parker, M. D. Ackley, and Carl Haberlach, all members of the Chamber of Commerce; Harland M. Woods County Judge, Tillamook County; and D. E. Steinbach, Mayor of Tillamook. Senator Winslow acted as floor leader. He urgently requested the Commission to designate permanent routes of entrance of state highways entering Tillamook from all directions, including some revisions in present routing through the city to relieve traffic congestion. As a reason for such request he stated that the City of Tillamook is growing in all directions and important developments are taking place, which makes it imperative that definite information with respect to highways be made available to the people so they can plan their improvements properly and avoid mistakes. He urged the Commission to designate now permanent routes of entrance into the city from each direction so as to eliminate future uncertainties and questions. He particularly stressed the importance of completing construction of the Wilson River Highway into Tillamook in order to eliminate the bottleneck which he declared now exists. He also urged immediate attention to the construction of the bridge over Stillwell Ditch on the Netarts Secondary Highway in the western part of the city.

Chairman Banfield advised that the reconstruction of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway is included in the Commission's Postwar Program and present indications are that the work will

be contracted during the second year following the war. A survey for this project, he said, has been made but has not as yet been adopted by the Commission because of the possibilities of a revision in the alignment that would make it possible to avoid interference with farms and buildings. He added that the Engineer is now studying the matter, and in connection therewith will inspect the location on the ground as soon as he can. He explained that the Commission does not want to bisect farms indiscriminately but, on the other hand, cannot spend $200,000 or more on any project in order to avoid a barn. The Engineer advised that he plans to inspect this project within the next two or three weeks following which he will report his findings to the Commission. He pointed out that something would have to be done to take care of traffic congestion within the City of Tillamook because of the narrowness of the streets over which the highway is presently routed. To widen the present street he said would be a costly undertaking because of the necessity to cut back buildings, and he suggested the designation of two one-way streets in lieu thereof. He agreed to discuss this matter with the city officials when he makes his inspection trip into Tillamook County.

Concerning the Wilson River Highway project, the Engineer advised that construction is not contemplated in the three year Postwar Program and the Commission has not as yet adopted the survey. Mr. Winslow urged the designation of the entrance definitely now so that building construction can proceed in conformity therewith. The Commission agreed to give the matter consideration after receiving the Engineer's report. Mr. Winslow again urged the rebuilding of the Stillwell Bridge and was informed by Chairman Banfield that this is one of the projects that is to be considered by the Commission at this meeting.

Mr. Botts urged construction of the uncompleted link in the Wilson River Highway from Glenwood to the Wolf Creek Highway junction at North Plains, about ten miles in length. He advised that it is of vital interest to Tillamook County from the recreational as well as the commercial standpoint. Chairman Banfield replied that when the present Highway Commission was appointed it assumed many of the obligations of the previous Commission involving various communities throughout the state and that the present Commission is endeavoring to fulfill these obligations so far as is possible; however, it does not seem possible to do so in every instance. The Glenwood-North Plains project, he said, is not included in the Postwar Program; however, in about a year or so the Commission may be in a position to add additional projects, in which event it will give due consideration to this one.

Mayor Steinbach urged an early decision by the Commission with respect to the permanent entrance of the Wilson River Highway into Tillamook, which would be helpful to the City in providing a program for city street widening. He was informed by Chairman Banfield that the Engineer would discuss this matter along with others on his visit to Tillamook City. Judge Woods also endorsed the remarks of the other speakers relative to the Wilson River Highway and he also mentioned the proposed improvement of the Oregon Coast Highway at Fisher Point and the betterment project on the existing location of the Wilson River Highway at Randall's Corner. He said that he is merely mentioning these projects because the county cannot proceed with its

plans until the Commission has acted on them. This concluded the conference.

The following persons, representing the Improvement Committee of the Southeast Portland Chamber of Commerce, came before the Commission and urged early construction of a proposed extension of Foster Road to a connection with the Mt. Hood Highway: L. A. Mathisen, Chairman of the Committee; L. M. Lepper; Mrs. Vera Sabin; Miss Margaret Sullivan, Secretary, representing the Roads and Highways Committee of the Portland Chamber of Commerce; James Himes, Executive Secretary, Oregon's Mt. Hood, Inc.; Randall Kester, Secretary, Oregon's Mt. Hood, Inc. Mr. Mathisen headed the group. Speaking in behalf of this project were Messrs. Mathisen, Kester, and Lepper, and Mrs. Sabin. Chairman Banfield advised that this project is not in the Highway Commission's Postwar Program and presently there are no funds available to finance it; however, the Commission anticipates arranging a supplemental program some time next fall and at that time would be pleased to give the project fair consideration. Mr. Mathisen advised that a Foster Road extension has been before the Commission for a number of years and the answer given today is the same answer they have always received. He urged the Commission to give the people a definite promise that the proposed road would be placed on the state highway system and advised that if the Commission would do that they would take their chances of securing the funds with which to finance construction. The Commission expressed regrets that it could make no such definite promise but reiterated that it would consider the matter in a year or so.

The following members of the Baker County Chamber of Commerce were present in the interests of a proposed new state highway extending from Bates, in Grant County, to Baker, in Baker County: A. S. Grant, President; N. N. Elliott, Chairman of the Road Committee; George B. Saunders and R. M. Phipps, County Commissioners, Baker County; and Henry McKinney, Mayor of Baker. Mr. Grant headed the group. The discussion of this matter centered on the improvement of the Dooley Mountain Section of the Baker Unity Highway rather than the construction of the proposed shortcut highway between Bates and Baker, it appearing from the Engineer's report on this subject dated December 4, 1945, (see copy of report in general files) that the expense of constructing the shortcut highway is unjustified and that the improvement of the Dooley Mountain Section will serve the purpose for which the Bates-Baker Road was requested. The discussion was based on the Engineer's report. Chairman Banfield pointed out that, according to this report, the estimated cost to construct the shortcut highway is $2,766,000, whereas, for the sum of $457,000 the present route over Dooley Mountain could be improved to satisfy the requirements. He advised that the Commission has budgeted the sum of $303,000 in its postwar construction budget for improvement of the Sumpter Valley Secondary Highway and that it is the suggestion of the Engineer that this amount be transferred to the Dooley Mountain project and that it be augmented by an additional amount of $154,000 of state money, which would be sufficient to finance the Dooley Mountain improvement. He inquired whether or not the Dooley Mountain improvement would satisfy the people of Baker County. Mr. Grant gave as his thought that such a program would be satisfactory, particularly because they do not want the state to spend $303,000 for improvements on the Sumpter Valley Road that will be abandoned when the Sumpter Valley Railroad is discontinued and the right of way turned over to the state for

highway purposes, as Mr. A. C. Lighthall, President of the railroad, has agreed. The Engineer estimated the cost to improve the Sumpter Valley Secondary Highway through the canyon at $150,000 if the work were done now, but if it were deferred until the railroad right of way is made available, it would cost only about $60,000. Mr. Grant reiterated that they do not want the Highway Commission to spend any money on the Sumpter Valley Highway until the railroad has been abandoned and the right of way made available for highway purposes. The Engineer advised that if his suggestion is adopted it should be possible to finish the improvement of the Dooley Mountain Section by the fall of 1946, provided the Public Roads Administration will approve transferring to the Dooley Mountain project the $303,000 of the postwar funds that are now set up for the improvement of the Sumpter Valley Road. He recommended adoption of the plan for the improvement of the Dooley Mountain Section and postponement of the work proposed on the Sumpter Valley Highway until the railroad has been abandoned. Chairman Banfield suggested the adoption of the recommendation with the understanding that the matter of improving the Sumpter Valley Road will be reconsidered within a year or so and that such plan is acceptable to the County Court of Baker County and is approved by the Public Roads Administration. Commissioners Schaupp and Chessman approved the suggestion. The members of the delegation signified their approval, whereupon the Commission authorized the Engineer to take up the matter with the Public Roads Administration when written evidence has been received from the Baker County Court that the plan is acceptable to the people of that County.

Mayor McKinney then brought up for discussion the matter of constructing a railroad grade separation structure on Dewey Avenue in Baker, route of the Baker-Unity Highway. He urged the construction of an underpass at this point primarily to enable the Baker City Fire Department to properly serve the industries and many homes that are situated on the opposite side of the railroad from the town proper. He alleged that under present conditions such service could not be rendered if Dewey Avenue were blocked by a train, which frequently happens. It was brought out in the discussion of the matter that the project was once authorized by the former Highway Commission and some right of way obtained, but the project was called off when the monies budgeted therefor were "frozen" at the beginning of the war. It appears also that the new Federal Highway Act made no provision for funds for projects of this kind in cities and towns of 5,000 population or more. Following discussion, the Chief Counsel was instructed by the Commission to check into the new Federal Aid Law and ascertain definitely concerning this feature. The Engineer was instructed to secure a statement from the Public Roads Administration with respect thereto.

Mr. A. J. Naterlin, Mayor of Newport, was present and inquired as to the possibilities of securing state funds to finance the ornamental lighting of Yaquina Bay Bridge and certain portions of the Oregon Coast Highway through Newport. He gave as his understanding that the State Highway Commission has budgeted certain funds for such purpose and advised that the City Council would like to have some of this money spent in Newport if his understanding is correct. He was informed by Chairman Banfield that the Commission has budgeted no funds for such purposes; moreover, the Commission has not discussed the lighting of any state highway except the Pacific Highway

where it crosses the Interstate Bridge between Portland, Oregon, and Vancouver, Washington.

A delegation from Powers, consisting of Mr. James Kellond, Mayor; Mr. Loy Reed, logger; and Mr. R. L. Clark, wholesale meat dealer, Portland, came before the Commission and requested the improvement of the Powers Secondary Highway. Mayor Kellond was spokesman. He advised that this highway is badly in need of repair so as to facilitate the marketing of produce, including the trucking of cattle, from this community to Portland. He mentioned in particular four curves which he said should be widened, and a bad slide condition at one point. The Engineer advised there is justification for the request because the highway is constructed through terrain that is very unstable, particularly the upper ten mile section where slides frequently occur. He estimated the cost to rebuild the highway to high standards at about $60,000 per mile, but advised that traffic volume is not sufficient to justify such expense. He recommended in lieu thereof the expenditure of a reasonable amount to repair the points mentioned by Mr. Kellond as a minor betterment project. The Commission deferred action on the matter pending a further report by the Engineer. The project is to be given consideration in the adoption of the 1946 Budget.

The meeting adjourned at 5:30 p.m. to reconvene the following morning.

Portland, Oregon
December 14, 1945

The State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building, all Commissioners, the Engineer, the Chief Counsel, the Assistant State Highway Engineer, and the Secretary being present.

Bids as follows for highway construction were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the award of contracts would be made at 3:00 p.m. in the same room.

BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY
RUCKLES CREEK-MIDDLE BRIDGE SECTION

E. C. Hall Co., Portland	$ 109,120.00
Leonard & Slate, Portland	116,091.50
*John A. Logan, Portland	122,594.50

*Bidder will accept only one project.

DEC 13 1945

OREGON COAST HIGHWAY IN COOS COUNTY
NORTH BEND-COOS BAY SECTION

Porter W. Yett, Portland	$ 459,572.00
Coos Bay Dredging Co., Coos Bay	488,932.00

MADRAS-PRINEVILLE SECONDARY HIGHWAY IN CROOK COUNTY
JEFFERSON COUNTY LINE-LYTLE CREEK SECTION

***R. A. Heintz Constr. Co., Portland	$ 54,320.70
****Leonard & Slate, Portland	76,178.00
*John A. Logan, Portland	79,771.00
**Kuckenberg Constr. Co., Portland	80,282.00
!C. J. Eldon, Portland	84,052.00
Natt McDougall, Portland	86,499.00
E. C. Hall Co., Portland	89,279.00
*M. L. O'Neil & Son, Eugene	93,492.00
!!Sound Constr. & Engr. Co., Seattle, Wn.	93,769.00
Slate Constr. Co., Portland	96,668.00
Leach Bros., Shelton, Wn.	96,990.00
!!!Max J. Kuney, Spokane, Wn.	104,696.00

*Bidder will accept award of only one project.
**Bidder will not accept award of this project alone.
***$2,000 reduction if also awarded Madras-Lamonta Project.
****$2,500 reduction if also awarded Madras-Lamonta Project.
!$5,000 reduction if also awarded Madras-Lamonta Project.
!!$4,500 reduction if also awarded Madras-Lamonta Project.
!!!$5,000 reduction if also awarded Madras-Lamonta Project.

MADRAS-PRINEVILLE SECONDARY HIGHWAY IN JEFFERSON COUNTY
MADRAS-LAMONTA SECTION

R. A. Heintz Constr. Co., Portland	$ 76,152.20
Leonard & Slate, Portland	79,619.60
*John A. Logan, Portland	96,267.00
Sound Constr. & Engr. Co.	98,952,10
**Kuckenberg Constr. Co., Portland	100,477.00
E. C. Hall Co., Portland	119,701.00
Leach Bros., Shelton, Wn.	125,984.00
Max J. Kuney Co., Spokane, Wn.	131,462.00
C. J. Eldon, Portland	132,881.00
*M. L. O'Neil & Son, Eugene	140,321.00

*Bidder will accept award of only one project.
**Bidder will not accept award of this project alone.

DEC 14 1945

COMBINATION BIDS FOR THE ABOVE TWO PROJECTS

	(1)	(2)	Reduc.	Comb. Bid
R. A. Heintz Constr. Co.	$ 54,320.70	$ 76,152.20	$2,000	$128,472.90
Leonard & Slate	76,178.00	79,619.00	2,500	153,297.00
Sound Constr. & Engr. Co.	93,769.00	98,952.10	4,500	188,221.10
C. J. Eldon	84,052.00	132,881.00	5,000	211,933.00
Max J. Kuney Co.	104,696.00	131,462.90	5,000	231,158.00

OCHOCO HIGHWAY IN GRANT AND WHEELER COUNTIES
MITCHELL-JOHN DAY RIVER ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 25,292.00
M. C. Lininger & Sons, Medford	28,218.50
R. O. Dail, Portland	28,354.20
Arthur Gentemann, Portland	29,416.00
E. C. Hall Co., Portland	30,871.00
Sound Constr. & Engr. Co., Seattle, Wn.	31,207.00
Max J. Kuney Co., Spokane, Wn.	46,234.00

REMODELING BEARDSLEY BUILDING IN
KLAMATH COUNTY

Struss & McCoy, Redmond	$ 11,975.00
Burkhard & Schortgen, Klamath Falls	11,998.00
Lloyd W. Rusk, Klamath Falls	12,200.00
A. Doveri, Klamath Falls	12,925.00

ALSEA-DEADWOOD SECONDARY HIGHWAY (SOUTH SECTION) IN
LANE COUNTY
HENDERSON RANCH-DEADWOOD ROCK PRODUCTION PROJECT

Del R. Beebe, Eugene	$ 15,750.00

ARTHUR STREET GRADE SEPARATION IN
PORTLAND IN MULTNOMAH COUNTY

Marine Contractors, Inc., Portland	$269,209.70
Kern & Kibbe, Portland	302,184.70
Birkemeier & Saremal, Portland	314,592.00
Gilpin Constr. Co., Portland	335,040.50
Parker-Schram Co., Portland	349,666.00

DEC 14 1945

CONSTRUCTION OF FRAME MAINTENANCE BUILDING ON
SALMON RIVER HIGHWAY AT GRAND RONDE IN
POLK COUNTY

W. H. Philpott, Portland	$ 11,600.00
Lockyear & White, Seattle, Wn.	12,760.00
Birkemeier & Saremal, Portland	13,440.00

The Commission, by unanimous vote, approved the minutes of the meeting held on October 29 and 30, 1945.

The Engineer brought up for discussion the designation as a Federal Aid Primary Highway of the new route of The Dalles-California Highway (U.S. 97) between Lobert and Beaver Marsh, Klamath County, on the east side of Sun Mountain He advised that such designation is required in order to secure Federal funds with which to finance construction of this road, and urged favorable consideration at this time. He pointed out that such designation of this highway would necessitate the redesignation of the section of the existing highway from Lobert to Klamath Agency and northerly thereof to Fort Klamath Junction, together with the section of the Crater Lake Highway between Fort Klamath Junction and Crater Lake National Park boundary, as a Federal Aid Secondary Highway. The Commission, by unanimous vote, approved the new highway designations as recommended by the Engineer and thereupon instructed the Chief Counsel to prepare an appropriate resolution covering the matter.

The Engineer reported an inquiry from Mr. F. T. Fowler, Traffic Engineer for the City of Portland, whether or not the Commission has objections to the temporary use of the park area along Harbor Drive between Alder Street and Pine Street, Portland, as a parking area for automobiles. He advised that the car parking situation in downtown Portland is serious and that the city is of the belief that such use of the park strip, which lies between Harbor Drive and Front Avenue, until it is needed for highway purposes, would be very helpful. He explained that the city proposes to lease the area to a private party as the result of competitive bidding for the same and that the public will be charged for parking privileges. It was the thought of the Commission that the use of the property for this purpose would be unwise because of the hazard that will be created by reason of cars crossing the highway to and from the parking area; moreover, it appears unjustified from the revenue standpoint. In view thereof, the Commission voted unanimously against the use of the property for this purpose. The matter was reconsidered later, however, when Mr. Fowler was present. Mr. Fowler explained in more detail the plans for the use of the property and urged favorable consideration by the Commission to relieve the parking problem. As a result of his presentation, the Commission agreed to give the matter further study. Following Mr. Fowler's departure the matter was again discussed and the use of the area for parking purposes again denied.

The Commission had under discussion the Engineer's report on the proposed modification of the Commission's order of May 29, 1945, which pro-

hibits the granting of overlength permits for the transportation of logs over state highways after January 1, 1946. The Engineer presented a set of regulations which would allow log movements 80 feet overall in length under certain conditions, and advised that he has discussed them with Mr. Floyd Cook, Highway Representative of the logging industry, and with a committee representing such industry, by whom they were endorsed. He recommended adoption of the regulations as follows:

1. Under authority of Chapter 55, Laws of 1941, the State Highway Commission hereby authorizes the granting of permits for the transportation of long logs over any state highway regardless of the purpose for which the logs are to be used, based upon the recommendation of the State Highway Engineer, provided;

a. That no part of the load, or the hauling equipment, will encroach on the opposing lane of travel and provided;

b. That the axle and/or gross weights of the vehicle and load do not exceed the Oregon Statutory weight limits or the weight tolerances allowed by the State Highway Commission relating thereto, and provided;

c. That in no case shall the over-all length of vehicle and load exceed 80 feet, measured from the front bumper of the truck to the rear end of the load.

Permits shall not be issued if investigations of the State Highway Engineer reveal that the character and volume of other traffic, regardless of geometric design of the highway, are sufficient in his estimation to make the operation of overlength loads hazardous to the public.

The recommendation of the State Highway Engineer shall be based upon a test run of a load of logs made over a designated section of highway to determine the maximum length of vehicle and load that can be safely transported over such highway section without any portion of the vehicle or load encroaching on the opposing travel lane. A pilot car will not be required to accompany such maximum length movements. Stationary flagmen will not be required at the point of entry to or exit from the highway unless more than one-half of the traveled roadway is utilized in making the turns, or unless the character and volume of other traffic or the impairment of sight distance makes flagging necessary for the protection of the general public.

The State Highway Engineer will determine the amount and character of flagging or other traffic controls required in all cases.

The Engineer shall compile a record of all traffic accidents and, if the experience record of any operator is unfavorable, shall report the record of such operator to the State Highway Commission which may consider it sufficient cause for cancellation of the operator's permit.

2. Temporary permits for limited periods of time may be granted for isolated movements of overlength loads over highways where the alignment is such that the vehicle and load cannot be moved thereover without some part of the load, or vehicle, encroaching into the opposing travel lane, provided;

a. That said permits shall not be granted unless and until the mill, company, or owner of the logs furnishes an affidavit to the Highway Commission certifying that the long logs are required for long structural timbers, and provided;

b. That all such permits shall be granted subject to the condition that a pilot car shall accompany the movement as an advance flagman, and that other flagging or traffic controls shall be furnished as the conditions warrant to safeguard and protect the public, and provided;

c. That should the proposed movement indicate that there may be difficulty in complying with the Oregon Statutory weight limitations and the tolerances allowed by the State Highway Commission relating to axle and gross loads, then the permit shall require that each load be weighed by Oregon State Highway Department Weighmasters before entering upon any state highway. The expense of such weighing shall be borne by the permittee who shall deposit with the Highway Commission, in advance, a certified check or cash to cover the estimated cost thereof, and provided;

d. That such permits may, in exceptional cases, be issued for overlength log loads in excess of 80 feet over-all length, including vehicle and load, when each load is weighed by Oregon State Highway Department Weighmasters at the expense of the permittee before entering upon a state highway, and when proper flagging requirements are observed, and provided further;

e. That applications for permits under the conditions outlined above shall be denied, regardless of the affidavit showing the necessity, and regardless of the geometric design of the highway, when the character and volume of traffic, in the opinion of the Engineer, indicate that the movements would be hazardous to other traffic.

After discussion the Commission approved the regulations by unanimous vote and instructed the Secretary to use them hereafter in the granting of overlength permits for truck hauling of logs over state highways.

The Commission discussed a proposal now before the Public Utilities Commissioner for a modification of the P. U. C. order which requires streetcars to stop before crossing the Pacific Highway East (U. S. 99E) at Jennings Lodge, Clackamas County. The Engineer advised that highway traffic is now protected by a "wigwag" signal at this crossing and, in his estimation, there is no particular need for streetcars to stop at this place. He recommended approval of the proposed modification. The Commission approved

the recommendation by unanimous vote as a trial proposition.

The Engineer reported that the "Perry Monument" at St. Helens was dedicated with ceremonies on Sunday, November 25, 1945, the boulder having previously been delivered to the site by state forces and the parking area rocked in conformity with the Commission's agreement with Mr. Roy A. Perry, Portland, who had charge of the matter in behalf of the Perry family. The Commission took no action in this matter.

The Commission discussed a letter from the Fire Companies Adjustment Bureau, Inc. offering to pay the sum of $6,955.95 as settlement in full for the loss of the Suntex Maintenance Building which was destroyed by fire on August 31, 1945. The Engineer gave as his opinion that the offer is fair and reasonable and recommended acceptance of same. The Commission approved the recommendation by unanimous vote and thereupon authorized the Engineer to sign the "Proofs of Loss" as required by the Adjustment Bureau.

A letter was presented from the City of Enterprise in which the Commission is requested to approve the routing of trucks along North Street to River Street, thence along River Street to Main Street, by-passing the business district which is on Main Street. The Engineer advised that the present route of the Wallowa Lake Highway in Enterprise is easterly along North Street to West Second Street, thence south along West Second Street to Main Street, thence east along Main Street to River Street where it again turns south. He pointed out that such routing involves three right-angle turns, two of which would be eliminated were the highway routed along the truck by-pass route recommended by the city; however, it would not pass through the business section of the town and probably would not meet with the satisfaction of the city. He recommended that the designation of the truck route as desired be approved with the understanding that the city will maintain it at its own cost and expense. The Commission approved the recommendation unanimously and instructed the Secretary to advise the city accordingly. He was also instructed to inform the city that the Commission will reroute the highway along such by-pass route if the city will approve such routing, in which event the state will maintain the new route but not the old one.

The Commission had under discussion proposed modification of the state's obligation with respect to the financing of the construction of the North Santiam Highway between Gates and Niagara under a cooperative agreement with the U. S. War Department, the U. S. Forest Service, and the Federal Works Agency. There was presented to the Commission a redraft of Article V thereof which shows a substantial modification of the original draft and particularly as to the state's contribution. According to the redraft, the state is to contribute definitely toward construction costs an amount equal to the amount by which the total construction cost of said work exceeds $900,000, but in no event shall such contribution exceed $300,000. It was pointed out that the original agreement covering this project provided no definite contribution by the state but did provide that the state would underwrite the project in an amount not to exceed $300,000 if that appeared absolutely necessary. The Engineer recommended a definite contribution of

$300,000 for this project because of the value of the work that will be received from such a comparatively small investment, and because the principle established thereby would be creating a precedent for future undertakings of similar nature. The Commission approved the recommendation by unanimous vote.

Mr. A. L. Gile, Director of the North Beach Ferry Company, Astoria; Mr. James L. Hope, Attorney for the Company and Astoria City Attorney; and Mr. Guy Boyington, County Judge of Clatsop County, came before the Commission regarding the establishment of a state-owned ferry service across the Columbia River between Astoria, Oregon, and Megler, Washington. The State Highway Engineer read aloud his report to the Commission on this subject dated December 11, 1945, summarizing the result of investigations that he has conducted to date with respect to this matter. (See letter in general files for details) The investigations reveal that no ferry boats of the required size are available for operation at this point except those owned by the Astoria-Megler Ferry Company; also, that this company is offering to sell its entire plant to the state for what he considers to be a very reasonable sum. He recommended, if the Commission sees fit to establish this state ferry service and to purchase this equipment, the purchase of all of the company's facilities except the 14th Street ferry landing in Astoria, and the construction of a new landing at 17th Street. Pending construction of the new landing, he said arrangements could be made with the ferry company for the use of its landing on 14th Street. He pointed out that the City of Astoria and Clatsop County have indicated a willingness to deed to the state certain properties that would be needed for a new landing and approaches thereto. However, he pointed out that additional frontage about 100 feet wide is required because of the operations of another company. It was the opinion of Judge Boyington and Mr. Gile that no particular difficulty would be encountered in arranging for the extra frontage. Mr. Hope stated that the ferry company has an offer to purchase the 14th Street ferry landing in excess of the amount that it is asking the state to pay for it, but the company is willing to sacrifice the higher offer in favor of the state if the state wants the property; moreover, if the state wants to lease it that will be satisfactory for a year or two provided the state will pay the taxes and five per cent on the investment. Mr. Gile advised that the ferry company is willing to enter into an agreement with the Commission to pay the entire amount of the purchase price out of profits, the first payment to be made during the last part of the first year after the deal is closed and then $40,000 or $50,000 a year thereafter until the payments have been completed.

The matter of tolls was then discussed. Chairman Banfield inquired as to the attitude of the people of Astoria and Clatsop County with regard to the payment of tolls. Judge Boyington advised that to a large extent the people are committed to the payment of a toll until such time as the tolls can be reduced an amount equal to the actual cost of operation. He suggested that the amount of the toll be left to the Highway Commission inasmuch as their primary interest is to secure the best service possible, the matter of the toll being secondary. Chairman Banfield stated that it would not be possible for the state to operate the service free of charge. He inquired as to the position of the State of Washington and was informed

by the Chief Counsel that the Commission has authority to join with the State of Washington or with Pacific County, Washington, in this undertaking, or it may operate the service on its own account if it so desires, but so far as the law is concerned, the Commission has authority to operate the ferry jointly. Commissioner Chessman gave as his thought that, due to the fact that the ferry operation is an interstate proposition, the service and the rates should be under the control of the two states. He also said that he is not in favor of cutting off the tolls until the State of Washington pays one half of the capital cost and agrees to pay 50 per cent of the cost of operation and upkeep. The matter was discussed further at some length but a definite decision was deferred until later so as to give the members of the Commission an opportunity to discuss the matter among themselves.

Following the departure of this group, the Commission resumed the discussion of this matter and as a result thereof the Engineer and the Chief Counsel were instructed to submit to the Commission a complete report, in writing, covering the entire matter so that the Commission may have the benefit of the facts when the matter is considered at the next meeting. The report is to include, among other things, full information concerning cost to acquire the ferry facilities and the cost to operate them.

The Engineer requested instructions relative to a readjustment of water mains in connection with the contract for the construction of the North Bend-Coos Bay Section of the Oregon Coast Highway, bids for which were received at this meeting. He explained that it is necessary to move the pipe lines so they will not be under the highway pavement, and there is a question who should pay the costs thereof. Past practice, he said, has been for the state to assume the expense if the facilities are owned by a city, but in this instance they are privately owned, although the city is negotiating to take them over. He estimated the cost of moving the mains at about $4,000 and advised that the item is included in the budget for this project. It was his thought that the Commission should understand the situation because it is similar to the situation that exists on South 6th Street in Klamath Falls. The low bid received today for this project, he said, is within the limit for contracting, but if the Commission elects not to pay for the moving of the pipe line then the award cannot be made until the matter has been clarified. The Chief Counsel advised that if the owner of the pipe line is operating under franchise and the facilities are damaged by reason of highway construction, then he could call upon the state for damages. He gave as his thought that the Commission would be justified in spending state money to relieve a liability that might become greater. If the city owned the pipe line, he said, there is no question that the state would be liable. He advised that his remarks are based on the premise and the assumption that the pipe lines are in place under authority of franchise and that the municipality had the authority to issue the franchise. Following discussion, the Commission approved the payment of moving costs in the present instance; however, instructed the Engineer hereafter to discuss these things with the Commission before taking on such obligations.

The Engineer brought up for discussion the programming of Federal Lands Highway Funds, amounting to $154,000, that were authorized for fiscal

years 1941, 1942 and 1943, but which have been "frozen" during the wartime period. He advised that these funds now are released for expenditure according to information received from the Public Roads Administration, which is asking that the Commission recommend projects to be financed with such funds. The Engineer suggested the allocation of this money to the Lakeview-Burns Highway, which is eligible and in need of improvement. The Commission deferred a decision in the matter until the next meeting and instructed the Engineer to submit at that time a list of all the highways eligible for the funds under discussion.

The matter of attending the next annual meeting of the American Association of State Highway Officials, which is to be held in Oklahoma City from January 29 to February 1, 1946, inclusive, had the attention of the Commission. All members of the Commission, the State Highway Engineer, the Chief Counsel, and the Bridge Engineer were authorized to attend this meeting at state expense if that meets with the approval of Governor Snell.

The Commission discussed a letter from the Klamath County Court, dated November 28, 1945, requesting the improvement of the Bonanza-Malin County Road as a Federal Aid Secondary Highway project in the Commission's Postwar Program rather than the Olene-Poe Valley Road, for which the sum of $260,000 has been budgeted for expenditure in the third postwar year. The Engineer advised that both roads at times are called the Poe Valley Road and through misunderstanding the wrong one was scheduled for improvement in the above-mentioned program. He pointed out that the Commission has allotted the sum of $390,000 of Federal Secondary monies to Klamath County, $260,000 of which was to be expended on the Olene-Poe Valley Road and $130,000 on the Lower Klamath Lake State Secondary Highway but it now appears that the amount set up for the latter project is about $50,000 short of being sufficient to finance the proposed improvement, so it has been necessary to transfer such sum from the amount set up for the other project. The Klamath County Court, he said, has agreed in writing to contribute county funds in the amount of $50,000 to help defray the cost of improving the Bonanza-Malin Road if the Highway Commission will agree to improve this road rather than the Olene-Poe Valley Road. (See County Court's letter dated December 11, 1945 in the general files) He recommended approval of the transfer of the projects as requested by the County Court, and that he be authorized to take up with the Public Roads Administration the matter of transfer of the funds. Commissioner Schaupp moved adoption of the recommendation. Commissioner Chessman seconded the motion whereupon Chairman Banfield declared the motion carried by the unanimous vote of the Commission.

Mr. John A. Laing, Chairman of the Travel Advisory Committee, was present and reported the recommendation of the Committee with respect to the selection of an agency to handle the Commission's advertising program for the ensuing year, and with respect to a proposed budget for the year 1946. He advised that at a meeting of the Advisory Committee held on November 9, 1945, the Committee, after very careful consideration, selected the advertising firm of MacWilkins, Cole and Weber to handle this work upon

termination of the Commission's agreement with the present agency. He also advised that it is the opinion of the Committee that a temporary operating budget of from $25,000 to $30,000 should be authorized now to finance the activities of the Travel and Information Department pending the adoption later on of a complete budget for 1946, such temporary budget to be prepared by Mr. Harold B. Say, Director of the Travel and Information Department, and Committee members residing nearby. He also mentioned that the ideas of the Committee have changed somewhat since the matter of the 1946 budget was first discussed and the feeling now is that the basic advertising budget for 1946 probably should not exceed $100,000, although the Committee may recommend a larger budget for 1947-48. He asked the Commission to confirm the appointment of MacWilkins, Cole and Weber as its advertising agency and to authorize a temporary budget of from $25,000 to $30,000. Following discussion, Commissioner Chessman moved adoption of the recommendations of the Travel Advisory Committee. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Commission conferred with the following representatives of the Washington State Highway Department concerning matters of mutual interest: Clarence B. Shain, Director of Highways; James A. Davis, Assistant Director; C. S. Reynolds, Edward A. Anderson, Fred L. Wolf, members of the Washington Highway Advisory Board. The Oregon State Highway Engineer, Mr. R. H. Baldock, mentioned five main subjects for discussion:

1. Lighting of the Interstate Bridge between Portland and Vancouver

2. Construction of the remaining portion of the Enterprise-Lewiston Highway at the Oregon-Washington state line (This highway is known as the Evergreen Highway in the State of Washington)

3. Construction of the proposed highway connection between Oregon and Washington at the state line north of Milton, Umatilla County

4. Construction of a bridge across the Columbia River at The Dalles

5. Inauguration of a joint state ferry operation across the Columbia River at Astoria

In the discussion that followed it was brought out that mutual agreement has been reached with respect to the first two of the above-listed subjects and that as to the third it appears that both states have approved construction of their sections in the postwar program, the Oregon section being scheduled for construction in the spring of 1946 and the Washington section possibly in the fall of 1946. Relative to the proposed bridge across the Columbia River at The Dalles, it was pointed out that the Army Engineers have selected as the site for one of the proposed Columbia River

dams a location very close to the site that was selected for the joint state bridge as the result of engineering studies by both highway departments, and if the bridge were now constructed at such location it would cost much more than was originally estimated. Mr. Baldock advised that preliminary investigations reveal that another bridge site is available about 1,000 feet downstream from the original site, but whether or not it is definitely satisfactory cannot be stated until a survey has been made. He suggested a survey jointly by both states and inquired the attitude of the Washington Highway Department relative thereto. Chairman Banfield stated that the Oregon Highway Commission would like to join with the Washington Highway Department in making an analysis of this site similar to that which was made of the original site. Mr. Shain stated his willingness to join with the State of Oregon in making this survey.

The matter of conducting a joint state ferry operation across the Columbia River at Astoria was next discussed. Chairman Banfield inquired whether or not the State of Washington is in position to join with the State of Oregon in such an operation. Mr. Shain replied that there are a number of reasons why the State of Washington can not join in such an undertaking, the principal one being that they do not have legal authority to do so. Other reasons are that no provision has been made in their budget to finance such a business and from experience gained from operation of toll ferries on Puget Sound they would not care to become involved in the ferry business. He pointed out, however, that a county in the State of Washington may legally participate in such an undertaking if it is financially able to do so and the ferry connects with a county road. Mr. Reynolds confirmed Mr. Shain's statement. Chairman Banfield thereupon remarked that the Oregon Highway Commission understands that "no" is the answer of the Washington Highway Department with respect to the operation of a joint ferry at this location. Mr. Shain confirmed such understanding, which concluded the conference.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and by unanimous vote took action as follows: Contracts were awarded to the low bidders in each of the following instances: Grading, surfacing, and oiling the Ruckles Creek-Middle Bridge Section of the Baker-Homestead Highway, in Baker County; grading and topping the Jefferson County Line-Lytle Creek Section of the Madras-Prineville Secondary Highway, in Crook County; grading the Madras-Lamonta Section of the Madras-Prineville Secondary Highway, in Jefferson County, the latter two projects being awarded on the basis of combination bids; Mitchell-John Day River Rock Production Project on the Ochoco Highway, in Grant and Wheeler Counties.

The Commission accepted the offer of the low bidder for each of the following projects but deferred the award of the contracts pending satisfaction of certain conditions. The bids were referred to the Engineer with authority to award when such conditions have been satisfied: Grading and paving, North Bend-Coos Bay Section of the Oregon Coast Highway, in Coos County; construction of the Arthur Street Grade Separation Structure on S. W. Front Street, Portland.

DEC 14 1945

The Commission rejected all bids received for the following projects: Remodeling the Beardsley Building and construction of an addition thereto on South 6th Street, Klamath Falls; Henderson Ranch-Deadwood Rock Production Project on the Alsea-Deadwood Secondary Highway, Lane County; construction of a frame maintenance building at Grand Ronde on the Salmon River Highway, Polk County.

Regarding the sale of buildings in Klamath Falls, bids for which were taken on the previous day, the Commission decided, due to complications, to defer final action pending investigation. The matter was referred to Commissioner Schaupp, the Engineer, and the Chief Counsel with full power to act.

At 3:00 p.m. Chairman Banfield announced publicly the action taken by the Commission with respect to the above-mentioned bids, as follows:

"Ruckles Creek-Middle Bridge Section of the Baker-Homestead Highway, in Baker County; 2.52 miles grading, surfacing, and oiling, and furnishing crushed rock in stockpiles. The Commission received three bids for this project, the low one being that submitted by E. C. Hall Company, Portland, at $109,120. Leonard and Slate, Portland, submitted the next low bid at $116,091.50. The Commission has awarded this contract to E. C. Hall Company at its bid price of $109,120.

"North Bend-Coos Bay Section of the Oregon Coast Highway, in Coos County; 2.28 miles grading and paving. The Commission received only two bids for this project, the low one being that submitted by Porter W. Yett, Portland, at $459,572. The other bid was submitted by Coos Bay Dredging Company, Coos Bay, at $488,932. The Commission has deferred the award of this contract and has referred the bids to the Engineer with authority to make the award to the low bidder when certain conditions have been satisfied.

"Jefferson County Line-Lytle Creek Section of the Madras-Prineville Secondary Highway, in Crook County; 4.88 miles of grading and topping. R. A. Heintz Construction Company, Portland, submitted the low bid for this project in the amount of $54,320.70. This bidder offered to reduce the amount of his bid by $2,000 if also awarded the contract for the grading of the Madras-Lamonta Section of the Madras-Prineville Secondary Highway. Leonard and Slate, Portland, submitted the next low bid in the amount of $76,178. They also agreed to reduce their bid in the amount of $2,000 if also awarded the Madras-Lamonta project, in Jefferson County. There were ten higher bidders. The Commission has awarded this contract to R. A. Heintz Construction Company, the low bidder, on the basis of its combination bids for both projects.

"Madras-Lamonta Section of the Madras-Prineville Secondary Highway, in Jefferson County; 9.91 miles of grading. R. A. Heintz Construction Company, Portland, submitted the low bid for this project in the amount of $76,152.20. Leonard and Slate, Portland, submitted the next low bid in the amount of $79,619.60. There were eight higher bidders. The

DEC 14 1945

Commission has awarded this contract to R. A. Heintz Construction Company on the basis of its combination bid for this project and for the construction of the Jefferson County Line-Lytle Creek Section, in Crook County.

"Mitchell-John Day Rock Production Project on the Ochoco Highway, in Grant and Wheeler Counties. The low bid for this job was submitted by Vernie Jarl, Gresham, at $25,292. M. C. Lininger & Sons, Medford, submitted the next low bid in the amount of $28,218.50. There were five higher bidders. The Commission has awarded this contract to Vernie Jarl, the low bidder, at his bid price of $25,292.

"Remodel the Beardsley Building and construct an addition thereto on South 6th Street, Klamath Falls, Klamath County. The low bid for this work was submitted by Struss & McCoy, Redmond, at $11,975. Burkhard & Schortgen, Klamath Falls, submitted the next low bid in the amount of $11,998. There were two higher bidders. The Commission has rejected all of the bids.

"Henderson Ranch-Deadwood Rock Production Project on the Alsea-Deadwood Secondary Highway (south section), Lane County. The Commission received only one bid for this job, being that of Del R. Beebe, Eugene, in the amount of $15,750. The bid has been rejected.

"Arthur Street Grade Separation Project on S. W. Front Avenue, Portland, Multnomah County; construct concrete viaduct and walls. The low bid for this work was submitted by Marine Contractors, Inc., Portland, at $269,209.70. The next low bid was submitted by Kern & Kibbe, Portland, at $302,184.70. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Construct a frame maintenance building, 32' x 76' in dimension, at Grand Ronde on the Salmon River Highway, Polk County. W. H. Philpott, Portland, submitted the low bid in the amount of $11,600. The next low bid was submitted by Lockyear & White, Seattle, in the amount of $12,760. There was one higher bidder. All of these bids have been rejected by the Commission.

"Sale of houses in Klamath Falls. The Commission announced yesterday that the sale of the buildings would be made today; however, due to complications, it is necessary to defer the sale. The Commission has referred all of the bids to Commissioner Schaupp, the Engineer, and the Chief Counsel with full power to dispose of the buildings in the manner that will serve the best interests of the State of Oregon."

A petition was presented from residents and taxpayers of Josephine County who reside along the "River Bank Secondary Highway" (Rogue River Loop Secondary Highway) requesting the surfacing of this highway from its junction with the Redwood Highway to Robertson Bridge, a distance of

about nine miles, thence toward Grants Pass to the end of the present oiled section, a distance of about five miles. The Engineer advised that the amount of $130,000 has been budgeted in the third postwar year program to grade, surface, and oil the five-mile section between Grants Pass and Robertson Bridge, but no provision has been made for the nine-mile section. The Commission decided that the present allotment is all that it can afford now and instructed the Secretary to so inform the petitioners.

The Commission discussed a letter from the City of Newport requesting that the state take over the repair and maintenance of certain city streets which they allege are "continuously and regularly" being used by logging trucks and fish trucks. The Engineer advised that inspection reveals that all of these streets are oil-surfaced and in good condition although a little patching work to eliminate rough spots might be desirable. He further advised that, from the best information available, logs are not now being hauled over these streets and it appears that the maintenance work is not beyond the ability of the city to finance with funds that the city receives from the State under the provisions of the State Tax Street Fund Law. In view of this report, the Commission denied the request by unanimous vote.

A letter was presented from Chester K. Sterrett, Manager, Industries Department, Portland Chamber of Commerce, in which the Commission was requested to join with a number of Portland industrial concerns in the financing of a cooperative mapping project of the Portland area which is now being conducted under the auspices of the U. S. Coast and Geodetic Survey, and for which the Portland Chamber of Commerce is acting as coordinating supervisor. Mr. Sterrett advises that the project is estimated to cost $100,000, fifty per cent of which will be paid by the Federal Government and the balance by local agencies. He gave as his thought that the State Highway Department would secure sufficient benefit from the survey to justify participation in the expense and requested a contribution of $2,500 of state funds for this purpose. The Engineer advised that the information made available by the survey would be valuable for state highway purposes; in fact, much more information could be secured from such a survey than could be obtained by State Highway Department engineers for $2,500. He presented an opinion from the Commission's Chief Counsel to the effect that the Commission has authority to disburse state highway funds for this purpose if it so desires and if benefits will accrue to the state. He recommended that the contribution of $2,500 be authorized. The Commission approved the recommendation unanimously.

The Commission discussed briefly and ordered filed a letter from Mr. L. M. Lepper, Director of Highways and District Improvements of the East Side Commercial Club, Portland, urging early construction of a number of state highway projects heretofore recommended by him for undertaking in the postwar program.

The Commission also discussed briefly and ordered filed another letter from Mr. Lepper suggesting that the Commission consider construction of an elevated highway in its study of an "express" highway through Sullivan's Gulch, Portland.

DEC 14 1945

The Engineer reported receipt of a request from the Myrtle Point Chamber of Commerce for the improvement of the Coos Bay-Roseburg Highway south of the town of Myrtle Point so as to accommodate longer loads where sharp curves now exist. He recommended approval of an expenditure of about $15,000 for two small line changes to eliminate the worst curves, the work to be done under a minor betterment order. The Commission deferred action on this matter pending consideration of the 1946 budget.

A letter was presented from Dr. Max H. Friedman, Optometrist, Portland, in behalf of people who reside along 82nd Avenue (Cascade Secondary Highway) between Gladstone and Oatfield Road Junction, Clackamas County, requesting construction of a sidewalk along this section of highway for the benefit of children who attend school in Gladstone and Oregon City. The Engineer advised that this matter had been investigated by the Traffic Engineer who reports that the project is not feasible from a practical and economic standpoint and that, notwithstanding certain inherent hazards to pedestrians and bicyclists, he could not recommend construction of the sidewalk at this time, particularly in view of the fact that there are many other potential projects over the state which are more urgently in need of attention than this one. In view of this report, the Commission denied the request.

The Secretary presented a resolution from the McMinnville City Council approving the designation of South Baker Street and Sheridan Road as the permanent route of the Pacific Highway West (U.S. 99W) through McMinnville, and requesting the improvement of these streets in accordance with plans heretofore prepared by the State Highway Commission. The Commission approved the resolution unanimously and ordered it filed.

The Commission considered and ordered filed for future consideration resolutions from the Board of Commissioners, Port of The Dalles; City Council of Dalles City; and Wasco County Court recommending as the permanent route of the Columbia River Highway (U.S. 30) through The Dalles a location north of the river revetment and between the Port dock and the grain elevators.

The Engineer reported receipt of an inquiry from the California State Highway Department as to the attitude of the Oregon State Highway Commission with regard to the designation and improvement, as a Federal Aid Secondary Highway, of the county road which extends along the Oregon-California state line from a point six miles east of Hatfield, California, to a point four miles west of Hatfield, thence westerly, entirely within the State of California, to a junction with U. S. Highway No. 97. The Engineer advised that the highway centers on the boundary line between the two states from a point six miles east of Hatfield to a point four miles west of Hatfield and that the California section has been placed on the Federal Aid Secondary Highway System of that state, and that the people of Siskiyou County, California, are very anxious to have the road improved. He also said that the State of California is ready and willing to join with the State of Oregon in constructing the ten-mile section that lies partly in both states if the

Oregon Highway Commission will make provision for its share. He estimated Oregon's share of the cost of construction of the ten-mile section at $185,000 and Oregon's share of the cost to construct the four-mile section west of Hatfield at $75,000. He said that the County Court of Klamath County has expressed itself as having no objections to including this road in the Federal Aid Secondary Highway System and the eventual construction as such if it is not given priority over other projects in Klamath County. He recommended that the road be designated a Federal Aid Secondary Highway on the basis that it will take its turn in the order of priority among the other county roads in Klamath County for construction. Following discussion, the Commission decided unanimously not to place this road in the Federal Aid Secondary Highway System.

The Commission had under consideration the adoption of a resolution approving the plans of the following cities and towns for expenditure of 1944 State Tax Street Funds that they received in 1945:

Clatskanie	Gaston	Mosier
Dayville	Merrill	

The Engineer advised that these cities and towns have met the legal requirements with respect to the funds and that the plans have been inspected and found satisfactory. He recommended approval of the same. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Clatskanie	$989.61
Dayville	190.09
Gaston	465.45
Merrill	905.74
Mosier	301.91

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified

the following streets in the following named cities:

Clatskanie - 13th Street, 11th Street, 10th Street, 9th Street, 7th Street, 4th Street, 3rd Street, 2nd Street, Larch Street, Conyers Street, Nehalem Street, Tichenor Street, Bryant Street, Spring Street, Poplar Street

Dayville - A street southwest from highway (Franklin Avenue) for 200 feet and a street south from highway (Franklin Avenue) for 300 feet

Gaston - 2nd Street, Park Street, 3rd Street, Church Street

Merrill - Polk Street, 3rd Street, Madison Street, Clay Street

Mosier - Washington Street, 3rd Avenue

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the same.

5. This resolution shall be entered in the minutes and records of this Commission as of the 14th day of December, 1945.

The Commission, by unanimous vote, confirmed the telephonic authority heretofore given the Engineer to construct a maintenance building at Suntex on the Central Oregon Highway, Harney County, with state forces.

The Engineer requested instructions relative to disposal of the bids received on August 30, 1945, for the construction of the West Side Klamath Lake Timber Access Road Project, in Klamath County. He recalled that the low bid submitted by Slate Construction Company, Albany, for this work was satisfactory, but the contract was not awarded because of uncertainties with respect to the Federal funds which were to be used to

finance the work. It now appears, from information received from the Public Roads Administration, that the Federal Access Road monies definitely will not be available. In view thereof, he recommended that all bids for this project be rejected. The Commission approved the recommendation unanimously and so ordered.

The Engineer asked the Commission to confirm the sale of state-owned property as follows, bids for which were received in Salem on November 26, 1945, the sales having been made upon telephonic authority given by the Commission:

Tract of land in N. E. Portland, sold to the high bidder, Ben M. Hecht, Portland, for the sum of $3,200.

Tract of land north of Madras, Jefferson County, sold to the high bidder, F. V. Stiegelmeier, Boise, Idaho, for $752.

Buildings at Milton and Freewater, Umatilla County: Building No. 10532 sold to the high bidder, R. C. Sheets, Freewater, for $116; Building No. 10547 sold to the high bidder, O. J. Fox, Freewater, for the sum of $150; Building No. 10548 sold to the high bidder, O. J. Fox, Freewater, for the sum of $150.

Tract of land in North Bend; only one bid was received for this tract, being in the amount of $100, which was considered too low and was rejected.

The Commission by unanimous vote confirmed the disposition of the bids as reported.

The Commission discussed briefly and ordered filed a letter from C. J. Montag & Sons, contractor for the construction of the Steiwer Hill and Albany Bridges, explaining the reasons why they were not able to complete this contract within the specified time limit.

The Commission referred to the Engineer for investigation and report a petition from residents of Oceanside, Tillamook County, requesting the extension of the Netarts Secondary Highway northerly a distance of about 200 yards from its present terminus at the north end of the business area in this town.

The Engineer reported a request from skiers of Bend for snow removal this winter on Century Drive Secondary Highway southwesterly from Bend, so that they may have access to favorable skiing areas; also, a request from the U. S. Forest Service for snow removal on the loop road that extends from the Santiam Highway to Santiam Lodge at the summit of the Cascade Mountains, for the benefit of skiers and others who patronize this place. He estimated that the cost to perform such service at each place would not exceed $500, or a total of $1,000, and recommended approval of the requests. The recommendation was approved by the Commission unanimously subject to the condition that men

and equipment are available to do the work without handicapping regular operations.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Rogers Construction Company, Contract No. 2714, for the Baker Rock Production Project on the Old Oregon Trail and other highways in Baker County, requested an extension of time of 30 days, from November 30 to December 30, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to their inability to secure sufficient labor to keep their plants running to capacity. The Engineer advised that the principal reason for overrunning the time limit was the contractor's delay in starting the project and this was occasioned by the fact that he experienced difficulties on another project. The materials being produced by the contractor, he said, will not be used until next summer so the overrunning of time limit will not interfere with the state's operations. For this reason and because the state has incurred no additional expense for engineering, supervision, he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

O. C. Yocom Company, Contract No. 2743, for grading and surfacing the Nelscott Section of the Oregon Coast Highway, in Lincoln County, requested an extension of time of 30 days, from October 31 to November 30, 1945, within which to complete this job. They alleged that they were delayed in starting the project because of the telephone company's failure to reestablish its pole line facilities which were in the way of grading operations. They also alleged that labor strikes prevented them from obtaining required materials when needed. They gave such reasons for their request for an extension of time to complete the job. The Engineer advised that the contractor handled this project in a very satisfactory manner from a standpoint of the general public and the State Highway Department and, in his estimation, the request for the extension of time should be granted. He recommended approval of the extension of time without penalty. The Commission approved the recommendation unanimously.

The Engineer reported that Contracts Nos. 2704, 2723, 2726, 2735, and 2743 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2704, with M. C. Lininger & Sons, for furnishing crushed materials in stockpiles on the Austin Junction-Union Junction Section of the John Day Highway, in Baker and Grant Counties; completed November 1, 1945.

Contract No. 2723, with Fisher Brothers, for furnishing crushed material in stockpiles on the Trent-Salt Creek Falls Section of the Willamette Highway in Lane County; completed October 5, 1945.

Contract No. 2726, with Warren Northwest, Inc., for pavement resurfacing on the Albany-Crabtree Corner Section of the Santiam Highway in Linn County; completed August 17, 1945.

Contract No. 2735, with Lloyd Babler, for grading, surfacing and oiling the Crater Lake-Fort Klamath Timber Access Road Section in Klamath County; completed October 29, 1945.

Contract No. 2743, with O. C. Yocom Co., for grading, curbs and surfacing on the Nelscott Section of Oregon Coast Highway in Lincoln County; completed November 24, 1945.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission had under consideration a petition from residents and taxpayers of Wheeler County requesting the designation and improvement as a state secondary highway of the county road which extends southeasterly from its junction with the Service Creek-Mitchell Secondary Highway, near the town of Richmond, to the town of Waterman, thence southwesterly to a junction with the Ochoco Highway, about nine miles east of the town of Mitchell. The petitioners alleged that this road is essential for the transportation of logs, lumber, livestock, and other produce of this district, that it is a star mail route between Richmond and Waterman, that it is in deplorable condition, and that Wheeler County is unable financially to properly maintain the road. The Engineer pointed out that the present road between Service Creek and Mitchell is a State Secondary Highway but is not a high class road and,

in his estimation, should be improved before the Commission assumes a new obligation in this vicinity. The Commission thereupon denied the request.

The Engineer brought up for consideration a proposed budget for highway expenditures in 1946. Due to the lack of time within which to give this matter proper attention, the Commission deferred action until a special meeting which is to be called some time between Christmas and New Years. (December 27, 1945, was later set as the date for this special meeting)

The Engineer reported the advisability of designating a "no parking" zone on the Mt. Hood Highway in front of Battle Axe Inn at Government Camp in order to relieve the traffic congestion that occurs at this point when busses stop to discharge or take on passengers during the time that winter sports activities are under way. He recommended the designation of a "no parking-bus stop" zone about 150 feet long in front of this inn; also, that private automobiles be required to park "head-in" rather than parallel in the vicinity of Government Camp so as to provide more parking space and to give cars a better footing when they leave. Commissioner Chessman moved adoption of the Engineer's recommendations. The motion was seconded by Commissioner Schaupp and carried unanimously. The Engineer was authorized to maintain "no parking" signs at this place and the Chief Counsel was instructed to prepare an appropriate resolution covering the matter.

The Commission also discussed a resolution from the Eugene City Council requesting the designation of a bus loading zone along the south side of 6th Avenue East, route of northbound Pacific Highway traffic, and extending 75 feet easterly from the easterly sidewalk line on Willamette Street, Eugene. The Engineer advised that 6th Avenue has been designated a one-way traffic street for northbound Pacific Highway travel and that the bus loading zone now proposed at this point is simply a temporary expedient to facilitate the loading and unloading of bus passengers until such time as the bus companies can acquire property at a more suitable location for a permanent terminal. He recommended, in view thereof, approval of the request on such basis provided the City of Eugene will properly police the area. The Commission approved the recommendation, and by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp:

> WHEREAS, pursuant to Section 100-122, O. C. L. A., the Highway Commission has selected Sixth Street in the City of Eugene as a street of said City over which to route state highway traffic; and
>
> WHEREAS, the West Coast Trailways and the Eastside Bus Company have jointly established in connection with a transportation service in which said companies are engaged terminal quarters and facilities in the City of Eugene at the southeast corner of Willamette

and Sixth Streets and for such purpose and in connection with said transportation service have requested the City of Eugene to establish a bus zone at said location; and

WHEREAS, the City of Eugene, acting by and through its Common Council has, by resolution duly and regularly adopted, established said bus zone, which said resolution is as follows:

> "BE IT RESOLVED by the Common Council of the City of Eugene that a recommendation of the City Manager and with the concurrence of the Oregon State Highway Department, that a bus loading zone be established at the Southeast corner of 6th Avenue East and Willamette Street, be approved and the Chief of Police be and he hereby is directed to establish said zone and to erect the necessary signs to carry the recommendation and resolution into effect, the zone to extend on the South side of 6th Avenue East, extending 75' easterly from the sidewalk line of Willamette Street."

AND, WHEREAS, it is the judgment of this Commission that by cooperating with the City of Eugene in the establishment and administration of said bus zone public welfare and public interest will be promulgated and conserved;

NOW, THEREFORE, subject to the limitations and conditions herein set out and subject to the enforcement of the provisions of said resolution, it is resolved by the Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby ratify and concur in the establishment of said bus zone as provided for in the resolution adopted by the City of Eugene and quoted above.

2. The concurrence by the Highway Commission in said action on the part of the City is conditioned on the promulgation by the City of all necessary protective measures and the properand rigid enforcement by the City of all such protective police regulations.

3. That in the event of the development of conditions and circumstances which in the interests of the public warrant, in the opinion of the Commission, the discontinuance of such bus zone, then the Commission shall by appropriate action bring such matter to the attention of the Common Council of the City of Eugene and request appropriate action on the part of said City.

The Engineer called to the attention of the Commission a hazard that exists at the "Auction Mart" on the Pacific Highway a short distance north of Eugene where people park their automobiles on the shoulders of the highway while doing business in the "Mart." He advised that the hazard is extremely serious on days when a public sale is being conducted because of the large number of cars that are parked on both sides of the highway. He said that this hazard could be eliminated if the parking of cars were prohibited. He pointed out that such prohibition would not inconvenience the people who patronize the "Mart" nor would it handicap the business of this establishment because there is available at the rear of the auction building a large open area that could be used for parking purposes. He recommended the establishment of a "no parking at any time" zone along both sides of the highway for a distance of about 600 feet in front of this establishment. The Commission adopted the recommendation by unanimous vote as a safety measure and authorized the Engineer to maintain appropriate signs. The Chief Counsel was instructed to prepare a resolution covering the matter.

The Engineer reported the attitude of the Lane County Court regarding the designation of the Richardson-Eugene Secondary Highway as a "through" highway so as to require all vehicles to stop before entering the same. He advised that the County Court was contacted in conformity with instructions received from the Commission at its meeting on September 24, and it is the opinion of the Court that such designation is necessary and desirable. In view thereof, the Commission, by unanimous vote, adopted the following resolution designating this highway a "through" highway:

> WHEREAS, by the provisions of Section 115-351, O. C. L. A., the State Highway Commission with respect to state highways is authorized to designate main-traveled or through highways or sections thereof by placing at the entrance thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways; and
>
> WHEREAS, the Highway Commission has heretofore, to wit: on the twenty-seventh day of April, 1943, adopted a resolution in which a large number of state highways have been declared to be and have been designated as through highways, and the Engineer was instructed to properly mark the same; and
>
> WHEREAS, it is now the judgment and opinion of the Commission that the highway known and designated as the Richardson-Eugene Secondary Highway, otherwise identified as Secondary Highway No. 220, is a highway which carries a large volume of traffic, both local and through traffic, and by reason thereof and by reason of other traffic conditions and facts said highway should, in the judgment of the Commission and in the interests of the general public, be declared to be a through highway;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

DEC 14 1945

1. That the Richardson-Eugene Secondary Highway (Secondary Highway No. 220) from its westerly terminus at Mile Point 11.94 to the westerly city limits of Eugene at Mile Point 48.71 hereby is declared to be and is designated as a through highway.

2. All traffic entering said highway from intersecting roads or highways shall come to a stop before entering said secondary highway, except that at the southerly junction of the Richardson-Eugene Secondary Highway (Secondary Highway No. 220, Mile Point 37.46) and Territorial Highway (Road No. 200, Mile Point 19.70), just north of Veneta, westbound traffic entering the intersection from the Richardson-Eugene Secondary Highway shall be required to stop before proceeding through the intersection.

3. That the State Highway Engineer be and he hereby is instructed to place, or cause to be placed, and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by law and by this resolution. Such signs as may be erected at said points of intersection shall conform to the types and standards heretofore approved by the Commission.

4. The Engineer is instructed to place such signs or markers as nearly as practicable at the place where said intersecting road meets a prolongation of the nearest property line of such through highway, and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said highway from said intersecting road the place where the stop shall be made.

5. This resolution shall be entered in the minutes and records of the Commission as of the 14th day of December, 1945, and a duly certified copy thereof delivered to the Public Roads Administration and the County Court of Lane County.

The Engineer brought up for discussion the matter of purchase of new equipment to replace equipment that has become obsolete and worn out during the wartime period. He explained that much of the old equipment should have been replaced a long time ago, but it was not possible to purchase new equipment because of wartime conditions. He requested authority to spend $300,000 of state highway money for this purpose and advised that the equipment would not be purchased on the open market unless he is unable to obtain surplus Army equipment. He explained that during the past four years the Equipment Department has accumulated a credit of $378,000 by reason of depreciation charged out, so from a bookkeeping standpoint, there still will be a credit in the equipment purchase account. The Commission approved, by unanimous vote, the expenditure of $300,000 for equipment on the basis of the Engineer's report,

with the understanding that the Engineer would report to the Commission each time purchases are made.

The Engineer also requested authority to purchase some housing units for housing engineering personnel, there being an acute shortage of living quarters throughout the state which creates a hardship on engineers who are shifted from one job to another at frequent intervals. He was authorized by the Commission to look into the prospects of purchasing trailers and Quonset huts and to report back to the Commission the probable cost of the same.

The Commission discussed the advisability of terminating a number of agreements with counties and cities whereby the state is obligated temporarily to maintain certain county roads and city streets which were being subjected to excessive wartime traffic. It appears that some of these agreements are effective "for the duration of the war." Some are effective "for the duration of the war and six months thereafter," and some read, "for the duration of the emergency." The Engineer presented a list of the agreements in this category as follows:

1. Agreement with Benton and Polk Counties and the City of Independence for the maintenance of the county road which extends from the Albany-Corvallis Highway, near Granger, to the Monmouth-Independence Highway, in Independence. The Engineer recommended that this agreement be terminated as of March 31, 1946.

2. Agreement with Marion County covering the maintenance of the North Santiam Secondary Highway from M. P. 30.8, near Gates, to M.P. 46.71, at Detroit. The Engineer advised that the agreement provides that the county shall do the maintenance work and the state shall reimburse the county for the expense, and that the agreement is effective for the duration of the war and six months thereafter or until superseded by mutual agreement between the parties, or until revoked. He pointed out that this section of the highway is proposed for construction in the first postwar year program, and in view thereof, recommended that the agreement be continued until the construction work is completed.

3. Agreement with Umatilla County covering maintenance of the county road which extends from Hermiston to the Umatilla Ordnance Depot, a distance of about 4 1/2 miles. The Engineer recommended that this agreement be terminated as of December 31, 1945.

4. Agreement with Jefferson County covering the maintenance of two bridges on the Culver-Grand View County Road, one bridge being over the Crooked River and the other over the Deschutes River. The Engineer recommended that this agreement be terminated as of December 31, 1945.

5. Agreement with Clatsop County and the cities of Warrenton and Hammond covering the maintenance of the Warrenton-Fort Stevens

County Road, a distance of 4.45 miles, and the reconstruction and maintenance of a bridge over Alder Creek in the City of Warrenton. The Engineer pointed out that this agreement expired on December 31, 1944, unless renewed or extended by agreement in writing executed by all parties. He suggested in this particular instance that definite termination of the agreement be deferred pending consultation with the County Court and the officials of both cities.

6. Agreement with Clatsop County and the cities of Warrenton and Hammond covering maintenance of the Fort Stevens-Camp Clatsop County Road and the Delaura Beach Road for the duration of the war and for six months thereafter. The Engineer suggested that definite action on the termination of this agreement be deferred until the County Court and the officials of the cities have been consulted.

7. Agreement with Jefferson County covering maintenance of the Madras-Redmond Target Range Road for the duration and six months thereafter. The Engineer recommended that this agreement be terminated as of March 31, 1946.

Following considerable discussion of this matter, the following action was taken by the Commission by unanimous vote:

The Secretary was instructed to inform the County Courts of Benton and Polk Counties and the Independence City Council that the Commission wishes to terminate, as of March 31, 1946, its agreement covering the maintenance of the county road which extends from Granger to Independence and to request from each county and the city its consent to such termination.

The Commission decided to continue its agreement with Marion County covering the maintenance of the North Santiam Secondary Highway between Gates and Detroit until the new road is completed. The Secretary was instructed to so inform the County Court and secure its consent thereto.

The Commission decided to terminate its agreement with Umatilla County as of December 31, 1945, covering the maintenance of the county road that extends from Hermiston to the Umatilla Ordnance Depot. The Secretary was instructed to so inform the County Court and to secure its consent to such termination.

The Commisrion elected to terminate its agreement with Jefferson County for the maintenance of two bridges on the Culver-Grand View County Road as of December 31, 1945, and instructed the Secretary to secure the consent of the County Court to such termination. The Secretary was also instructed to notify the County Court that the Commission desires to terminate its agreement with the County for the maintenance of the Madras-Redmond Target Range Road as of March 31, 1946, and to secure the County's consent thereto.

DEC 14 1945

The Commission deferred the taking of definite action on the termination of its agreements with Clatsop County and the cities of Warrenton and Hammond for the maintenance of the Warrenton-Fort Stevens County Road and for the maintenance of the Fort Stevens-Camp Clatsop Road and the Delaura Beach Road pending conference with the members of the County Court and officials of both cities. The Secretary was instructed to invite these officials to be present at the next regular meeting of the Commission to discuss the matter.

A letter was presented from Mr. J. O. Bredemeier, Auditor pro tem, City of Portland, advising that the City Council has referred to Commissioner William A. Bowes, Department of Public Works, to confer with the State Highway Commission, the petition from Mr. Charles L. Schneller for a change in zone classification from Zone I to Zone III of a tract of land situate on the south side of N. E. Lombard Street (Northeast Portland State Secondary Highway) just east of the northerly prolongation of N. E. 18th Avenue, Portland. The Commission ordered that this matter be disposed of in conformity with the policy recently established covering matters of this kind.

A letter was presented from Mr. Hal H. Hale, Executive Secretary, American Association of State Highway Officials, advising that there has been introduced in Congress a bill to amend the Federal Aid Highway Act of 1944, which, if it passes, will, in effect, place all highway construction under the Bacon-Davis Act and will empower the Secretary of Labor to fix wage scales for all highway work financed in whole or in part by Federal funds. The Commission took no action in this matter.

The Commission discussed a letter from Hon. Willard L. Marks, Albany, concerning a plan of the Albany Rotary Club to erect a "Sea Scout Clubhouse" on the shore of Waverly Lake at Albany if the State Highway Commission will permit the use of its property for such purpose. Mr. Marks advises that the clubhouse will be constructed in the shape of a boat but will not be placed in the water and that it will be painted attractively. He submitted an artist's drawing of the proposed building. A letter from the Albany Rotary Club on the same subject was also considered. Following discussion, during which the established policy of the Commission with respect to encroachments on state property was recalled, the Commission decided to postpone definite action in the matter pending a conference with Mr. Marks. The Secretary was instructed to invite Mr. Marks to be present at the next meeting of the Commission.

The Assistant Counsel reported that, according to advice received from the Assistant State Highway Engineer, numerous complaints have arisen regarding the services rendered to the Commission's employes under existing medical and hospital contracts which provide that "if for any reason an employe is unable to obtain services and care from a physician, surgeon, or hospital designated by the medical contractor in the community in which the employe is located the employe shall have the right to obtain such services from any regularly licensed physician, surgeon, or hospital and the medical contractor shall bear the expense thereof to the same extent as if the services and care had been rendered

by a doctor or hospital designated by the medical contractor." Under this provision, he said, numerous cases have arisen in which an employe has been unable to secure services from a doctor or hospital designated by the medical contractor and has had to make payment of the bill at the usual private rates prevailing in the community, and, upon presentation of the bill to the medical contractor the employe has been reimbursed only at the medical contractor's standard rates and has been forced to pay the deficit out of his own pocket.

The Assistant Counsel further explained that in order to remedy this situation a proposed form of amendment to the existing contracts, which would change the contracts so as to provide that in such instances the medical contractor should bear the expense at the usual rates and charges prevailing for private services in the particular community, was prepared and was submitted to Oregon Physicians' Service and National Hospital Association. The Oregon Physicians' Service, he said, accepted and executed the proposed amendment, but the National Hospital Association refused to do so and instead submitted a letter suggesting that the entire contract be rewritten, which would involve numerous other and radical changes. The Assistant Counsel requested instructions as to how to proceed in the matter. The Commission felt that the suggested amendment had been presented too late for action to be effective January 1, 1946, and decided that action should not be taken at this time; however, ordered, in view of the existing situation, that any employe of the Commission who desires to transfer from one organization to another be given authority to do so within a reasonable time, even though such transfer should not be applied for in strict accordance with the time limits set out in the existing contract. Continuance during 1946 of the medical and hospital protection offered by both associations was approved by the Commission.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the offer that he recommended for each parcel. After careful consideration of each item on the list, the Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and
>
> WHEREAS, it is the judgment of the Commission that the

said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

GATES-NIAGARA SECTION, NORTH SANTIAM HIGHWAY

12152-Knutson, Carl and Mabel Maria Knutson Right of Way Option expires April 18, 1946	$	$	
6 lots		100.00	100.00 Benson
12143-Champ, Stephen W. Right of Way Option expires April 21, 1946			
2.506 acres at $20.00		50.12	
2.50 acres at $10.00		25.00	
323 rods fencing at $1.25 rod		403.75	
10 apple trees at $3.50 each		35.00	513.87 "
12147-Kunkle, H. W. and Jessie Kunkle Right of Way Option expires April 16, 1946			
1.95 acres at $5.00		9.75	
2.97 acres at $50.00		148.50	
4-room house, with bath		1,500.00	
Woodshed and fruit room		500.00	
Cabin		500.00	
3 chicken houses		275.00	
Garage		66.75	3,000.00 "
12148-Marion County Right of Way			
6.804 acres		00.00	00.00 "

DEC 14 1945

GATES-NIAGARA SECTION, NORTH SANTIAM HIGHWAY (Cont.)

12150-Stoaks, Everett and Hildred D. Stoaks
Right of Way
Option expires
April 19, 1946

9 lots at $15.00 each	$ 135.00	$	
4-room house	1,240.00	1,375.00	Benson

12156-Knutson, Carl and Mabel Marie Knutson
Right of Way
Option expires
April 18, 1946

0.18 acre	500.00		
Shrubbery, etc.	25.00		
Woodshed	150.00		
House and garage	3,825.00	4,500.00	"

12157-Gaines, Chester B.
Right of Way
Option expires
April 16, 1946

1 lot (0.144 acre)	20.00		
5-room house and garage	1,430.00		
Shrubbery, etc.	50.00	1,500.00	"

12159-Bartosz, Joseph A.
Right of Way
Option expires
April 29, 1946

0.238 acre	50.00	50.00	"

12142-Dike, O. C. and Della I. Dike
Right of Way
Option expires
April 28, 1946

1.40 acres at $5.00	7.00		
1.931 acres at $35.00	67.58		
118 rods fence at $1.50 rod	177.00		
110 rods fence to move at $1.00 rod	110.00		
Severance damages	52.50	414.08	"

12146-Gessner, D. A. and Anna H. Gessner
Right of Way
Option expires
April 17, 1946

DEC 14 1945

GATES-NIAGARA SECTION, NORTH SANITAM HIGH.(Cont.)

12146-Gessner, D. A. and Anna H. Gessner (Cont.)			
0.55 acre at $50.00	$ 27.50	$	
4.28 acres at $5.00	21.40		
157 rods fence at $1.00 rod	157.00		205,90 Benson
12149-Huege, George M. and Evelyn L. Huege			
Right of Way			
Option expires			
April 15, 1946			
3 lots at $15.00 each	45.00		
1.75 acres at $10.00	17.50		
Approximately 38 rods fencing	57.50		
Moving chicken house and rabbit hutches	20.00	140.00	"
12144-Bartosz, Joseph A.			
Right of Way			
Option expires			
April 29, 1946			
2.02 acres at $100.00	202.00		
115 rods fence at $1.50	172.50		
Severance damages to 3.0 acres	60.00	434.50	"
12158-Sullivan, Maggie S.			
12154-Right of Way			
Option expires			
April 2, 1946			
0.448 acre at $446.42	200.00	200.00	"
12145-Stone, Fred C. and Amy L. Stone			
Right of Way			
Option expires			
April 19, 1946			
1.0 acres at $50.00	50.00		
1.49 acres at $5.00	7.45		
102 rods fence at $1.25	127.50		
Moving and re-establishing 3 cabins, garage and store-room-low bid	585.00	769.95	"
12155-Nystrom, Anna M.			
Right of Way			
Option expires			
April 19, 1946			
1 lot (0.138 acre)	50.00		

DEC 14 1945

GATES-NIAGARA SECTION, NORTH SANTIAM HIGHWAY (Cont.)
12155-Nystrom, Anna M. (Cont.)

Framed structure not economical to move	$ 75.00	$
Moving and re-establishing house, with basement- low bid	1,700.00	1,825.00 Benson

12151-Stafford, Eda and George W. Stafford
Right of Way
Option expires
April 20, 1946

5 lots (0.598 acre) at $20.00	100.00	Benson
1 house (cost more to move)	450.00	
Shrubbery and fruit trees	60.00	
Moving house and garage across railroad track	517.00	1,127.00

FRONT STREET PROJECT- CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11851-Weinstein, B.
Right of Way

5,000 sq. ft. at 15¢	750.00	McCallister 750.00

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

10907-McKay, M. B.
Right of Way
Option expires
May 12, 1946

1.20 acres at $350.00	420.00	Witt 420.00

9934-A Clatsop County
Right of Way

0.11 acre	00.00	Witt 00.00

12316-Davis, W. Rodman and Grace M. Davis
Right of Way
Option expires
May 8, 1946

0.08 acre (3,483 sq. ft.) at 5¢ sq. ft. plus 178.75	178.75	Witt

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY (Cont.)

12304-Van Fleet, G. R.
Right of Way
Option expires
May 7, 1946

10.19 acres at $25.00	$ 254.75	$ 254.75	Witt

10345-Whiton, Daisy I.
Right of Way

Lot 6 and 1/2 of Lot 5, Block 5, Sylvan Park	400.00	400.00	"

SANDY RIVER-JORDON BORROW SECTION, COLUMBIA RIVER HIGHWAY

8758-A State Land Board
Right of Way

1.10 acres	25.00	25.00	Parker

CITY LIMITS-US 99 CANAL SECTION, KLAMATH FALLS, LAKEVIEW HIGHWAY

9768-A Sabo, Stephen and Coral Sabo
Right of Way
Option expires
May 11, 1946

950 sq. ft. at 10 ¢	95.00	95.00	Cozad

9768-Campbell, Estate Duncan B., and Stephen and Coral Sabo
Right of Way
(Correction)

5,389 sq. ft. at 10¢ sq. ft.	538.90		
7 large shade trees at $20 each	140.00		
Moving and remodeling buildings,- low bid	1,793.00	2,471.90	"

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS LAKEVIEW HIGHWAY

9596-Parks, Mary F.
Right of Way
Option expires
June 10, -
(Correction)

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS LAKEVIEW HIGHWAY

9596-Parks, Mary F. (Cont.)

667 sq. ft.	$ 00.00		Cozad
Moving store building - low bid	2,550.00		
State to deed to grantor, portion of Frank Owens lot which is being acquired	3,000.00	5,550.00	"

9622-Scotti, M. R.
Right of Way
Option expires
May 23, 1946
(Correction)

305 sq. ft. at 65.6/c sq. ft.	200.00		
Re-establishment marquee across entire front	200.00	400.00	"

9741-Enloe, C. V.
Right of Way
(Correction)

204 sq. ft.	00.00		
Moving building-low bid	825.00	825.00	"

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS LAKEVIEW HIGHWAY

9615-Carnini, Pietro
Right of Way
(Correction)

3,585 sq. ft. at 30¢ sq. ft.	1,075.50		
Re-establishing cafe, garage and cold storage rm.	1,420.00		
Removing barber pole near Station 6	10.00		
Moving service station-low bid	685.00	3,190.50	"

MILTON-WASHINGTON STATE LINE SECTION, OREGON-WASHINGTON HIGHWAY

10553-Markham, Octavia L.
Right of Way
(Correction)

0.62 acre at $500.00	310.00		

DEC 14 1945

MILTON-WASHINGTON STATE LINE SECTION, OREGON-WASHINGTON HIGHWAY (Cont.)
10553-Markham, Octavia L. (Cont.)

Trees and shrubs and lawn	$ 436.00	$	
Rebuilding 30 rods woven wire fence	45.00		
Moving buildings-low bid	3,326.95	4,117.95	Cozad

10558-Staley, T. A.
Right of Way
(Correction)

58,866 sq. ft. at 1¢	588.66		
Trees, berries and allowance for well on the porch	784.00		
Moving buildings - low bid -	500.00	1,872.66	"

10578-Olinger, J. E. and Sons
Right of Way
(Correction)

0.48 acre at $500.00	240.00		
Moving house- low bid	250.00		
Constructing well and removing all equipment - low bid -	750.00	1,240.00	"

10557-Milton-Freewater & Hudson Bay Irrigation Company
Easement for crossing
Option expires 5/11/46

7,030 sq. ft.	00.00	00.00	"
Fee incurred for examination of title, etc. by attorney	20.00	20.00	

MITCHELL-JOHN DAY SECTION, OCHOCO HIGHWAY

12315-Burres, J. S. and Federal Land Bank
Stock Pile
Option expires
June 4, 1946

2.79 acres at $35.85	100.00		
70 rods new fence at $1.50 per	105.00	205.00	McChesney

MADRAS-JUNIPER BUTTE SECTION, THE DALLAS-CALIFORNIA HIGHWAY

12136-Stephens, Earl
Stock Pile Site
Option expires
April 25, 1946

0.84 acre at $25.00	21.00	21.00	Cozad

DEC 14 1945

SALT CREEK-RICKREALL SECTION, DALLAS-COAST HIGHWAY

2251-Britton, Clifford D., and Union Central Life Insurance Company
Right of Way
(Correction)

0.06 acre at $100.00		$ 6.00	$
Damages - Inconvenience getting to 5.94 acre pasture, 20% of value of $415.00		83.00	
60 ft. fence and 2 gates		20.00	109.00 Benson

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY

11649-Sittser, G. G.
Right of Way
Option expires
June 11, 1946
(Correction)

530 sq. ft. (sidewalk)		00.00	
Allowance for cutting off front and rebuilding buildings		1,500.00	
Allowance for moving printing press equipment, and loss business		500.00	2,000.00 Witt

JUDKINS POINT-GOSHEN SECTION, WILLAMETTE HIGHWAY

12286-Williams, R. B. and Gertrude Williams
Right of Way
Option expires
May 9, 1946

0.56 acre at $1,000.00		560.00	
Allowance for damages		100.00	
Allowance for moving small barn, chicken coop and fence		75.00	
Removing partly constructed house		365.00	1,100.00 Parker

JUDKINS POINT-SPRINGFIELD JUNCTION SECTION, PACIFIC HIGHWAY

10099-Roberts, Ida Carpenter
Right of Way Option expires
April 29, 1946

1,767 sq. ft. at 1 1/2¢ sq. ft. (less)		25.00	25.00 "

DEC 14 1945

GARIBALDI-ROCKAWAY SECTION, OREGON COAST HIGHWAY

12303-Hillock, Thos. F. and Margaret E. Hillock
Wayside strip
May 23, 1946, option expires

0.28 acre at $100.00	$ 28.00	$ 28.00	Gardiner

12383-Coshow, W. W. and Elizabeth I. Coshow
Wayside strip
Option expires
June 10, 1945

0.15 acre at $100.00	15.00	15.00	"

12292-Terwilliger, D. L. and Clara Terwilliger
Wayside Strip
Option expires
May 9, 1946

0.1 acre at $100.00	10.00	10.00	"

The Assistant Counsel requested instructions regarding the purchase from the Southern Pacific Company of several strips of land situate along the westerly side of McLaughlin Boulevard, Portland, (U.S. 99E) south of the Ross Island Bridge. He advised that this property was acquired by the Southern Pacific Company in connection with a proposed improvement of the railroad, but the Company has changed its plans and no longer needs this property and would like to dispose of it. A portion of the property is valuable, he said, as a site for a service station, and gave as his thought that the Commission might be interested in acquiring the property so as to avoid the creation of a hazard were the property used for service station purposes, and to preserve an unobstructed view of the Willamette River from the highway. He added that the Southern Pacific Company has offered to sell all of the property for the sum of $5,700 or the northerly tract alone for about $2,400, if the Commission will close the deal now, but will demand more for the property if the purchase is deferred until next year. The Engineer advised that the tract that lies next to the Ross Island Bridge will be needed as right of way in connection with a proposed ramp to facilitate the movement of southbound traffic from the bridge, but the purchase of the remaining property is not so important unless the Commission wishes to acquire it as a safety measure. The matter was discussed at some length but action by the Commission was deferred until the next meeting.

The Chief Counsel reported on the proposed settlement with Mr. John La Grand for right of way needed in connection with the improvement of Front Avenue at Arthur Street, in Portland, and on the city's ability

to finance its share of the cost to acquire this property and the balance of the right of way that is needed for the Front Avenue Project. He advised that, as previously instructed by the Commission, he has had the La Grand property appraised by two competent appraisers, each of whom reports that a settlement with Mr. La Grand at $30,000 is fair and reasonable. An examination of the city's records, he said, reveals that the city has funds on hand to pay its 60 per cent share of this expense, which would leave a balance of $12,000 to be paid by the state. The Chief Counsel then presented the following statement showing the status of the financial arrangement with the city concerning the acquisition of right of way for the Front Avenue improvement and in support thereof advised that, in his estimation, the city will be able to meet its obligations as they arise with funds now on hand augmented by monies received from the sale and rental of the city-state-owned property along this street:

Total cost of rights of way purchased to November 1, 1945--		$2,026,098.95
Estimated cost of right of way unacquired on West Side-----		131,784.30
Estimated cost of right of way unacquired on East Side-----		212,450.00
Estimated cost due to grade change damage----------		25,000.00
Total acquired and unacquired right of way costs		$2,395,333.25
Portland's share of above costs-----	$1,437,199.95	
State's share of above costs-------	958,133.30	
Total	$2,395,333.25	
City funds available (Bond money)----------		$1,200,000.00
State funds available (Original allocation)----------		800,000.00
Rentals collected (City's share)----------		128,720.90
Rentals collected (State's share)----------		85,813.94
Rentals anticipated (City's share)----------		47,349.60
Rentals anticipated (State's share)----------		31,566.40
Total		$2,293,450.84
Deficit to cover all unacquired land		
City funds----------		$ 60,129.45
State funds----------		40,752.96
Total		$ 101,882.41
Unexpended funds to November 1, 1945		
City funds----------		$ 113,061.29
State funds----------		75,374.20
Total		$ 188,435.49

DEC 14 1945

In view of the report of the Chief Counsel, the Engineer recommended approval of the $30,000 settlement with Mr. La Grand so that the city can go ahead with its resolution proceedings to acquire the property. The Commission approved the recommendation by unanimous vote.

The Engineer reported that, due to changes in Highway Department personnel, it would be advantageous if additional employees were authorized to sign emergency transportation permits. He recommended that such authority be granted to the following:

W. C. Williams, Division Engineer, Portland
S. Paul Jones, Division Office Engineer, Bend
Ralph Eggstaff, Assistant to the Commission's Secretary, Salem
Paul Davies, Assistant to the Commission's Secretary, Salem

The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore, to wit: on the twenty-fourth day of October, 1944, approved and adopted a resolution by which the Commission approved and adopted certain forms of permits as the forms to be used when permits are issued under the provisions of Section 115-393, O. C. L. A.; and

WHEREAS, in and by said resolution the Commission named certain state highway employes, to each of whom the Commission gave authority to sign permits issued on either of the forms identified and approved in said resolution; and

WHEREAS, it now appears that by the naming of additional employes and by vesting in them authority to sign such permits the business of the Commission can be more expeditiously disposed of and the public interests better served;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the following state highway employes:

W. C. Williams, Division Engineer, Portland;
S. Paul Jones, Division Office Engineer, Bend;
Ralph Eggstaff, Asst. to the Commission's Secretary, Salem;
Paul Davies, As t. to the Commission's Secretary, Salem;

hereby are authorized to sign permits for the movement over state highways of motor vehicles, articles or things when such movements and such vehicles come within the purview, purpose and meaning of Section 115-393, O. C. L. A., and within the purpose and meaning of the Commission as disclosed and declared in said resolution adopted October 24, 1944.

DEC 14 1945

2. That all of the instructions, requirements and provisions set out in said resolution of October 24, 1944, shall apply to and control the action of the employes herein named

3. No permit shall be issued by any of said employes unless and until all of the facts have been communicated to the State Highway Engineer and to the Secretary of the Commission, and the issuance of such permit has been approved by them.

4. No permit shall be issued by any of the persons named herein or by any of the persons named in said resolution of October 24, 1944, unless and until adequate insurance has been exacted from the applicant for the protection of the members of the Commission and the members of the general public.

5. None of the persons named herein and none of the persons named in the said resolution of October 24, 1944, may issue a permit on any form other than one of the forms heretofore approved.

6. This resolution shall modify and supplement the resolution of October 24, 1944, to the extent and in the manner herein set out and not otherwise.

7. This resolution shall be entered in the minutes and records of the Commission as of December 14, 1945.

The Engineer presented a letter from City Commissioner William A. Bowes, Portland, requesting approval by the Commission of a site that has been selected for a monument commemorating the 100th anniversary of the naming of the City of Portland. Mr. Bowes advises that the site chosen is located at the foot of S. W. Miller Street and is on a small plot (traffic island) between S. W. Front Avenue and S. W. Harbor Drive; also, that it is proposed to place a boulder on this site, the face of which will be about eight feet distant from the east edge of the sidewalk and approximately midway between the north and south curbs that surround the plot. He further advised that the sponsor of the monument is the American Trails Association, which wants to dedicate it in the near future. The Engineer recommended approval of the site. The Commission approved the recommendation.

The Commission approved and signed agreements, etc., as follows:

Ground lease with James S. Ingles et al , covering 3.87 acre quarry site in Wasco County. This lease later assigned to Wasco County by agreement.

Agreement with Marion County regarding abandonment of portions of North Santiam Highway when new highway built between Gates and Niagra.

Agreement with Wasco County for use of County quarry on the Dalles-California Highway near M.P. 17.8 near Dufur.

1946 agreement with Oregon Physicians' Service.

Agreement with E. L. Swaggert & Calvin V. Wagner covering removal of timber from state owned property located south of the Wolf Creek Highway., about 1 1/2 miles west of the Tillamook-Washington County line.

Bargain and Sale Deed conveying to Clair E. Terry and Thelma L. Terry a parcel of land in Lot 1, Block 62, Bennett's Addition to Coos Bay (formerly Marshfield), together with certain reversionary rights in Platted Fourth Street.

Agreement with City of Portland covering the subject of traffic analysis.

Agreement with City of Eugene designating Franklin Boulevard as a part of the route of U. S. 99 in said City.

Bargain and Sale Deed conveying property in Lots 5, 6, 7, 8, Block 80, Amended Plat of Railroad Addition to the City of Reedsport which lies outside of the right of way, to James W. Ford, Jr. and Edna C. Ford, husband and wife.

Agreement with Ernest D. Wade which covers our lease of Lot 6, Block 2, Elkton, Douglas County, Oregon, as an equipment storage headquarters for a period of one year, beginning June 15, 1945 and ending June 14, 1946.

Agreement with F. G. Brown pertaining to snow removal on the West Klamath Lake Secondary Highway, between Crystal School House and the Rogue River National Forest Boundary.

"Extension Rider" in connection with the renewal for the lease of the O.W.R.& N. stockpile site at Island City.

The Commission discussed the date for its next regular meeting for the receiving of bids and decided to hold such meeting on Thursday and Friday, January 17 and 18, 1946. The Secretary was instructed to make the usual arrangements to hold this meeting in the Auditorium of the Public Service Building, Portland. The Commission also decided to hold a special meeting in Portland some time between Christmas and New Years for consideration of the 1946 Budget. A definite date for the meeting was to be set later, and the Secretary was instructed to arrange for the meeting to be held in the Imperial Hotel. He was further instructed not to schedule delegations for this meeting. The Secretary advised that he had planned to be absent from the state on vacation during the

Christmas holiday season if that meets with the approval of the Commission. The Commission approved such vacation and instructed the Secretary to arrange with Mr. Oscar Cutler, Assistant Staff Engineer, to act as Secretary in his absence.

There being no further business to come before the Commission at this time, the meeting adjourned at 5:15 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon
December 27, 1945

The State Highway Commission met in special session at 9:00 a.m. in Room 615 of the Imperial Hotel on December 27, 1945. Present were:

T. H. Hanfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, Chief Highway Engineer
J. M. Devers, Chief Counsel
Oscar Cutler, Acting Secretary

Mr. H. B. Glaisyer being absent from the state, the following resolution was unanimously adopted by the Commission appointing Oscar Cutler as Acting Secretary during Mr. Glaisyer's absence.

WHEREAS, H. B. Glaisyer, the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission, will be absent from the State of Oregon for the period beginning December 21, 1945, and ending January 6, 1946; and

WHEREAS, it is necessary that someone be appointed to serve as Acting Secretary during the absence of the said H. B. Glaisyer; and

WHEREAS, Oscar Cutler is, in the opinion of the Commission, qualified to perform the duties of such office and serve as Acting Secretary during the absence of the regular Secretary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That Oscar Cutler be and he hereby is appointed as Acting Secretary to the Oregon State Highway Commission, and that he serve in such capacity during the period beginning December 21, 1945, and ending January 6, 1946.

2. That as such Acting Secretary the said Oscar Cutler is hereby authorized and empowered to do and perform all of the duties appertaining to the said office for said period.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following State Park matters:

1. The acquisition of a "Praying Tree" at Troutdale: Mr. Boardman stated that this tree was not on a state highway; therefore, he did not recommend that it be taken over by the state. The Commission, by unanimous vote, approved Mr. Boardman's recommendation.

DEC 27 1945

2. The report to be made by Messrs. Baldock, Devers, and Boardman with regard to a park at Wallowa Lake was deferred until the next meeting.

3. Mr. Boardman brought up the matter of Federal aid in acquisition and development of state parks, a bill now pending in Congress to provide for such aid. After discussion of this matter, the Highway Commission, by unanimous vote, decided to take no action with regard to the bill.

4. Mr. Boardman then brought up for consideration the renewal of a lease to Mr. E. L. Dimmitt of Vista House on the Columbia River Highway. After discussion of this matter, the Commission, by unanimous vote, approved the renewal of the lease to Mr. Dimmitt permitting him to sell curios, with the understanding that wages now paid to him be discontinued.

5. The matter of renewal of a rental agreement for a residence at Bonneville leased to Mr. G. L. McConnell, who is an employee of the Bonneville Administration, was considered. During the discussion it was brought out that the present rental rate is $25 a month. It was the opinion of the Commission that $25 a month is not enough for the house at the present time, and the Commission ordered that an investigation be made and a report on the matter be submitted at an early date.

6. Mr. Boardman then brought up for discussion the matter of acquiring a park on the Rogue River near Camp White. Mr. Boardman stated that former Commissioner F. L. Tou Velle, of Jacksonville, plans to donate part of a tract along the Rogue River as a state park and has tentative plans for placing a building on the site. Mr. Boardman also advised that if Camp White is made surplus property the state should acquire 200 feet on either side of the Rogue River to join with the tract which Mr. Tou Velle plans to deed to the state. After discussion of this matter, the Commission ordered that an investigation and report be made.

7. Mr. Boardman also brought up for discussion the matter of the Federal Income Tax Law in relation to park gifts. A copy of the letter written by Mr. Ben F. Dorris, of Eugene, addressed to the State Tax Commission, was read, in which letter Mr. Dorris objected to paying a tax on a park which was a gift to the state. After discussion of this matter, the Commission ordered that an investigation be made and that a report be submitted to the Commission.

8. A letter was presented to Mr. Boardman from Mr. Tom West, Chairman of the Multnomah County Commissioners, with regard to the vacation of the whole of the plat of Dabney Park in Multnomah County. This area, adjacent to the Columbia River Highway, is being acquired as a state park. After discussion of this matter, the Commission approved the order of vacation and requested the Secretary to acknowledge Commissioner West's letter.

9. The matter of leasing the concession building at Silver Creek Falls State Park was then presented for discussion. Mr. Boardman stated that he would like to open the park the first of May and advertise for

DEC 27 1945

bids for the concession in February. The matter was discussed at some length and the Commission ordered that Mr. Boardman, Mr. Baldock, and Mr. Devers present a report to the Commission at a later date outlining a definite plan for advertising the concession.

The Assistant Counsel requested instructions with regard to acquisition from the Southern Pacific Company of certain lands on McLaughlin Boulevard. The Assistant Counsel stated that at the last meeting the question of acquiring additional property on McLaughlin Boulevard, consisting of two tracts just north of the Ross Island Sand and Gravel Plant, was considered. It has been found that Mr. James A. Lathrop, Tax and Right of Way Agent for the Southern Pacific Company will recommend the sale to his company for $5,690. The Assistant Counsel stated that this was a reasonable price and Mr. Baldock, for safety measures, recommended that the tracts be purchased. The Commission, by unanimous vote, approved the purchase of the land.

J. W. DeSouza reported that the estimate to complete the right of way purchase in Ocean Lake would amount to about $40,000. This consisted exclusively of moving buildings as the lands were donated. Mr. Baldock suggested that, rather than perform the Ocean Lake project piece-meal, the entire construction job, estimated to cost $135,000 exclusive of right of way, be advertised and performed with state funds, eliminating from the third-year postwar federal aid projects the item of $75,000 set up for Ocean Lake. Mr. Banfield stated that he did not realize this job would cost so much for either construction or right of way. The Engineer was instructed by the Commission to make a report on the project for consideration at the next meeting, giving copies of minute entries to show the history of the development of the project.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties, together with the offer that he recommended in connection with each parcel. After careful consideration, the Commission approved the request and offers and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

WALDPORT-SCOTT CREEK SECTION, ALSEA HIGHWAY

12267- Lincoln County
Easement for
hauling road

0.036 acre $ 00.00 $ 00.00 McChesney

CAMAS VALLEY-MUD CREEK SECTION, WARNER SECONDARY HIGHWAY

12224- Warner Mountain Lumber Company
Quarry Site
Option expires
April 25, 1946

20.66 acres at $4.50 $ 92.97 $
0.73 acre at $4.50 per
acre for hauling road 3.28 96.25 Cozad

12223- Lynch, Cornelius and Mary
Hauling road easement
2.55 acres 00.00
Plus construction of
gate by the State 00.00 "

DEADWOOD SECTION, SIUSLAW HIGHWAY

12137- School District #32
Maintenance site
0.43 acre at $465.11 $ 200.00 $
State to move school
building estimated
cost $150.00 150.00 350.00 McChesney

NORTH BEND-MARSHFIELD SECTION, OREGON COAST HIGHWAY

8048- Standard Oil Company of California
Right of Way
722 sq.ft. less 322 sq.ft.
to be quitclaimed at
18 1/4¢ $ 73.00 $ 73.00 Benson

DEC 27 1945

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

12309- Colley, Estate William P.
Stock Pile and Right of Way
Option expires
February 6, 1946
1.97 acres at $127.41
less $ 250.00 $ 250.00 McChesney

ESTACADA-EAGLE CREEK AND EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

12393- Burnett, A. D. and Maude Burnett
Stock pile site
Option expires
June 20, 1946
1.25 acres at $200.00 $ 250.00 $
29 rods fence at $1.50 43.50 293.50 McChesney

WHEELER-BRIGHTON SECTION, OREGON COAST HIGHWAY

12386- Struve, Bruno and Ivy Struve
Right of Way
Option expires
June 13, 1946
0.26 acre at $100.00 $ 26.00 $ 26.00 McChesney

12385- Struve, Bruno and Ivy Struve
Right of Way
Option expires
June 13, 1946
0.31 acre at $100.00 31.00 31.00 "

TILLAMOOK-DONALDSON CREEK SECTION, WILSON RIVER HIGHWAY

12317- Donaldson, Estate Joseph
Right of Way
Option expires
May 25, 1946
1.14 acres at $250.00 $ 285.00 $
60 rods fence to move and rebuild at $1.00 rod 60.00
Damage allowance- 2 extra corners 10.00 355.00 McChesney

8307-A Wyes, Peter and Maxine
Right of Way
Option expires
May 28, 1946

(Continued on next page)

TILLAMOOK-DONALDSON CREEK SECTION, WILSON RIVER HIGHWAY (Cont.)

8307-A Wyes, Peter and Maxine (Cont.)

0.11 acre at $250.00	$ 27.50	$	
30 rods fence to move and rebuild at $1.00 rod	30.00		
4 corner posts at $1.25 each	5.00		
Damages making 2 more extra corners	12.50	75.00	McChesney

BRIDAL VEIL OVERCROSSING SECTION, COLUMBIA RIVER HIGHWAY

12135- Holland, Briggs and Noyes
Right of Way
Option expires
February 28. 1946

0.65 acre at $154.00	$ 100.00	$ 100.00	Parker

12134- Wood Specialities Co.
Right of Way
Option expires
April 30, 1946

1.31 acres at $250.00	327.50		
2 garages at $4,800.00- State's share 60%	2,880.00		
Estimated cost moving sewer and water pipes	700.00		
Moving fire bell and tower	25.00		
Moving 2 houses - estimated	1,000.00		
Installation new poles and wire	45.00	4,977.50	."

KEYES CREEK SUMMIT-FORT CREEK SECTION, OCHOCO HIGHWAY

12310- Shown, E. R. and Nora M. Shown
Stock pile site
Option expires
May 16, 1946

0.92 acre at $81.52	$ 75.00	$ 75.00	McChesney

LEXINGTON-UMATILLA COUNTY LINE SECTION, LEXINGTON-UMATILLA COUNTY HIGHWAY

11969- Doherty, Bernard P., and H. C. Vogler, Jr.
Quarry
Option expires
April 25, 1946

(Continued on next page)

LEXINGTON-UMATILLA COUNTY LINE SECTION, LEXINGTON-UMATILLA COUNTY HIGHWAY

11969- Doherty, Bernard P., and H. C. Vogler, Jr. (Cont.)

4.76 acres at $10.00	$ 47.60	$	
Plus moving and re-building fence by the State	____		47.60 Cozad

MT. VERNON-JOHN DAY SECTION, JOHN DAY HIGHWAY

12320- Hall, Estate Edwin L.
Scale site
Option expires
May 16, 1946

0.77 acre at $129.87	$ 100.00	$	
55 rods fencing at $1.00 per	55.00		155.00 McChesney

NORTH UNIT-FULTON CANYON SECTION, FULTON CANYON-WASCO HIGHWAY

11965- Miller, Rose M. and James D. Miller
Right of Way
[Correction]

0.05 acre	$ 1.00	$	
27 rods fencing at $1.00 per rod	27.00		28.00 Cozad

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY

11665- Loomis, Gailord and Ella E. Loomis
Right of Way and sidewalk
Option expires
June 11, 1946
(Correction)

1,041 sq.ft. (side-walk)	$ 00.00	$	
1,041 sq.ft. at 25¢	260.25		
Allowance for removing and destroying service station	1,500.00		
Allowance in leiu of moving #8,9 cottages	500.00		
Allowance for removing flowers, shrubs, bulbs, etc.	100.00		
Allowance for working staining roofs of buildings	150.00		

(Continued on next page)

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY (Cont.)

11665- Loomis, Gailord and Ella E. Loomis (Cont.)

Estimated cost of moving and reconstructing Apartment #2	$2,000.00	$	
Estimated cost of moving owner's house, laundry, heating plant	2,000.00		
Cost changing grade within court and miscellaneous work in reconstruction sidewalks, rock wall, septic tanks and dry wells	1,000.00	7,510.25	Witt

11638-
11639- W.J. McCready Lumber Company
Right of Way
Option expires
June 11, 1946

2,364 sq.ft. (lumber yard area)	00.00		
Allowance for destruction, removal and rebuilding lumber shed	2000.00		
Estimated cost remodling buildings	500.00		
Allowance for loss ground and floor space	500.00		
Allowance for cutting back center building 10 feet, and reconstruction thereof	750.00		
Estimated cost cutting back and rebuilding main lumber shed	750.00		
Rebuild cement sidewalk and allow drive-ins		4,500.00	"

WESTON MT. -McDOUGAL CAMP SECTION, WESTON-ELGIN SECONDARY HIGHWAY

12274- Hyatt, Cecil L.
Right of Way
Option expires
May 13, 1946

0.62 acre	$ 00.00	$ 00.00	Landon

DEC 27 1945

BUNKER HILL-SOUTHPORT SECTION, OREGON COAST HIGHWAY

12392- Rust, Willard R. and Christel Rust
Right of Way
Option expires
June 10, 1946

5,157 sq.ft. at 5¢	$ 257.85	$	
Allowance for damages-right of way coming within 5 feet house	200.00		
6 fir shade trees at $10.00 each	60.00		
1 twin cedar tree	25.00		
13 steps concrete, 15 feet concrete sidewalk to rebuild	50.00		
2 rods yard fencing at $3.00 rod	6.00		
2 shrubs at $1.00 each	2.00	600.85	McChesney

ASTORIA SECTION, COLUMBIA RIVER HIGHWAY

5875- Horenstein, Isadore, and George F. Sullivan
Right of Way
Option expires
June 20, 1946

3,500 sq.ft. at $1.25 sq.ft.	$ 4,375.00	$	
Building	12,625.00	17,000.00	Landon

TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY

11956- Multnomah County
Right of Way

2.95 acres at $500.00	$1,475.00	$1,475.00	Parker

HOOD RIVER SECTION, COLUMBIA RIVER HIGHWAY

11449- U. S. Government
Right of Way

Approx. 27.11 acres at $74.00 less	$2,000.00	$2,000.00	Parker

---

The Assistant Attorney requested authority to condemn certain parcels of real property adjacent to the Oregon Coast Highway, in Lincoln County, which is valuable for roadside development and recreation and which he has been unable to acquire at reasonable cost by negotiation from the owner,

Mr. E. C. Newell. He recommended an offer of $800 in connection therewith. After careful consideration the Commission approved the request and the offer and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, under and by virtue of the provisions of subsections 6 and 7 of Section 100-115, O. C. L. A., the Highway Commission is authorized to acquire by agreement, donation, or the exercise of the power of eminent domain real property, or any right or interest therein, necessary or deemed necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and the Commission is also authorized to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or other places of attraction and scenic value which in the judgment of the Commission are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, in the opinion of the Highway Commission the real property hereinafter described is scenic in character, adjoins other real property owned by the State, and possesses possibilities of development as a scenic and recreational area and likewise affords opportunity for roadside development; and

WHEREAS, it is the judgment and opinion of this Commission that the acquisition of said real property and the development of the same will contribute to the convenience of the general welfare and to the general welfare and pleasure of the motoring public or road user;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Highway Commission does hereby find and declare that the real property hereinafter described is scenic in character and is suitable for development as a scenic area or viewpoint and for roadside development and recreation.

2. That this Commission does hereby find and declare that the acquisition of fee title to said real property, free and clear of all interests of every kind and character, is necessary in order to make possible the preservation and development of the same for the convenience of the public and so that said area may be developed and maintained for its scenic value or public view qualities as well as for roadside development, all of which the Commission does find and declare to be for the general welfare and pleasure of the motoring public and road user.

3. That the real property the acquisition, preservation, and development of which the Commission now finds necessary for the purposes heretofore stated is described as follows, to wit:

Parcel No. 1

A parcel of land lying in the north 594 feet of Government Lot 2 of Section 7, Township 12 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being a strip of land lying between the easterly right of way line of the Oregon Coast Highway and the westerly right of way line of the now abandoned U. S. Spruce Production Railroad and being described as follows:

Beginning at a point which is the intersection of the easterly right of way line of said highway and the north line of said Lot 2; said point being approximately 1355 feet south and 930 feet west of the north quarter corner of said Section 7; thence South 6° 08' West along said right of way line a distance of 606 feet, more or less, to the south line of the owner's property; thence east along said south line a distance of 20 feet, more or less, to the westerly right of way line of said railroad; thence northerly along said railroad right of way line a distance of 626 feet, more or less, to the north line of said Lot 2; thence west along said north line a distance of 122 feet, more or less, to the point of beginning, containing 0.98 acre.

Parcel No. 2

All of that portion of the north 594 feet of Government Lot 2 of Section 7, Township 12 South, Range 11 West, W. M., Lincoln County, lying between the Oregon Coast Highway and the Pacific Ocean, containing 2.3 acres, more or less.

4. That the survey of said area heretofore made by the State Highway Engineer and the description prepared hereby are approved by the Commission and the Commission does hereby order and direct that said description be used and employed in the preparation of necessary deeds of conveyance or in necessary court proceedings.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, or persons in possession if there be any, with respect to the compensation to be paid for the acquisition of said property and damage to the remaining property, if there be any remaining property, and in the event that the title to said property cannot be acquired by agreement then it is hereby ordered that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit

or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

6. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

7. That this resolution be entered in the minutes and records of this Commission as of December 27, 1945

The Engineer presented to the Commission the matter of securing additional right of way on the Wolf Creek Highway at the Barnes Road intersection where a Portland company plans to open a subdivision as a suburb of Portland, and to secure a wider right of way with controlled access provision for the first two miles west of the head of Canyon Road to Barnes Road. The Commission discussed this matter and, after considering the suggestions made by Mr. Baldock and Mr. Devers, instructed the Engineer and the Chief Counsel to prepare an estimate of cost of the acquisition of the increased right of way recommended and present it to the Commission at its next meeting.

The Chief Counsel presented an opinion to the Commission with respect to the Commission's authority to receive and consider bids submitted by counties for highway construction, and advised that under the state law, counties may bid on State Highway construction; however, on contracts involving Federal funds the Public Roads Administration refuses to reimburse the state for the federal share of the cost. The Engineer was instructed to write Commissioner Shull, of Multnomah County, in response to his letter of inquiry, advising him that the Federal Government would not participate with Federal funds when a county was the low bidder.

The Chief Counsel then presented a resolution to the Commission with regard to the Commission's authority to regulate or prohibit erection and maintenance of advertising signs within corporate limits of cities if the signs extend into the highway right of way. He advised that the Commission does not have authority inside the city. It was his suggestion that the cities be advised that the Commission considers it unwise to issue permits for such advertising signs. He presented the following resolution which was unanimously adopted, upon motion of Mr. Schaupp, and seconded by Mr. Chessman.

12799

WHEREAS, the Commission is frequently requested to grant permits authorizing the erection and maintenance of advertising signs, emblems or structures within the right of way limits of streets which have been designated by the Commission as streets of an incorporated city over which to route state highway traffic; and

WHEREAS, the Commission is of the opinion that the installation and maintenance of advertising signs, emblems or structures within the right of way of a street, or which may be suspended over a part of the traveled section of such street area or highway, may become a hazard to members of the public lawfully traveling thereon; and

WHEREAS, it is the opinion and judgment of this Commission that the use by private interests for profit of any part of a public highway, either for the installation thereon or the suspension thereover of advertising signs, emblems or structures, is inconsistent with the primary purpose for which such thoroughfare was established and is being maintained, and such use in the judgment of the Commission presents a potential hazard to persons lawfully using said thoroughfare;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the use of any part of the area of streets designated by the Highway Commission as streets over which to route state highway traffic, whether such use be by the erection thereon or the suspension thereover of advertising signs, emblems or structures, is foreign to public welfare, is contrary to the primary purpose for which such traffic artery was established and is being maintained and is possessed of potential hazards to traffic and possible inconvenience to public officials in connection with the improvement and maintenance of such street.

2. That it hereby is declared to be the policy of this Commission that the use by private interests for profit of streets under the jurisdiction of the Highway Commission for the erection and maintenance thereon or the suspension thereover of advertising signs, emblems or structures shall be discouraged and, unless warranted by special and peculiar circumstances, applications for permits therefor shall be denied.

3. That consistent with good business judgment and the principles of equity it is the sense and judgment of this Commission that all reasonable effort be made to accomplish the removal of all advertising signs, emblems or structures which have heretofore been placed within or over any part of the area of any street under the jurisdiction of the Highway Commission.

DEC 27 1945

4. That this resolution be entered in the minutes and records of the Commission as of the 27th day of December, 1945.

The matter of a tie bid between Mr. John Lampert and Mr. Everett R. Dennis for one of the buildings at Klamath Falls, recently offered for sale by the Commission, was discussed and the sale of the building to Mr. Lampert was authorized, since Mr. Dennis withdrew his bid.

A request was submitted to the Commission from Mr. F. W. Deedon with respect to the oiling of a section of the Eugene-Walton Secondary Highway between Elmira and Badger Mountain. After discussion of this matter, the Commission denied the request.

The Engineer submitted a request from the City of Salem and Marion County that the state take over and maintain as a by-pass route the South 12th Street by-pass connection with the Pacific Highway East, in Salem. The Engineer suggested that this matter be held in abeyance until the matter of highway routes in Salem has been given further study. His suggestion was unanimously approved.

The Engineer brought to the attention of the Commission a letter and map concerning the location and survey at the north entrance to the City of Corvallis. A delegation from Corvallis was present at the December 13 meeting with regard to this matter, at which time the delegation was advised that the matter would be given consideration at a later date after a preliminary investigation has been made. The Engineer recommended that a survey be made at this point to determine construction costs and to enable him to prepare descriptions to be turned over to the Legal Department to secure options. The Commission ordered that the survey be made and that options be secured and presented to the Commission at a later date without any commitment as to time of construction.

A resolution was presented from the City of Portland, approved by the City Council, with regard to the Sullivan's Gulch location. The Chief Counsel advised that the city, in their resolution, had complied with the Commission's request that such action be taken before the survey was authorized. After discussion of this matter, the Commission authorized a survey at a cost of $15,000.

The Engineer presented a preliminary report to the Commission regarding the issuance of temporary log hauling permits on the Siletz Secondary Highway, in Lincoln County. He advised that a more thorough investigation should be made of this route before further permits are granted and asked the Commission to approve the granting of permits until February 1, by which time the investigation should be completed. The Commission approved the Engineer's recommendation.

The Engineer also brought to the attention of the Commission the fact that a private concern is now operating an airfield between Brooks and Gervais adjacent to the East Side Pacific Highway. He advised that this operation is subjecting traffic to danger and hazard and he recommended that

the matter be referred to the Chief Counsel to see what could be done to protect the public. The Counsel was instructed to take proper action to protect the highway traffic and to investigate the legal status of such operations.

The Engineer advised the Commission that he had been notified by the Public Roads Administration that there are $154,000 of public lands highway funds available for expenditure on public lands highways. He advised that there is a road in Southeastern Oregon, the Burns-Lakeview Highway, being part of US 395, that traverses about 100 per cent public land and that additional construction on this road would reduce the maintenance cost. He recommended that the entire amount, $154,000, be spent on this road. The Commission approved the Engineer's recommendation.

The Engineer then brought up for consideration the matter of changing the designation of The Dalles-California Highway from Klamath Junction to Mazama Junction to a Federal Secondary Highway. At present this section of road is on the Federal Primary System, but when the proposed new route is constructed from near Lobert, easterly of Sun Mountain to Mazama Junction and part of the present route from Fort Klamath Junction north should be removed from the Federal Primary System. It appears necessary to retain that portion of the present Dalles-California Highway from a point near Lobert to Klamath Junction on the Federal Primary System as it connects with the Crater Lake Highway, which is a Federal Primary Highway. He recommended that the section to be removed from the Federal Primary System be made a state secondary highway if such designation meets with the approval of the Klamath County Court. He suggested that the matter of designating as a Federal Primary Highway the Lobert-Mazama Junction location be taken up first with the Public Roads Administration and after it is approved that the Lobert-Klamath Junction section be made a part of the Crater Lake Federal Primary Highway, and the Klamath Junction-Mazama Junction section be placed in the Federal Secondary Systems. The Engineer's suggestion was approved and the Commission signed a letter addressed to the Public Roads Administration with regard to the designation of the Lobert-Mazama Junction location as a Federal Primary Highway.

The Engineer called to the attention of the Commission that the power lines owned by the California Oregon Power Company will need to be moved along South Sixth Street in the city of Klamath Falls, from the present position to a location back of the proposed curbs; likewise, that the water main should be moved from under the pavement to a position back of the curbs to prevent the tearing up of the pavement in the case of a break. The Engineer stated that the Attorney advised the City of Klamath Falls that it would be necessary for them to move the power poles at the expense of the City because of the terms of the franchise the city issued and that he likewise advised the California Oregon Power Company that it would be necessary for them to move the poles outside of the city at their own expense to a location designated by the Engineer. The Attorney was of theopinion that the Commission had the authority likewise to order the water main moved from under the present pavement area outside the city limits to a location back of the curbs, at the expense of the California Oregon Power Company which owns the water service. The Engineer stated that the

California Oregon Power Company estimates that it would cost about $7,000 to move the water pipes from under the pavement to a point back of the proposed curbs in the city area of which cost about $5,600 represents labor. The Engineer advised that the Commission has paid the labor cost under similar conditions in other cities and recommended that the State pay the labor cost to move the pipe line within the city limits, the water company to pay the balance, in the city limits and the entire cost outside the city. The Engineer and the Chief Counsel were instructed to prepare proper agreements to be executed by the California Oregon Power Company, the City of Klamath Falls and the Highway Commission, following the plan recommended by the Engineer and Counsel. In this connection, at the suggestion of Chairman Banfield, the Engineer and Chief Counsel were instructed by the Commission to bring in such agreements for the moving of public utilities in cities well in advance of the advertising of projects.

The Engineer reported that the location survey for the following section of highway has been completed and asked the Commission to approve it as the permanent route of such highway:

> West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road which is a part of the recommended Federal Aid Secondary Highway System.

The Commission approved the location as reported and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road in Washington County, and in connection therewith prepare a map or maps showing the route and location of said section of highway and file said report and record with the Commission for consideration; and
>
> WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and
>
> WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:
>
> 1. That the survey of West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road, together with the map, which for identification purposes bears the map file No. 6B-15-4, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

OCT 27 1945

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the 27th day of December, 1945.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

Skelton & Weicks, Contract No. 2707, for the Alsea-Sunset Camp-Vernonia Rock Production Project, in Clatsop County, requested an additional extension of time of two months, from December 15, 1945, to February 15, 1946, within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to unseasonable weather. The Engineer advised that the reason stated by the contractor for failure to complete the project within the extended time limit is correct and that the delay has not inconvenienced the state. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Guerin Brothers, Contract No. 2717, for the Prospect-Antelope Creek Rock Production Project on Crater Lake Highway, in Jackson County, requested an extension of time of 242 days, from November 1, 1945, to June 30, 1946, within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to the fact that their plant is snowed in at Union Creek and will not be available for finishing this contract until they can complete Contract No. 2718 at Union Creek. Delay in completing Contract No. 2718 was caused by plant and equipment breakdown and difficulty in securing parts and labor, and by early snows. The Engineer advised that the reasons stated by the contractor for failure to complete the project within the extended time limit are correct, and that the delay has not inconvenienced the Department. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Guerin Brothers, Contract No. 2718, Union Creek Rock Production Project on Crater Lake Highway, in Jackson County, requested an additional extension of time of 152 days, from November 30, 1945, to May 1, 1946, within which to complete this project. They attributed their failure to complete this job within the previously-extended time limit to early snows, plant and equipment breakdown, and to difficulty in getting delivery of repair parts and a scarcity of labor. The Engineer advised that the reasons stated by the contractor for failure to complete the project within the extended time limit are correct, and that the delay has not inconvenienced the Department. He recommended that the extension of time requested be granted without penalty.

The Commission approved the recommendation unanimously.

Coos Bay Dredging Company, Contract No. 2741, for the Hall Lake Drainage Change Project, Oregon Coast Highway, in Coos County, requested an extension of time from October 30, 1945, to January 3, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to procure necessary lumber due to labor trouble. The Engineer advised that the reason stated by the contractor for failure to complete the project within the time limit is correct. He recommended that the extension of time be granted without penalty. The Commission approved the recommendation unanimously.

The Engineer reported that contracts Nos. 2711, 2714, and 2722 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2711, with M. C. Lininger & Sons, for furnishing crushed material in stockpiles, on the Elgin Section of the Weston-Elgin and Wallowa Lake Highways in Umatilla and Union Counties; completed September 26, 1945.

Contract No. 2714, with Rogers Construction Company, for furnishing crushed material in stockpiles on the Baker Section of the Old Oregon Trail, Baker-Unity, Baker-Homestead and Medical Springs Highways in Baker County; completed December 12, 1945.

Contract No. 2722, with Rogers Construction Company, for furnishing crushed rock in stockpiles on the Fort Klamath-Lobert Section, and on five adjacent highways, in Klamath County; completed November 17, 1945. Extension of time was approved to November 15, 1945, by the Commission on October 29, 1945. Additional extension of time to November 17 has been requested but not returned from the contractor. (*)

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

Footnote: (*) See next page

Footnote: (*)

Final payment was authorized subject to approval of extension of time of two days, from November 15 to November 17, 1945.

The Commission then had under consideration removal of a building, at the north end of the Waldport Bridge. The Chief Counsel advised that the Commission authorized the owner of this building, Mr. Frank H. Hilton, Portland, to maintain the building on the highway premises for the duration of the war and a period of six months thereafter, which matter was covered by written agreement. He pointed out that the war has not as yet officially been declared over so the agreement is still in effect. He recommended that nothing be done about removing the building until the time limit specified in the agreement expires. The Commission approved his recommendation.

The Chief Counsel reported to the Commission that the Gilchrist Timber Company is hauling logs across The Dalles-California Highway near Crescent. No permit has been issued for this operation and it is the Counsel's opinion that the state has no authority to issue such permit as the trucks are not legal and are not licensed. The logs are hauled over a private road and move across the highway at one point only. He advised that he has prepared a letter to be sent to the Gilchrist Timber Company with a copy to Mr. Charles P. Pray, Superintendent of State Police, advising the Gilchrist Timber Company "that your operation is in violation of the Commission's established policy and procedure and to further advise that you will be held strictly accountable for damage to the highway and that lack of definite action on the part of the Commission to interfere with or prohibit such use of the highway shall not be deemed or construed as a consent or approval on the part of the Commission and that full responsibility must necessarily rest with the Gilchrist Timber Company." After due consideration the letter of the Chief Counsel was approved and the Secretary was instructed to forward such letter to the Gilchrist Timber Company with a copy to the Superintendent of State Police.

The Commission had under consideration an ordinance of the Medford City Council approving the routing of south-bound Pacific Highway truck traffic along Front Street between 4th Street and 10th Street. The Commission noted the ordinance and ordered that it be filed in the Commission's records.

A letter was presented to the Commission by the Engineer from the Coos Electric Cooperative, Inc., of Coquille, Oregon, advising that the company plans to spend approximately $400,000 for street lighting improvements in Port Orford. They desire to make such improvements on the Oregon Coast Highway through Port Orford and have requested that they be advised where the light poles should be placed to conform with the Highway Commission's regulations. The Engineer requested that he be given authority to confer with the company so that the improvements may be made and in the proper manner. The Commission approved his request.

A letter and bill from the American Association of State Highway Officials was presented to the Commission, the bill being for dues to the Association for 1946, in the amount of $450. The Commission authorized the Engineer to draw a check for this amount and forward it to the Association.

A letter from Mr. S. S. Montague, President of the Portland Chapter, Associated General Contractors of America, protesting rejection of bids when higher than the Engineer's estimate was presented to the Commission. The Commission ordered this letter filed in the Commission's records.

The Engineer presented to the Commission a form of agreement in the nature of a claim made by Mr. C. H. Wheeler, contractor who had the contract for the construction of a section of the Oregon Coast Highway from Youngs River Bridge, south of Astoria, to Warrenton. The contractor claims additional compensation for taking out a certain cut below grade which extra work he performed at the request of the state. The Engineer reported that after consultation with the contractor an agreement was reached whereby $4,056.40 was considered adequate compensation for the claims made. The Engineer stated that the extra work performed, which is to be paid for under this agreement, was of benefit to the state and he recommended that this amount be paid and the agreement signed by the Commission. After due consideration the Commission unanimously authorized the payment of the claim and signed the agreement.

The Commission then had under consideration the construction of a bridge known as the Stillwell Bridge just west of Tillamook. The Engineer advised that the funds for this improvement are included in the Major Betterment Budget for 1946. This matter had been discussed previously by the Commission and the project approved.

The Engineer and the Chief Counsel advised the Commission that they were not yet ready to make a report with regard to the establishment of a state park at the head of Wallowa Lake.

The Commission then had under discussion a report on the construction of curbs and sidewalks in Waldport. Mr. Baldock stated that the money for this improvement is included in the budget. After a discussion of this matter the Engineer and the Counsel were ordered to complete the necessary plans and carry on negotiations with the city officials and property owners for the building of the sidewalks and acquisition of the right of way.

The Commission discussed the matter of a two one-way street plan in Pendleton. The Engineer reported that improvement of these streets would cost approximately $100,000 including right of way, and recommended the selection of this project as one of the projects to be constructed with state funds this year. Mr. Schaupp asked what would prevent the City of Pendleton from repealing an ordinance designating the two one-way street plan in the future. It was the Engineer's opinion that channelization of the streets would so change the traffic pattern that it would be impractical for the city to repeal such an ordinance. The Chief Counsel advised that the Commission has no authority to make the city designate one-way streets but merely asks the city to pass such an ordinance to assist the Commission. He suggested that it might be

desirable to go before the Legislature to secure authority for the Commission to designate as one-way streets any streets in this category that are taken over by the Commission in the future. The proposed improvement in Pendleton was unanimously approved by the Commission.

The Commission then had under consideration the matter of one-way streets in Corvallis. The Engineer presented a map showing the proposed routing of traffic on Third Street, Fourth Street, Harrison Street, and Van Buren Street. He advised that the Commission had previously informed the city that the improvement of Harrison Street for north-bound traffic would be authorized by the Commission if the private property owners paid 1/3 of the cost, the city 1/3 of the cost, and the Commission 1/3 of the cost. The Engineer advised that this matter is now before the Corvallis City Council. The Commission approved the report.

The Commission had for consideration the matter of "welcome" signs at highway entrances into Oregon as suggested by the "Keep Oregon Green Association". The Engineer advised that no report was ready.

The Engineer reported that further time was needed with regard to the request of the City of Albany and the Linn County Court for designation as state highways of old highway routes in North Albany. He advised that a report would be made at a later date. In this connection he also advised that no report was ready with regard to the re-routing of logging trucks in Albany.

The matter of construction of a bridge over the Willamette River at Independence had the attention of the Commission. The Engineer and the Chief Counsel advised that this matter was not yet ready to be submitted for the consideration of the Commission.

The matter of securing of options for the building of a new street in the city of Coos Bay to carry northbound traffic, Broadway to carry south-bound traffic, the securing of options for which the Commission had previously approved, was reported by the Chief Counsel who stated that he was not ready as yet to submit the options.

The Commission then had under discussion the establishment of a state-owned ferry service across the Columbia River at Astoria. The Engineer and the Chief Counsel advised that they are not yet ready to report on this subject. They were instructed to bring in the report as soon as it is ready, and the Counsel was ordered to prepare an agreement with the Astoria Megler Ferry Company and Clatsop County and then bring it to the Commission for the consideration of that body.

The Engineer brought to the attention of the Commission the matter of the improvement of two street intersections in Forest Grove. He stated that he was not yet ready to make a report on this matter.

Mr. Baldock then brought to the attention of the Commission a letter from Mr. Frank Shull, Multnomah County Commissioner, with regard to the expenditure of Federal Aid Secondary Funds in Multnomah County. Funds have been set up in the three-year program for the construction of a bridge from the Columbia River Highway to Sauvies Island. The Multnomah County Commissioners now want to change this project and ask that the money be expended for improvement of the roads on the Island due to the fact that they have recently completed the construction of a new ferry. The Engineer was instructed to consult with the Board of County Commissioners and with the Public Roads Administration and make a report on this matter.

The Commission had under consideration the leasing of certain property in Nyssa. The Chief Counsel advised that the individual who formerly made the offer has now withdrawn it and the Commission therefore ordered that the matter be considered closed.

The Attorney also brought to the attention of the Commission the matter of the Knapp Hotel Building in Port Orford. He advised that the project in Port Orford may soon be constructed and he requested authority to advertise the building for sale, the bids to be received in Salem. The Commission approved this suggestion and ordered that the building be advertised for sale.

The Engineer advised that he had no report ready on the modernization of the Siuslaw Highway over the summit of the Coast Range.

The matter of the location survey from Tillamook to Pleasant Valley, on U. S. 101, was brought to the attention of the Commission by the Engineer. He advised that no report was ready but that he expected to call on the Tillamook County Court and city officials in the City of Tillamook shortly to discuss the matter with them.

The Commission recessed for luncheon at 11:55 a.m. and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission had under discussion the approval of the budget. Details of the proposed budget for maintenance, betterment, operation, including state parks and the Travel Information Department were considered. After full discussion the following budget was adopted by unanimous vote on motion of Commissioner Schaupp, seconded by Commissioner Chessman.

12809

1946 APPROVED BUDGET

RECEIPTS	AMOUNT
State Funds:	
Motor vehicle license fees	$ 3,400,000
Gasoline tax	13,000,000
Diesel fuel tax	225,000
Motor transportation fees	1,950,000
Fines for traffic law violations	85,000
Miscellaneous cash receipts from rentals, discounts, etc.	46,000
County cooperation	2,000
Gross receipts, State funds	$ 18,708,000
Less contributions to State Police	346,000
Less contributions to Counties (15.7%)	2,598,000
Less contributions to Cities (5%)	828,000
Net receipts, State funds	$ 14,936,000
Federal Cooperative Funds	6,970,000
Net receipts for highway purposes	$ 21,906,000
First of year balance	13,466,000
Estimated total available funds	$ 35,372,000

EXPENDITURES

Capital Outlays:	
Federal cooperative projects	$ 12,500,000
State construction projects	1,500,000
Cooperation in forest road work	136,000
Minor betterments (primary)	350,000
Minor betterments (secondary)	150,000
Surveys (primary)	200,000
Surveys (secondary)	100,000
Surveys (county roads)	50,000
Property acquisition, general expense	50,000
Purchase of real property:	
For rights of way, general	775,000
For right of way on Front Avenue ($800,000)	125,000
For quarries and gravel pits	10,000
For stockpile sites	5,000
For parks	125,000
For miscellaneous sites	6,000

DEC 07 1945

Construction of buildings and improvements:		
In parks (general)		75,000
In parks (roadways)		6,000
At maintenance stations		200,000
On other properties		10,000
Equipment:		
Purchase and betterment of equipment		300,000
Sale and depreciation credits	Cr.	200,000
Contingencies, construction		200,000
		$ 16,673,000
Maintenance:		
Special maintenance (primary)		250,000
Special maintenance (secondary)		120,000
General maintenance (primary)		4,400,000
General maintenance (secondary)		1,330,000
Maintenance of county roads		27,000
Maintenance of city streets		100,000
District maintenance superintendence		154,000
Contingencies, maintenance		100,000
		$ 6,481,000
Operation:		
Administration and general supervision		525,000
Planning and traffic surveys		250,000 *
Travel and information bureau		85,000
Radio communication system		13,000
R-W, quarry and stockpile leases		5,000
Park operation and maintenance (general)		130,000
Park maintenance (roadways and minor parks)		11,000
Maintenance station operation		44,000
Truck load inspection		87,000
Drawbridge and ferry operation		90,000
Research and special investigation		15,000
Contribution to retirement fund		90,000
Miscellaneous general expense		50,000
		$ 1,395,000
Service and Clearing Accounts:		
Equipment, repair shops and storerooms (charges)		1,500,000
Equipment, repair shops and storerooms (credits)	Cr.	1,500,000
Rock production projects (charges)		850,000
Rock production projects (credits)	Cr.	850,000

District rock service account (charges)		1,100,000
District rock service account (credits)	Cr.	800,000
Other service and clearing accounts (net)		

Debt Service:

Bond maturities	1,050,000
Bond interest	167,000
Service charge on bond payments	1,000
Estimated total expenditures	$ 26,070,000
Unexpended balances	9,302,000

* Approval withheld on this item pending further consideration.

The Commission withheld approval of the $250,000 set aside for the Traffic Department and planning surveys. The Engineer explained that the Federal government required the expenditure of 1½% of Federal Aid funds for special traffic surveys, inventory of roads, economic investigations and the like, so as to intelligently select projects for improvement. Mr. Tom Davis, of the Public Roads Administration, confirmed this. The Engineer was ordered to make a detailed report on this item for consideration of the Commission at its next meeting.

The following projects were selected for immediate construction, using state highway funds without federal aid and authority was given to bring in options on property acquisition:

COUNTY	HIGHWAY	SECTION AND KIND OF WORK	ESTIMATED COST
Baker	Baker-Unity	Dooley Mt., Widening	$ 154,000
Curry	Oregon Coast	City of Port Orford, Curbs & Pav.	25,000
Deschutes	McKenzie	Overpass near Sisters (State cooperation)	7,500
Deschutes & Linn	Santiam	Hogg Pass Section, Widen Cut	75,000
Douglas	Tiller-Trail	Coffee Creek, Timber bridge	10,500
Jackson	Pacific	Siskiyou Slide, Timber trestle	50,000
Klamath	County Road	Sprague River Road, Bridges & Grad.	150,000
Marion	Pacific East	City of Woodburn, curbs & pav.	75,000
Marion & Polk	County Road	Independence Bridge (State share)	300,000
Tillamook	Netarts Highway	Stillwell Bridge	70,000
Umatilla	Old Oregon Trail	City of Pendleton	100,000

In this connection the Commission again asked the Engineer to make a report on the details of the Ocean Lake project and its extension north to the Dorchester House.

The Engineer then brought up for discussion the matter of sick and accident contracts with the National Hospital Association and the Oregon Physicians' Service. He advised that a representative of the National Hospital Association desires to appear before the Commission in January to discuss matters in connection with the proposed contract with this Association.

The Commission considered and signed agreements, etc., as follows:

Agreement with Southern Pacific Company covering moving of Company's tracks between North Bend and Coos Bay, Oregon.

Agreement with Baker County covering abandonment of old sections of Baker-Homestead Highway.

Agreement with Jefferson County covering abandonment of old section of Madras-Prineville Sec. State Highway.

Agreement with City of Sweet Home covering maintenance of city street by Highway Commission.

Request for vacation of the plat in Dabney Park, Multnomah County.

Agreement with City of Lebanon covering maintenance of city streets by Highway Commission.

Agreement with Peoples Water & Gas Company covering rearranging water pipes in North Bend and Coos Bay.

Agreement with City of Canby covering maintenance of city street by Highway Commission.

Agreement with C. H. Wheeler, contractor, covering adjustment of claim.

Agreement with Spokane, Portland and Seattle Railway Company covering grade separation project on Wolf Creek Highway.

Bargain and Sale Deed conveying to Ben M. Hecht, and wife, land in northeast Portland.

Contract No. 2765 with Vernie Jarl covering Mitchell-John Day River Section, Ochoco Highway, in Wheeler and Grant Counties.

Contract No. 2762 with Vernie Jarl covering Porcupine Butte-Chichester Gulch Section, Shaniko-Fossil Sec. Highway in Wheeler County.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:00 p.m.

T H Banfield
Chairman

State Highway Engineer

Arthur W Schaupp Jr.
Commissioner

Vera Lustig
Acting Secretary

W M Stuart
Commissioner

Portland, Oregon
January 17, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

A. W. Schaupp, Commissioner (Acting Chairman)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Chairman T. H. Banfield was absent on account of illness.

Bids as follows for highway construction work were opened and read in conformity with previously published notice, following which Commissioner Schaupp announced that the awards of contracts would be made at 3:00 p.m. in the same room.

JAN 17 1946

REDMOND ROCK PRODUCTION PROJECT IN
CROOK AND DESCHUTES COUNTIES

*Struss & McCoy, Redmond	$ 26,160.00
**Arthur Gentemann, Portland	31,800.00
Del R. Beebe, Eugene	31,800.00
P. B. Doherty, Portland	32,160.00
Newport, Kern & Kibbe, Portland	32,880.00
E. C. Hall Company, Portland	33,600.00
J. N. & M. J. Conley, Portland	34,525.00
Bend Sand & Gravel Company, Bend	39,000.00
A. M. Saxton & Sons, Corvallis	41,400.00

*Bidder will furnish the additional 1,800 cu. yds. crushed gravel to City of Redmond at $2.10 per cu. yd. (Unit price for state project, $2.18 per cu. yd.)

**Bidder will furnish the additional 1,800 cu. yds. crushed gravel to City of Redmond at $2.55 per cu. yd. (Unit price for state project, $2.65 per cu. yd.)

NORTH SANTIAM SECONDARY HIGHWAY IN MARION COUNTY
GATES-NIAGARA SECTION

	Using Asphalt	Using Tar
Kuckenberg Construction Co., Portland	$ —	$ 387,929.00
Berke Bros., Portland	415,520.00	—
K. L. Goulter & Co., Seattle, Wn.	418,474.50	—
E. C. Hall Company, Portland	—	439,828.50
Sound Constr. & Engr. Co., Seattle, Wn.	513,697.00	—

DALLAS-COAST SECONDARY HIGHWAY IN POLK COUNTY
BUELL AND SALT CREEK-DOLPH CORNER SECTIONS

	Using Asphalt	Using Tar
O. C. Yocom, McMinnville	$ 153,181.00	$ 152,869.00
Babler Bros., Portland	—	167,135.00
E. C. Hall Company, Portland	—	169,768.50
Leonard & Slate, Portland	173,185.00	173,341.00
C. J. Eldon, Portland	180,187.50	180,161.50

JAN 17 1946

DALLAS-COAST SECONDARY HIGHWAY IN POLK COUNTY
BRIDGE OVER MILL CREEK

*W. H. Philpott, Portland	$ 34,440.00
C. J. Eldon, Portland	39,642.00
Walder & Kenworthy, Oregon City	39,985.00
Birkemeier & Saremal, Portland	40,070.00
C. T. Malcom & Company, Portland	41,735.00
Lockyear & White, Seattle, Wn.	47,885.00
Kern & Kibbe, Portland	47,971.00

*Bidder will accept only one project.

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY
BERGER RANCH-BARNES ROAD SECTION

	Using Asphalt	Using Tar
Sound Constr. & Engr. Co., Seattle, Wn.	$ 150,759.40	$ —
Kuckenberg Constr. Co., Portland	—	152,311.00
Berke Bros., Portland	—	156,244.50
Parker-Schram Company, Portland	160,833.00	160,713.00
R. A. Heintz Construction Co., Portland	—	160,737.50
J. A. Lyons, Inc., Portland	—	164,804.00
C. J. Eldon, Portland	164,960.00	164,979.00
K. L. Goulter & Company, Seattle, Wn.	—	167,773.00
M. L. O'Neil & Son, Eugene	176,957.00	177,017.00
John Havlik, Jr., Scappoose	—	183,777.50
Leonard & Slate, Portland	—	186,633.00
E. C. Hall Company, Portland	—	199,146.00

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY
BRIDGE OVER McKAY CREEK

C. J. Eldon, Portland	$ 14,249.80
*W. H. Philpott, Portland	14,534.00
Lindstrom Bros., Portland	14,912.00
Walder & Kenworthy, Oregon City	16,526.00
Lockyear & White, Seattle, Wn.	18,861.00
Marine Contractors, Inc., Portland	24,970.00

*Bidder will accept only one project.

JAN 17 1946

The Commission disposed of state park matters reported by the State Parks Superintendent, Mr. S. H. Boardman, in person, as follows:

1. The Parks Superintendent reported a request from the Farmers Union of Pedee for the establishment of a state park at Maple Grove, a short distance south of Lewisville, Benton County, on Camp Adair surplus land about five miles west of U. S. 99W. He advised that the state now owns a park in this vicinity, known as Helmick State Park, that fronts on the highway and that the park now proposed, in his estimation, is not suitable for state park purposes. He recommended that the request be denied. The Commission approved the recommendation unanimously but authorized the Parks Superintendent to assist the Farmers Union by giving advice with respect to the development of the area as a park, if they need his help.

2. The Parks Superintendent reported the results of investigations relative to the rental of a state-owned residence building near Bonneville to a Mr. G. E. McConnell. He advised that Mr. McConnell is a Government employee and receives a salary of $230 a month, and under the Army regulations employees are not permitted to pay more than 10 per cent of their salaries for house rent, so it appears that the $25 per month that the state has been receiving for the use of this building is the maximum that it can charge. He pointed out that Mr. McConnell acts as a sort of caretaker for the grounds, for which he receives no compensation, and were the Commission to employ a special caretaker to do this work it would cost the state about $120 per month. Following discussion, Commissioner Chessman suggested that Mr. McConnell be allowed the continued use of the property at the old rate of $25 per month with the understanding that he will maintain the premises in a suitable condition, including the grounds; also, that the matter be covered by written agreement so there would be no misunderstanding later on. His suggestion was approved by Commissioner Schaupp and it was so ordered.

3. The Parks Superintendent brought up for discussion the proposed lease of concession privileges in Silver Creek Falls State Park. The Commission's Chief Counsel read aloud provisions of a proposed agreement covering this concession, which provides that for the use of the lodge and nearby buildings and equipment therein the concessionaire shall pay to the state a monthly rental of $25 plus a percentage of his gross receipts and sales based on a five-year lease. He pointed out that under this arrangement the successful bid would be based on the percentage of gross receipts and sales the concessionaire would pay the state. He further pointed out that the agreement provides for monthly payments by the concessionaire except that for the first six months of his occupancy no payment need be made but the concessionaire shall accumulate and pay the full amount in one lump sum. He also pointed out that the agreement provides that the concessionaire shall maintain a meter to register sales. Following discussion of this matter, Commissioner Chessman moved adoption of the form of agreement. The motion was seconded by Commissioner Schaupp and carried. The Commission

thereupon authorized the Secretary to advertise the sale of this concession for bids to be received at the next regular meeting.

4. The Parks Superintendent brought up for discussion formal acceptance by the Commission of a tract of land situate adjacent to the new route of The Dalles-California Highway at Spring Creek, Klamath County, that Collier brothers of Klamath Falls have presented to the state as a gift, for park purposes, in memory of their parents. He advised that the Commission has not as yet formally accepted this gift and suggested that that be done at this time. The Engineer advised that the Collier brothers have reimbursed the state for advancing the purchase price of the property and that the transaction is now clear. He concurred in the suggestion of the Parks Superintendent that the Commission accept the gift by formal action. Commissioner Chessman moved that the gift be accepted and that an appropriate letter of appreciation be sent to the Collier brothers. Commissioner Schaupp seconded the motion, which carried by unanimous vote.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the offer that he recommended be made for each parcel. After careful consideration, the Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

11144- Mayberry, Kathryn Easement				
	500 sq. ft. slope easement			
	Cost of reseeding lawn and parking strip	$ 25.00	$	
	2 large holly trees at $25.00 each	50.00		
	Loss shrubs and replanting others	25.00	100.00	McCallister
11916- Mayberry, Kathryn slope easement				
	950 sq. ft. - slope easement	200.00	200.00	"
8221 - PORTLAND, City of (Pauline Matis) Right of Way				
	Additional house moving expenses, building at 3224 SW Front Ave., Portland, paid by City of Portland	585.00		
	State's pro rata share 40% of $585.00		234.00	"

BRIDAL VEIL CONNECTION SECTION, COLUMBIA RIVER HIGHWAY

4030 - O W RR & N Co., Right of Way				
	Moving section house	$1,500.00	$	
	Moving 2 bunkhouses at $400.00 each	800.00		
	Moving 2 woodsheds at $75.00 each	150.00		
	Moving 2 outside toilets and new vaults	100.00		
	Providing new water lines	200.00		
	Restoring light and telephone service	75.00		
	Raising telegraph and signal wires	250.00		
	Temporary living quarters	100.00		
	Flagmen	50.00	3,225.00	DeSouza

JAN 17 1946

HALSEY-HOLLEY SECTION, HALSEY-SWEETHOME HIGHWAY

12523- Sayer, Jr., J. R.
Stockpile site and
gravel source

2.83 acres at $150.00	$ 424.50	$	
43 rods fence at $1.50 rod	64.50	489.00	Parker

12522- Stegar, Alfred
Gravel source

2.33 acres at $50.00	116.50	116.50	"

12524- Sayer, John R.
Stockpile site and
gravel source

2.13 acres at $150.00	319.50		
97 rods fence at $1.50 rod	145.50	465.00	"

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY

11620- Van Dine, Charles A. and Elizabeth T. Van Dine
Right of Way
Option expires
July 10, 1946

1,000 sq. ft.	$ 00.00	$	
Cash allowance for cutting back building, and rearranging interior	500.00	500.00	Witt

OJALLA BRIDGE-SILETZ SECTION, SILETZ SECONDARY HIGHWAY

12456- Colvin, Edgar Elisha and Jessie Colvin
Right of Way
Option expires
July 3, 1946

0.20 acre at $200.00	$ 40.00	$	
42 rods barbed wire fence at $1.00 rod	42.00	82.00	"

12455- Bensell, Stella R.
Right of Way
Option expires
July 3, 1946

(Continued on next page)

OJALLA BRIDGE-SILETZ SECTION, SILETZ SECONDARY HIGHWAY (Cont.)

12455- Bensell, Stella R. (Cont.)

0.43 acre at $100.00	$ 43.00		
58 rods fencing and gates at $1.00 rod	58.00	$ 101.00	Witt

12454- Chandler, J. M. and Willo Mae Chandler
Right of Way
Option expires
July 3, 1946

0.08 acre at $100.00	8.00		
22 rods fence at $1.00 rod	22.00	30.00	"

12452- Morgan, A. W.
Right of Way
Option expires
July 6, 1946

2.44 acres at $50.00 per acre	122.00	122.00	"

12453- Larsen, Otto Moller
Right of Way
Option expires
July 9, 1946

0.19 acre Plus fencing	00.00	00.00	"

12565- McCabe, Luther W.
Right of Way and
Stock Pile Site
July 9, 1946

1.44 acres at $300.00	432.00		
Old frame house	275.00		
planked floor garage	25.00		
Labor and cost new foundation forms	18.00	750.00	"

FATE GRADE-TILLER SECTION, TILLER-TRAIL HIGHWAY

11865- Dahack, Ernest
Right of Way
Option expires
February 7, 1946

0.202 acres at $100.00	$ 20.20	$	
23 1/2 rods fence to move at $1.00 per rod	23.50	43.70	Parker

(Continued on next page)

JAN 17 1946

FATE GRADE-TILLER SECTION, TILLER-TRAIL HIGHWAY (Cont.)

11862-	Wright, Jay W. and Minnie T. Wright Right of Way Option expires February 7, 1946			
	4.05 acres at $65.00 per acre	$ 263.25	$	
	253 rods fence to move at $1.00 per rod	253.00	516.25	Parker
11868-	Knudtson, Alvin M. and Anna B. Knudtson Right of Way Option expires May 15, 1946			
	0.82 acre at $100.00	82.00		
	10 rods fence to move at $1.00 per rod	10.00	92.00	"
11863-	Wright, Jay W. and Minnie T. Wright Right of Way Option expires May 14, 1946			
	2.0 acres at $250.00	500.00	500.00	"
12179-	Barber, Markham and Hewitt Right of Way Option expires May 19, 1946			
	4.81 acres at $42.00 less per acre	200.00	200.00	"
12219-	Erlebach, Mary G. and Anton Erlebach Right of Way Option expires May 16, 1946			
	0.052 acre at $100.00	5.20		
	Moving septic tank, filter trench and fence	29.80	35.00	"
11868-A	Knudtson, Alvin M. and Anna B. Knudtson Gravel bar lease Option expires May 15, 1946			
	1.84 acres - lease for duration of construction of this section	50.00	50.00	"

(Continued on next page)

FATE GRADE-TILLER SECTION, TILLER-TRAIL HIGHWAY (Cont.)

11880- Blenz, Anna D.
Right of Way
Option expires
April 26, 1946

0.20 acre at $100.00		$ 20.00	$ 20.00 Parker

11866- Howell, John and Susan Howell
Right of way, gravel bar
and stockpile site
Option expires
June 16, 1946

6.01 acres at $60.00	360.60	
0.59 acre at $100.00	59.00	
Moving 125 rods fence at $1.00 rod	125.00	
Cutting lean-to off barn	50.00	594.60

12180- Stone, George
Right of way and
quarry site and slope easement
Option expires
June 11, 1946

9.32 acres at $35.00 less	325.00	

11867- Crispen, Ellen
Right of Way and
gravel bar
Option expires
June 16, 1946

0.276 acre at $100.00	27.60	
2.44 acres at $60.00	146.40	
Moving 66 rods fence at $1.00 rod	66.00	
Cutting off lean-to on barn	50.00	290.00 Parker

11869- Brown, Henry E.
Right of Way
Option expires
February 7, 1946

2.72 acres at $37.50	102.00	
63 1/2 rods fence - move - $1.00 rod	63.50	165.50 "

11870- Parker, Martha M.
Right of Way
Option expires
February 9, 1946

JULY 1946

(Continued on next page)

FATE GRADE-TILLER SECTION, TILLER-TRAIL HIGHWAY (Cont.)

11870- Parker, Martha M. (Cont.)

4.585 acres at $50.00	$ 229.25	$	
24 rods fence - move at $1.00	24.00	253.25	Parker

11871- Hoggatt, Daniel M.
Right of Way
Option expires
May 4, 1946

0.60 at $75.00	45.00	45.00	"

11873- Rainville, Winnifred
Right of Way
Option expires
February 6, 1946

0.14 acre at $25.00	3.50		
45 rods fence - move at $1.00 rod	45.00	48.50	"

11875- Hart, Phillip and Clara Hart
Right of Way
Option expires
June 3, 1946

0.65 acre (approx) at $150.00	97.50		
House and shed	402.50	500.00	"

11874- Kobbeman, G. A.
Right of Way
No Option
Deed executed
November 10, 1945

1.895 acres	00.00		
84 rods fence - move at $1.00 rod	84.00	84.00	"

11876- Rauch, Ray
Right of Way
Option expires
June 17, 1946

(Approx) 0.9465 acre at $150.00	141.98		
Small house	658.02	800.00	"

11877- School District #114
Right of Way
Option expires
February 17, 1946

JAN 17 1946

(Continued on next page)

FATE GRADE-TILLER SECTION, TILLER-TRAIL HIGHWAY (Cont.)

11877- School District #114 (Cont.)

0.005 acre	$ 1.00	$	
State to move fence	---	1.00	Parker

11878- Tighe, Frank L.
Right of Way
Option expires
February 6, 1946

0.294 acre at $250.00	73.50		
Apple tree	10.00		
Moving 80 feet yard fence	16.50	100.00	"

GATES-NIAGARA SECTION, NORTH SANTIAM HIGHWAY

12570- Baumann, Henry and Anna Baumann, and Albertina Ralph
Right of way
Option expires
July 13, 1946

0.70 acre at $60.00	$ 42.00	$	
98 rods fence at $1.25 rod	122.50	164.50	Benson

12569- Ball, Stephen A.
Right of Way
Option expires
July 13, 1946

0.04 acre	10.00	10.00	"

FOREST BOUNDARY-ELGIN SECTION, WESTON-ELGIN HIGHWAY

3941-A Mason, E. T.
Maintenance building site
Option expires
May 14, 1946

2.86 acres at $174.83	$ 500.00	$ 500.00	Landon

3941-B Thomas, D. B.
Maintenance building site
No option
Deed executed
November 20, 1945

1,600 sq. ft.	00.00	00.00	"

WESTON MOUNTAIN-McDOUGAL CAMP SECTION, WESTON-ELGIN HIGHWAY

12278- Vancil, Ivan T.				
Right of Way				
Option expires				
May 23, 1946				
	0.11 acre at $50.00	$ 5.50	$ 5.50	Landon
12277- Grubbe, Albert N. and Ruth C. Grubbe				
Right of Way				
Option expires				
June 11, 1946				
	0.20 acre	00.00	00.00	"
	Plus moving fence			
12270- Lansdale, Ralph H.				
Right of Way				
Option expires				
May 11, 1946				
	0.04 acre	00.00		
	13 rods fence to move, at 50¢	6.50	6.50	"
12269- Thompson, Myrtle				
Right of Way				
Option expires				
May 8, 1946				
	0.07 acre at $71.43	5.00	5.00	"
	Plus moving fence			
12271- Jones, Walter R. and Reta C. Jones, and Vernon O'Harra and Edna O'Harra				
Right of Way				
Option expires				
May 12, 1946				
	0.32 acre at $50.00	16.00		
	Moving 84 rods fence at 50¢ rod	42.00	58.00	"
12273- Gillham, Heirs Alonzo				
Right of Way				
Option expires				
July 1, 1946				
	0.08 acre at $100.00	8.00		
	Plus moving fence by State		8.00	"
12275- Talarico, Anthony B. and Norman B. Sarrah				
Right of Way				
Option expires				
May 13, 1946				
	0.59 acre	00.00		
	Grantors to remove fence	00.00	00.00	"

JAN 17 1946

(Continued on next page)

WESTON MOUNTAIN-McDOUGAL CAMP SECTION, WESTON-ELGIN HIGHWAY (Cont.)

12272- Lembcke, Claus Wichmann
Quarry
Option expires
May 8, 1946
5.22 acres at $76.63 $ 400.00 $
Plus fencing
Plus cattle-guard
400.00 Landon

12276- Ross, Rose R.
Right of Way
Option expires
May 12, 1946
0.04 acre 00.00 00.00 "

ZINTER RANCH-EIGHT MILE SECTION, WASCO-HEPPNER HIGHWAY

12458- Warfield, Robert J. and Amanda Warfield
Right of Way
Option expires
June 29, 1946
4.50 acres at $10.00 $ 45.00 $
108 rods fence to move and rebuild at $1.00 per rod 108.00
153.00 McChesney

NYSSA-ADRIAN SECTION, NYSSA-ADRAIN HIGHWAY

12520- Wilson, Estate C. C.
Gravel Pit
Lease
8.43 acres leased for duration of rock production project $ 150.00 $ 150.00 Benson

12525- U. S. Bureau of Reclamation
Stockpile site
1.03 acres 2.00 2.00 "

12526- Duncan, Roe F.
Stockpile site
0.08 acre 10.00 10.00 "

12568- Walters, W. E. and Ida B. Walters
Stockpile site
1.0 acre 100.00 100.00 "
Plus fencing by State

JAN 17 1946

In this connection the Engineer brought up for discussion the proposed improvement of the Oregon Coast Highway between Ocean Lake and Dorchester House, Lincoln County. He advised that, according to the latest estimate, this entire improvement will cost approximately $135,000, including the construction of curbs and a full width pavement between the curbs. He pointed out that the Commission's third year Postwar Program includes an item of $75,000 for grading and construction of bituminous macadam surfacing along this section and suggested that it would be advisable to eliminate this item from the Postwar Program and finance the entire improvement now with state funds so as to take advantage of the offer of Mr. A. C. Kirtsis of free right of way and sidewalks, Mr. Kirtsis having previously agreed to donate sufficient land to provide the standard 100 foot right of way in front of his premises. He urged favorable consideration of this suggestion as being to the best interests of everyone and pointed out that the $75,000 of Federal money would not be lost but could be applied on some other project. In the following discussion Commissioners Schaupp and Chessman indicated that they would approve the arrangement as outlined, if Chairman Banfield offers no objections, whereupon the Engineer advised that he has discussed the matter thoroughly with Chairman Banfield, who asked him to inform the other Commissioners of his approval.

The question of additional right of way cost arose. The Assistant Counsel advised that the final estimate on this item indicates that an expenditure of $44,000 would be required, such amount being mostly for the moving of buildings. The Commission deferred a definite decision in the matter pending consultation with Chairman Banfield. (Commissioners Schaupp and Chessman discussed this matter with Chairman Banfield on the following day and, as a result thereof, approved the method of financing as recommended by the Engineer, and authorized the contracting of the work on such basis as soon as the plans are prepared and right of way acquired.)

The Assistant Counsel requested instructions concerning a small parcel of land in Albany that was sold to Mr. J. A. McDowell of that city as a result of competitive bidding on September 17, 1945. He advised that Mr. McDowell submitted with his bid a proposal guaranty in the amount of $500, but now refuses to accept the deed or to pay the balance due because of a technicality, it being his excuse that he was not notified within the specified time that he was the successful bidder for this property. The Engineer advised that Mr. McDowell was sent the customary tabulation of bids well within the prescribed time limit but he was not officially notified of the acceptance of his offer until the time limit had expired, because of the fact that someone representing him called at his (the Engineer's) office with a compromise settlement which involved the Albany Chamber of Commerce. It appeared to him that Mr. McDowell is now simply wanting to be relieved of his obligation because his offer was so much higher than the other offers received by the Commission. The Assistant Counsel advised that technically the state cannot hold Mr. McDowell to his bid. This was confirmed by the Commission's Chief Counsel whereupon the Engineer recommended rejection of the bid, the return of Mr. McDowell's bid deposit, and that the property be readvertised for sale. The Commission approved the recommendation unanimously.

The Commission discussed a report from the Engineer on the proposed 1946 Budget for planning and traffic surveys, which item was deleted from the budget that the Commission adopted at the meeting on December 27, pending additional information. (See Engineer's report to the Commission dated January 7, 1946, in general files for details) The Engineer presented a proposed budget, as follows, and advised that Chairman Banfield has approved it as prepared:

1946 BUDGET
TRAFFIC ENGINEERING STATE FUNDS

Item	Description		Amount
1	ADMINISTRATION AND GENERAL SUPERVISION		$12,000
2	MINOR SURVEYS		23,600
	a. Signals and Illumination	$10,000	
	b. Intersectional Design	6,600	
	c. School Boy Patrols	750	
	d. Parking Studies	2,750	
	e. Time Studies	1,250	
	f. Railroad Grade Crossing Studies	750	
	g. Interim Committee Studies on Motor Transport	1,000	
	h. Traffic Laws and Regulations	500	
3	CITY STREET INVENTORY SURVEY		3,000
4	MOTOR VEHICLE ACCIDENT ANALYSIS		20,000
	a. Oregon Urban (other than Portland)	7,000	
	b. Rural	5,000	
	c. Portland	6,000	
	Special Studies	2,000	
5	SPEED ZONING		8,000
	a. State Highway Commission	3,000	
	b. State Speed Control Board	5,000	
6	ORIGIN-DESTINATION SURVEYS - ANALYSIS & REPORT		5,000
	a. Portland	3,500	
	b. Klamath Falls	1,000	
	c. Corvallis	500	
7	IBM TABULATING SECTION		12,000
	a. Accident Analysis	6,900	
	b. Weighmaster Operations (Charged to Weighmaster not included in Grand Total)	3,600	
	c. Origin-Destination Surveys	750	
	d. Miscellaneous	750	
	GRAND TOTAL		$80,000

JAN 17 1946

1946 BUDGET
FEDERAL AID PLANNING SURVEY FUNDS

Item	Description	Amount
1	State-wide traffic counts	$ 46,300
2	Automatic recorders	7,370
3	Special city traffic counts	26,600
4	Origin and destination traffic survey	5,000
5	Special studies and reports	5,500
6	Bridge inventory	8,000
7	Preparation of maps and cost estimates for sub-standard highway sections	5,000
8	State highway inventory and current costs and earnings records	3,600
9	Collection of annual statistics	1,000
10	Highway research correlations	2,550
11	Revision of road inventory	6,000
12	Revision of maps and straight lines	5,000
13	Federal Aid Secondary Highway Survey	5,000
14	Special Bridge Investigations	15,000
		$141,920
	Contingencies	28,080
	Total	$170,000

Following discussion, Commissioner Chessman moved adoption of the budget. The motion was seconded by Commissioner Schaupp and carried.

The Engineer reported on the request of the "Keep Oregon Green Association" that the State Highway Commission authorize the maintenance of rustic "welcome" signs at state highway entrances into Oregon. He advised that investigations have been made and it appears that there are only four suitable locations at the state boundary line: Longview Spur near Rainier, Oregon Coast Highway near Brookings, Redwood Highway near the state line, and the Pacific Highway at the Siskiyou Summit. He further advised that members of the committee representing the Association have approved these sites. He recommended installation of a sign at each of such points. He estimated the cost involved at $300 each. During the discussion, Commissioner Chessman suggested that it might be advisable to install one of the signs on the Oregon Coast Highway near Astoria. Commissioner Schaupp suggested the installation of a sign at the junction of U. S. 97 with U. S. 99 in Weed, California. The Commission took no definite action on these two additional sites; however, authorized the erection of four signs at the approved locations with the understanding that additional signs may be erected later if the four now approved bring desired results.

JAN 17 1946

The Engineer brought up for discussion the proposed rerouting of logging trucks through Salem. He advised that the trucks are now routed over the Silver Creek Falls Secondary Highway (East State Street) to 12th Street, thence on 12th Street to Court Street, thence on Court Street to Capitol Street (U. S. 99E), thence along Capitol Street to Highland Avenue, thence along Highland Avenue to Cherry Street, and north along Cherry Street to the mill. This routing, he said, is not satisfactory on Salem's heavily traveled streets, so it has been proposed to reroute them on county roads so they will enter the city over the Silverton County Road which connects with Highland Avenue. Such routing, he said, has been approved by the City of Salem and by the Marion County Court, the County Court's approval being based on the installation of traffic scales on the Silverton Road to weigh the trucks that pass over the county highways. He recommended approval of such route, including installation of scales as required by the County, and that the matter be covered by a written agreement with the County. The Commission approved the recommendation unanimously upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

The Commission had under consideration the bids received in Salem on January 15, 1946, for the purchase of the old Knapp Hotel building at Port Orford, and the buildings located at the former WPA camp near Manning, Washington County. The Commission rejected the bids received for the Knapp Hotel building and authorized the Chief Counsel to negotiate the private sale of this building. The Commission voted unanimously to accept the high bid received for each of the buildings located at the old WPA camp near Manning, which high bids are as follows:

Item No.	Item	High Bidder	High Bid
1	Barracks Bldg. No. 1	Joseph B. Vanderwelden, Forest Grove	$ 76.00
2	" " " 2	" " " " "	66.00
3	" " " 3	" " " " "	76.00
4	" " " 4	" " " " "	66.00
5	" " " 5	" " " " "	76.00
6	" " " 6	" " " " "	66.00
7	" " " 7	" " " " "	76.00
8	" " " 8	Alfred Davies, Banks	81.75
9	" " " 9	" " "	81.75
10	" " " 10	" " "	81.75
11	" " " 11	Joseph B. Vanderwelden, Forest Grove	76.00
12	" " " 13	R. B. Evans, Beaverton	80.00
13	" " " 15	H. C. McDonald, Banks	105.00
14	" " " 19	Joseph B. Vanderwelden, Forest Grove	66.00
15	Kitchen "	W. D. Dennis, Banks	331.00

The Engineer reported the results of an arrangement effected with the officials of the Oregon-Washington Telephone Company concerning the location of its telephone poles on the Central Oregon Highway between Bend and Burns. He advised that, pursuant to the Commission's instructions, a conference was held in his office with Messrs. W. H. Dean and Z. O. Brooks, company officials, and a mutual agreement was reached whereby the poles that now constitute a hazard to highway traffic will be moved back immediately to standard alignment, and the remaining poles will be allowed to remain in their present location for not to exceed 15 years, when all of them shall have been re-established in the proper location near the right of way line. He recommended approval of this arrangement. The Commission approved the recommendation unanimously.

The question of acquiring additional-width right of way for the Sylvan-Barnes Road Section of the Wolf Creek Highway (later renamed Sunset Highway) was brought up for discussion by the Engineer. He advised that right of way for this section of highway was acquired in 1936 on a 100-foot basis, which is too narrow for a highway of this importance; moreover, no provision was made for limiting the right of access thereto. He further advised that Commonwealth, Inc., a Portland concern, has plans to subdivide and develop considerable acreage along the highway at this point and is securing options on the land at the price of $2,000 per acre. He suggested that it would be advisable to commence immediately to acquire a standard-width right of way 220 feet wide along this section and rights of access thereto so as to avoid complications with the development company later on and the extra expense which undoubtedly would result if the acquisition were delayed. He requested authority to make surveys, from which descriptions of the properties may be prepared, and authority for the Right of Way Department to take options for the land required. The Assistant Counsel estimated that the right of way, including restricted access, would cost a total of about $130,000. He confirmed the Engineer's statement that the development company is obtaining options at $2,000 an acre and concurred in the recommendation that right of way negotiations be commenced now. Commissioner Chessman expressed himself in favor of securing the options, but he was not in favor of completing any purchase. Commissioner Schaupp expressed himself similarly. The Engineer was thereupon authorized to complete the survey and write the property descriptions, and the Chief Counsel was authorized to negotiate for options.

A letter was presented from County Judge Charles E. Baird, Baker County, advising that the County Court of Baker County approves the transfer of $303,000 of Federal Aid Secondary Highway Funds, heretofore budgeted by the Commission for the improvement of the Sumpter Valley Secondary Highway as a postwar project, from such project to the improvement of the Baker-Unity Highway over Dooley Mountain, as proposed at the Commission meeting held on December 13,1945. In view of this letter, the Commission voted unanimously to proceed with the Dooley Mountain improvement in conformity with the action taken by the Commission at the former meeting. The Engineer was authorized to do what is necessary to secure the Public Roads Administration's approval to such change.

The Engineer presented a list of construction projects proposed for financing entirely with state funds and requested authority to advertise them for competitive bidding. The Commission deferred action on the matter pending consultation with Chairman Banfield. (See minute entry on following day for final action).

A letter was presented from Mr. George W. Knox, Ashland, requesting a definite statement from the Commission as to when the proposed improvement of the Pacific Highway at Plaza Corner in Ashland will be undertaken. The Secretary was instructed to inform Mr. Knox that, due to unsettled conditions, the Commission is unable to state when the project will be placed under contract, but that the work will be done when the time is propitious.

Consideration was given by the Commission to a request from the City of Ione for state maintenance of certain city streets that are used by wheat hauling trucks. The Engineer advised that inspection of these streets reveals that the streets are in very good condition at the present time and that there is no apparent reason why the city cannot finance small repair work with funds it receives under the provisions of the State Tax Street Fund Law, as the necessity arises. He recommended that the request be denied. The Commission approved the recommendation unanimously.

The Engineer reported on a request from Messrs. H. S. Mersereau and J. F. Daggett, Prineville, for a cattle pass under and across the new location of the Madras-Prineville Secondary Highway, which bisects their farm between the Jefferson County line and Lytle Creek. The Engineer advised that these gentlemen suggest that the installation of several hundred feet of highway drainage pipe called for in the plans of the proposed improvement could be avoided if the state installed one 72-inch pipe through a nine foot fill in front of their premises, which opening, they allege, could be used not only for drainage purposes but also as a cattle pass. The owners allege, he said, that the highway bisects their property in such a manner that their barns and other buildings are on one side of the highway and that the only pasture they have available for stock is on the opposite side, and unless the cattle pass is constructed it will be necessary to drive their cattle back and forth across the highway daily, which, in their estimation, will create a serious traffic hazard and can be avoided if the cattle pass were made available. The Engineer advised that some of the pipes that are to be installed are for irrigation purposes and cannot be changed unless the above parties will find some other way to carry irrigation water to their land; however, others are drainage pipes which could be eliminated and the water carried through the cattle pass. He estimated the cost of the underpass at approximately $900 and advised that the state would benefit to the extent of about $450 by the elimination of the drainage pipes. He recommended construction of the cattle pass on the basis that the owners will pay one-half of the cost of the same. The Commission approved the recommendation unanimously in order to avoid the potential hazard.

A letter was presented from Mr. Ray Hough inquiring as to the status of the improvement of the Klamath Lake Secondary Highway between Klamath Falls and Fort Klamath. The Engineer advised that this project is low in priority among projects in the Klamath Falls district. Commissioner Schaupp stated that the road is in need of improvement but pointed out that no provision has been made in the Postwar Program for such an improvement. He suggested that Mr. Hough be informed to that effect, and also, that he be told that the Commission has no plans for the improvement of the road and that its finances at the present time are such that the Commission is precluded from making any commitment thereto. The suggestion was approved by Commissioner Chessman and it was so ordered.

A petition was presented from taxpayers and citizens of the Lorane community, Lane County, requesting the oiling of the Territorial Secondary Highway from its junction with the Lorane County Road at Gillespie Corner to the Lane-Douglas County line, a distance of about ten miles. The petitioners alleged that this road "is in a deplorably rough condition" and "is in such state of disrepair as to endanger life." The Engineer advised that the road under discussion has a graveled surface and that the Highway Department is spending an appreciable sum of money annually to keep it maintained in as good a condition as a graveled road can be kept; also, that it is not in a deplorable condition such as the petitioners allege. He further advised that the Commission has budgeted the amount of $310,000 to oil about ten miles of this road at its northern end during the second postwar year, although no money has been appropriated to oil the section requested by the petitioners. The Commission ordered that the petitioners be informed to that effect and that the Commission is precluded at the present time from allocating funds to oil this section because of its other financial obligations.

The Engineer reported on a request from residents of Oceanside for a 200-yard extension of the Netarts Secondary Highway northerly from the present terminus of this highway in Oceanside so as to provide a good roadway to their public parking area. He said that investigation of the matter reveals that the proposed extension is not a proper one for this secondary highway and that rightfully the improvement comes under the jurisdiction of the Tillamook County Court; further, that the matter has been discussed with County Judge Harland M. Woods who has agreed that the matter should be referred to the county for any additional improvement that may be needed. The Commission approved the report and ordered that the petition be referred to the County Court for further handling.

The Commission recessed at 12 o'clock noon and reconvened in the same room at 2:00 p.m. with the same persons present and participating.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and took the following action thereon by unanimous vote;

Redmond Rock Production Project on four state highways, in Crook and Deschutes Counties. The Commission awarded this contract to Struss & McCoy, the low bidder.

Grading and surfacing the Gates-Niagara Section of the North Santiam Secondary Highway, Marion County. The Commission deferred the award of this contract pending satisfactory agreement with the Southern Pacific Company covering encroachments on railroad property. The bids were referred to the Engineer with authority to award the contract to the low bidder when this condition has been satisfied.

Grading and surfacing the Buell and Salt Creek-Dolph Corner Sections of the Dallas-Coast Secondary Highway, in Polk County. The Commission awarded this contract to the low bidder, O. C. Yocom Company, on the basis of using tar.

Construction of a bridge over Mill Creek on the Dallas-Coast Secondary Highway near Buell, Polk County. The Commission rejected all bids received for this job.

Grading the Berger Ranch-Barnes Road Section of the Wolf Creek Highway (renamed Sunset Highway), Washington County. The Commission awarded this contract to the low bidder, Sound Construction and Engineering Company, Seattle.

Construction of a pile trestle bridge over McKay Creek on the Wolf Creek Highway (renamed Sunset Highway), in Washington County. The Commission awarded this contract to the low bidder, C. J. Eldon.

The Engineer reported that the following-named cities and towns have satisfied the legal requirements with respect to the disbursement of the funds that they received in 1945 from 1944 revenues of the State Highway Fund under the provisions of the State Tax Street Fund Law and that plans submitted by all of them have been examined and been found satisfactory:

Chiloquin	Florence	Ione
Empire	Freewater	Sherwood

He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calender year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Chiloquin	$1,035.73
Empire	929.50
Florence	640.17
Freewater	1,153.14
Ione	366.21
Sherwood	624.79

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Chiloquin - All streets within the corporate limits
Empire - Broadway Street, Pennsylvania Avenue, Newmark Avenue
Florence - Front Street, Main Street
Freewater - Robbins Street, Washington Street
Ione - Second Street, "H" Street
Sherwood - Washington Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Freewater and approved by the State Highway Commission on August 31, 1945 shall be canceled, in accordance with the request of the City of Freewater on file in the records of the Oregon State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plan submitted by the city.

6. This resolution shall be entered in the minutes and records of this Commission as of the 17th day of January, 1946.

JAN 17 1946

Consideration was given by the Commission to the general apportionment of State Highway Funds to the cities and towns of their five per cent share of the 1945 highway revenues as is required by the provisions of the State Tax Street Fund Law. The Engineer presented a statement of the apportionment showing the amount allocated to each city and town and advised that they have been carefully checked and are correct. He asked the Commission to approve the apportionment by appropriate resolution. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, it is provided by Chapter 371, Oregon Laws, 1943, that:

> "Beginning with the year 1943 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 5 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year, and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A., and under the provisions of section 115-528, O. C. L. A., and under the provisions of section 110-1705, O. C. L. A., and from fines and penalties assessed and collected for violations of the motor vehicle and transportation laws, and which have been paid to the state treasurer, which appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year."

AND, WHEREAS, the moneys which have been credited to the state highway fund by the state treasurer between January 1 and December 31 of the year 1945, and which have accrued from the sources designated in said Chapter 371, Oregon Laws, 1943, amount to $16,550,494.56, being as follows:

Section 115-135, O. C. L. A. (Motor Vehicle License Fees)	$ 3,416,141.33
Section 115-528, O. C. L. A. (Motor Transportation Fees)	2,009,059.92
Section 110-1705, O. C. L. A. (Gasoline Tax)	11,033,246.54
From fines and penalties assessed and collected for violations of the motor vehicle and transportation laws, and which have been paid to the state treasurer	92,046.77
Total	$16,550,494.56

JAN 17 1946

AND, WHEREAS, the five per cent of this $16,550,494.56 which is available for apportionment to the cities and towns amounts to $827,524.73;

AND, WHEREAS, an additional sum of $135.58, which was apportioned to the City of Silver Lake for the year 1944, but which was not paid by reason of the city having voted to disincorporate, is also available for inclusion in the amount to be apportioned for the year 1945.

AND, WHEREAS, the total amount to be apportioned to the cities and towns for the year 1945 is $827,524.73 plus $135.58 or $827,660.31;

AND, WHEREAS, the apportionment of the $827,660.31 to the cities and towns of the State is to be based upon the "population" as defined by Chapter 371, Oregon Laws, 1943, subject to such changes as have been made under authority of Chapter 122, Oregon Laws 1945:

AND, WHEREAS, by applying the factors of allocation provided for in said Chapter 371, Oregon Laws 1943; and Chapter 122, Oregon Laws 1945; the State Highway Commission has arrived at and made its apportionment of the said $827,660.31 to the several cities and towns of the State;

NOW, THEREFORE, the State Highway Commission does hereby certify to the Honorable Robert S. Farrell, Jr., Secretary of State of the State of Oregon, the following apportionment or appropriations out of said state highway fund for the calendar year 1945, to wit:

I. Cities of Populations 1,000 or More

City	Population	Amount
Albany	5,654	$ 8,492.37
Ashland	4,744	7,125.54
Astoria	10,389	15,604.39
Baker	9,342	14,031.78
Bandon	1,004	1,508.02
Beaverton	1,492*	2,241.00
Bend	10,021	15,051.65
Burns	2,566	3,854.16
Canby	1,236*	1,856.48
Central Point	1,156*	1,736.32
Coos Bay	5,259	7,899.07
Coquille	3,327	4,997.19
Corvallis	8,392	12,604.87
Cottage Grove	2,626	3,944.28
Dallas	3,579	5,375.70
Enterprise	1,709	2,566.94
Eugene	20,838	31,298.89
Forest Grove	2,449	3,678.42
Freewater	1,041*	1,563.59
Gladstone	1,910*	2,868.84
Grants Pass	6,028	9,054.12

JAN 7 1946

(Continued on next page)

(Continued)

City	Population	Amount
Gresham	2,724*	$ 4,091.48
Heppner	1,419*	2,131.35
Hermiston	2,107*	3,164.74
Hillsboro	3,747	5,628.03
Hood River	3,280	4,926.59
Independence	1,608*	2,415.23
Junction City	1,187	1,782.89
Klamath Falls	16,497	24,778.67
La Grande	7,747	11,636.07
Lakeview	2,466	3,703.96
Lebanon	2,729	4,098.99
McMinnville	3,706	5,566.45
Medford	11,281	16,944.18
Milton	1,849*	2,777.22
Milwaukie	5,146*	7,729.35
Molalla	1,236*	1,856.48
Monmouth	1,072*	1,610.15
Mount Angel	1,279*	1,921.07
Myrtle Point	1,296	1,946.61
Newberg	2,960	4,445.95
Newport	2,019	3,032.56
North Bend	4,262	6,401.57
Nyssa	1,855	2,786.23
Ontario	3,551	5,333.64
Oregon City	6,124	9,198.31
Oswego	2,445*	3,672.42
Pendleton	8,847	13,288.29
Portland	203,596**	305,803.31
Prineville	2,358	3,541.74
Rainier	1,183	1,776.88
Redmond	2,164*	3,250.35
Reedsport	1,979*	2,972.48
Roseburg	4,924	7,395.90
St. Helens	4,304	6,464.65
Salem	30,908	46,424.14
Seaside	2,902	4,358.83
Sheridan	1,504*	2,259.02
Silverton	2,925	4,393.38
Springfield	3,805	5,715.15
Stayton	1,085	1,629.68
Sutherlin	1,300*	1,952.61
Sweet Home	2,141*	3,215.80
The Dalles	6,266	9,411.60
Tillamook	2,751	4,132.03

(Continued on next page)

(Continued)

City	Population	Amount
Toledo	2,288	$ 3,436.60
Union	1,398	2,099.81
Vale	1,083	1,626.68
Vernonia	1,412	2,120.84
Warrenton	1,365	2,050.24
West Linn	2,165	3,251.85
West Salem	1,490	2,238.00
Woodburn	2,200*	3,304.42
	498,697	$749,048.09

* Population as determined by actual count made under supervision of Secretary of State.

**2/3 of 1940 census, as provided in Chapter 371, Oregon Laws 1943.

II. Cities of Populations Less Than 1,000

City	Population	Amount
Adams	169	$ 253.84
Amity	545	818.60
Antelope	90	135.18
Arlington	609	914.72
Athena	513	770.53
Aumsville	174	261.35
Aurora	228	342.46
Banks	247	371.00
Barlow	52	78.10
Bay City	379	569.26
Boardman	110	165.22
Bonanza	233	349.97
Brownsville	960*	1,441.93
Butte Falls	339	509.18
Canyon City	312	468.63
Canyonville	255	383.01
Carlton	964*	1,447.94
Cascade Locks	703	1,055.91
Chiloquin	741	1,112.99
Clatskanie	708	1,063.42
Coburg	456	684.92
Columbia City	327	491.16
Condon	856	1,285.72
Cornelius	781*	1,173.07

(Continued on next page)

JUL 17 1946

(Continued)

City	Population	Amount
Cove	321	$ 482.14
Creswell	497	746.50
Dayton	635*	953.78
Dayville	136	204.27
Donald	164	246.33
Drain	597	896.70
Dufur	392	588.79
Dundee	209	313.92
Eagle Point	243	364.99
Eastside	638	958.28
Echo	454*	681.91
Elgin	997	1,497.50
Empire	707*	1,061.92
Estacada	673*	1,010.85
Fairview	305	458.11
Falls City	715	1,073.94
Florence	605*	908.71
Fossil	532	799.07
Gaston	333	500.17
Gearhart	319	479.14
Gervais	332	498.67
Glendale	557	836.62
Gold Beach	569*	854.64
Gold Hill	536	805.08
Granite	86	129.17
Grass Valley	204	306.41
Haines	377	566.26
Halfway	416	624.84
Halsey	305	458.11
Hammond	422	633.85
Harrisburg	622	934.25
Helix	121	181.74
Hines	677	1,016.86
Hubbard	387	581.28
Huntington	741	1,112.99
Imbler	182	273.37
Ione	262	393.53
Island City	177	265.86
Jacksonville	761	1,143.03
Jefferson	479	719.46
John Day	708	1,063.42
Jordan Valley	274	411.55
Joseph	593	890.69
Juntura	167	250.84

(Continued on next page)

JAN 17 1946

(Continued)

City	Population	Amount
Lafayette	560*	$ 841.13
Lexington	223	334.95
Lonerock	46	69.09
Long Creek	238	357.48
Lostine	204	306.41
Madras	412	618.83
Malin	535	803.58
Maupin	267	401.04
Merrill	648	973.30
Mitchell	219	328.95
Monroe	311	467.12
Moro	309	464.12
Mosier	216	324.43
Myrtle Creek	441	662.39
Nehalem	247	371.00
North Powder	376	564.76
Oakland	367	551.24
Oakridge	520	781.04
Oceanlake	557*	836.62
Paisley	237	355.98
Philomath	876*	1,315.76
Phoenix	432	648.87
Pilot Rock	478*	717.96
Port Orford	755	1,134.02
Powers	762*	1,144.53
Prairie City	647	971.80
Richland	254	381.51
Riddle	214	321.43
Rockaway	616	925.24
Rogue River	383	575.27
St.Paul	183	274.87
Sandy	660*	991.33
Scappoose	502*	754.01
Scio	351	527.21
Scotts Mills	227	340.96
Shaniko	55	82.61
Sherwood	563*	845.63
Sodaville	99	148.70
Stanfield	566*	850.14
Sublimity	280	420.56
Summerville	80	120.16
Sumpter	420	630.84
Talent	381	572.27
Troutdale	211	316.92
Tualatin	238*	357.48
Turner	414	621.83
Umatilla	370	555.74

JAN 17 1946

(Continued on next page)

(Continued)

City	Population	Amount
Waldport	630	$ 946.27
Wallowa	838	1,258.68
Wasco	303	455.11
Weston	498	748.00
Wheeler	259	389.02
Willamina	886*	1,330.78
Yamhill	418	627.84
Yoncalla	378*	567.76
	52,338	$78,612.22

* Population as determined by actual count made under supervision of Secretary of State.

That before cities having populations less than 1,000 may expend funds apportioned to them out of said state highway fund, they must first qualify by submitting to the State Highway Commission, for approval, plans for the expenditure of such funds.

That a certified copy of this resolution and certificate be delivered to the said Secretary of State for his use and guidance in the administration of said law.

That this resolution be entered in the minutes and records of the Commission as of January 17, 1946.

The Engineer advised that, in conformity with authority previously granted him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission at its meeting on December 13 and 14, 1945:

Contract for North Bend-Coos Bay Section of Oregon Coast Highway, awarded on January 2, 1946, to Porter W. Yett, low bidder

Contract for The Dalles-Maupin Rock Production Project, awarded January 2, 1946, to J. S. Risley, low bidder

Contract for Arthur Street Overcrossing, Portland awarded on December 27, 1945, to Marine Contractors, Inc., low bidder

The Commission, by unanimous vote, confirmed the awards as reported.

A letter was presented from Mr. C. W. Morse, Portland, requesting state aid in the development of his private property, consisting of 20 acres of land situate on the west side of the Oregon Coast Highway about one-third mile north of the Alsea Bay Bridge at Waldport. Mr. Morse advises that he has plans to level off his land and construct a service station, store building, and cabins thereon, but in order to do this it will be necessary to remove considerable dirt from the highway right of way, the highway at this point being in a deep cut. He estimated that there are 1800 yards of material to be moved and inquired whether or not the State Highway Department would remove it at state expense or pay him to remove it. He also requested access to his property from the highway along the entire property frontage. The Engineer gave as his thought that this is a private undertaking in which the state is not interested and recommended that Mr. Morse's request be denied and that he be required to remove this material at his own expense; further, that Mr. Morse be required to provide access to this property in conformity with the established policy, which limits the number of access roadways that will be allowed. He also suggested that the proposed development should be investigated by the landscape engineer to determine whether or not it will result in damage to the highway or the public so that provision for the same may be made in the permit or agreement that may be issued covering operations on the state's property. The Engineer's recommendations were approved by the Commission by unanimous vote.

The Commission discussed a request from the Wasco County Court and the City Water Commission of The Dalles that the State Highway Department include in its contract for the improvement of the Mill Creek Federal Aid Secondary Highway (County Road) provision for moving and re-establishing the city's water mains that are now being maintained beneath the road surface. The Engineer advised that the Mill Creek Road is scheduled for improvement as a Federal Aid Secondary Highway, the sum of $215,000 of the first year postwar funds having been allocated for the same; further, that the City Water Commission has agreed to furnish all new water pipe that is required and that the expense of excavation, moving the present water pipes, and the installation of the new pipe will be paid for two-thirds by the county and one-third by the City Water Commission thus relieving the state from any of such expense. The county and the city will deposit a check with the Commission to pay for all of these items when the Commission awards the contract for the work and the cost of the rehabilitation of the water main has been determined. In other words, the county and the city wish the work of rehabilitating the pipeline to be done by the state's contractors so as to secure the benefit of the state's prices, and have agreed to pay all costs incident thereto. He recommended approval of the request. The Commission approved the recommendation by unanimous vote.

The Engineer reported that the survey to establish the location of the "Fuller" and "Ojalla" bridges on the Siletz Secondary Highway, in Lincoln County, has been completed and asked the Commission to approve it as the permanent location of said bridges and of the said highway at such points.

The Commission approved the survey as reported and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the "Fuller and Ojalla" Section of the Siletz Secondary State Highway in Lincoln County, and in connection therewith, to prepare a map or maps showing the route and location of said sections of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting as follows:

1. That the survey of the "Fuller and Ojalla" Sections of the Siletz Secondary State Highway, together with the map, which for identification purposes bears the map file number 3V-11-1, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highway are permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the seventeenth day of January, 1946.

The Engineer reported that State Highway Contract No. 2745 with Newport, Kern & Kibbe covering the furnishing of crushed materials in stockpiles for the Old Oregon Trail and the Wallowa Lake and Cove Secondary Highways, in Union County, was satisfactorily completed by the contractor in accordance with the provisions of the contract or modifications thereof on January 10, 1946. He recommended the acceptance of this contract by the Commission and that authority be granted for the payment of the final estimate. After due consideration, the Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Engineer has reported that State Highway Contract No. 2745 for furnishing crushed materials in stockpiles on the Old Oregon Trail and on the Wallowa Lake and the Cove Secondary Highways was completed on January 10, 1946, according to

the terms and provisions of the contract and that the said job is now ready for acceptance:

THEREFORE, BE IT RESOLVED that the work covered by said State Highway Contract for the furnishing of said crushed materials in stockpiles be declared completed according to the terms of the contract and that said job is hereby accepted and final payment in connection therewith is hereby authorized.

The Engineer reported that, pursuant to the Commission's instructions, notification was sent to the several counties and cities that have agreements with the Commission for the temporary maintenance of county roads and certain city streets, that the Commission is desirous of terminating such agreements, except that in the case of the Clatsop County Court and the cities of Warrenton and Hammond letters were sent inviting them to be present at the next meeting of the Commission for discussion of their problem. He further reported that replies have been received as follows:

Polk County Court agrees to the termination of the maintenance agreement now in effect on the Independence-Granger Road on the condition that this road be made a state secondary highway, and in that event the county will assume jurisdiction over the former route of the Pacific Highway West between Monmouth and Suver, which is now being maintained by the state as a state secondary highway.

The City of Independence also agrees to the termination of the maintenance agreement covering the Independence-Granger Road as of March 31, 1946, insofar as it pertains to the section that lies within the City limits of their city.

The Umatilla County Court agrees to the termination of the agreement with respect to the maintenance of the county road which extends from Hermiston to the Umatilla Ordnance Depot, as of December 31, 1945.

The Marion County Court has signified its willingness to continue the present arrangement for the maintenance of the Gates-Detroit Section of the North Santiam Highway until such time as the new highway between these points is completed.

The Jefferson County Court agrees to the termination of its agreement for state maintenance of two bridges on the Culver-Grand View County Road as of December 31, 1945, and also agrees to the termination of its agreement for state maintenance of the Madras-Redmond Target Range Road effective March 3, 1946.

He further stated that no reply has as yet been received from the Benton County Court with respect to the termination of the agreement covering the state maintenance of the Benton County Section of the Granger-Independence Road, but information received indirectly is to the effect that the county

desires this road to be placed on the state secondary highway system in exchange for another secondary highway in Benton County. With respect to the Clatsop County Court and the cities of Warrenton and Hammond, he advised that information has been received to the effect that representatives of these places will be present on the following day for discussion of the termination of their agreements. In the discussion of this matter the Commission instructed the Engineer to investigate the exchange of secondary highways in Polk and Benton Counties. The Commission approved the termination of the agreements with Umatilla County and Jefferson County and also approved the continuance of the agreement with Marion County with respect to the North Santiam Secondary Highway. Action on the termination of the agreements with Clatsop County and the cities of Warrenton and Hammond was deferred pending discussion with the delegation on the following day.

A letter was presented from the National Council of State Garden Clubs, Inc. requesting the Commission's approval of the designation of U. S. Highway No. 101 as a unit of a memorial highway route in tribute to the armed forces of World War II. The Engineer recommended that the request be denied. The Commission approved the recommendation. In this connection Commissioner Chessman suggested that the Wolf Creek Highway be renamed "Sunset Highway" as a tribute to the Sunset Division of the U. S. Army, which is composed largely of men from the Pacific Northwest. It was his thought that this is a natural designation, not only as a tribute to this division, but because this highway leads toward the setting sun. In any event, "Wolf Creek Highway" is a misnomer because there are so many places known by that name in the State of Oregon. Following discussion, motion was made by Commissioner Chessman that this highway be renamed "Sunset Highway" for the reasons stated. The motion was seconded by Commissioner Schaupp and carried unanimously.

The Commission discussed a letter from the Albany Junior Chamber of Commerce requesting the privilege of using Waverly Lake and the surrounding state-owned property at Albany in connection with their annual "Timber Carnival," which is scheduled to be held on July 3 and 4. The Engineer recommended approval of this request subject to certain conditions that are to be imposed for the protection of the state's property and provided there are no legal impediments. The Chief Counsel advised that the Commission has the legal authority to allow the use of the property for this purpose if it so desires. The request was thereupon granted by the Commission by unanimous vote subject to the conditions mentioned by the Engineer.

A letter was presented from the Salem Electric Company requesting permission to maintain a single power pole on the right of way of the Salem-Dayton Secondary Highway (Wallace Road), in West Salem. The Engineer advised that this is a controversial matter that involves the policy of the Highway Commission in that the facilities of the Portland General Electric Company already occupy the highway at this location under a county franchise. According to the Highway Commission's regulations, he said, the latter company must allow joint use of its poles by the other company in order to avoid a multiplicity of poles on the highway right of way. It appears that the Salem Electric Company and the Portland General Electric Company are unable

to arrive at a satisfactory agreement with respect to the joint use of the facilities, in view of which the Salem Electric Company now desires a permit of its own. He suggested that it might be possible to iron out the differences between these two companies were a conference held among the officials. The Commission approved the suggestion and authorized the Engineer to call such a conference in his office in Salem at a convenient time in the near future. (The meeting was later arranged for Monday, January 21, 1946)

The Engineer advised that Mr. Austin J. Ford has replaced Mr. J. G. Toole as District Maintenance Superintendent at Eugene and that it would be convenient if both Mr. Ford and his officeman, Mr. Charles J. Thornton, were authorized to sign emergency transportation permits in order to expedite emergency movements over state highways. The Commission approved the recommendation. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, the Commission heretofore, to wit: on the twenty-fourth day of October, 1944, approved and adopted a resolution by which the Commission approved and adopted certain forms of permits as the forms to be used when permits are issued under the provisions of Section 115-393, O. C. L. A.; and

WHEREAS, in and by said resolution the Commission named certain state highway employes, to each of whom the Commission gave authority to sign permits issued on either of the forms identified and approved in said resolution; and

WHEREAS, it now appears that by the naming of additional employes and by vesting in them authority to sign such permits the business of the Commission can be more expeditiously disposed of and the public interests better served;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the following state highway employes:

Austin J. Ford, District Maintenance Superintendent, Eugene;
Charles J. Thornton, Officeman, Eugene;

hereby are authorized to sign permits for the movement over state highways of motor vehicles, articles or things when such movements and such vehicles come within the purview, purpose and meaning of Section 115-393, O. C. L. A., and within the purpose and meaning of the Commission as disclosed and declared in said resolution adopted October 24, 1944.

2. That all of the instructions, requirements and provisions set out in said resolution of October 24, 1944, shall apply to and control the action of the employes herein named.

3. No permit shall be issued by any of said employes unless and until all of the facts have been communicated to the State Highway Engineer and to the Secretary of the Commission, and the issuance of such permit has been approved by them.

4. No permit shall be issued by any of the persons named herein or by any of the persons named in said resolution of October 24, 1944, unless and until adequate insurance has been exacted from the applicant for the protection of the members of the Commission and the members of the general public.

5. None of the persons named herein and none of the persons named in the said resolution of October 24, 1944, may issue a permit on any form other than one of the forms heretofore approved.

6. This resolution shall modify and supplement the resolution of October 24, 1944, to the extent and in the manner herein set out and not otherwise.

7. This resolution shall be entered in the minutes and records of the Commission as of January 17, 1946.

The Commission, by unanimous vote, cancelled the authority heretofore given Mr. J. G. Toole, formerly District Maintenance Superintendent at Eugene, and that heretofore given Mr. H. H. Heath, Officeman in the District Maintenance Superintendent's office in Klamath Falls, to sign permits on behalf of the Commission, Mr. Toole having been transferred to other work where such authority is not required and Mr. Heath having severed his connections with the State Highway Department.

The Commission discussed the dates for its next two regular meetings for the receiving of bids for construction work. The Engineer advised that Chairman Banfield has approved the holding of such meetings on Monday and Tuesday, February 25 and 26, and on Tuesday and Wednesday, April 2 and 3, 1946, if those dates are convenient for the other Commissioners. Commissioners Schaupp and Chessman both declared such dates satisfactory whereupon the Secretary was instructed to arrange to hold the meetings as usual in the Auditorium of the Public Service Building, Portland.

At 3:00 p.m. Commissioner Schaupp announced awards as follows for highway contract work, concerning which bids were received at the morning session, the awards having previously been approved by the Commission by unanimous vote:

"Redmond Rock Production Project on four state highways, in Crook and Deschutes Counties. The low bid for this work was submitted by Struss & McCoy, Redmond, at $26,160. The next low bid was that of Arthur Gentemann, Portland, at $31,800. There were seven higher bidders. The Commission has awarded the contract to the low bidder, Struss & McCoy, at their bid price of $26,160.

"Grading and surfacing the Gates-Niagara Section of the North Santiam Secondary Highway, in Marion County. Kuckenberg Construction Company, Portland, was the low bidder for this work in the amount of $387,929, based on the use of tar. They did not submit a bid based on the use of asphalt. Berke Bros., Portland, submitted the next low bid in the amount of $415,520, based on the use of asphalt. They did not submit a bid based on the use of tar. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Kuckenberg Construction Company, when certain conditions have been satisfied.

"Grading and surfacing the Buell and Salt Creek-Dolph Corner Sections of the Dallas-Coast Secondary Highway, in Polk County. O. C. Yocom Company, McMinnville, submitted the low bid for this work in the amount of $152,869 based on the use of tar. Their bid based on the use of asphalt was $153,181. Babler Bros., Portland, submitted the next low bid in the amount of $167,135, based on the use of tar. They did not submit a bid based on the use of asphalt. There were three higher bidders. The Commission has awarded this contract to the low bidder, O. C. Yocom Company, at their bid price of $152,869 based on the use of tar.

"Construction of a bridge over Mill Creek on the Dallas-Coast Secondary Highway near Buell, Polk County. The Commission received seven bids for this work, all of which were considered too high. The bids have been rejected.

"Grading the Berger Ranch-Barnes Road Section of the Sunset Highway (formerly Wolf Creek Highway), in Washington County. Sound Construction and Engineering Company, Seattle, submitted the low bid for this work in the amount of $150,759.40 based on the use of asphalt. They submitted no bid based on the use of tar. Kuckenberg Construction Company, Portland, submitted the second low bid in the amount of $152,311 based on the use of tar. They submitted no bid based on the use of asphalt. There were ten higher bidders. The Commission has awarded this contract to the low bidder, Sound Construction and Engineering Company, at their bid price of $150,759.40 based on the use of asphalt.

"Construction of a treated pile trestle bridge over McKay Creek on the Sunset Highway (formerly Wolf Creek Highway), in Washington County. The low bid for this work was submitted by C. J. Eldon, Portland, at $14,249.80. The next low bid was submitted by W. H. Philpott, Portland, at $14,534. There were four higher bidders. The Commission has awarded this contract to the low bidder, C. J. Eldon, at his bid price of $14,249.80."

The Commission discussed the following matters of unfinished business:

1. Proposed state park at the head of Wallowa Lake, Wallowa County. The Engineer advised that the report is not ready but he

anticipates that he will be able to present it at the next meeting of the Commission.

2. Proposed state park on Rogue River at Camp White, Jackson County. It was stated that the report on this matter is not ready.

3. Question of paying a Federal tax on parks presented to the state as gifts. The Chief Counsel advised that the State Tax Commission has taken cognizance of this matter and will exempt such gifts from tax impositions; however, it appears that nothing can be done with regard to the Federal Government regulation, so if taxes are imposed, they will have to be paid.

4. Report on survey in the City of Coos Bay for a new route to carry northbound Coast Highway traffic. The Engineer and the Chief Counsel advised that this matter is not ready to be reported on.

5. Question of designating former highway routes in North Albany as state secondary highways so as to relieve the City of Albany from maintenance expense caused by log hauling traffic. The Engineer advised that he is not ready to make a report on this matter but anticipates being able to do so at the next regular meeting of the Commission.

6. Request of the City of Albany for the rerouting of logging trucks which enter the city from Benton County via the Willamette River Bridge. The Engineer advised that he expects to be able to report on this matter at the next meeting of the Commission.

7. Report on the proposed bridge over the Willamette River at Independence. The Engineer and the Chief Counsel advised that this report has not as yet been prepared.

8. Report of the Engineer on the cost to modernize the Siuslaw Highway over the summit of the Coast Range. The Engineer advised that he has not as yet had time to render this report but will do so as soon as possible.

9. Proposed modification of the agreement with the hospital associations for the furnishing of medical aid to Highway Department employees. The Engineer advised that a satisfactory agreement has been reached with both associations which provides for new agreements to be effective January 1, 1947, and it is planned to have the new agreements approved and ready by July 1, following which the matter will be discussed with officials of the State Employees Association, and then the personnel of the Highway Department will be circularized to determine which of the two companies, if either, they desire to affiliate with. The Engineer also stated that there is no argument with the Oregon Physicians' Service, but the differences are with the National Hospital Association, which will have someone present on the following day to discuss this matter with the Commission. The Commission approved the report.

10. Claim of Miss Maud Campbell for alleged damage to her property at the north end of the Union Avenue Viaduct, Portland, on account of the viaduct construction. The Chief Counsel advised that Miss Campbell's property is situated at the north end of the Union Viaduct and is considerably lower than the grade of the highway. Part of her property was acquired in connection with this highway improvement, but the Commission had trouble reaching an agreement, and while the final approved settlement was not the best possible that could have been reached, it was the best that could be done under the circumstances. Miss Campbell accepted the settlement, he said, but still is not satisfied. It was his thought that the case should not be reopened, and he so recommended. The Commission expressed sympathy with Miss Campbell but decided not to reopen the case and instructed the Chief Counsel to so inform Mr. F. O. Fenlason, Miss Campbell's Attorney, who appeared before the Commission at the previous meeting regarding the matter.

11. Proposed exchange of properties with Weyerheauser Timber Company at North Bend. The reports by the Engineer and the Assistant Counsel in this matter were discussed briefly by the Commission, but action thereon was deferred until the next meeting.

12. Report of the Engineer on proposed highway improvements at Tillamook. The Engineer advised that he called upon the people of this vicinity pursuant to instructions from the Commission and that he reached certain agreements which will be reported in written detail later.

13. Claim of Mr. W. W. Purvis arising out of the curb and sidewalk improvement on the Oregon Coast Highway at Nelscott. The Engineer and the Chief Counsel advised that their report on this matter has not as yet been prepared.

The Engineer reported on the matter of log hauling on the Siletz Highway as a supplement to the report rendered on December 27, 1945. He advised that inspection of this highway was made on January 9, 1946, by Mr. Ralph Sipprell, Assistant Maintenance Engineer, in company with Mr. Floyd Cook, Highway Representative, Pacific Northwest Loggers Association, and a Mr. Jacoby, Logging Superintendent of the C. D. Johnson Lumber Corporation, during which it was learned that the Corporation is now operating, or contemplates doing so shortly, five separate operations on this highway between M. P. 12.92, at Roots Creek, and M. P. 26.46, which is near the railroad undercrossing about three miles south of Siletz, and that there will be a total of about 85,000,000 board feet of logs to be truck-hauled during the next two years from these five operations to the company's mill at Toledo. In addition to these operations, he said, it is anticipated that a number of smaller operators will also use the highway from time to time. He pointed out that the alignment and width of the highway at the present time is such that loads of logs of any length cannot operate without endangering other traffic; however, for an expenditure of about $2,000 additional turnouts can be provided which, together with the existing turnouts, will permit the safe movement of logs 40 feet long over the 19 mile section from Roots Creek

to the junction with the Corvallis-Newport Highway. The C. D. Johnson Corporation, he said, has indicated a willingness to cooperate with the state in doing this work to the extent of furnishing a one-half-yard power shovel and a power blade, which represents approximately 25 per cent of the total cost. He recommended approval of the project and that permits be granted for the transportation of loads 58 feet overall in length with the following restrictions:

1. A speed limit of 20 miles per hour for loaded trucks between M. P. 12.93 and the Town of Siletz.

2. Maximum speed limit of 30 miles per hour between the Town of Siletz and the junction with the Corvallis-Newport Highway.

3. Loaded trucks to observe one-way traffic at the two covered bridges across the Siletz River at M. P. 20.72 and at M. P. 23.13.

The Commission approved the recommendation by unanimous vote and authorized the Secretary to grant permits on such basis when the work is completed. In the meantime, he was authorized to continue to issue permits based on the action taken by the Commission at its meeting on December 27.

The Chief Counsel brought up for discussion a complaint from Mr. W. J. Easter who was the successful bidder for two of the houses in Klamath Falls that were recently sold by the Commission. Mr. Easter advises, he said, that a lady who occupies one of the buildings refuses to vacate the premises so he is asking the State Highway Department to help evict her. The Commission authorized the Chief Counsel to assist Mr. Easter in this matter.

The Commission considered and signed agreements, etc., as follows:

Bargain and sale deed conveying to the trustees of the German Congregational Church of Cedar Mills 0.51 acre of land in Washington County.

Bargain and sale deed conveying unto Elmer Bankus fractional Lots 1 to 6, inclusive, Block 12, Brookings, Curry County.

Agreement with Adele E. Guerber with respect to an option to purchase land in the N½ of NW¼ of Sec. 32, T. 1N., R. 1 W., W. M., Washington County.

Agreement with Edward L. Dimmitt covering the lease of state property known as Vista House located at Crown Point on the Columbia River Highway, Multnomah County.

Agreement with Polk County covering disposition of the old right of way of the Dallas-Coast Secondary Highway when abandoned by the state after construction of the proposed revision at Buell and

between Salt Creek School and Dolph Corner has been completed.

The meeting adjourned at 3:45 p.m. to reconvene the following morning in the same room.

Portland, Oregon
January 18, 1946

The State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building with the following persons present and participating:

M. R. Chessman, Commissioner (Acting Chairman)
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Chairman T. H. Banfield was absent on account of illness.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Commissioner Chessman announced that the awards of contracts would be made at 2:00 p.m. in the same room:

TWO BRIDGES OVER SILETZ RIVER IN LINCOLN COUNTY
ON SILETZ SECONDARY HIGHWAY

Tom Lillebo, Reedsport	$ 180,141.40
Kern & Kibbe, Portland	188,938.20
C. J. Eldon, Portland	192.462.00
Marine Contractors, Inc., Portland	243.413.00

HALSEY-SWEET HOME SECONDARY HIGHWAY IN LINN COUNTY
HALSEY-HOLLEY ROCK PRODUCTION PROJECT

Harrisburg Sand & Gravel Co., Harrisburg	$ 22,350.00
R. O. Dail, Portland	22,600.00
J. S. Risley, Milwaukie	25,430.00
O. C. Yocom, McMinnville	26,760.00
A. H. Saxton & Sons, Corvallis	27,060.00
E. C. Hall Company, Portland	27,675.00
Newport, Kern & Kibbe, Portland	27,700.00
Del R. Beebe, Eugene	29,880.00
M. C. Lininger & Sons, Medford	30,005.00

THREE STATE HIGHWAYS IN MALHEUR COUNTY
CAIRO JUNCTION-ADRIAN ROCK PRODUCTION PROJECT

Newport, Kern & Kibbe, Portland	$ 21,880.00
Del R. Beebe, Eugene	24,200.00

WASCO-HEPPNER SECONDARY HIGHWAY IN MORROW COUNTY
GILLIAM COUNTY LINE-EIGHTMILE SECTION

Newport, Kern & Kibbe, Portland	$ 128,520.10
Warren Northwest, Inc., Portland	137,875.50
J. S. Risley, Milwaukie	145,906.00
E. C. Hall Company, Portland	147,216.50
Curtis Gravel Company, Spokane, Wn.	150,912.00
Max J. Kuney Company, Spokane, Wn.	154.774.00
J. N. & M. J. Conley, Portland	156,941.00
Rush & Baird, Seattle, Wn.	161,701.00
T. W. Thomas, Portland	162,772.00
Colonial Construction Co., Spokane, Wn.	163,593.00
C. J. Eldon, Portland	168,361.00
Vernie Jarl, Gresham	171,561.50
R. O. Dail, Portland	173,814.00
O. C. Yocom, McMinnville	175,367.82

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY
THREE RIVERS BRIDGE AT HEBO

W. H. Philpott, Portland	$ 26,945.00
Birkemeier & Saremal, Portland	28,307.00
Walder & Kenworthy, Oregon City	32,035.00
Lockyear & White, Seattle, Wn.	41,706.00

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY
DAVIES-NORTH PLAINS SECTION

Sound Constr. & Engr. Co., Seattle, Wn.	$ 173,126.90
Berke Bros., Portland	182,451.00
*Kuckenberg Constr. Co., Portland	194,177.00
Strong & MacDonald, Tacoma, Wn.	199,407.00
C. J. Eldon, Portland	212,814.60
M. L. O'Neil & Son, Eugene	218,770.25
K. L. Goulter & Company, Seattle, Wn.	219,692.70
Leonard & Slate, Portland	220,418.00
Erickson Paving Company, Seattle, Wn.	224,051.16
R. A. Heintz Constr. Company, Portland	233,296.75
Parker-Schram Company, Portland	249,600.50
E. C. Hall Company, Portland	275,724.00

*Bidder will not accept this project alone

[illegible] 18 1946

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY
NORTH PLAINS-GARDNER RANCH SECTION

**Sound Constr. & Engr. Co., Seattle, Wn.	$ 45,881.00
*Kuckenberg Constr. Co., Portland	50,323.50
Leonard & Slate, Portland	53,419.00
M. L. O'Neil & Son, Eugene	55,103.00
Grimstad & Vanderveldt, Astoria	55,469.00
Berke Bros., Portland	56,432.00
C. J. Eldon, Portland	57,715.50
#R. A. Heintz Constr. Co., Portland	58,564.00
C. T. Malcom, Portland	58,854.00
Parker-Schram Company, Portland	58,887.00
**Erickson Paving Co., Seattle, Wn.	63,248.46
*K. L. Goulter & Company, Seattle, Wn.	63,382.50
John A. Logan	65,145.16
E. C. Hall Company, Portland	70,028.00

*Bidder will not accept this project alone
**Bidder will make reduction of $3,000 if also awarded Davies-North Plains project.
#Bidder will make reduction of $1,000 if also awarded Davies-North Plains project.

A delegation from Clatsop County representing the County Court, the City of Warrenton, and the City of Hammond was present at the Commission's invitation for discussion of the question of terminating two joint agreements pertaining to the maintenance of the Warrenton-Fort Stevens County Road, the Fort Stevens-Camp Clatsop Road, and the Delaura Beach Route. Representing the County Court were County Judge Guy Boyington and County Commissioner Alfred Zundell. Representing the City of Warrenton was Mr. E. R. Baldwin, City Manager. Representing the City of Hammond was Mr. J. A. Hopkins, Mayor. It was explained that the agreement covering the Warrenton-Fort Stevens Road expired on December 31, 1944, notwithstanding which the state has been maintaining the road since then. It was also pointed out that the agreement for the maintenance of the Fort Stevens-Camp Clatsop Road provided that the state would maintain the road "for the duration of the present war and for six months thereafter," and that the State Highway Commission would like to terminate both of these agreements. Judge Boyington advised that so far as Clatsop County is concerned there are no objections whatsoever to the termination of state maintenance on the latter-mentioned road and that if the Highway Commission feels that this agreement should be terminated, that will be satisfactory with the County Court; however, the Warrenton-Fort Stevens Road is another matter. He pointed out that this road, for the most part, lies within the cities of Warrenton and Hammond but is not strictly a local road inasmuch as it serves the Fort Stevens Army Reservation, and the traffic that uses the road primarily is state and federal in character. He gave as his thought, because of such situation, that the State Highway Commission should continue maintaining the road. Mr. Baldwin spoke for the state maintenance of the road because of the log hauling traffic that uses it enroute to the

log dump. He advised that neither the City of Warrenton nor the City of Hammond are in position financially or otherwise to take care of the maintenance and urged the Commission either to place the road on the state highway system or to extend the aforementioned agreement for many years so as to relieve the cities from the maintenance expense. Mayor Hopkins filed with the Commission a letter expressing the attitude of the City of Hammond with respect to the Warrenton-Fort Stevens Road. He advised that he has no special arguments to present on behalf of the City but concurs in the remarks of the other speakers. This matter was discussed at considerable length and additional arguments presented by the group; however, no action was taken. A definite decision in the matter was deferred by the Commission pending consultation with Chairman Banfield.

Judge Boyington then brought up the question of securing Federal aid to finance certain county road construction as an employment relief measure. He mentioned the Lewis and Clark County Road and the Youngs River County Road. He inquired whether or not Federal funds could be used to acquire right of way where an insufficient width of right of way now obtains. He was informed by Mr. T. M. Davis, District Engineer of the Public Roads Administration, that Federal funds can be used to acquire right of way if the roads are on the Federal Aid Secondary Highway System; also, that 60 foot minimum right of way is required to qualify for such funds. Judge Boyington then advised that the question has arisen with the County Court concerning the alignment of one of these roads which involves an engineering problem. The Commission authorized the Engineer to advise the county in this regard.

A delegation from Gilliam County headed by Senator E. R. Fatland and including C. K. Barker, rancher; Ralph W. Potter, rancher; Pete Pattee, rancher; Hollis Bull, Manager, Grain Growers Cooperative; and R. E. Irby, County Commissioner, came before the Commission and urged the improvement of the Wasco-Heppner Secondary State Highway westerly from the town of Condon for a distance of four or five miles so as to facilitate the truck hauling of wheat, the principal commodity of this district. Speaking in behalf of the improvement in addition to Senator Fatland were Messrs. Barker, Porter, Bull, and County Commissioner Irby. Figures were given to show the tonnage of wheat that is truck-hauled over this section and the number of trucks that are engaged in the hauling of the same. Senator Fatland urged the Commission to improve the road in some manner before next harvest, particularly to make necessary temporary repairs so that the road can be used. Otherwise, he said, it is quite likely that the ranchers will not be able to market their crops. This four-mile section of highway, he said, should be oiled, and he urged that careful consideration be given by the Commission to such a project. Mr. Irby advised that the County Court receives more complaints concerning the condition of this road than concerning all of the other roads in the county combined. He said that the maintenance crew blades the road frequently, but it doesn't do much good because the road is worn out and there is practically nothing to blade. He gave as his thought that the Highway Commission should fix the road immediately and urged construction of an oiled surface on the same. The Engineer gave approximate figures on the cost of doing the work, however, advised that, in order to arrive at a close estimate, a survey costing approximately $5,000 would have to be made. The

conference was concluded by the Acting Chairman, Mr. Chessman, who advised that the Commission understands the wishes of the delegation but regrets that it cannot make its decision today. He pointed out that the Commission is now considering projects to take up extra state money that may become available and will be pleased to give this project consideration along with the others. It was his thought that the Commission would act on such matters in the not distant future. In the meantime, the Commission would secure an engineering report on the subject. The Engineer was thereupon instructed to make certain investigations that may be necessary and render such a report.

Messrs. C. C. Bechtold and Walter Page of the National Hospital Association, Portland, came before the Commission regarding the Association's contract for the furnishing of medical and hospital service to State Highway Department employees. Mr. Bechtold was spokesman. He advised that their present contract with the Commission was written in 1940 and contains provisions that are more or less obsolete because of changed conditions and, in his estimation, should be brought up to date. He mentioned, among other things, the furnishing of blood plasma at a cost of $35 per unit, which item was not available when the original contract was entered into. He suggested the modification of the present contract to take care of these items and the continuing in effect of the present contract until the new one has been executed. The Engineer gave as his thought that the State Highway Department should be given sufficient time to discuss thoroughly with both companies the proposed amendments, following which the matter should be discussed with the directors of the State Employees Association and then, about the first of September, 1946, the employees of the State Highway Department should be circularized to express their wishes as to the Association that they wish to affiliate with so that the entire matter may be disposed of before January 1, 1947. Commissioner Schaupp expressed his approval of such a plan. Mr. Bechtold did likewise. Commissioner Chessman stated that the plan meets with his satisfaction, whereupon the Engineer was instructed to handle the matter in such manner.

A delegation of farmers from Salem, consisting of H. B. Aker, O. G. McClaughry, J. A. Starker, H. E. Boehm, and Antone Pfau, Jr., was present regarding a drainage matter at Lake Labish about five miles north of Salem. Mr. Aker headed the group. He advised that the farmers are having trouble draining their property due to the fact that the culvert which crosses the highway at Lake Labish acts as a dam and interferes with the free flow of water. He advised that the culvert satisfactorily drained their land when first installed, but the land is of such a nature that it keeps settling, and as a result, the floor of the culvert is too high to properly drain their properties. The Engineer advised that the culvert is of the concrete box type and, due to the nature of the subsoil, was constructed on piling to keep it from settling. He further stated that it operates entirely satisfactorily in carrying off surface waters, but what is now wanted is the lowering of the floor of the culvert so as to act as a subdrain for adjacent lands, which, in his estimation, is strictly a local concern in which the general public is not particularly interested. He estimated the cost to make the changes requested by the delegation at about $1,500 and quoted the Chief Counsel's opinion in which he advises that "it is my opinion that the

Commission has no legal obligation with respect to the request. It is also my opinion that the Commission is without authority, under the circumstances, to use state highway funds for the purpose of providing the facility and the service requested." The Engineer recommended, in view of this opinion, that the request be denied but that the property owners be allowed to make the necessary change in the culvert at their own expense if they so desire and will follow his instructions with regard thereto. The Commission approved the recommendation unanimously.

The following persons, representing the City Council of the City of Woodburn, came before the Commission regarding the improvement of the Hillsboro-Silverton Secondary Highway between its junction with U. S. 99E and the business district of Woodburn: H. M. Austin, Mayor; J. Melvin Ringo, Fred Hecker, and Elmer Matson, City Councilmen. Mayor Austin headed the group. He advised that the City of Woodburn is anxious to improve this street by construction of curbs, sidewalks, sewers, etc. and is ready and willing to do this work entirely at city expense, but wants the state to pave the street full width between the curbs. The city, he said, has the money on hand at the present time to pay for its share of the cost. In the discussion of this matter the Engineer suggested, if the Commission decides to join with the city in this improvement as requested, that the work could all be done under the state's contract, in which event, there should be a written agreement between the city and the state covering the matter, which agreement would provide that the city deposit with the Commission, in advance of construction, the amount of its share of the estimated cost. Mr. Austin stated that this arrangement would be satisfactory with the city because the city has money on hand to pay cash. Commissioner Chessman advised that the Commission is not in a position today to take definite action but will be pleased to consider the matter along with others in the preparation of the construction program for state monies. The Engineer advised that the city has requested that he make the necessary survey and design of the proposed sewer pipe that is to be installed on this street so as to facilitate proceedings under the Bancroft Bonding Act. The request was approved by the Commission unanimously.

A delegation representing the Recreational Resources Committee of the Portland Chamber of Commerce, and including Messrs. Arthur I. Moulton, A. R. Kirkham, and Ed A. Hughes, came before the Commission regarding the preservation of myrtle tree groves in Coos and Curry Counties. Mr. Moulton headed the group. He advised that a question has arisen whether or not the State Highway Commission has legal authority to acquire such tracts when they are not situated immediately adjacent to a state highway. He suggested, in view of this question, that the Commission obtain an opinion from the Attorney General in order to clarify the matter. He presented a letter directed to the Commission formally requesting that such opinion be obtained. The Commission approved the request and referred tha matter to the Chief Counsel to handle. Mr. Kirkham explained that there remain only about three or four myrtle tree groves in the state that are suitable for recreational purposes, which, in his estimation, should be preserved for future generations. These groves are situated several miles from a state highway but all can be reached over public roads, which is the reason that they are now asking that the

Attorney General's opinion be obtained so as to clarify the Commission's authority to acquire such tracts.

The Commission recessed at 12 o'clock noon for luncheon and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Engineer asked the Commission to approve the contracting of a number of state construction projects. He presented a list of projects on which construction is ready to proceed. After careful consideration and previous consultation with Chairman Banfield, the Commission selected the following projects and authorized the Engineer to advertise them for bids to be received as soon as plans, specifications, and right of way matters have been clarified:

COUNTY	HIGHWAY	SECTION AND KIND OF WORK	ESTIMATED COST
Josephine	Rogue R. Loop	Rogue River Loop, Oiling	$ 30,000
Lane	Pacific	Junction City, Concrete Bridge	42,000
Lincoln	Oregon Coast	Ocean Lake	135,000
Linn	Santiam	Lebanon-Sweet Home 8 miles Resurface	100,000
Linn	Santiam	City of Lebanon	40,000
Malheur	Old Oregon Trail	City of Ontario	70,000
Marion	Hillsboro-Silverton	City of Woodburn	30,000
Polk	Salmon River	Ft. Hill Bridge (Yamhill River)	85,000
		Total	$ 532,000

The Engineer reported on the proposed rounding off of the corners at two street intersections in Forest Grove to accommodate overlength log hauling traffic. He advised that the Assistant Maintenance Engineer attended a meeting of the City Council on January 14 when this matter was thoroughly discussed, and as a result thereof, the City Council passed an ordinance routing logging trucks along the Main Street from Third Avenue North to First Avenue South, thence along First Avenue South to Fifth Street, and south on Fifth Street to the mill in South Forest Grove, which routing eliminates the right angle turn on to the Tualatin Valley Highway in the center of the business district. The City Council, he said, approves the rounding off of the turns at the intersection of Main Street with Third Avenue North and at the intersection of First Avenue South with Fifth Street but is asking the state to maintain First Avenue South and Fifth Street because of the extraordinary expense occasioned by the hauling of logs. The Engineer estimated that the maintenance expense for these two streets should not exceed $2,000 for the calendar year 1946. He recommended approval of the rounding off of the corners at the two street intersections and that the state maintain First Avenue South and Fifth Street as requested by the city. The recommendation was approved by the Commission by unanimous vote, Commissioners

Chessman and Schaupp having previously discussed the matter with Chairman Banfield.

A letter was presented from Mr. F. D. Mayer, City Attorney, Lebanon, on behalf of the Lebanon City Council, advising that a Mr. Thomas Gazeley, of their city, has purchased property adjacent to South Main Street (South Santiam Highway) which he intends to develop for business purposes. It appears that Mr. Gazely proposes to deed to the city ten to fifteen feet off his highway frontage for the widening of South Main Street so that it will conform with the street width to the north, although this would involve a jog in the street south of his property. Mr. Mayer inquires whether or not the Highway Commission has any objections to such an arrangement. He also inquires whether or not the state will pave this street for the full width between curbs if the city will construct curbs. Action in this matter was deferred by the Commission pending investigation and report by the Engineer.

The Commission discussed with the Engineer the bids received at the morning session for construction work and took the following action thereon by unanimous vote:

Construction of two bridges over the Siletz River on the Siletz Secondary Highway, in Lincoln County. This contract was awarded to the low bidder, Tom Lillebo.

Halsey-Holley Rock Production Project on the Halsey-Sweet Home Secondary Highway, Linn County. This contract was awarded to the low bidder, Harrisburg Sand and Gravel Company.

Cairo Junction-Adrian Rock Production Project on three state highways, Malheur County. This contract was awarded to Newport, Kern & Kibbe, the low bidder.

Regrading, surfacing, and oiling the Gilliam County Line-Eight-mile Section of the Wasco-Heppner Secondary Highway, in Morrow County. This contract was awarded to the low bidder, Newport, Kern & Kibbe.

Construction of a bridge over Three Rivers on the Oregon Coast Highway, at Hebo, Tillamook County. The Commission rejected all bids for this job.

Grading the Davies-North Plains Section of the Sunset Highway (formerly Wolf Creek Highway), in Washington County. This contract was awarded to the low bidder, Sound Construction and Engineering Company, on the basis of its combination bid for this project and for the grading of the North Plains-Gardner Ranch Section.

Grading on the North Plains-Gardner Ranch Section of the Sunset Highway (formerly Wolf Creek Highway), in Washington County. This contract was awarded to the low bidder, Sound Construction and Engineering Company, on the basis of its combination bid for this project

and the Davies-North Plains Section.

At 2:00 p.m. the Acting Chairman, Commissioner M. R. Chessman, publicly announced the awards as follows:

"Construction of two bridges over the Siletz River on the Siletz Secondary Highway, in Lincoln County--Fuller Bridge and the Ojalla Bridge. Tom Lillebo, Reedsport, submitted the low bid for this job in the amount of $180,141.40. Kern and Kibbe, Portland, submitted the next low bid in the amount of $188,938.20. There were two higher bidders. The Commission has awarded the contract to the low bidder, Tom Lillebo, at his bid price of $180,141.40.

"Halsey-Holley Rock Production Project on the Halsey-Sweet Home Secondary Highway, in Linn County. The Harrisburg Sand and Gravel Company, Harrisburg, submitted the low bid for this job in the amount of $22,350. R. O. Dail, Portland, submitted the next low bid at $22,600. There were seven higher bidders. This contract has been awarded to the low bidder, Harrisburg Sand and Gravel Company.

"Cairo Junction-Adrian Rock Production Project on three state highways, in Malheur County. The Commission received two bids for this job, the low one being that submitted by Newport, Kern & Kibbe, Portland, in the amount of $21,880. Del R. Beebe, Eugene, submitted the other bid in the amount of $24,200. The Commission has awarded this contract to the low bidder, Newport, Kern & Kibbe.

"Grading, surfacing, and oiling the Gilliam County Line-Eightmile Section of the Wasco-Heppner Secondary Highway, in Morrow County. Newport, Kern & Kibbe, Portland, submitted the low bid for this job at $128,520.10. Warren Northwest, Inc., Portland, submitted the next low bid in the amount of $137,875.50. There were twelve higher bidders. The contract has been awarded to the low bidder, Newport, Kern & Kibbe.

"Construction of a bridge over Three Rivers on the Oregon Coast Highway, in Tillamook County. The Commission received four bids for this job, the low one being that of W. H. Philpott, Portland, at $26,945. The Commission has rejected all of these bids.

"Grading on the Davies-North Plains Section of the Sunset Highway (formerly Wolf Creek Highway), in Washington County. The low bidder for this project was Sound Construction and Engineering Company, Seattle, at $173,126.90. The next low bid was submitted by Berke Brothers, Portland, at $182,451. There were ten higher bidders. The Commission has awarded this job to the low bidder, Sound Construction and Engineering Company.

"Grading on the North Plains-Gardner Ranch Section of the Sunset Highway (formerly Wolf Creek Highway), in Washington County. Sound Construction and Engineering Company, Seattle, submitted the low bid for this job in the amount of $45,881. They offered to reduce the bid

by $3,000 if also awarded the Davies-North Plains project. The second low bidder was Kuckenberg Construction Company, Portland, at $50,323.50. This company stated that they would not accept the award of this contract unless also awarded the Davies-North Plains project. Leonard & Slate, Portland, submitted the third low bid in the amount of $53,419. There were eleven higher bidders. The Commission has awarded this contract to the low bidder, Sound Construction and Engineering Company, on the basis of its combination bid for both projects."

Mr. Russell Hubbard, Reedsport, came before the Commission regarding the purchase of a one-acre tract of state-owned land adjacent to the Umpqua Highway at Reedsport. The Engineer advised that this matter has been before the Commission on previous occasions and has been "turned down." Mr. Hubbard urged reconsideration. He was advised by the Commission to make his request in writing, giving all the facts, and the matter would then be investigated.

Mr. Louis A. Peacock, Vice President and General Manager of Marine Contractors, Inc., to whom the Commission awarded the contract for the construction of the Arthur Street Grade Separation project on S. W. Front Avenue, Portland, came before the Commission regarding the furnishing of State Industrial Accident insurance in connection with this job. He advised that eighty per cent of the company's business is of such a nature that the State Industrial Accident Commission will not furnish insurance coverage, so the company is carrying private coverage on all of its work. To comply with the requirements of the State Highway Commission, he said, with respect to the acceptance of the Workmen's Compensation Act on the Arthur Street project would mean that they would have to change over the insurance coverage on all of their jobs. He urged the Commission to waive its requirements for state insurance. The Commission referred the matter to the Engineer and the Chief Counsel to handle, and it was thereupon arranged that Mr. Peacock would call at the office of the State Highway Engineer in Salem on the following Monday for a conference on the matter.

The Commission had under consideration the offer of the Astoria North Beach Ferry Company and the Columbia Transportation Company to sell to the state their ferry properties at Astoria for use by the state in the event the Commission decides to establish a state-owned ferry operation at this point. Present and participating in the discussion were Mr. James L. Hope, Attorney, and Captain F. V. Elfving, representing the property owners; County Judge Guy Boyington and County Commissioner Alfred Zundell, representing Clatsop County. Mr. Hope also represented the City of Astoria as its City Attorney. After due consideration of all matters affecting the sale and transfer of this property, including consideration of the report of the Engineer containing factual data (See Engineer's report in general files for details), the following resolution with regard thereto was adopted by the unanimous vote of the Commission upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman, it previously having been submitted to and approved by Chairman T. H. Banfield:

WHEREAS, the Astoria-Megler ferries operating between Astoria, Oregon, and Megler, Washington, are and constitute an important link in a primary state highway, which highway is an interstate artery of traffic, and said ferries should therefore be owned and operated by and for the convenience and service of the general public; and

WHEREAS, the Astoria-North Beach Ferry Co. and the Columbia Transportation Company, joint owners and operators of said ferries, have offered their properties for sale to the State of Oregon at a price and on terms which the Commission's own appraisers have, and the Commission has, adjudged fair and reasonable; and

WHEREAS, Clatsop County and the City of Astoria have each offered to convey to the State for ferry purposes real properties owned by the County and the City, respectively; and

WHEREAS, Pacific County, Washington, has offered to purchase from said ferry owners the Megler ferry-landing properties on the terms and for the price for which said properties have been offered to the State and thereafter make said Megler properties available to the State for use in connection with the operation of said ferries for and by the public; and

WHEREAS, it is the judgment of this Commission that the offer of said ferry owners to sell to the State their said properties should in the interest of the public be accepted.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED:

1. That, subject to the provisions and conditions herein set forth, the offer of the Astoria-North Beach Ferry Co. and the Columbia Transportation Company to sell to the State of Oregon the said ferry properties is hereby accepted, except as to the ferry-landing facilities at the foot of 14th Street in Astoria, and as to said landing facilities the offer to lease the same to the State on a two-year basis at a rental of $150 per month is also accepted.

2. That the offer made by Clatsop County and the offer made by the City of Astoria to transfer to the State without cost real properties owned respectively by the County and the City, and which real properties are needed and will be used in connection with the operation of said ferries, hereby are accepted.

3. That the offer of Pacific County, Washington, to purchase and pay for the property designated and known as the Megler ferry-landing properties be and said offer is accepted.

4. That when said properties and the whole thereof have been acquired as herein contemplated they shall be operated by and for the public for ferry purposes, such operation to be by the State Highway Commission with its own personnel or by contract.

JUL 18 1946

5. That said ferries shall be operated by the Commission on a toll basis, the rate of toll to be sufficient to provide funds adequate to meet all operating costs and amortization of all capital investment. The imposition of tolls shall continue in force until such time as the State of Washington joins the State of Oregon in the operation of said ferries on a mutually agreed toll schedule or until the capital investment has been fully liquidated.

6. That before this action on the part of the Commission shall become final, the County of Clatsop and the City of Astoria and Pacific County, Washington, must each, through and by their respective officials and pursuant to statutory and charter procedure and requirement, confirm in writing their several offers heretofore informally made, on which formal offers this Commission has acted, and the County of Clatsop and the City of Astoria must each, by formal resolution duly adopted, approve the purchase of said ferries and the operation of the same on a toll basis by the State Highway Commission.

7. That the Commission's Chief Counsel is instructed to prepare a formal written agreement setting out therein the obligations, offers and other pertinent detail, including proper recognition of a prorating of current taxes, all in strict conformance with the Commission's purpose and plan as disclosed herein and in formal discussion, and procure the execution of said instrument by the owners of said ferry properties by the County of Clatsop, the City of Astoria and Pacific County, Washington, and then present the same to this Commission for execution.

8. That the said Counsel shall likewise prepare for execution by the said companies and the State an appropriate lease covering the landing facilities at the foot of 14th Street in Astoria.

9. That it is the meaning and purpose of this Commission that this entire transaction shall be closed at a date not later than May 1, 1946.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:00 p.m.

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon
February 25, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:20 a.m.)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The State Parks Superintendent, Mr. S. H. Boardman, reported on the following park matters:

1. Proposed state park on the Rogue River at Camp White, Jackson County: Mr. Boardman presented a letter from former State Highway Commissioner, Mr. Frank LeBlond Tou Velle, Jacksonville, presenting to the state as a gift for park purposes 25 acres of land situate on the Rogue River about seven miles north of Medford, which park is to be a memorial to his wife and is to be named "Elizabeth Blosser Tou Velle and Frank LeBlonde Tou Velle State Park." He recommended acceptance of this gift as a valuable addition to the state park system and that it be named in conformity with Mr. Tou Velle's wishes. The Commission approved the recommendation by unanimous vote and ordered that an appropriate letter of thanks be sent to Mr. Tou Velle expressing appreciation for his generous gift.

2. Proposed addition to Short Sand Beach State Park, Tillamook County: The Parks Superintendent reported that it is essential, in order to fill out this park, to acquire 42 acres of land belonging to the E. S. Collins Estate. He advised that the property can be acquired for the sum of $14,800, which is at the rate of $350 per acre, and recommended the acquisition on such basis. The Commission deferred a decision in the matter until later.

3. Provision for telephone service at Honeyman State Park: The Parks Superintendent advised that this park has had telephone service in the past through the system of the U. S. Forest Service, but the Forest Service has sold its facilities to the Siltcoos Mutual Telephone Company of Westlake, Oregon, and in order to continue to receive the service, it will be necessary for the state to purchase a stock certificate in this company. The Commission's Chief Counsel advised that the state cannot purchase stock of this kind and suggested that the matter be handled by negotiation and special agreement. The Commission approved the suggestion and referred the matter to the Chief Counsel to handle.

4. Sale of three lots at Ecola State Park: The Parks Superintendent said that this property, which is described as Lots 15, 16, South half of Lot 10, and the North half of Lot 11 of Block 17, Seal Rock Beach Addition to Cannon Beach, is of no value for state park purposes and recommended that it be advertised for sale. He pointed out that the lots were acquired as a gift in connection with other property at this location and that the former owners have given their consent to the sale of the property, the monies derived therefrom to be used in the development of Ecola Park. He also advised that the lots have been appraised at $500 each. Following discussion the Commission authorized the sale of the property on the basis of competitive bidding.

5. Proposed state park at the head of Wallowa Lake, Wallowa County: The Commission's Chief Counsel reported the results of negotiations for the acquisition of the properties needed. He advised that, with two exceptions, the Commission's requirements with respect to the acquisition of this property have been met, the exceptions being an agreement with the Association Ditch Company, which has stated its willingness to assign to the state whatever right or interest the state wants in its holdings, and the other being settlement with Mr. and Mrs. T. H. Williamson, the owners of 55 acres of land involved. The Williamson property, he said, is appraised at about $10,000, but the owners are demanding some $25,000. He pointed out that if the Williamson property can be acquired for $10,000 the entire park should not cost the state more than $15,000. He recommended that if a satisfactory settlement cannot be reached with the Williamsons, their property be condemned. After careful consideration of the entire matter, the Commission approved the suggestion and thereupon, by unanimous vote, adopted the following resolution authorizing the acquisition of the Williamson property by condemnation.

DEC 05 1946

WHEREAS, under and by virtue of the provisions of subsections 6 and 7 of Section 100-115, O. C. L. A., the Highway Commission is authorized to acquire by agreement, donation, or the exercise of the power of eminent domain real property, or any right or interest therein, necessary or deemed necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and the Commission is also authorized to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or other places of attraction and scenic value which in the judgment of the Commission are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, it is the opinion of the Highway Commission that the real property hereinafter described is scenic in character and possesses possibilities of development as a scenic and recreational area and resort; and

WHEREAS, it is the judgment and opinion of this Commission that the acquisition of said real property and the development of the same by the State within the meaning and purpose of subsections 6 and 7 of Section 100-115, O. C. L. A., will contribute to the convenience, the public welfare, and the enjoyment and pleasure of the motoring public or road user;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That this Commission does hereby find and declare that the real property hereinafter described is scenic in character, possesses possibilities for the development of a park or recreational area within the meaning and purpose of said legislative act.

2. That this Commission does further find and declare that the acquisition of the fee title to said real property, free and clear of all interests of every kind and character, is necessary in order that said real property may be preserved and developed for the convenience and pleasure of the general public as a recreational area and resort and for other uses which may contribute to the pleasure and welfare of the general public.

3. That the real property the acquisition, preservation, and development of which the Commission now finds necessary for the purposes heretofore stated is described as follows, to wit:

A parcel of land lying in Lots 2 and 3 and the southeast quarter (SE¼) of Section 20, Township 3 South, Range 45 East, W. M., Wallowa County, Oregon; the said parcel being described as follows:

Beginning at a point on the westerly boundary line of the southeast quarter (SE¼) of Section 20, Township 3 South, Range 45 East, W. M., said point also being 1479 feet north and 9 feet east of the south one-quarter corner of said Section 20; thence North 0° 22' East along said westerly boundary line a distance of 1230 feet to the center of said Section 20; thence South 87° 45' East along the northerly boundary line of said southeast quarter (SE¼) a distance of 1129 feet; thence North 0° 16' West parallel to and 1485 feet westerly from the east line of said Section 20 to the intersection of the meander line of Wallowa Lake; thence easterly along the meander line of Wallowa Lake to the intersection of a line drawn parallel to and 825 feet westerly from the east line of said Section 20; thence South 0° 16' East along said parallel line to the intersection of the northerly boundary line of said southeast quarter (SE¼); thence South 0° 16' East along said parallel line a distance of 660 feet; thence North 87° 45' West a distance of 165.7 feet; thence South 7° 40' West a distance of 569 feet; thence North 87° 53' West a distance of 1557.7 feet to the point of beginning, containing 55 acres, more or less.

Subject to all valid existing flood rights and existing water pipe and power pole easements.

4. That the survey of said area heretofore made by the State Highway Engineer and the description prepared hereby are approved by the Commission, and the Commission does hereby order and direct that said description be used and employed in the preparation of necessary deeds of conveyance or in necessary court proceedings.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, or persons in possession if there be any, with respect to the compensation to be paid for the acquisition of said property and damage to the remaining property, if there be any remaining property, and in the event that the title to said property cannot be acquired by agreement then it is hereby ordered that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate

DEC 05 1946

to acquire title to the said premises and all rights therein for the purposes herein stated.

6. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

7. That this resolution be entered in full in the minutes and records of this Commission as of February 25, 1946.

---

6. Acquisition of myrtle tree groves in Coos County: The Park Superintendent exhibited a map showing the location of a number of myrtle tree groves which the Highway Commission has been requested to acquire. He explained that the tracts are O. and C. lands near the old Coos Bay Wagon Road, some of them being situate about 25 miles from a state highway. The Commission decided not to acquire any of these tracts because of their isolation.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state and presented a list of such properties, together with the offer that he recommended in connection with each parcel. After careful consideration the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CHEMULT-BEAVER MARSH SECTION, THE DALLES-CALIFORNIA HIGHWAY

11903-A	Liskey, D. D. and Mabel Liskey, and Maude E. Liskey Stockpile site and hauling road	$	$	
	7.055 acres at $2.00		14.11	14.11 McChesney

NELSCOTT SECTION, OREGON COAST HIGHWAY

12508-	Reed, Robin Easement	$	$	
	Slope easement - 5,500 sq. ft.		10.00	10.00 Witt

DAVIS-VADIS SECTION, SUNSET HIGHWAY

6525-A	Behrman, Ernest and Florence Behrman Right of way drainage ditch Option expires July 21, 1946	$	$	
	0.17 acre at $400.00	68.00	68.00	Collins
6521-A	Rufener, William H. and Marie Rufener Right of Way (deed executed)			
	0.21 acre at $476.19 plus per acre	100.00	100.00	"

DAVIES-NORTH PLAINS SECTION, SUNSET AND NEHALEM HIGHWAYS

12583-	Gaddy, Marion and Lillian Gaddy Right of Way Option expires August 15, 1946	$	$	
	1.17 acres at $30.00	35.10	35.10	Benson

VADIS-GARDINER RANCH SECTION, SUNSET HIGHWAY

6536-A	Cusick, Fred E. and Daisy Cusick, and C. H. Jones and Opal K. Jones Easement	$	$	
	Drainage easement 10 ft. wide and 500 ft. long	300.00	300.00	Collins

BERGER RANCH-BARNES ROAD SECTION, SUNSET HIGHWAY

5210-B	Bauer, Arthur and Lydia Bauer Easement	$	$	
	Drainage easement for open ditch, containing 2,595 sq. ft.	25.00	25.00	Collins

FEB 25 1946

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY

11665-	Loomis, Gailord and Ella E. Loomis Right of Way (CORRECTION) Option expires (No option)	$	$	
	1,041 sq. ft. (sidewalk area)	00.00		
	1,041 sq. ft. at 25¢ sq. ft.	260.25		
	Allowance - removal and destruction oil station (Richfield)	1,500.00		
	Allowance - in lieu moving cottages 8, 9, to make place for new service station	500.00		
	Allowance - flowers, shrubs, bulbs	100.00		
	Allowance - labor - owner to stain roofs buildings at own expense	150.00		
	Moving and reconstructing Apartment #2, and owner's house, laundry, heating plant, changing grade within court, reconstruction concrete sidewalks, rock wall, septic tanks and dry wells-low bid-	5,858.70	8,368.95	Witt

(Continued)

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY (Continued)

11664- Hawkins, Edna Right of Way (CORRECTION) Option expires November 27, 1945		$	$	
	542 sq. ft. (sidewalk)	00.00		
	500 sq. ft. at 15¢ sq. ft.	75.00		
	Constructing new driveway to garage, moving residence, move flowers, shrubs - low bid	993.70	1,068.70	Witt
11662- Newnham, James E. and Florence E. Newnham Right of Way (CORRECTION) Option expires November 16, 1945				
	500 sq. ft.	00.00		
	537 sq. ft. at 23¢ plus	120.00		
	Moving small electric sign and light post, fall large spruce tree, cut up-low bid	60.00	180.00	"
11643- Warrington, Chelsey D. and Florence V. Warrington Right of Way (CORRECTION) Option expires January 24, 1946				
	1,111 sq. ft.	00.00		
	Moving building, and re-building concrete side-walk, etc. - low bid-	2,259.90	2,259.90	"

(Continued)

DEC 05 1946

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY (Continued)

11628-	Johnson, George P.	$	$
	Right of Way		
	Option expires		
	January 22, 1946		
	500 sq. ft.	00.00	
	Moving fence back from right of way- low bid	50.00	50.00 Witt
12531-	Hughes, Pearl H. and A. C. Kirtsis		
	Right of Way		
	Option expires		
	August 13, 1946		
	1.50 acres	00.00	00.00 "

ASTORIA SECTION, OREGON COAST HIGHWAY

5876-	Tide Water Associated Oil Company	$	$
	Right of Way		
	Option expires: (Subject to final approval of grantor)		
	9,861 sq. ft.	15,468.50	
	Settlement on basis of things to be done by the State:		
	Convey 2,862 sq. ft. cost $1.25 sq. ft.		3,577.50
	Convey 3,746 sq. ft. value $1.00 sq. ft.		3,746.00
	Construct concrete retaining walls, State work		3,350.00
	Place 3 gasoline tanks, to be furnished by grantor, State work		25.00
	Construct driveways		250.00
	Filling land to be conveyed by State, State work		3,270.00
	Pave surface area of land to be conveyed and filled by State, State work		1,250.00
			$15,468.50 Landon

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

12309-	Colley, J. P.	$	$
	Right of way and stock pile site		
	Option expires		
	May 1, 1946		
	(CORRECTION)		

(Continued)

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (Continued)

12309-	Colley, J. P. (Con't)	$	$	
	1.2 acres	00.00		
	2.17 acres at $126.90	275.38		
	0.5 acre at $200.00	100.00		
	Damages to balance of property by reason of coming too close to right of way	124.62	500.00	McChesney

DEE-PARKDALE SECTION, HOOD RIVER HIGHWAY

9862-	Hirata, Karie Chiako and Fusako Hirata	$	$	
	Right of Way			
	Option expires			
	August 14, 1946			
	0.80 acre at $150.00	120.00	120.00	Witt

OJALLA BRIDGE-SILETZ SECTION, SILETZ SECONDARY HIGHWAY

12456-	Colvin, Edgar Elisha and Jessie Colvin	$	$	
	Right of Way			
	Option expires			
	July 3, 1946			
	(CORRECTION)			
	0.42 acre at $200.00	84.00		
	42 rods fencing at $1.00 per rod	42.00	126.00	"

STEIWER HILL-ALBANY SECTION, PACIFIC HIGHWAY EAST

12592-	Turnidge, D. E.	$	$	
	Hauling road lease			
	Option expires			
	February 8, 1948			
	1.38 acres - 2 year hauling road lease	50.00	50.00	Benson

BURNS-LAWEN SECTION, BURNS-CRANE HIGHWAY

12418-	Gasch, Otto L.	$	$	
	Right of Way			
	Option expires			
	August 12, 1946			
	1.0 acre	00.00	00.00	
	State to fence			Gardiner

12429- Coe, Joel H. and L. Y. Cougdon
Right of Way
Option expires
August 14, 1946

(Continued)

BURNS-LAWEN SECTION, BURNS-CRANE HIGHWAY (Continued)

12429-	Coe, Joel H. and L. Y. Cougdon (Con't)	$	$	
	0.73 acre State to rebuild fence	00.00	00.00	Gardiner
12422-	Jordan, D. C. and Dustin Jameson Right of Way Option expires August 15, 1946			
	0.017 acre State to rebuild fence	00.00	00.00	"
12410-	State Land Board Right of Way and stock pile site Option expires August 18, 1946			
	9.416 acres at $5.045 State to rebuild fences	47.50	47.50	"
12408-	Culp, Charles Right of Way Option expires August 9, 1946			
	3.05 acres at $25.00 State to rebuild fences	76.25	76.25	"
12400-	Bennett, C. R. and Trilby Bennett Right of Way Option expires August 2, 1946			
	5,030 sq. ft. at $0.018 sq. ft.	90.54		
	15 rods new fence at $1.50 rod	22.50		
	Damages	32.65	145.69	
12402-	Parker, E. A. and Mary Ellen Parker Right of Way Option expires August 6, 1946			
	3,600 sq. ft. at $0.018 sq. ft.	64.80		
	25 rods new fence at $1.50 per rod	37.50	102.30	
12419-	Stafford, Paul and Klara Stafford Right of way and stock pile site Option expires August 2, 1946			

(Continued)

[illegible] 05 1946

BURNS-LAWEN SECTION, BURNS-CRANE HIGHWAY (Continued)

12419-	Stafford, Paul and Klara Stafford (Con't)	$	$	
	1.75 acres at $5.00 per acre	8.75		
	211 rods new fence at $1.50 per rod	316.25	325.50	Gardiner
12406-	N. Brown & Sons Right of way and stock pile site Option expires August 7, 1946			
	1.41 acres meadow land at $40.00 per ac.	56.40		
	3.23 acres cultivated land at $25.00 per acre	80.75	137.15	
	State to rebuild fences			
12401-	Rose, Glen B. and Mildred L. Rose Right of Way Option expires August 7, 1946			
	2,900 sq. ft. at $0.018 sq. ft.	52.20	52.20	
12421-	Fay, John P. and Sophia H. Fay Right of Way Option expires August 9, 1946			
	0.905 acre State to fence	00.00	00.00	"
12407-	William Hanley Company Right of Way Option expires August 11, 1946			
	0.05 acre State to fence	00.00	00.00	"
12446-	Carson, Ted and Dorothy Carson, and Wayne Johnson Option expires 8/10/46			
	1,125 sq. ft. State to fence	00.00	00.00	"
12404-	Jetley, Hans Alexander Right of Way Option expires August 10, 1946			
	0.8 acres at $50.00 State to fence	40.00	40.00	"

FEB 05 1946

(Continued)

BURNS-LAWEN SECTION, BURNS-CRANE HIGHWAY (Continued)

12398) 12397)-	Buckland, Homer and Faye Buckland	$	$	
	Right of Way			
	Option expires			
	August 1, 1946			
	26,767 sq. ft. at $0.018 sq. ft.	480.77	480.77	Gardiner
12416-	Wood, Albert			
	Right of Way			
	Option expires			
	August 9, 1946			
	0.018 acre	00.00	00.00	"
	State to rebuild fences			
12415-	Carrico, Eleanor M.			
	Right of Way			
	Option expires			
	August 8, 1946			
	1.65 acres at $5.00	8.25	8.25	"
	State to build fences			
12438-	Browning, Thomas E.			
	Right of Way			
	Option expires			
	August 8, 1946			
	0.016 acre	00.00	00.00	"
	State to rebuild fence			
12443-	Estate Edwin N. Brown, and Alvon D. Baker			
	Right of Way			
	Option expires			
	August 7, 1946			
	2.89 acres at $5.00	14.45	14.45	"
	State to rebuild fence			
12395-	Harney County			
	Right of Way			
	Option expires			
	August 6, 1946			
	8,416 sq. ft.	00.00	00.00	"

GATES-NIAGARA SECTION, NORTH SANTIAM HIGHWAY

12559-	Oregon State Board of Forestry	$	$	
	Right of Way			
	1.71 acres	00.00	00.00	Benson

(Continued)

FEB 25 1946

GATES-NIAGARA SECTION, NORTH SANTIAM HIGHWAY (Continued)

12552-	Marion County Right of Way Option expires (deed executed) 5.34 acres	$	$ 00.00	00.00 Benson

EAGLE POINT SECTION, LITTLE BUTTE HIGHWAY

8480-	Brittsan, Don H. Maintenance site Option expires August 15, 1946 2 lots at $500.00 each (12,250 sq. ft. at 1.6 plus cents sq. ft. $200.00 32x48 building 800.00 $1,000.00)	$	$ 1,000.00	1,000.00 Collier

WILLOWDALE SECTION, THE DALLES-CALIFORNIA HIGHWAY

12387-	Williamson, E. W. Irrigation pipe line (no option taken) Digging and installing 1,800 feet of 1½ inch pipe line (irrigation)	$	$ 702.00	702.00 Benson

---

In connection with Item No. 5876 in the above resolution, being the settlement with the Tidewater Association Oil Company for the right of way on the Astoria Section of the Oregon Coast Highway, the Commission ordered that, as a matter of policy, hereafter a settlement should not be negotiated on the basis of performance of certain work by the state but should be clean cut, without conditions. The Commission also ordered that, hereafter, when settlements involve a correction of a purchase already approved by the Commission, the report of such transaction shall include the settlement as originally approved as well as the corrected settlement.

The Assistant Counsel also brought up for discussion the matter of acquiring certain parcels of real property that are needed as right of way for the Burns-Lawen Section of the Burns-Crane Highway, Harney County. He presented a list of the properties, together with the offer that he recommended in connection with each parcel, as follows:

Burns-Lawen Section of Burns-Crane Highway				Recommended Offer
12394	John C. Moor (Right of Way)	530 square feet at 0.018¢ State to rebuild fence	9.54	10.00
12396	Julia A. Shields (Right of Way)	1012 square feet at 0.018¢ State to rebuild fence	18.22	20.00
12403	Allen T. Jones, et ux. (Gravel pit)	10.86 acres at $25.00	271.50	275.00
12411	Ten Frank (Indian lands) (Right of Way)	0.014 acre State to rebuild fence	10.00	10.00
12412	Heirs of Spear Canada (also known as Shakespeare Candada) (Indian lands) (Right of Way)	0.02 acre (State to rebuild fence)	10.00	10.00
12413	Heirs of Beebe Pete (Indian lands) (Right of Way)	2.1 acres at $5.00 State to rebuild fence	10.50	10.50
12414	Harry C. Gray (Right of Way)	1.64 acres at $5.00 State to rebuild fence	8.20	10.00
12417	James M. Cottrill (Right of Way)	0.015 acre State to rebuild fence	10.00	10.00
12420	J. M. Sweek and Co. (Right of Way)	1.06 acres at $5.00 State to rebuild fence	8.00	10.00
12423	Meta R. Smith, et al. (Right of Way)	1.68 acres at $5.00 (State to rebuild fence)	8.40	10.00
12424	Alberta B. Ferris (Right of Way)	0.026 acre State to rebuild fence	10.00	10.00
12425	Earl C. Miller (Right of Way)	0.39 acre) 0.79 acre) at $5.00 State to rebuild fence	5.90	10.00
12426	H. A. Struckman (Right of Way)	0.034 acre State to rebuild fence	10.00	10.00
12427	Mable A. Miller (Right of Way)	0.027 acre State to rebuild fence	10.00	10.00
12428	Una Willard (Right of Way)	245 square feet State to rebuild fence	10.00	10.00

(Continued)

FEB 25 1946

				Recommended Offer
Burns-Lawen Section of Burns-Crane Highway (Continued)				
12430	Robert E. Coe, Jr. (Right of Way)	0.028 acre State to rebuild fence	10.00	10.00
12431	Lester A. Hoak (Right of Way)	0.39 acre State to rebuild fence	10.00	10.00
12432	Ralph Evert Oliver (Right of Way)	0.038 acre State to rebuild fence	10.00	10.00
12433	Albert Ward Walter (Right of Way)	1.68 acres at $5.00 State to rebuild fence	8.40	10.00
12434	Charles H. Leonard (Right of Way)	0.029 acre State to rebuild fence	10.00	10.00
12435	Cora Purrington Estate (Right of Way)	1.72 acres at $5.00 State to rebuild fence	8.60	10.00
12436	Amazie D. Browning (Right of Way and Stockpile Site)	R/W 0.86 acre) S/P 1.00 acre) at $5.00 State to rebuild fence	9.30	10.00
12437	Grace I. Rupp (Right of Way)	300 square feet State to rebuild fence	10.00	10.00
12439	Annie Sperling (Right of Way)	1.70 acres at $5.00 State to rebuild fence	8.50	10.00
12440	Thurlow C. Wilfong (Right of Way)	0.044 acre State to rebuild fence	10.00	10.00
12441	Edith E. Prettyman (Right of Way)	142 square feet State to rebuild fence	10.00	10.00
12442	R. O. Richards - Leon Seeley (Right of Way)	1.5 acres at $5.00 State to rebuild fence	7.50	10.00
12444	Lee Iland (Right of Way)	666 square feet State to rebuild fence	10.00	10.00
12445	Vera Hendricks Gay Estate (Right of Way)	1.06 acres at $5.00 State to rebuild fence	5.30	10.00
12447	Mrs. Castol W. Drinkwater (Right of Way)	675 square feet State to rebuild fence	10.00	10.00

(Continued)

				Recommended Offer
Burns-Lawen Section of Burns-Crane Highway (Continued)				
12448	Mary J. Macready (Right of Way)	2.33 acres at $5.00 State to rebuild fence	11.65	12.50
12449	Pearl E. Davis (Stockpile Site)	1.00 acre at $5.00 State to rebuild fence	5.00	10.00
12450	W. A. McKenzie (Quarry Site)	40 acres at $25.00 State to rebuild fence	1,000.00	1,000.00
12405	Charles A. Korten and Lydia B. Korten (Right of Way)	0.59 acre at $25.00 State to rebuild fence	14.75	15.00

Following discussion, including the careful consideration of each parcel, the Commission, by unanimous vote, approved the recommended offers and authorized the taking of options for the properties on the basis of such offers.

The Assistant Counsel also requested authority to condemn certain parcels of real property that are needed as right of way for the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County, and for the Fate Grade-Tiller Section of the Tiller-Trail Secondary Highway, in Douglas County. He presented a list of such properties, together with offers that he recommended for condemnation, as follows:

				Recommended Offer
Spencer Creek-Agate Beach Section of the Oregon Coast Highway				
3932-B	Atlantic Western Company	4.35 acres at 200.00	870.00	
12128	(Right of Way)	1.20 acres at 200.00	240.00 1,110.00	1,200.00
4369	Asenath Evans (Right of Way)	12.2 acres at 300.00	3,660.00	4,000.00
4370	Pacific Shore Land Company (Right of Way)	25.6 acres at 150.00	3,840.00	4,000.00
4372	Charlotte M. (Echols) Thomas (Right of Way)	5.91 acres at 750.00 34 acres' severance at 75.00 Moving entrance pillars	4,432.50 2,550.00 500.00 7,482.50	7,500.00

(Continued)

				Recommended Offer
Spencer Creek-Agate Beach Section of the Oregon Coast Highway (Con't)				
5256	S. D. Donlop, et ux. (Right of Way)	1.22 acres at 600.00 50 ft. for slopes, 0.25 acre at 600.00	732.00 150.00 882.00	900.00
4249	W. K. Deal, et ux., and Curtis E. Christy et ux. (Right of Way)	7.66 acres at 300.00	2,298.00	2,500.00
12601	J. M. Hays, et ux. (Right of Way)	0.55 acre at 2200.00 Cost to owner for plans and other expenses, surveys, etc.	1,210.00 300.00 1,510.00	1,510.00
12602	Wilby R. Dorman (Right of Way)	4416 square feet at .07¢	309.12	350.00
12603	H. E. Patterson (Right of Way)	4416 sq. ft. at .07¢	309.12	350.00
12604	Curtis E. Christy, et ux. (Right of Way)	1.00 acre at 1500.00	1,500.00	1,500.00
Fate Grade-Tiller Section of Tiller-Trail Highway				Recommended Offer
11864	Karl S. Staatz (Right of Way)	0.328 acre at 100.00 82 rods fence moving at 1.00	32.80 82.00 114.80	115.00
11879	Chauncey Florey (Right of Way)	0.76 acres at 100.00 Old barn (38 x 42)	76.00 124.00 200.00	200.00
12211	William Bohn, et ux. (Gravel pit)	12.55 acres at 20.00 (approx.)	250.00	250.00

After careful consideration the Commission approved the offers and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening,

FEB 25 1946

or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Karl S. Staatz, which property is located in the southwest quarter (SW¼) of the northwest quarter (NW¼) of Section 25, Township 30 South, Range 3 West, W. M., Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 11864, which property is being acquired for right of way purposes in connection with the Tiller-Trail Highway; (*)

Real property owned by Chauncey Florey, which property is located in the northeast quarter (NE¼) of the northwest quarter (NW¼) and the northwest quarter (NW¼) of the northeast quarter (NE¼) of Section 33, Township 30 South, Range 2 West, W. M., Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2,

and is further identified in the records of the Highway Commission as file R 11879, which property is being acquired for right of way purposes in connection with the Tiller-Trail Highway; (*)

Real property owned by William Bohn, et ux., which property is located in the southeast quarter (SE¼) of the northeast quarter (NE¼) of Section 23, Township 30 South, Range 2 West, W. M., Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 12211, which property is being acquired for the purpose of securing roadbuilding materials therefrom in connection with the Tiller-Trail Highway; (*)

Real property owned by Mrs. Asenath Evans, which property is located in the west one-half (W½) of the west one-half (W½) of the southwest quarter (SW¼) of the northeast quarter (NE¼) and in Government Lot 2 of Section 17, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 4369, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Charlotte M. (Echols) Thomas, which property is located in Government Lots 3 and 4 of Section 20, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 4372, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Samuel Draper Dunlop, et ux., which property is located in Government Lot 2 of Section 8, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 5256, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by W. K. Deal, et ux., and Curtis E. Christy, et ux., which property is located in Government Lots 1 and 2 of Section 8, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 7, and is further identified in the records of the Highway Commission as file R 4249, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by I. M. Hayes, et ux., which property is located in Government Lot 1, Section 8, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 8, and is further identified in the records of the Highway Commission as file R 12601, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Wilby R. Dorman, et al., which property is located in Government Lot 2 of Section 8, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 9, and is further identified in the records of the Highway Commission as file R 12602, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by H. E. Patterson, et al., which property is located in Government Lot 2 of Section 8, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 10, and is further identified in the records of the Highway Commission as file R 12603, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Curtis E. Christy and Florence M. Christy, which property is located in Government Lot 2 of Section 8, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 11, and is further identified in the records of the Highway Commission as file R 12604, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Pacific Shore Land Company, which property is located in Government Lots 3 and 4 of Section 17, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 12, and is further identified in the records of the Highway Commission as file R 4370, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Atlantic Western Company, which property is located in Government Lot 3 of Section 17, and in Lots 3 and 4 of Section 8 and Government Lot 1 of Section 17, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 13 and 14, and is further identified

in the records of the Highway Commission as files R 12128 and 3932-B, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by W. K. Deal and Ruth Deal, which property is located in Lots 1 and 2 of Section 8, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 15 and 16, and is further identified in the records of the Highway Commission as file R 12630, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached . then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties

or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

(*) Footnote:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 58, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Chief Counsel brought up for discussion the matter of acquiring right of way needed in connection with construction of a railroad grade separation project at Prineville. He advised that difficulties have been encountered in negotiating with the owner of the property, who is asking an exhorbitant amount in addition to certain crossing privileges, including an underpass for his stock and to facilitate the moving of farm machinery from one side of the highway to the other. He recommended, in view of the circumstances, condemnation of the property, if necessary, and an offer of $4,000 in connection therewith. The Commission approved the recommendation by unanimous vote.

The Chief Counsel brought up for discussion the matter of taking options for right of way needed in connection with the improvement of the Oregon Coast Highway in the City of Coos Bay. He advised that negotiations to date indicate that the property owners are extremely anxious for information concerning the plans of the Commission for this proposed improvement because they wish to develop their holdings and are precluded from doing so until such information has been made available. This is particularly true of one owner, he said, who has already started to construct a service station and who, when the proposed highway improvement was brought to his attention, stated a willingness to change his plans which will involve moving his service station back from the highway right of way several feet. The Engineer advised that the highway improvement is vital and, if the cost of the work is not exhorbitant, should be considered for construction in the Commission's next program; otherwise, it would have to wait for three or four years. Chairman Banfield gave as his thought that the Commission should not approve any one project until it has had an opportunity to study a complete list of projects proposed for the new program; however, in the case of the one property owner in the City of Coos Bay who is now constructing a service station, he suggested, if the owner will move his building to the proper location, that the state gravel the area in front of the station so as to

provide suitable access thereto. Commissioner Chessman concurred and it was so ordered. The question then arose as to the remaining properties in Coos Bay and it was decided to condemn such properties later on, if necessary, rather than to complete the negotiations at the present time. Such action of the Commission was based on its desire not to be placed under obligation to make a definite commitment to construct a project just because right of way is being purchased and for the further reason that the Commission does not know when the project will be placed under contract.

Commissioner A. W. Schaupp arrived at this juncture.

The Commission, by unanimous vote, approved the minutes of the meetings held on December 13 and 14 and December 27, 1945. Commissioners Schaupp and Chessman approved the minutes of the meeting held on January 17 and 18, 1946, Chairman Banfield not voting because he was absent from such meeting.

The Chief Counsel requested instructions relative to the sale of the old Knapp Hotel building in Port Orford. He advised that he has received a number of offers to purchase this building as junk, the high one being that of Mrs. Lewis L. Henderson, Denmark, in the amount of $850; also, that an offer has been received from an architect of Salem who wishes to remodel the building and re-establish it on state-owned land lying between the highway and the ocean, at Port Orford. He exhibited a drawing showing the architect's plan and pointed out that if the Commission allows the building to be placed in the proposed location the scenic view of the ocean at this point will be cut off. It appeared to the Commission that the plan of the architect is undesirable from the aesthetic standpoint, whereupon the Commission decided unanimously to sell the building to Mrs. Henderson at her bid price. The matter was referred to the Chief Counsel to complete the transaction.

The Assistant Counsel brought up for discussion a compromise settlement with Leora R. Miller and Mr. and Mrs. Harold E. Hadaway for damages connected with a right of way settlement on the South Santiam Highway in Sec. 34, T. 13 S, R. 3 E, W. M., Linn County. He advised that, in connection with the original settlement, the State Highway Department agreed to take care of a certain spring located on the property; however, the work was not done during construction of the highway because it was thought that the flow of water might be lost and for like reasons has not been done since then. The proposed betterment work, he said, was originally estimated to cost $250, but the individuals concerned now agree to release the state from further responsibility if they are paid the sum of $150. He recommended approval of such settlement. The recommendation was approved by the Commission by unanimous vote.

The Assistant Counsel reported a number of inquiries relative to the purchase of certain state-owned land situate in Block 3 of the re-plat of Victoria Heights Addition to the City of Eugene. He advised that this is excess property situate adjacent to the right of way of the Pacific Highway at Judkins Point. He pointed out that the property was acquired from Lane County for a nominal consideration of $1, so there is a question whether the Commission would wish to sell the property to private purchasers or deed it

back to the County, without cost, for disposal. The Commission decided not to sell the property at the present time.

The Commission had under consideration the application of Mr. O. K. Perkins for use of the ocean beach near Seal Rock, Lincoln County, as an aircraft landing field. The Commission denied the request by unanimous vote upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

The Assistant Counsel brought up for discussion a right of way settlement with Everett R. Stoaks and wife on the North Santiam Highway in the Town of Niagara, Marion County. He advised that an option has been obtained from Mr. and Mrs. Stoaks to purchase the property for the sum of $1,375; however, examination of the title shows certain defects which must be cured before clear title can be given. Mr. and Mrs. Stoaks, he said, have agreed to institute suit to quiet title, which will require some six weeks or two months, and have also agreed to surrender to the state immediate possession of the property if the state will advance them the sum of $750 to apply on the purchase price, the balance of $625 to be paid by the state when the title is clear. The Assistant Counsel advised that the contract for construction of the highway at this point has already been awarded, and he suggested that, in order to avoid delay in the construction operations, the Commission authorize the immediate payment of the $750. He explained that the state will take no chances in the deal because the Stoaks have already executed and delivered a warranty deed to the property, which will be placed on record as soon as the title is clear. The Commission approved the suggestion by unanimous vote. A contract agreement covering the matter was executed by the Commission on the following day.

The Commission had under discussion the matter of programming Federal Aid Funds that are authorized for acquisition and improvement of wayside strips. The Engineer advised that this fund amounts to three per cent of the Federal Aid Funds available and will total about $1,000,000 during the next three years. He pointed out that the Postwar Program as now prepared does not make provision for this item; moreover, in his estimation the money can be used to better advantage for other purposes. Chairman Banfield gave as his thought that the Commission should not provide a definite program for this class of funds now but should consider projects as they arise from time to time. Commissioners Chessman and Schaupp concurred and it was so ordered.

The Commission discussed briefly the written opinion of the Chief Counsel with regard to the authority of the Commission to acquire, with state highway funds, recreational areas that can be reached only over public highways that are not under the jurisdiction of the Commission. According to this opinion, the Commission has such authority if it wishes to exercise it. The Commission approved the report and ordered that a copy of the opinion be forwarded to the Recreational Resources Committee of the Portland Chamber of Commerce, which recently raised the question.

The Chief Counsel reported that the State Highway Commission is threatened with a law suit filed by Attorney H. E. Slattery, of Eugene, regarding the Commission's authority to acquire right of access to a highway as well

as fee title, the instant case being in connection with the acquisition of right of way in the Town of Halsey, Linn County, where the owner of the property alleges that he still retains right of access to the highway as an abutting property owner. The Commission voted unanimously not to deviate from its present established policy with regard to such matters and decided that it would be advisable to let the suit proceed in order to ascertain by court action just what authority the Commission has in such matters.

The Engineer reported the results of the taking of bids in Salem on February 18, 1946, for the purchase of state-owned real property in Albany, Medford, Tigard, Reedsport, and Southeast Portland.

Concerning the sale of a tract of land in Albany, he advised that five offers were received, the high one being that of Mr. Charles Childs, Albany, at $752. He estimated the value of the property at $1,000 and recommended rejection of all the bids; also, that the property be not again offered for sale. The Commission approved the recommendation unanimously.

The Engineer reported two offers received for the purchase of a small tract of land offered for sale in North Medford, the high one being that of Mr. B. Ralph Akey, Alameda, California, at $77.80; the other being that of The Alwyr Company, Medford, at $75. He read aloud a letter from The Alwyr Company advising that their interest in the property is simply to keep the area clear of advertising signs or other obstructions to the end that their truck drivers, in turning into the alley on which this property abuts, would have clear vision of the highway. The company suggested that the state should retain possession of the property permanently as a safety proposition. The Engineer recommended, in view of this letter, that both bids be rejected and that the property be taken off the market permanently. The Commission approved the recommendation unanimously.

Concerning the tract of land at Tigard, the Engineer advised that 11 bids were received, that of Mr. Emil A. Johnson, Tigard, being high at $3,010. He presented a letter from Hon. J. O. Johnson, State Representative, protesting the sale of the property and advocating the retention and improvement of the same by the state for park purposes. Mr. Johnson alleged that the citizens of Tigard were given to understand at one time that the state intended to use the property for such purpose and suggested that the call for bids be withdrawn so the property can be preserved for the benefit of their community. The Engineer advised that, insofar as he is able to ascertain, no such commitment or promise ever was made with regard to the future use of this property, which, he said, is valued by the Right of Way Department at $1,250. Following discussion, the Commission decided unanimously to sell the property and thereupon accepted the offer of Mr. Johnson at $3,010.

With regard to the sale of a small tract of land at Reedsport, the Engineer advised that five bids were received, that of Mr. V. P. Arens, Reedsport, being high at $800. He estimated the value of the property at $150 and recommended acceptance of Mr. Aren's offer. The Commission approved the recommendation.

Tract of land in Southeast Portland: The Engineer advised that three bids were received for the purchase of this property, that of Mr. A. P. Bocci, Portland, being high at $2,050. He recommended acceptance of Mr. Bocci's offer notwithstanding that a letter has been received from Mr. Bocci requesting the privilege of withdrawing the offer because, subsequent to presenting it, he has ascertained that the property for sale is located in a zone that will not permit the use of the property for the purpose that he intended. Following discussion, the Commission decided unanimously to sell the property to Mr. Bocci at his bid price with the understanding that if he does not complete the purchase his proposal guaranty of 10 per cent of the purchase price will be considered forfeited.

In this connection consideration was given by the Commission to numerous requests that are being received for the purchase of small fragments of excess property which have been acquired in connection with right of way purchases. It was pointed out by the Engineer that such sales involve a mass of detail in investigating the advisability of sale, the making of appraisals, the preparation of descriptions and deeds, and the advertising for, and receiving of, bids, etc. He said that this is interfering with the postwar construction program and suggested that, under the circumstances, no consideration whatsoever should be given to the sale of small tracts except in emergency cases. The Commission approved the suggestion unanimously and so ordered.

The Engineer reported on the cost to widen a number of curves on the Necanicum Highway to accommodate the transportation of 40-foot logs involving overall lengths of 58 feet measured from the bumper on the truck to the rear end of the load. He estimated the cost at approximately $10,000 and recommended the expenditure as a minor betterment project because it is anticipated that the truck hauling of logs over this highway will continue for eight or ten years, and for the further reason that such operations on this highway under present conditions are unsafe. The matter was discussed at some length, and as a result thereof, the Commission authorized the expenditure of $10,000 for this purpose subject to the condition that the loggers will agree to the closure of the Oregon Coast Highway for all log hauling operations between Cannon Beach Junction and the junction with the Necanicum Highway near Mohler.

The Engineer presented a report on the request of the City of Roseburg for the installation of traffic signals at the Cass St. and Oak St. intersections with the Pacific Highway in that town. He estimated the total cost involved at $4,000 and recommended approval of the expenditure on the condition that the City of Roseburg will assume 50 per cent of the expense and will pay the cost to operate the signals. The Commission approved the recommendation unanimously.

A report was rendered by the Engineer on the cost to improve the four-mile section of the Wasco-Heppner Secondary State Highway west from the Town of Condon, as requested by Senator E. R. Fatland and a group of farmers from Condon at the previous meeting. He estimated the cost to construct this section at approximately $135,000 and the cost to make the location survey,

which would have to be about ten miles in length in order to make a proper connection with the existing road, at an additional $15,000. He explained that, while the survey would be about ten miles in length, construction would be limited to about four miles, which would take care of the worst section of the highway. He requested authority to make the survey and recommended the contracting of the four-mile section as soon as the plans and specifications can be prepared, the cost to be paid with state funds. The Commission approved the request and the recommendation by unanimous vote.

The matter of rerouting logging trucks operating in the City of Albany was discussed briefly by the Commission. Mr. Floyd Cook, Highway Representative of the Pacific Northwest Loggers Association, who was present, advised that recently mutual agreement was reached among all concerned with respect to the routes that the logging trucks should follow, but since then it has been necessary to alter the plan, so there is nothing definite to report at this time. The Commission deferred action in the matter pending a further report from Mr. Cook.

The Commission discussed the Chief Counsel's opinion with respect to the construction of a grade separation project at the Baker-Unity Highway crossing of the Union Pacific Railroad in the City of Baker. According to this opinion, the project is not within an urban area as defined in the Federal Aid Highway Act of 1944, and is not on the Federal Aid System, so it does not qualify as a secondary feeder road, either outside of a municipality or inside a municipality of less than 5,000 population; moreover, the project, insofar as he is able to ascertain, is not within the reach of any of the classifications outlined in the Federal act. The Engineer advised that the mayor of the City of Baker has been advised of this opinion but has not as yet replied thereto. He pointed out that the former Highway Commission at one time obligated itself to construct this structure and purchased some of the needed right of way, but the project was cancelled when war was declared. The Chief Counsel pointed out that the project might be financed with state money, and if the Commission felt so inclined, then a hearing could be held before the Public Utilities Commissioner who could assess a portion of the cost to the railroad company. Chairman Banfield expressed himself in favor of this project in view of the obligation of the former State Highway Commission. Commissioners Schaupp and Chessman concurred. The Engineer and the Chief Counsel were thereupon instructed to initiate the necessary proceedings to secure an order from the Public Utilities Commissioner.

The Chief Counsel presented a letter from the Union Pacific Railroad Company advising that investigations by railroad company officials with respect to the rock and earth slide which recently occurred along the Columbia River Highway about one-half mile east of Multnomah Falls and which also covered the tracks of the Union Pacific Railroad Company "indicates that the slide resulted from the excavation of a large borrow pit by the State Highway Commission and its contractors ," also, advising that "when the amount of damage sustained by the railroad companies is determined, we will present a bill therefor to the state for payment." The Chief Counsel was instructed to reply to this communication to the best interests of the state.

A letter was presented from the Salem City Council requesting a survey of East State Street, Salem, (Secondary Highway No. 222) for future widening. The Engineer advised that a few years ago this street was widened for one block, from 12th Street to 13th Street, and that it would cost about $50,000 to continue the improvement to 17th Street. He was instructed by the Commission to prepare a list of all projects in this category, from which the Commission will provide a construction program when money is available to finance the work.

A letter was presented from the Mt. Angel Businessmen's Club requesting the improvement of the Secondary State Highway No. 140 between Woodburn and Silverton. The Commission denied the request for immediate construction but instructed the Engineer to include this project in the list for future consideration.

A request was presented from the City of Roseburg for state maintenance of certain city streets that are being damaged by log hauling operations. The Engineer advised that this matter has been investigated, and it is estimated that needed repairs will cost about $7,800. He pointed out that the population of the City of Roseburg, according to the 1940 Census, was 4,924. He gave as his belief that the present population is well over 5,000, in which event the city would not qualify for state aid under the Commission's special street maintenance policy, which limits such aid to cities of less than 5,000 population, unless the Commission considers that its policy was based on the latest Federal Census in 1940. The Commission rules unanimously that the arrangement applies to present-day population rather than to the population shown in the 1940 Census and ordered that the city be so informed.

The Commission discussed a letter from Mrs. J. J. O'Dair, Baker, Oregon, requesting the improvement of the road leading to the Town of Granite, Grant County, being an extension of the Sumpter Valley Secondary Highway. The Commission denied the request.

The Engineer requested authority to advertise for bids for the resurfacing of the Territorial Secondary Highway between Crow and Lorane, in Lane County, 15.7 miles in length. He advised that the present surface is in bad condition due to log hauling traffic, and, unless something is done soon in the way of repairs, the road will become impassible. He estimated the cost to resurface the road at $30,000 and recommended the expenditure as a special maintenance item. The Commission approved the recommendation unanimously.

The Commission considered and denied a request from citizens of Benton County who own property adjacent to the Albany-Corvallis Highway for improvements to this highway for a distance of about two miles westerly from the Willamette River Bridge at Albany, it appearing to the Commission that the work is not justified at the present time in view of the many other projects throughout the state that are of more importance.

A letter was presented from the Siletz Valley Grange requesting the designation and improvement as a state secondary highway of the county

road which extends from the Town of Siletz easterly to a connection with the Eddyville-Blodgett State Secondary Highway, at Nashville. The Engineer advised that this project is very low in priority and to construct it to proper standard would cost about $500,000. The Commission denied the request.

The Commission discussed a letter from the U. S. War Department requesting that the State Highway Department make the location survey and prepare complete plans, specifications, and estimates of costs for the relocation of that portion of the Willamette Highway which will be abandoned when the proposed dam, known as the Meridian Dam, is constructed across the Willamette River near the Town of Lowell, in Lane County, and, in addition thereto, to make a similar survey of some 13.97 miles of Forest Service roads and 1.81 miles of county roads which also are to be relocated as a result of the dam construction. The Engineer advised that the costs of the survey etc. will be paid entirely with Army funds and recommended approval of the request. The Commission approved the recommendation unanimously. An agreement covering the arrangement was signed by the Commission on the following day.

The Commission had under discussion the proposed assignment by Marine Contractors, Inc. to Morrison-Kundsen Company, Inc. of its contract for the construction of the Arthur Street Viaduct, Portland, which was awarded to them by the State Highway Commission on December 27, 1945. It appeared from the discussion that Marine Contractors, Inc. cannot comply with the Commission's requirements with respect to the Oregon Workmen's Compensation Act without disrupting its entire insurance set up, its operations for the most part being of such a nature that it has to carry marine insurance, and if it is now required to carry insurance with the state it will make a duplication of expense, which can be avoided if the contract is assigned to the Morrison-Knudsen Company inasmuch as this company is now operating under the protection of the Workmen's Compensation Act. The Engineer recommended approval of the assignment. The Chief Counsel concurred. Following discussion, Commissioner Schaupp moved that the Commission approve the assigning of this contract subject to the approval of the Public Roads Administration. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission. The matter was referred to the Commission's Chief Counsel to handle the details.

Letters were presented from the County Court of Josephine County and the Grants Pass and Josephine County Chamber of Commerce urging the designation and improvement as a U. S. Forest Highway of the county road which extends from Takilma, Josephine County, Oregon, to a place known as Happy Camp, in the State of California. A letter was also presented from Mr. F. V. Horton, Acting Regional Forester, U. S. Forest Service, pertaining to the same subject. The Engineer advised that investigations reveal this would be a very costly road to construct and would be very low in benefits; also, that there are many other roads throughout the State of Oregon that are of more importance and where the funds could be spent to much better advantage. In view of this report, the Commission denied the request and ordered that the petitioners be informed that the state is in no position to program the improvement at this time.

The Commission recessed at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with all Commissioners, the State Highway Engineer, the Chief Counsel, the Assistant Highway Engineer, and the Secretary present.

At 2:00 p.m. bids, as follows, for highway construction work and for the purchase of concession privileges at Silver Creek Falls State Park were opened and read in conformity with previously published notices, following which Chairman Banfield announced that awards of contracts would be made at 5:00 p.m. in the same room:

NEW TIMBERS IN VINE MAPLE BRIDGE OVER NEHALEM RIVER ON FISHHAWK FALLS SECONDARY HIGHWAY IN CLATSOP COUNTY

Philpott & Buckingham, Portland	$ 16,680.00
A. D. Ford & Son, Portland	29,842.00

SANTIAM HIGHWAY IN LINN COUNTY
WEST UNIT, LEBANON-SWEET HOME SECTION

Warren Northwest, Inc., Portland	$ 83,574.00
Parker-Schram Co., Portland	95,425.00
Porter W. Yett, Portland	97,970.00
J. C. Compton, McMinnville	99,355.00
Newport, Kern & Kibbe, Portland	113,195.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY
SPENCER CREEK-AGATE BEACH SECTION

Berke Bros., Portland	$279,810.00
R. A. Heintz Constr. Co., Portland	291,120.00
Leonard & Slate Ltd., Portland	293,915.00
K. L. Goulter & Co., Seattle, Wn.	294,230.00
Parker-Schram Co., Portland	318,445.00
E. C. Hall Co., Portland	334,385.00
C. J. Eldon, Portland	380,725.00
Kuckenberg Constr. Co., Portland	382,045.00
Strong & MacDonald, Tacoma, Wn.	387,350.00
McNutt Bros., Eugene	398,635.00

FULTON CANYON-WASCO HIGHWAY IN SHERMAN COUNTY
NORTH UNIT, FULTON CANYON SECTION

Porter W. Yett, Portland	$ 34,449.50
Vernie Jarl, Gresham	39,245.00
E. C. Hall Co., Portland	47,715.00
John A. Logan, Portland	51,750.00

WESTON-ELGIN HIGHWAY IN UMATILLA COUNTY
WESTON MOUNTAIN-McDOUGAL SECTION

E. C. Hall Co., Portland	$175,985.00
J. N. & M. J. Conley, Portland	182,749.00
Sound Construction & Engineering Co., Seattle, Wn.	190,400.50
Curtis Gravel Co., Spokane, Wn.	194,356.00

FARMINGTON HIGHWAY IN WASHINGTON COUNTY
CAMPBELL BRIDGE-HAZELDALE SECTION

	Using Asphalt	Using Tar
Porter W. Yett, Portland	$ —	$109,690.00
T. W. Thomas, Portland	—	121,323.50
A. H. Saxton, Corvallis	—	134,079.50
Babler Bros., Portland	—	139,846.00
C. J. Eldon, Portland	142,203.00	142,180.50

SILVER CREEK FALLS STATE PARK IN MARION COUNTY
SALE OF CONCESSION PRIVILEGES

L. F. LeGarie, Salem	10% of Gross Sales
Lawrence R. Cooper, Silverton	7% of Gross Sales
W. S. Taylor, Portland	6% of Gross Sales
H. R. Treloar, Portland	4% of Gross Sales
Peter & Gerald Cleary, Salem	1% of Gross Sales

A letter was presented from the County Court of Benton County proposing an exchange of roads in the state secondary highway system as follows: Elimination from such system of the Tampico-Lewisville Secondary Highway No. 202, in northern Benton County, and the substitution therefor of about eight miles of county road in the southwest corner of Benton County, being an extension of the Alsea-Deadwood Secondary State Highway No. 200. The County Court urged the exchange from the standpoint of reducing maintenance costs, alleging that the state could maintain the county roads in connection with its maintenance of the Alsea-Deadwood Secondary Highway, much cheaper than could the County because they are isolated from other county operations. The Engineer recommended against such exchange of roads. The Commission approved the recommendation unanimously.

The Engineer reported briefly the results of his contacts with the Tillamook County Court and residents of the City of Tillamook regarding the proposed permanent location of the Wilson River Highway between the City of Tillamook and the Wilson River Canyon. He advised that there is a difference of opinion among the people of this district, the farmers of the district desiring no change in the present route, which enters the city on East Third Street, because the proposed location passes through valuable farm property; whereas, the city people who reside along the present route want the location changed so it will enter the city about one block farther north, which is the route tentatively proposed as the result of investigations by highway department engineers in 1940 and 1941. The County Court, he said, favors the proposed new route. The Engineer pointed out that it will cost more to improve the present route than to construct the proposed new route; also, that stock passes will have to be provided under the highway for each property owner between Tillamook and the mouth of the Wilson River Canyon, a distance of three or four miles. He exhibited a map showing the present and proposed routes together with a proposed arrangement for traffic control within the

city and requested authority to complete the survey. It appeared to the Commission that the project as explained involves major construction which it is reluctant to approve at this time; however, it was felt that a decision should be made with respect to the entrance into Tillamook and the matter of controlling traffic within the city. Accordingly, the Engineer was authorized to work up the plans for the control of traffic within the city limits and to a point about one-quarter mile easterly thereof where a connection with the present highway could be made as a temporary expedient. The Commission made it clear that the authorizing of the survey at this time is simply to give the people of Tillamook an idea where this highway is to enter the city and how traffic is to be controlled, which would enable the people to develop their holdings in conformity therewith, and it is not to give these people any reason to believe that the project is definitely planned for immediate construction.

The Engineer also reported completion of the survey for the proposed revision of the Oregon Coast Highway between Tillamook and Pleasant Valley. He advised that, pursuant to instructions from the Commission, he made a personal inspection of the proposed route and is of the firm opinion that the alignment as revised constitutes the best line, everything considered, that can be found. He further advised that such routing meets with the approval of the Tillamook County Court and with the city officials and Chamber of Commerce of the City of Tillamook, with whom he discussed the matter. Following discussion, the Commission approved the location as reported and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway, in Tillamook County, and in connection therewith to prepare a map or maps showing the route and location of said section of highway and file said report and record with the Commission for consideration; and

WHEREAS, th Engineer has reported the completion of the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway, together with the map, which for identification purposes bears the Map File No. 6B-15-5, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

DEC 05 1946

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-fifth day of February, 1945.

The Engineer reported that, in conformity with authority heretofore given him by the Commission, he awarded to Kuckenberg Construction Company, low bidder, the contract for construction of the Gates-Niagara Section of the North Santiam Highway, in Marion County, bids for which were received by the Commission on January 17, 1946. The contract was awarded on February 6, 1946, the conditions of the award having been satisfied. The Commission, by unanimous vote, confirmed the award of this contract as reported.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Rogers Construction Company, Contract No. 2721, for the Chemult-Beaver Marsh Rock Production Project on The Dalles-California and East Diamond Lake Highways, in Klamath County, requested an additional extension of time from January 1, 1946, to April 15, 1946, within which to complete this job. They alleged that extremely heavy snowfall made it impossible for them to complete this project within the previously-extended time limit. The Engineer advised that the reason given by the contractor for failure to complete the project within the extended time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Rogers Construction Company, Contract No. 2722, for the Fort Klamath-Lobert Rock Production Project on state highways, in Klamath County, requested an additional extension of time of six days, from November 15 to November 21, 1945, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions and labor difficulties. The Engineer advised that the reasons given by the contractor for overrunning the previously-extended time limit are correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Coos Bay Dredging Company, Contract No. 2741, for construction of a drainage change project on the Hall Lake Section of the Oregon Coast Highway, in Coos County, requested an additional extension of time of five days, from January 3 to January 8, 1946, within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to adverse weather conditions. The Engineer advised that the reason given by the contractor for overrunning the previously-extended time limit is correct. He recommended

that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

M. C. Lininger & Sons, Contract No. 2742, for slide correction on the Bear Canyon-State Line Section of the Pacific Highway, in Jackson County, requested an extension of time of 90 days, from November 30, 1945, to March 1, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions and inability to obtain competent workmen. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are substantially correct. He pointed out, however, that the work was satisfactorily completed by the contractor on January 23, 1946, so there is no occasion for extending the time limit beyond that date. He further stated that the delay in completing the job did not materially affect the use of the highway nor increase engineering expense. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Slate Construction Company, Contract No. 2744, for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County, requested an extension of time of 212 days, from December 31, 1945, to July 31, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the saturated condition of the excavated material which would not maintain equilibrium in embankment. They requested such a long extension of time in order to permit this material to dry out so it would stand up in the embankment. The Engineer advised that the reason given by the contractor for overrunning the time limit is substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that Contracts Nos. 2710, 2740, 2741, and 2742 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2710, with T. F. Skelton and H. H. Wiecks, for furnishing crushed rock in stockpiles on the Newport Section of the Oregon Coast, Corvallis-Newport and Siletz Highways in Lincoln County; completed July 26, 1945. (The contractor did not remove his equipment and complete clean-up of site until December 5, 1945.)

Contract No. 2740, with E. C. Hall, for 11.10 miles of surfacing on the Roots Creek-Siletz Section of the Siletz Secondary Highway in Lincoln County; completed October 8, 1945.

Contract No. 2741, with Coos Bay Dredging Co., for drainage change on the Hall Lake Section of the Oregon Coast Highway in Coos County; completed January 8, 1946.

Contract No. 2742, with M. C. Lininger & Sons, for slide correction on the Bear Canyon-State Line Section of the Pacific Highway in Jackson County; completed January 23, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission discussed matters pertaining to the operation of a state-owned ferry across the mouth of the Columbia River between Astoria, Oregon, and Megler, Washington. In this connection the Commission's Chief Counsel reported that all of the cooperating parties have fulfilled their obligations with respect to such operation. The Commission then discussed the advisability of advertising for bids for the ferry operation in order to determine just how much expense is involved before actually closing the deal for the purchase of the ferry boat facilities. The matter was discussed at considerable length, but a decision in the matter was deferred until the following day as there was a question as to the legal authority of the Commission to advertise for bids for the operation of ferry boats that the state presently does not own. (The matter was reconsidered on the following day, and, as a result of further discussion, motion was offered by Commissioner Chessman that the ferry operation be advertised for bids to be received at the next regular meeting of the Commission based on the Commission's expressed intention of operating the ferry as a state-owned proposition. See ahead for minute entry.)

The Commission discussed a request from Mr. Richard B. Ulstrup, Deputy Sheriff, Umatilla County, Oregon, urging the establishment of a 35 mile per hour speed limit on the four-mile section of the Oregon-Washington Highway between the Town of Freewater and the Washington state line. Mr. Ulstrup declares that the reduced speed limit is a necessity because of the numerous accidents that have occurred at this point, some of which have ended in fatalities. The Engineer gave as his opinion that there is justification in this request but suggested that the speed limit be set at 40 miles per hour rather than 35. He recommended the establishment of such a speed limit for about a year, when the construction of the new highway between these points would be completed. Chairman Banfield gave as his thought that the Department of State Police should be consulted before a reduced

speed limit is adopted inasmuch as the State Police will have to enforce the regulation. Commissioner Schaupp expressed himself as opposed to reducing the speed limit. The Commission deferred a decision in the matter pending consultation with the Department of State Police and with the authorities of the Highway Department of the State of Washington inasmuch as this highway connects with a highway in that state. The Engineer was instructed to ascertain the attitude of such officials.

The Commission had under discussion the adoption of a resolution prohibiting the parking of cars on the right of way of the Pacific Highway opposite the "public mart" just north of the City of Eugene, in conformity with the decision reached at its meeting on December 14, 1945. The following resolution with regard thereto was adopted by the Commission by unanimous vote on motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp:

WHEREAS, the Pacific Highway is one of the major state highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that a short distance outside the corporate limits of the City of Eugene there is maintained a public mart on real property abutting on said highway, which mart on certain days of the week is patronized by a large number of people, many of whom park their cars within the right of way limits of said highway and leave said cars so parked for extended periods of time; and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Commission a hazard not only to through traffic but to the owners and occupants of the parked cars is created; and

WHEREAS, in the opinion of the Commission public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of motor vehicles along the Pacific Highway between Engineer's Station 600+233 and Engineer's Station 606+83.3 in Lane County, Oregon, creates a hazard not only to through traffic but to persons owning and using said parked cars.

2. That in the opinion of the Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of cars and at the same time provide the degree of safety and convenience which in the opinion of the Commission should be provided the motoring public.

3. That the Commission does further find and declare that the parking of cars for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the Engineer be and he hereby is instructed to erect at the said termini, and at such points between said termini as in the judgment of the Engineer are necessary to accomplish the purpose of this resolution and the action of the Commission as here declared, "no parking" signs.

5. That a copy of this resolution be sent to Col. R. D. Arnold, Route 5, Eugene, Oregon, the owner and operator of said public mart, and that a like copy be mailed to the Superintendent of State Police.

6. That this resolution be entered in the minutes and records of the Commission as of the 25th day of February, 1946.

The Commission also adopted by unanimous vote, the following resolution designating a "no parking" zone on the Mt. Hood Highway in front of Battle Axe Inn, at Government Camp, in conformity with the decision reached at its meeting on December 14, 1945.

WHEREAS, during the period when winter sports are carried on and conducted at and in the vicinity of Government Camp large numbers of people congregate from time to time, some of whom reach said place by private transportation and many by bus transport; and

WHEREAS, because of the limited area available for the parking of vehicles for the accommodation of pedestrian traffic and for the normal movement of through traffic at said place as well as for the loading and unloading of passengers, it is deemed necessary that a definite space be set aside for the parking or stopping of buses while taking on and letting off passengers;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED that an area 150 feet in length, immediately in front of Battle Axe Inn, be and said area hereby is set aside and made available for the exclusive use of buses while taking on and letting off passengers at said place.

That the Engineer be and he is hereby instructed to erect and thereafter maintain appropriate signs defining the limits of said area, on which sign shall be the words "For Bus Stop Only".

Neither the State nor its Highway Commission, officers or employes assume any obligation with respect to the safe condition of said area, but any carrier using said place for the taking on or letting off of passengers shall be solely responsible to the passengers for their safety and convenience.

This authorized use of the right of way of the highway for the accommodation of bus transports may be terminated by the Commission if and when in the judgment of the Commission public welfare demands such termination.

This resolution shall be entered in the minutes and records of the Commission nunc pro tunc as of the 25th day of February, 1946.

A complaint was reported from Mr. John Christman, Reedsport, that a hazardous condition exists for school children and other pedestrians on the Oregon Coast Highway at the south end of the Scholfield Bridge, at Reedsport. Mr. Christman advises that car owners park their cars along both sides of the highway at this point, creating an unsafe condition for pedestrians, who are forced to walk on the highway pavement. Mr. Christman is fearful that accidents will occur unless corrective measures are taken. A report on this subject was also presented from the State Police Department verifying Mr. Christman's statements. The Engineer advised that this matter has been investigated by the Traffic Engineer, who recommends the establishment of a "no parking at any time" restriction along both sides of the highway for a distance of one block from the west (south) end of the bridge. He advised that he concurs in the recommendation. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Oregon Coast Highway, which is U. S. Route No. 101, is a state highway under the jurisdiction and control of the State and said highway carries a large volume of through and local traffic; and

WHEREAS, a portion of Winchester Avenue in the City of Reedsport has heretofore been selected and designated by the Highway Commission as the route of said highway into and through said City; and

WHEREAS, said Winchester Avenue connects directly with the westerly approach to the highway bridge which spans Scholfield Creek at Reedsport; and

WHEREAS, the safety of pedestrian and vehicular traffic requires that said highway between the westerly end of the bridge and First Street be kept open and unimpaired for its entire width; and

WHEREAS, the parking of cars on each side of said street or highway between the westerly end of the bridge and First Street for indefinite periods of time is a hazard to pedestrians having occasion to cross said highway and is likewise a hazard to vehicular traffic moving over said highway; and

WHEREAS, in the judgment of the Commission public welfare requires that the parking of cars on said highway between the westerly end of the bridge and First Street be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the parking of cars on U. S. Route No. 101 between the westerly end of the Scholfield Creek bridge and First Street in the City of Reedsport be and the same hereby is prohibited, except for such emergency parking as is permitted by law.

2. That the Engineer be and he hereby is instructed to erect and thereafter maintain at appropriate places on said highway between the westerly end of the bridge and First Street the approved "no parking" signs.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-fifth day of February, 1946, and a copy thereof mailed to the Recorder of the City of Reedsport.

In connection with the discussion of the establishment of "no parking" zones on state highways, Chairman Banfield gave as his thought that the Commission should, by appropriate resolution, authorize the Engineer to post such zones wherever, in his estimation, they may be required without first bringing each individual case to the Commission's attention for instructions. He particularly mentioned a situation in the City of McMinnville, which needs attention in order to eliminate a hazardous condition. Commissioners Schaupp and Chessman concurred, whereupon the Chief Counsel was instructed to prepare a form of resolution granting such general authority to the Engineer. The Engineer was instructed to investigate the condition in McMinnville as reported by the Chairman.

The Engineer brought up for discussion a letter from Mr. Gordon Hood, County Agent, Clatsop County, directed to Mr. Merle Chessman, State Highway Commissioner, requesting State cooperation in the eradication of noxious weeds growing on and adjacent to state highway rights of way. The Engineer advised that the past policy of the State Highway Commission has been to cooperate with the counties in this work, and to that end it has reimbursed the counties for the work that they have done on state highway rights of way. For the most part, he said, the costs were for chemicals only. He estimated that the Highway Commission has paid annually for this purpose approximately $2,000. He recommended a continuance of this policy. The Commission approved the recommendation unanimously subject to the condition that the local authorities control the noxious weed growth on adjacent private lands.

The Commission had under discussion the assignment by the Ostrander Railway and Timber Company to the Crown-Zellerbach Corporation of its interests in the permit heretofore given by the State Highway Commission to the Ostrander Railway and Timber Company and the Weyerhaeuser Timber Company, jointly, authorizing the operation of logging trucks at grade across two state secondary highways in the vicinity of Molalla. The Chief Counsel advised that the Ostrander Railway and Timber Company has conveyed to the Crown-Zellerbach Corporation its undivided one-half interest in its private logging road which

crosses the two said secondary highways and which is the subject matter of the permit. He advised that he has examined the form of assignment and recommended its acceptance by the State Highway Commission. In the discussion of this matter the question arose whether or not other changes in the permit might be desirable. In view thereof, action on the assignment was deferred until the next meeting. The Chief Counsel and the Engineer were instructed to examine the original permit in the meantime and ascertain whether or not any changes should be made.

A letter was presented from the Long-Bell Lumber Company, Longview, Washington, inquiring whether or not it would be possible to secure the services of the Highway Department's Weighmasters to weigh their logging trucks on the highway scales located a short distance west of Grand Ronde for a period of about two months pending installation of the Company's own platform scales. The Company agrees to reimburse the state for the expense of the weighing operations. The Engineer estimated that the expense would amount to about 50 cents per load and recommended approval of the Company's request subject to the condition that it will deposit with the Commission the estimated cost of the weighing operations for the two-month period. The Commission approved the recommendation unanimously.

The Engineer reported on a number of overweight violations involving logging trucks owned by Mr. Forrest Meacham, Eugene. It appears that Mr. Meacham's drivers have been arrested numerous times since July 28, 1945, for transporting overweight loads and that fines in substantial amounts have been imposed on them by the justice of the peace to whom they were cited. It also appears that the drivers refuse to pay the fines, alleging that they have an understanding with Mr. Meacham to the effect that he would pay the fines if the drivers were arrested. The Engineer advised that a letter received from Mr. John Bryson, Justice of the Peace who handled the cases, indicates that he is satisfied that such an understanding existed and that the payment of the fines is Mr. Meacham's obligation; however, if they are not paid by someone within a reasonable length of time it may be necessary to place the drivers in jail, which he hesitates to do under the circumstances. The Engineer recommended cancellation of Mr. Meacham's P. U. C. permit if the fines are not paid within a reasonable length of time. The Commission approved the recommendation unanimously and instructed the Secretary to so inform Mr. Meacham and to advise him further that the Commission considers that the fines imposed are against his operations rather than against the drivers of his trucks and accordingly expects him to pay them or be ruled off the road.

A letter was presented from Mr. Paul Youngman, McMinnville, complimenting the Commission on the manner that it has been, and is, conducting highway matters. The Commission ordered the communication acknowledged with thanks.

The Commission discussed a letter from Mrs. Dorothy McCullough Lee, Commissioner of Public Utilities, City of Portland, urging the Commission's approval of the use of a park area between Front Avenue and Harbor Drive and extending from S. W. Alder Street to S. W. Pine Street, Portland, for

temporary off-street automobile parking. The Commission indicated a reluctance to grant this privilege, however, deferred a decision until the following day when someone representing Mrs. Lee will be present to discuss the matter.

The Engineer presented a report from Division Engineer F. D. Eason concerning the mutilation of a number of sightly oak trees along the Silver Creek Falls Secondary Highway east of Shaw by workmen in the employ of the Mountain States Power Company. He advised that this Company had no permit to construct its pole line on this section of highway and was without authority whatsoever to cut or trim trees. It was his thought that the Company should be penalized for the damage done, which is estimated by Mr. Eason's assistant at $100 for each of the four trees that were destroyed. He requested instructions. The matter was referred by the Commission to the Engineer and the Chief Counsel with power to act.

The Engineer reported on a claim of the Gilpin Construction Company for damage that occurred to its derrick "Woodland" by reason of the failure of the operator of the Interstate Bridge to raise the draw span sufficiently high to allow the derrick to pass beneath the bridge. He advised that the derrick was being moved by the Atlas Tug Service, and when it approached the bridge, the signal was given to lift the draw span, which was done, but evidently the span was not lifted high enough to give full clearance. As a result, the derrick struck the span and suffered damage in the amount of $377.40. The Engineer advised that investigations reveal that the State is to blame for the accident and recommended payment of the claim. The question arose whether or not the State of Washington should be asked to assume 50 per cent of the payment because the bridge is being operated jointly by both states. It was decided to ask the Washington Highway Department to pay half the expense; however, the Commission authorized payment of the full amount with Oregon Highway Funds if the Washington Highway Department cannot cooperate. The matter was referred to the Engineer to handle.

The Commission had under discussion the rescinding of the order of the former Highway Commission requiring the maintenance of stop signs at highway-railroad grade crossings. The Engineer explained that this order was adopted by the former Commission as a wartime measure to facilitate train movements, including both troops, explosives and war equipment, and to eliminate, insofar as was possible, accidents occurred at railroad crossings. In this connection a letter was presented from Hon. Robert S. Farrell, Jr., Secretary of State, in which Mr. Farrell urges the Commission to continue the order and to reject any move that would have the effect of removing these stop signs from the railroad crossings. The Engineer gave as his thought that with the termination of hostilities the reason which prompted the order no longer exists in its entirety and recommended an investigation to determine which of the signs could be removed without creating a dangerous condition. The Commission approved the recommendation and instructed the Engineer to make such an investigation and report his findings at the next meeting.

The Commission had under consideration approval of the plans of the cities of Burns and La Grande for the expenditure of State Tax Street

Funds which they received in 1944 from 1943 state highway revenues. The Engineer advised that both of these cities have complied with the statutory requirements with respect to the State Tax Street Fund and that the plans for the expenditure of the monies have been examined and found satisfactory. He recommended approval of the same. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Burns	$ 3,524.24
La Grande	10,640.00

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Burns - North Buena Vista Avenue, West "D" Street, Washington Street

La Grande - Cherry Street, Maple Street, "G" Avenue, Cove Avenue, Monroe Avenue

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plan submitted by the city.

MAY 1946

5. This resolution shall be entered in the minutes and records of this Commission as of the 25th day of February, 1946.

The Commission also had under discussion the approval of plans of the following cities and towns for the expenditure of State Tax Street Funds received by them in 1945 from 1944 state highway revenues:

Amity	Donald	Myrtle Creek
Banks	Fossil	Paisley
Carlton	Grants Pass	Scio
Cascade Locks	Harrisburg	Summerville
Columbia City	Helix	Umatilla
Cornelius	Hines	

The Engineer advised that all of these cities and towns have satisfactorily complied with the legal requirements and that the plans for each of the proposed improvements have been checked and found satisfactory. He recommended approval of the plans. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Amity	$ 761.77
Banks	345.24
Carlton	1,207.65
Cascade Locks	982.62
Columbia City	457.06
Cornelius	890.37
Donald	229.23
Fossil	743.60
Grants Pass	8,425.62
Harrisburg	869.40
Helix	169.13
Hines	946.28
Myrtle Creek	616.41
Paisley	331.27
Scio	490.61
Summerville	111.82
Umatilla	517.17

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Amity - Woodson Street, Oak Street, Sherman Street

Banks - Wilkes Avenue, Parmeley Street, Woodman Street

Carlton - E. Polk Street, W. Grant Street, E. Monroe Street, W. Monroe Street, W. Madison Street, W. Jefferson Street, W. Johnson Street, W. Lincoln Street, N. 4th Street, S. 3rd Street, N. 2nd Street, N. 1st Street, N. 3rd Street, S. Park Avenue, N. Kutch Street, S. Kutch Street, N. Howe Street, N. Scott Street

Cascade Locks - Moody Avenue, Third Street, Fifth Street, and alley from Prospect Avenue

Columbia City - "L" Street, 2nd Street, "E" Street, "I" Street, 1st Street, Mattie Street, "M" Street, 4th Street, "G" Street

Cornelius - Park Street

Donald - Mathius Road, Williams Avenue, Ehlen Street, Oak Street, Crissell Street, Feller Street, Cone Avenue, Rees Street

Fossil - Adams Street, Main Street, Jay Street, Rutledge Street, Chase Street, 6th Street, 5th Street, 3rd Street, Broadway, "B" Street

Grants Pass - West "A" Street, East "A" Street, East "D" Street, East "F" Street, East Mill Street, 2nd Street, N. 3rd Street, Booth Street, Foundry Street, S. 7th Street, "N" Street, Dimmick Street, Highland Avenue, Midland Avenue

Harrisburg - Third Street, Kesling Street, and junction of Sixth and La Salle Streets

Helix - Aurora Street, Vesper Street, Cleveland Street, Solar Street, Concord Street, Main Street

Hines - Barnes Avenue, also other streets requiring maintenance and repair

Myrtle Creek - 1st Street, 2nd Street, 3rd Street, Division Street, Oak Street

Paisley - Main Street

Scio - Plum Street, 5th Street, South Mill, Main Street, North Street, Mill Street, Smith Street

Summerville - Main Street, Patton Street, Jefferson Street, First Street, Second Street, Third Street, Fourth Street

Umatilla - Water Street, 1st Street, "C" Street, "I" Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plan submitted by the city.

5. This resolution shall be entered in the minutes and records of this Commission as of the 25th day of February, 1946.

The Commission discussed a request from the City of Gresham for state cooperation in connection with the improvement of Powell Valley Road (Mt. Hood Highway), including construction of a storm sewer, through this town. The Engineer explained details in connection therewith; however, the Commission deferred action in the matter until the following day when a delegation from Gresham will be present for discussion of the matter. (See ahead for additional paragraph concerning this matter).

A communication was presented from the State Soil Conservation Committee of Oregon enclosing an official ballot with reference to the creation of a proposed West Umatilla Soil Conservation District and the election of three supervisors for said district. The question arose whether or not the State Highway Commission should vote in the matter. The Commission's Chief Counsel gave as his opinion that the Commission should not exercise the voting privilege, whereupon the Commission voted unanimously not to cast a ballot.

The Commission discussed with the Engineer the bids received at

2:00 p.m. for the construction of state highway projects and for the purchase of concession privileges at Silver Creek Falls State Park and took the following action thereon:

The contract for placing new timbers in the Vine Maple Bridge over the Nehalem River on the Fishhawk Falls Secondary Highway, Clatsop County, was awarded to the low bidder, Philpott & Buckingham, Portland.

The contract for pavement resurfacing on the West Unit, Lebanon-Sweet Home Section of the Santiam Highway, Linn County, was awarded to Warren Northwest, Inc., low bidder.

Award of the contract for grading the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County, was held pending the clearing up of right of way matters. The bids were referred to the Engineer with authority to award the contract to Berke Bros., Portland, the low bidder, when this condition has been satisfied.

The Commission rejected all bids received for the construction of the North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway, in Sherman County.

The award of the contract for regrading, surfacing, and oiling the Weston Mountain-McDougal Section of the Weston-Elgin Secondary Highway, Umatilla County, was deferred pending clearance by the Public Roads Administration, inasmuch as Federal funds are involved. The bids were referred to the Engineer with authority to award the contract to the low bidder, E. C. Hall Company, Portland, when approval of the Public Roads Administration has been obtained.

The Commission awarded to Porter W. Yett, Portland, the low bidder, the contract for regrading, surfacing, and oiling the Campbell Bridge-Hazeldale Section of the Farmington Highway, in Washington County, on the basis of using tar.

The Commission referred to the Engineer and the Chief Counsel all bids received for the purchase of concession privileges at Silver Creek Falls State Park with instructions to investigate the several bidders and to report their findings to the Commission over the telephone, when further instructions will be given.

The Commission had under discussion the date for its next regular meeting for the receiving of bids and decided unanimously to change the date previously set, April 2 and 3, 1946, to Thursday and Friday, April 4 and 5, 1946. The Secretary was instructed to make the usual arrangements to hold the meeting in the Auditorium of the Public Service Building, Portland.

The Commission considered the following matters of unfinished business:

1. Proposed exchange of roads in Benton and Polk Counties in connection with the termination of agreements covering state maintenance of the Independence-Granger County Road: The Engineer advised that he would report on this matter at the next meeting.

2. Termination of agreements with Clatsop County and the cities of Warrenton and Hammond covering state maintenance of the Fort Stevens-Camp Clatsop County Road and the Warrenton-Fort Stevens County Road: The Commission voted unanimously to terminate as of April 1, 1946, the agreement covering the Fort Stevens-Camp Clatsop Road but agreed to maintain the Warrenton-Fort Stevens Road at state expense until January 1, 1947. The Commission will inspect this road in person in the meantime and will decide then whether or not to extend state maintenance of this road for a longer period. The Secretary was instructed to inform the Clatsop County Court and the officials of both cities accordingly.

3. Report on cost to modernize the Siuslaw Highway over the summit of the Coast Range, Lane County: The Engineer advised that his report on this matter is not ready.

4. Report on proposed bridge over the Willamette River at Independence, Polk and Marion Counties: The Engineer and the Chief Counsel advised that their report on this subject has not been prepared.

5. Proposed exchange of properties with the Weyerheauser Timber Company at North Bend, Coos County: The Engineer advised that there is nothing to report on this matter at the present time because the company has not acted on the Commission's proposal for the exchange; however, he anticipates that someone representing the company will appear before the Commission at its next meeting to discuss the matter.

6. Claim of W. W. Purvis for damage to his property at Nelscott arising out of curb and sidewalk construction on the Oregon Coast Highway at this place: The Engineer and the Chief Counsel advised that their report on this matter is not ready but they will endeavor to have it ready for the Commission's consideration at the next meeting.

7. Request of the City of Woodburn for state cooperation in the improvement of the Hillsboro-Silverton Secondary Highway from its junction with the Pacific Highway East to the Woodburn Civic Center: The Engineer advised that his report on this subject is not ready for presentation.

8. Report on the request of the City of Lebanon for the widening of the South Santiam Highway at the south city limits: The Engineer advised that this project is rather complicated because it involves the designation of two one-way streets for highway traffic. He outlined the plan briefly. The Commission deferred action in the matter until its next meeting and instructed the Engineer to submit at that time a detailed cost report, when the Commission will make its decision.

9. Report on the request of the Board of County Commissioners of Multnomah County for a substitution of projects in the Postwar Secondary Highway Program which would allow improvement of county roads on Sauvies Island rather than construction of a bridge connecting the Island to the mainland. The Engineer advised that the Board of Commissioners has changed its attitude since making the request and now prefers the bridge construction as provided in the original plan.

The Commission discussed briefly with the Engineer matters which are to be presented by the delegations on the following day but took no action with regard to any of them.

At 5:00 p.m. Chairman Banfield announced the following awards of contracts, bids for which were received by the Commission earlier in the session:

"Place new timbers in two 105 foot spans of the Vine Maple Bridge over the Nehalem River on the Fishhawk Falls Secondary Highway, Clatsop County. The Commission received two bids for this work, the low one being that of Philpott & Buckingham, Portland, at $16,680. The other bid was that of A. D. Ford & Son, Portland, at $29,842. The Commission has awarded the contract to the low bidder, Philpott & Buckingham, at its bid price of $16,680.

"Eight miles of pavement resurfacing on the West Unit, Lebanon-Sweet Home Section of the Santiam Highway, in Linn County. Warren Northwest, Inc., Portland, submitted the low bid for this project at $83,574. Parker Schram Co., Portland, submitted the next low bid at $95,425. There were three higher bidders. The Commission has awarded the contract to the low bidder, Warren Northwest, Inc., at its bid price of $83,574.

"3.1 miles of grading on the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County. The low bid for this work was submitted by Berke Bros., Portland, at $279,810. R. A. Heintz Construction Co., Portland, submitted the next low bid at $291,120. There were eight higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Berke Bros., when certain conditions have been satisfied.

"Grading, surfacing, and oiling the North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Highway, Sherman County. The Commission received four bids for this project, the low one being that of Porter W. Yett, Portland, at $34,449.50. The bids have all been rejected.

"Regrading, surfacing, and oiling the Weston Mountain-McDougal Section of the Weston-Elgin Secondary Highway, in Umatilla County. E. C. Hall Co., Portland, submitted the low bid for this work at $175,985. J. N. & M. J. Conley, Portland, submitted the next low bid in the amount of $182,749. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Regrading, surfacing, and oiling the Campbell Bridge-Hazeldale Section of the Farmington Highway, in Washington County. The low bid was submitted by Porter W. Yett, Portland, at $109,690, based on the use of tar. T. W. Thomas, Portland, submitted the next low bid at $121,323.50, also based on the use of tar. There were three higher bidders. The Commission has awarded the contract to the low bidder, Porter W. Yett, at his bid price of $109,690.

"Sale of concession privileges at Silver Creek Falls State Park. The Commission received five proposals to purchase these privileges and has referred them all to the Engineer and the Chief Counsel with authority to accept the offer deemed best for the state's interests after investigating the bidders."

The meeting adjourned at 5:00 p.m. to reconvene the following morning at 9:00 a.m. in the same room.

Portland, Oregon
February 26, 1946

The State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, Chief Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 2:30 p.m. in the same room:

CONSTRUCT NEW BRIDGE OVER COFFEY CREEK ON
TILLER-TRAIL SECONDARY HIGHWAY IN DOUGLAS COUNTY

*C. J. Eldon, Portland	$ 15,050.00
Harry I. Hamilton Co., Eugene	16,562.00
McNutt Bros., Eugene	18,929.00
Sleeper & Keyes, Bend	22,450.00

*Bidder will not accept this project alone.

MAR 5 1946

TILLER-TRAIL HIGHWAY IN DOUGLAS COUNTY
MILO-TILLER SECTION

C. J. Eldon, Portland	$150,319.50
McNutt Bros., Eugene	196,102.50
Guerin Bros., San Francisco, Calif.	201,011.00

HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY
WOODWORTH ACRES-PARKDALE SECTION

Babler Bros., Portland	$ 73,359.50
C. J. Eldon, Portland	75,287.50
T. W. Thomas, Portland	77,369.30
J. N. & M. J. Conley, Portland	79,335.50
Vernie Jarl, Gresham	79,715.00
E. C. Hall Co., Portland	82,321.50

LEXINGTON-ECHO HIGHWAY IN MORROW COUNTY
LEXINGTON-SOUTH SPRINGS SECTION

*Newport, Kern & Kibbe, Portland	$ 93,625.50
*Curtis Gravel Co., Spokane, Wn.	95,568.00
*E. C. Hall Co., Portland	104,474.50
J. N. & M. J. Conley, Portland	108,909.00
R. O. Dail, Portland	123,703.00
*C. J. Eldon, Portland	127,714.50
Sound Construction & Engineering Co., Seattle, Wn.	130,433.00

*Bidder will not accept this project alone.

LEXINGTON-ECHO HIGHWAY IN MORROW COUNTY
SOUTH SPRINGS-UMATILLA COUNTY LINE SECTION

*Newport, Kern & Kibbe, Portland	$ 88,498.80
*Curtis Gravel Co., Spokane, Wn.	90,746.00
J. N. & M. J. Conley, Portland	99,098.00
*E. C. Hall Co., Portland	100,973.00
**R. O. Dail, Portland	116,851.00
***Sound Construction & Engineering Co., Seattle, Wn.	120,880.50
*C. J. Eldon, Portland	122,179.00

*Bidder will not accept this project alone.
**Reduction of $7,000 if also awarded Lexington-South Springs Sec.
***Reduction of $2,500 if also awarded Lexington-South Springs Sec.

COMBINATION BIDS FOR THE ABOVE TWO PROJECTS

	(1)	(2)	Reduc.	Comb. Bid
Newport, Kern & Kibbe	$ 93,625.50	$ 88,498.80	$ ---	$182,124.30
Curtis Gravel Co.	95,568.00	90,746.00	---	186,314.00
E. C. Hall Co.	104,474.50	100,973.00	---	205,447.50
J. N. & M. J. Conley	108,909.00	99,098.00	---	208,007.00
R. O. Dail	123,703.00	116,851.00	7,000.00	233,554.00
Sound Constr. & Engr. Co.	130,433.00	120,880.50	2,500.00	248,813.50
C. J. Eldon	127,714.50	122,179.00	---	249,893.50

Hon. Willard L. Marks headed a delegation from Albany representing the Rotary Club, which has requested permission to construct and maintain a Sea Scout Clubhouse on the shore of Waverly Lake, at Albany. Others in the group were Dr. T. W. Sahlstrom, optometrist; Harry Michelsen, Scout executive; and A. M. Epperly, furniture dealer. Mr. Marks advised that the Albany Rotary Club is sponsoring this clubhouse, which will cost about $3,000, and that it is to be the meeting place for Sea Scouts of the Albany vicinity. He further stated that it would be an attractive building and, in their estimation, would be an asset to the lake and the surrounding territory; moreover, they would guarantee to keep it painted and in good condition and would maintain the premises to the entire satisfaction of the State Highway Commission. He urged favorable consideration of the request. Chairman Banfield gave as his thought that the Commission, if it granted this request, would want the matter covered by a written agreement containing restrictions and demands for the thorough upkeep of the building so that it would not become an "eye sore" or detract in any way from the beauties of the lake and adjacent state-owned property. He stated further that if the building is kept attractive he personally would not object to its being maintained on the state's property, but not otherwise. Commissioners Schaupp and Chessman expressed themselves similarly. After further discussion the Commission voted unanimously to allow the building to be located on the state's property subject to the condition that the Albany Rotary Club will assume the responsibility to keep it in a condition satisfactory to the Highway Commission at all times. It was ordered that the matter be covered by a written agreement setting forth restrictions and the Commission's requirements. The Commission referred the matter to the Chief Counsel and the Engineer to work out the details.

Mr. Arch B. Sanders, Coos Bay, Oregon, Manager of the Oregon Coast Association, was present regarding the following:

1. Enegren Ferry Road, (Coos River Secondary Highway). Mr. Sanders advised that this road was constructed a number of years ago across private property owned by Mr. Chas. Enegren, who suffered it to remain at the present location with the understanding that it would be relocated at some future time.

This arrangement, he said, was made by the County Court of Coos County before the road was designated a state secondary highway. He further stated that the road carries a large volume of traffic and is impassible during periods of high water, for which reason the County Court and Mr. Enegren are very anxious that it be located properly and improved. He advised that he is bringing the matter to the attention of the Commission at the request of the County Court. The Commission took the matter under advisement.

2. Request for renaming state park adjacent to the Oregon Coast Highway north of Port Orford, Curry County: Mr. Sanders stated that this park is now shown on the highway maps as "Newberg Park" for no known reason. He suggested that it be renamed "Black Rock Point State Park," inasmuch as the district in which the park is located is generally known as the Black Rock District. The Commission referred the matter to the State Parks Superintendent for investigation.

3. Proposed improvement of the Oregon Coast Highway through the City of Gold Beach: Mr. Sanders read aloud a joint letter from the Curry County Court, City of Gold Beach, and the Gold Beach Chamber of Commerce urging resumption of right of way negotiations for this improvement to the end that construction may proceed at the earliest possible time. Chairman Banfield advised that the Commission has no quarrel with the people of Gold Beach but simply stopped the negotiations for the right of way because it appeared to the Commission that the people did not care to furnish the right of way on the basis of their agreement with the former Highway Commission. Insofar as the Commission was presently advised the status of the matter has not changed although the Commission's Chief Counsel has authority to resume the negotiations when the differences have reached a satisfactory adjustment. The Chief Counsel gave as his thought that the differences could be ironed out in the not distant future.

4. Mr. Sanders read aloud and presented to the Commission a letter from the Oregon Coast Association complimenting the Commission on the manner in which it has maintained the state highway system during the wartime period in the face of extreme difficulties, and for the thoroughness evidenced in the developing of its Postwar Construction Program, also expressing confidence in the members of the State Highway Commission and its staff. The Commission expressed sincere appreciation for the compliments.

A delegation representing the County Courts of Tillamook and Washington Counties appeared before the Commission in the interests of construction of the connecting link between the Wilson River Highway at Glenwood and the Sunset Highway at North Plains, Washington County. The group consisted of County Judge Harland Woods and County Commissioner A. D. Thompson, of Tillamook County; and County Judge H. D. Kirkman and County Commissioner Jim Lewis, of Washington County. County Judge Guy Boyington of Clatsop County also was present. Judge Woods headed the group and presented a resolution that was adopted jointly by the County Courts of Washington, Multnomah, and Tillamook Counties, in which the Highway Commission is "requested and urged to take all steps and proceedings that may be necessary or proper to immediately adopt a program which will provide for the immediate construction of

a highway that will connect said Wilson River Highway with said "super" highway, and that said Wilson River Highway connection be constructed and completed, as near as possible, simultaneously with the construction and completion of that part of said "super" highway which will connect and complete the Sunset Highway." The Engineer exhibited a map showing the proposed highway connection, which, he said, is about ten miles long and is estimated to cost approximately $1,000,000, such estimate being based on projected alignment rather than on an actual survey. He further stated that the project has not been included in any program that the Highway Commission has formulated to date. Chairman Banfield pointed out that the Commission's Postwar Program is now going forward and that all Federal monies provided for the same have been allocated, so there is no chance to include this highway connection. The only encouragement that the Commission can give at this time, he said, is that it will consider the project in the preparation of the next program this coming fall. The Commission, he said, has an established policy which prohibits the making of commitments or promises, in advance, for any project.

Judge Kirkman then brought up for discussion a proposed improvement of the Tualatin Valley Highway between Beaverton and Forest Grove. He advised that this is one of the heaviest-traveled highways in the state and is in need of widening to relieve traffic congestion, particularly in the cities of Hillsboro and Forest Grove where bottleneck conditions exist. The Commission expressed a sympathetic attitude but denied the request for immediate construction because of lack of funds.

A delegation from Pendleton and vicinity was present and requested the following improvements: (1) Reconstruction of a short section of the Pendleton-John Day Highway just south of Pendleton to eliminate several sharp curves. (2) Construction of a highway extending from Hermiston to the site of the proposed dam across the Columbia River near Umatilla. (3) Improvement of Court Street and Dorion Street, Pendleton, as one-way streets for state highway traffic. (4) Improvement of the county road which extends northerly from Helix to Vanslycle Station, thence westerly to the head of Juniper Canyon, and the construction of an entirely new highway down Juniper Canyon to a connection with the Columbia River Highway at the village of Juniper, to facilitate the truck hauling of wheat to the Columbia River.

Mr. Guy H. Johnson, Chairman, Highway Committee, Pendleton Chamber of Commerce, headed the group, which included County Judge Carl W. Chambers; County Commissioner Henry C. Biamont; Hon. Carl Engdahl, State Senator; James Hill, Jr., Manager, Pendleton Grain Growers Association; Jess Arnold, representing the Pendleton AAA; and the following farmers: Dale Tucker, Pendleton; Ivan La Hue, M. O. La Hue, Pete Kosmos, Merton R. Winn, and Melvin Winn, all of Helix.

Mr. Johnson spoke briefly in behalf of the first three of the above-mentioned projects. Concerning the improvement of the Pendleton-John Day Highway, he gave as their understanding that the former Highway Commission, prior to the war, authorized the reconstruction work in order to facilitate the truck hauling of logs, but the work was called off when war was

declared. He urged reconsideration of the improvement as a safety measure because of the large volume of heavy traffic the road carries. The Engineer advised that some state force work was performed on this section but at no time did the former Highway Commission authorize the contracting of the major project, so the work was never finished. The Commission took the matter under advisement.

Mr. Johnson urged the improvement of the Hermiston-Umatilla Damsite project in order to facilitate the truck hauling of wheat to the Columbia River port when the dam is built. The Engineer advised that the Highway Commission has budgeted $130,000 of the postwar funds for this improvement and that the work is scheduled to be done in the third postwar year. Mr. Johnson then inquired as to the status of the proposed traffic separation project on Court and Dorion Streets, Pendleton, and was informed by the Engineer that the project has been approved by the Highway Commission, which has also authorized the contracting of the work as soon as surveys are completed and plans and specifications prepared.

Mr. Hill spoke in behalf of the proposed Juniper Canyon project. In this connection he presented a typewritten brief supported by oral arguments. He particularly urged the improvement from the standpoint of providing highway facilities for a large new wheat-growing area and to reduce marketing costs. He alleged that the availability of this road would save the farmers about two cents per bushel per year if they obtain the advantages of water transportation. He said that they are simply asking the Commission to give the project careful consideration. Chairman Banfield pointed out that the Commission already has plans to spend about $900,000 in Umatilla County during the three year postwar period, and, in view thereof, it does not seem possible to program this project unless the people of Umatilla County prefer it to other projects now scheduled for construction and will agree to the transferring of the funds.

The Engineer advised that the Federal Secondary Highway System for Umatilla County has already been selected and approved, and it would be difficult to change it now. He estimated the cost to construct the eleven-mile section of new road down Juniper Canyon from the end of the existing road at Juniper Clubhouse, at about $400,000. It was his thought that the project should be deferred at least until the McNary Dam has been built because of changes that might be required. Chairman Banfield concluded the discussion by stating that the Commission would give the project careful consideration in the formulation of the next construction program.

Mr. Don Sterling, Member, Advisory Committee of the Highway Commission's Travel Information Department, was present and presented a Travel Budget for the year 1946 as approved by the Committee at its meeting in Portland on February 23, 1946. He was accompanied by Mr. A. B. Sanders, member of the Committee, and Mr. Arlin Cole of the advertising agency, MacWilkins, Cole and Weber, which has been selected to handle advertising matters for the Commission during the ensuing year. Mr. Sterling also presented a letter from Mr. Ralph R. Cronise, Acting Chairman of the Committee, explaining details in connection with the proposed budget, which

totals $215,664.38, including the sum of $85,000 heretofore authorized by the Commission at its meeting on December 27, 1945. He explained that it is planned to spend $40,664.38 of this total for advertising during the early months of 1947, although, if considered advisable, an even larger amount will be withheld for expenditure in 1947 if travel developments during the present year indicate the wisdom of such action. A recapitulation of those parts of the budget previously approved by the Commission and those elements now recommended for adoption by the Commission is as follows:

Basic Media (Space including production) herewith recommended	$130,664.38
Operation Budget—booklets, photography, supplies, administration, etc. (Adopted by Commission December 27, 1945)	50,000.00
Bookkeeping carry-over of $35,000 on 1945 commitments not billed or paid as of December 31, 1945. (Adopted by Commission on December 27, 1945)	35,000.00
	$215,664.38
Herewith recommended to be withheld for 1947 expenditure in space	40,664.38
Total authorized for 1946 expenditure	$175,000.00

Mr. Sterling read aloud Mr. Cronise's letter. (For details see letter directed to the Oregon State Highway Commission dated February 25, 1946, in general files). Following discussion the Commission approved the budget as recommended, the action being by unanimous vote upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp.

A delegation from Klamath Falls and Medford appeared before the Commission and urged construction of a new highway between Klamath Falls and Medford via Lake o' the Woods. Mr. Charles R. Stark, Secretary-Manager of the Klamath County Chamber of Commerce, headed the group, which included the following: Wally M. Hector, County Engineer, Klamath County; J. A. Dutcher, Klamath Falls, operator of the resort at Lake o' the Woods; F. J. Newman, Medford, representing the Jackson County Chamber of Commerce; T. S. Neeley, Medford; and William Perry, County Commissioner, Jackson County. Mr. James Frankland, Regional Engineer, U. S. Forest Service, was also present. Mr. Stark advised that the delegation is not asking the Highway Commission to make any changes in its present construction program but urgently requests that the Commission give their project careful consideration in the allocation of future funds. He spoke for the project from the recreational standpoint and presented a brief in support of oral arguments. Others speaking in behalf of the improvement were Messrs. Newman and Hector. Chairman Banfield advised that there is no

possible chance to secure this improvement in the Commission's present Post-war Program; however, it will be given due consideration in the preparation of future programs.

A delegation from McMinnville, consisting of Dr. W. W. Heringer, Dr. W. H. Barendrick, Dr. C. L. Williams, and Guy Schumway, was present and presented arguments in opposition to the adoption of Baker Street, McMinnville, as the permanent route of the Pacific Highway West through this city. They presented a petition signed by 278 citizens of McMinnville who "believe that the interests of McMinnville and of Oregon will be served best by your abandoning the proposed changes to make Baker Street, McMinnville, into a super highway and the development instead of a hundred-foot wide thoroughfare west of the city over the Star Mill route." Chairman Banfield advised that the State Highway Commission has already passed on this matter and has taken action to improve Baker Street as the permanent route of this highway; also, that it is the feeling of the Commission that such routing should not be changed unless the Engineer should recommend it. He added that the Commission will discuss the matter further with the Engineer and will announce its decision later.

The Commission recessed for luncheon at 12:15 p.m. and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The following persons constituting a delegation from McMinnville was present and urged the Commission to retain and improve Baker Street as the permanent route for the Pacific Highway West through McMinnville: Hon. Eugene E. Marsh, State Representative; Hon. R. H. Windishar, Mayor of McMinnville; B. A. McPhillips, Assistant Manager, U. S. National Bank; Mr. Homer Ross, County Commissioner; Louis Courtemanche, Jr., City Councilman; Carl Vinton, auto dealer; Lee Waugaman, President, Oregon Mutual Fire Insurance Company; Frank Wortman, President, First National Bank; O. C. Yocom, City Engineer; Jack Bladine, Publisher, Telephone Register; Jack Griener, Councilman; Herman Larsen, Councilman; and Harry McMickle, automobile dealer. Mayor Windishar headed the group. He advised that, when the matter of designating Baker Street as the permanent route of this highway was first discussed, the people of McMinnville were practically unanimously in favor of such route; however, since then, opposition to such routing has developed under the sponsorship of the few people who are interested in the McMinnville Hospital, which is located on this street. He declared that the opposition does not reflect the majority of the people of McMinnville, who desire that no change be made in the routing as heretofore selected by the Commission.

Mr. Windishar also asked the Commission to make a decision with respect to the entrance of the Three Mile Lane Secondary Highway into McMinnville. He advised that Third Street, over which this highway is now routed, deadends at the parochial school near the eastern city limits, but the school authorities now are not unfavorable to the proposed improvement of the highway as it affects the school property because of the possibilities of ironing out differences. In this connection, he pointed out that three acres are available just beyond the church which would serve nicely as

school grounds in lieu of the present grounds that would be affected by the highway improvement, and gave as his thought that an arrangement might be effected for the use of this property for such purpose if action were taken soon. He urged the Commission to give the matter serious consideration while the opportunity exists because the present road, which leads to the city's airport, particularly the bridge over the river, is in a very unsatisfactory condition.

Mr. Marsh endorsed the remarks of Mr. Windishar with respect to both projects. Concerning the Baker Street matter he added that if the highway were routed as suggested by those who are opposed to the Baker Street route many valuable farms would be damaged. He pointed out that the Baker Street route passes by Linfield College, the directors of which at first objected to the routing but now have changed their attitude and are in favor of the present location. He also declared that, regardless of the route that is selected, at least 50 per cent of the traffic would use Baker Street. With reference to the petition filed by the delegation during the morning session, he stated that it contains the names of only a very few people who are property owners in McMinnville.

Mr. McPhillips stated that he is the biggest private property owner that would be affected by the routing. He endorsed the Baker Street route, notwithstanding that certain changes are to be made that would damage his holdings considerably. County Commissioner Ross and Mr. Courtemanche also spoke for the Baker Street route.

Chairman Banfield advised that the Commission's decision designating Baker Street as the route of this highway was based on the results of two public meetings conducted by the Commission in McMinnville and on reports of people whom the Commission expected and considered were acting in the best interests of the community. The Commission, he said, is endeavoring to route the highway in the best interests of all concerned and, in view of the two presentations made at this meeting, will reconsider the selection and take definite action later. This concluded the conference.

Following departure of the group the matter was again discussed by the Commission, and, as a result thereof, the Commission confirmed its previous decision by unanimous vote and instructed the Engineer to proceed with the improvement of Baker Street as originally planned.

The Commission discussed with the Engineer the bids received at the morning session and took the following action with regard thereto:

Construction of a bridge over Coffey Creek on the Tiller-Trail Secondary Highway, Douglas County: The Commission considered the low bid submitted by C. J. Eldon, Portland, to be satisfactory, however, Mr. Eldon qualified his bid by saying he would not accept the award of this contract unless also awarded the contract for the grading, surfacing, and oiling of the Milo-Tiller Section of this highway. Due to the fact that the award of the contract for the latter-mentioned project cannot be awarded until certain conditions have been satisfied the Commission referred the bids for

the bridge construction to the Engineer with authority to award the contract to Mr. Eldon when the conditions have been satisfied.

The Commission also referred to the Engineer the bids received for the grading, surfacing, and oiling of the Milo-Tiller Section of the Tiller-Trail Highway with authority to award the contract to C. J. Eldon, the low bidder, when certain conditions have been satisfied .

The Commission awarded to Babler Bros., the low bidder, the contract for grading, surfacing, and oiling the Woodworth Acres-Parkdale Section of the Hood River Secondary Highway, Hood River County.

The Commission awarded to Newport, Kern & Kibbe the contract for the regrading, surfacing, and oiling of the Lexington-South Springs Section of the Lexington-Echo Secondary Highway, in Morrow County, and also the contract for the regrading, surfacing, and oiling of the South Spring-Umatilla County Line Section of the Lexington-Echo Secondary Highway, in Morrow County, this contractor being the low bidder on both projects and the award being made on the basis of its combination bid.

At 2:30 p.m. Chairman Banfield announced the awards publicly, as follows:

"Construction of a bridge over Coffey Creek on the Tiller-Trail Secondary Highway, Douglas County. C. J. Eldon, Portland, submitted the low bid for this job at $15,050. He qualified his bid by stating that he would not accept the award of this contract unless also awarded the contract for the Milo-Tiller grading, surfacing, and oiling project. Harry I. Hamilton Co., Eugene, submitted the next low bid at $16,562. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, C. J. Eldon, when certain conditions have been satisfied.

"Grading, surfacing, and oiling the Milo-Tiller Section of the Tiller-Trail Secondary Highway, in Douglas County. C. J. Eldon, Portland, submitted the low bid for this job at $150,319.50. McNutt Bros., Eugene, submitted the next low bid at $196,102.50. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, C. J. Eldon, when certain conditions have been satisfied.

"Grading, surfacing, and oiling Woodworth Acres-Parkdale Section of the Hood River Highway, in Hood River County. The Commission received six bids for this job, that of Babler Bros., Portland, being low at $73,359.50. The bid of C. J. Eldon, Portland, at $75,287.50 was the next low bid. The Commission has awarded the contract to the low bidder, Babler Bros., at their bid price of $73,359.50.

"Regrading, surfacing, and oiling the Lexington-South Springs Section of the Lexington-Echo Secondary Highway, in Morrow County. The low bid was submitted by Newport, Kern & Kibbe, Portland, at $93,625.50.

This contractor stated refusal to accept the award unless also awarded the contract for the South Springs-Umatilla County Line Section of the Lexington-Echo Secondary Highway, for which he was also the low bidder. Curtis Gravel Co., Spokane, Washington, was the second low bidder at $95,568. There were five higher bids. The Commission has awarded this contract to the low bidder, Newport, Kern & Kibbe on the basis of its combination bid for both projects.

"Regrading, surfacing, and oiling the South Springs-Umatilla County Line Section of the Lexington-Echo Secondary Highway, in Morrow County. Newport, Kern & Kibbe, Portland, submitted the low bid at $88,498.80. Curtis Gravel Co., Spokane, Washington, was the second low bidder at $90,746. Both of these contractors qualified their bids by stating that they would not accept the award of this contract unless also awarded the contract for the Lexington-South Springs Section. The Commission has awarded the contract to the low bidder, Newport, Kern & Kibbe, on the basis of its combination bid for both jobs."

A delegation from Harney County, consisting of County Judge Nelson B. Higgs; J. L. McCulloch, Burns, City Councilman; and Ellis B. Bennett, representing the Burns Chamber of Commerce, came before the Commission regarding the improvement of the Burns-Crane Highway and the improvement of the road leading to the Burns Airport and the state experiment station, which connects with the Burns-Crane Highway. Judge Higgs was spokesman. He urged the contracting of the Burns-Crane project at the earliest possible time and asked the Commission to include in such contract provision for the improvement of the airport road. The Engineer advised that the Burns-Crane Highway improvement is scheduled for construction in the first year Postwar Program and he anticipates that bids will be received therefor at the April meeting of the Commission; however, no provision has been made for the airport road. Chairman Banfield advised that the Commission has no unobligated funds to allocate to the airport road construction at the present time, but the Commission will be pleased to consider it in the formulation of its next program, which will be discussed some time this fall. In the meantime, he said, the Commission expects to canvass the state in order to get the ideas of the people in the various communities with respect to the projects that should be given preference in such program. This concluded the conference.

A delegation representing the Gresham City Council and including R. L. Burton, Eugene Welling, and Guy Matthews, Councilmen; and C. C. Meisel, City Engineer, came before the Commission and requested state aid in the widening, and otherwise improving, of the Powell Valley Road (Mt. Hood Highway) through their city. Mr. Meisel was spokesman. He advised that the city has a street improvement program which includes the paving of a number of streets that intersect the Powell Valley Highway, and the construction of curbs, sidewalks, and storm sewers. Due to the fact that Powell Valley Road is a state highway they are requesting state assistance in the improvement of that street to conform with the improvement of the intersecting streets. He asked for construction of curbs on both sides of Powell Valley Road, widening and paving the full width between curbs, and the installation of a storm drain to take care of water that comes from side streets. He suggested the use of

Federal monies to finance the work. The Commission deferred a decision in the matter pending additional information and referred it to the Engineer with instructions to ascertain just what the city has in mind and how much the state's share would cost.

A delegation representing the Sullivan's Gulch Highway Committee, Portland, and including Hon. Robert A. Bennett, State Representative; H. E. Carlson, Secretary; and George Claussen, Assistant Secretary, came before the Commission regarding the proposed state highway along Sullivan's Gulch, Portland. Mr. Bennett headed the group and presented a petition urging the survey of the route at the earliest possible time. He was informed by Chairman Banfield that the survey is now under way, having been authorized by the Commission some time ago on the basis of an agreement with the Portland City Council that it would not grant permits for the development of industrial sites along the proposed route for the time being. Such survey authorization, he said, does not carry with it any commitment whatsoever as to construction, which shall depend upon the feasibility of the project from economic and other standpoints.

Mr. Asa W. Battles, County Judge of Crook County, headed a delegation which included J. C. Minson, County Commissioner; E. E. Goodrich, County Assessor; C. C. Vice, rancher; and Paul H. Spillman, rancher, all of Prineville, which asked the Commission to change its program of Federal Aid Secondary Highway projects by eliminating from the Federal Aid Secondary System the Prineville-Upper McKay Creek County Road, and the substitution therefor of the county road which extends westerly from Prineville about six and one-half miles, thence south to a connection with the Ochoco Highway near Powell Butte Store. Mr. Minson gave figures on the tonnage hauled over this road in support of their request. The Engineer advised that, while the Prineville-Upper McKay Creek County Road is on the Federal Aid Highway System, no money has been set up for construction. He gave as his thought that a switch in the projects could be made later on, if the change is still desired when money becomes available to finance the work. Chairman Banfield advised that the Commission would hold off this project for the time being and consider the change when the job can be financed. He assured the delegation that nothing further would be done about the matter without first discussing it with the County Court.

The County Court of Deschutes County, represented by County Judge C. L. Allen and County Commissioners E. E. Varco and A. E. Stevens, was present in the interests of the county road which extends easterly from a connection with the Powell Butte Secondary Highway, about four miles east of Bend, a distance of 9.4 miles to a place known as Alfalfa. Judge Allen advised that this road is badly in need of improvement and that the people were assured by the Court that it would be given first consideration after the war. He pointed out that the road has been tentatively designated a Federal Aid Secondary Highway but is not scheduled for improvement in the Postwar Program, so they are coming to the Highway Commission at this time in an endeavor to obtain state aid in financing the work. Judge Allen referred to an agreement between the County Court and the former Highway Commission regarding the improvement of the Lower Bridge-Terrebonne County Road (see Agreement No. 621,

dated July 18, 1941, as ammended by Agreement No. 674, dated May 19, 1942, in the Miscellaneous Contracts and Agreements File) wherein the state was obligated to do certain things and the county was obligated to do certain things. The county, he said, has fulfilled its obligation, but the state still owes the county the sum of $5,422.45, which, according to the agreement, was to be spent for the improvement of some other county road. The Engineer verified Judge Allen's statement and explained the arrangement in detail. Judge Allen asked the Commission to apply this amount on the oiling of the Alfalfa County Road and to augment the same with additional state monies. The county, he said, will do the necessary grading and surfacing work and will repair the bridge structures at county expense. The Engineer estimated the cost of the grading and surfacing at approximately $55,000 and the cost of the oiling work at about $35,000. He recommended favorable consideration of this request. The Commission took the matter under advisement.

Judge Allen then advised that the County Court wishes to repair the bridge structures before the irrigation season starts and inquired into the possibilities of securing the services of an engineer of the State Highway Department to set the grade stakes. The Engineer was instructed to perform such service for the county. This concluded the conference.

Following departure of the delegation the matter was given further consideration by the Commission. As a result of discussion, the Commission, by unanimous vote, authorized the oiling of this road as a state-financed project, the work to be contracted as soon as plans and specifications can be prepared.

Messrs. Fred T. Fowler, Traffic Engineer for the City of Portland; E. Gary Spencer, Vice Chairman, Transportation Planning Commission; and W. J. Weller, Transportation Engineer and Secretary-Director of the Transportation Planning Commission, came before the Commission regarding the use of the park area between Harbor Drive and Front Avenue, Portland, and extending from S. W. Washington Street to S. W. Pine Street, for the parking of automobiles during the present emergency. Mr. Fowler headed the group. He advised that the automobile parking problem in Portland at the present time is serious and urged the Commission to allow the use of the above-described area for the parking of cars until such time as a comparable area has been provided. He suggested such use for at least one and one-half years and the postponement of the Highway Commission's landscaping project until the Harbor Drive Project has been completed. Chairman Banfield advised that the Commission has given this matter considerable thought and is reluctant to permit the use of the property for the purpose suggested because of complications that would result from such use. He asked Mr. Fowler whether or not, in his estimation, the Portland City Council would ask the Highway Commission, in writing, to delay the landscaping project that is planned for this area so that the property could be used as a parking lot. It was Mr. Fowler's thought that the City Council would make such a request in writing. The Commission thereupon instructed the Chief Counsel and the Engineer to prepare an appropriate letter and an agreement in conformity with the Commission's ideas on the subject. A definite decision in the matter was deferred by the Commission pending satisfactory conclusion of the negotiations.

The Engineer requested authority to advertise for bids for a number of construction projects to be financed with state funds. He presented a list of eligible projects, from which the Commission selected the following for immediate construction:

COUNTY	HIGHWAY	SECTION AND KIND OF WORK	ESTIMATED COST
Benton	Eddyville-Blodgett	20 miles Resurfacing	$ 150,000
Coos	Coos Bay-Roseburg	South of Myrtle Pt., Line change	15,000
Deschutes	Alfalfa Co. Rd.	10 miles Oiling	35,000
Gilliam	Wasco-Heppner	Hay Creek Section, 4 mi. Grad. & Surf.	150,000
Lake	Warner Valley	Burns-Lakeview Hwy. to Mud Creek, Resurfacing	110,000
Multnomah	Pacific	Interstate Bridge, Lighting	11,000
Multnomah	Columbia River	Slide east of Multnomah Falls	100,000
Sherman	Shaniko-Fossil	Sherars Bridge Section	75,000
		Total	$ 646,000

In the discussion of the above-selected projects, the Commission also considered the resurfacing of the Oregon City-Canby Section of the Pacific Highway East, in Clackamas County, which the Engineer estimated would cost about $250,000. It was the thought of the Commission that this section of highway should be widened as well as resurfaced in order to eliminate the excessive curvature that now obtains. The Engineer was instructed to investigate the matter further and to report the cost to straighten this road. The Commission also discussed matters pertaining to the Postwar Program and instructed the Engineer to submit a map showing the location of the projects approved in the original program, together with those approved subsequent thereto, and additional projects which he suggests for construction.

The Chief Counsel reported receipt of an offer from Mr. J. E. Niemi to purchase certain state-owned property in Astoria located at the intersection of Astor Street with the Oregon Coast Highway. It appears that the property is triangular in shape and that Mr. Niemi wishes to operate a service station at this point; also, that Mr. Niemi is willing to accept a deed with the usual restrictions as to highway access. Following discussion, the Commission referred the matter to Commissioner Chessman, the Chief Counsel, and the Engineer with authority to sell the property if that is considered advisable.

The Commission discussed the matter of calling for bids for the operation of a state-owned ferry across the Columbia River between Astoria, Oregon, and Megler, Washington, being a resumption of the discussion of the previous day. As a result thereof, motion was made by Commissioner Chessman that the Commission advertise this operation for bids to be received at its next regular meeting based on the Commission's expressed intention of operating such a ferry. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

The Engineer reported briefly that the Federal Housing Authority is formulating plans for the discontinuance of the housing project adjacent to the Pacific Highway East between Portland and Milwaukie in connection with which it appears a plan for the future use of the land must be outlined. He advised that the tentative plan of the local authorities is to establish a state park between the highway and Johnson Creek and to sell the land on the opposite side of the highway for industrial development, reserving a strip parallel to the highway for a roadway to serve the industries, with access to the highway being limited to two points in order to eliminate traffic hazards. The question arose whether or not each property owner could demand access to the highway. The Chief Counsel advised that each would be entitled to such a convenience. The Commission indicated a favorable attitude toward the project but deferred a decision until the plans are further advanced. The Chief Counsel and the Engineer were authorized to ascertain the possibilities of securing clearances from the property owners if the plan materializes.

The Engineer requested authority for Mr. Harold B. Say, Director of the Travel and Information Department, to go to Seattle, Washington, on March 6 and 7, 1946, for a joint conference with the British Columbia Travel Bureau and the Washington Development Commission. He advised that this is a two-day meeting and that Mr. Say's expenses would not exceed $30. The Commission approved the request unanimously.

The Commission discussed the proposed improvement of the Oregon Coast Highway at Hebo, Tillamook County. The Engineer advised that the present bridge over Three Rivers at this place is in bad condition and should be replaced with a new structure; also, that when the new bridge is built it should be constructed on permanent alignment, a short distance west of the present location. He estimated the cost of the bridge at $25,000 and the cost of the needed right of way at $10,000. The Commission deferred a decision in the matter for the time being because of possible complications.

A request was presented from Mr. Howard Hinsdale, Reedsport, for permission to maintain a "guy wire" over the Oregon Coast Highway at a point near the outlet of Lake Tahkenitch, Douglas County. It appears that the guy wire is needed to support a spar tree which is used by Mr. Hinsdale in logging operations. The matter was referred to the Engineer for investigation with authority to approve the installation if he considers it advisable.

The Commission considered and signed agreements, etc., as follows:

Agreement with Kathryn Mayberry covering grade change in front of Lot 3, Block 132, Caruthers Addition to Portland.

Agreement with Kathryn Mayberry covering grade change in front of Lot 4, Block 132, Caruthers Addition to Portland.

Agreement with M. Tolpalar and Helen Tolpalar covering grade change in front of Lot 1, Block 132, Caruthers Addition to Portland.

Agreement with Jos. F. Fracasso et ux covering grade change in front of Lot 1, Block 150, Caruthers Addition to Portland.

Agreement with S. P. Company re easement for a grade crossing in the City of Newberg.

Agreement with Southern Pacific Company covering encroachments on railroad property between Gates and Niagara, Marion County.

Agreement with Hood River County regarding relocation and abandonment of a section of the Hood River Secondary State Highway No. 281, Hood River County.

Agreement with Leonard & Slate covering slide removal operations on the Upper Columbia River Highway near Multnomah Falls.

Tentative agreement with the U. S. War Department, covering the survey and preparation of plans, specifications and estimates necessary for the relocation of the Willamette Highway near Lowell, required by proposed dam construction.

Agreement with Pacific Telephone & Telegraph Company re removal and relocation of poles on Mazama Junction-Lobert Section of The Dalles-California Highway.

Field agreements with Grazing Service of the U. S. Department of Interior covering acquisition of juniper strips along the Central Oregon Highway between Bend and Horse Ridge; McKenzie Highway between Sisters and Redmond, and along the Ochoco Highway between Redmond and Prineville.

Rental agreement with Mercer and Ashenfelter covering property being used for maintenance headquarters purposes at John Day.

Agreement with MacWilkins, Cole and Weber, a corporation, authorizing compilation and publishing of information and data re places of interest in the State of Oregon.

Agreement with Ray B. William et ux re conveying to the state real property located in Lane County and the removal of partially constructed house therefrom.

Agreement with Everett Stoaks and Mildred Stoaks to correct certain defects in the title to real property located in Block 6 in the Town of Niagara, purchased by State Highway Commission.

Bargain and Sale Deed covering property lying outside R. W. in Sec. 21, T. 8 N., R. 9 W., Clatsop County, to Adolph A. Nurnberg.

Quitclaim Deed conveying property to Odette Hall and George R. Hall to lands laying in North half of Sec. 16, T. 15 S., R. 4 W., Lane County.

Pipe line easement in favor of U. S. Bureau of Reclamation on the John Day Highway and the Vale Project.

26 1946

Permit to Crane Mills authorizing truck hauling of logs across the Klamath Falls-Lakeview Highway at M. P. 52.80, near Bly.

Application for purchase of electric service from Lapine Electric Corporation.

License to State of Oregon for stockpile site on lands of U. S. A. acquisition for reclamation purposes, Owyhee Project.

Contract with O. C. Yocom for grading and surfacing of Buell and Salt Creek-Dolph Corner Sections of the Dallas-Const Secondary Highway, in Polk County.

There being no further business to come before the Commission at this time, the meeting adjourned at 5:00 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

FEB 26 1946

VOLUME 31

PART I

PART 1

OF

VOLUME XXXI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1946

T O

AUGUST 23, 1946

- - - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Merle R. Chessman, Commissioner

- - - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1946	Subject
12932	Apr. 4	Bids received on the following projects:
		Burns-Lawen Sec.
		Mill Creek-Miller Flat Sec.
12933		Mazama Junction-Spring Creek Hill Sec.
		Waldport Rock Prod. Proj.
		Bridge over Mill Creek
		Construct spans over Trask River
		Vadis Overcrossing
		Viaduct over Sunset Hwy. (Mountaindale County Road)
12934		Ferry service, Astoria-Megler Crossing, Columbia River
		Parks Supt. reports on following:
		Short Sand Beach Park. Purchase of 42.22 acres approved.
		Coos County. Myrtle tree groves, Coos Bay-Roseburg Hwy. Preservation approved. Agreements signed.
		Douglas County. Loon Lake. Proposed park site. Petition to Dept. of Interior approved.
		Williamson State Park. W.H. Kuhn. Rental of residence.
12935		Extension of lease approved.
		Curry County. Newburgh State Park. Renaming. Newburgh to be retained.
		Real Property. Resolution authorizing acquisition adopted.
12961		Right of way acquisition. Options on following discussed:
		Klamath County. Klamath Falls, Balsiger Motor Co. Purchase of standard-width right of way approved. Chief Counsel to condem if necessary
12962		Lincoln County. Oregon Coast Hwy. Spencer Creek-Agate Beach Sec., I.M. and Mary B. Hayes. Condemnation approved
		Lincoln County. Oregon Coast Hwy. Ocean Lake-Delake Sec. Leo F. Denzel and Z.K. Smith. Settlement ordered.
		Klamath County. The Dalles-California Hwy. Mazama Junction-Lobert Sec., John Zbinden. Condemnation authorized.
		Coos County. North Bend maintenance site. L.F. and Cloe Ashworth. Condemn if deal with Weyerhaeuser Tmbr. Co. is consummated.
		Condemnation. Offers approved. Resolutions adopted.
12973		Condemnation. Lincoln County. Oregon Coast Hwy. Spencer Creek-Agate Beach Sec. Controversy with Charlotte Thomas. No action.
		Yamhill County. Willamina. Pacific Plywood Corp. private roadway request granted.
		Sale of buildings. Offer of C.C. Tucker to pay $100 for buildings
12974		on Gates-Niagara Sec., North Santiam Hwy. rejected.
		Sale of land. Cannon Beach. Bids rejected. To be readvertised.
		Sale of land. Troutdale. Offer of Troutdale Vegetable Growers Assoc. accepted. Assoc. to build new road.
		Jackson County. Pacific Hwy., Ashland. $43,500 to be paid Mr. H.L. Claycomb.
		Jackson County. Ashland. Pacific Hwy. Plaza Section. Geo. W. Knox request as to start of construction.

Page	Date 1946	Subject
12975	Apr. 4	Astoria-Megler Ferry. Acquisition and agreement discussed. Action deferred.
		Multnomah County. Crown Point. H.A. Dryer. Cancellation of lease approved. State to pay Mr. Dryer $50.
		Sale of building. Tiller-Trail Secondary Hwy., sale of building to Phillip H. Hart for $25 approved.
		Polk County. Pacific Hwy. West. Monmouth. Oregon College of Education. Use of property adjacent to highway approved.
12976		Lane County. Pacific Hwy. McVeigh Viewpoint improvement urged. Parks Supt. to report.
		Wayside stips. Clackamas County. Pacific Hwy. East. Oregon City-Canby Sec. Acquisition urged. No action.
		Clackamas County. Pacific Hwy. East. Oregon City-Canby Sec. Authority to make survey for straightening confirmed.
		Recess at 12 noon to reconvene at 2:00 p.m.
		Minutes of Feburary 25 and 26, 1946 approved.
		Coos County. Oregon Coast Hwy. Coos Bay. Santa Cruz Cement Co. property. Acquisition by condemnation. Chief Counsel to negotiate.
		Multnomah County. City of Portland. Seawall. Alteration
12977		of agreement approved. Resolutions adopted.
12978		Claim. Great Northern Rwy. Co. Reimbursement for re-
12979		moving asphalt at Bend approved.
		Indian land. Purchase certificates. Secretary to sign.
		Sale of land. Property on McLaughlin Blvd., Portland. Proposal guaranty of A.P. Bocci to be returned.
		Columbia County. St. Helens. Equipment storage headquarters. Payment of $18 a month approved.
		Traffic accidents. Report of Engineer approved. Engineer
12980		to make special study.
		Signs. Railroad crossing stop signs. Removal of three signs approved.
		Bids received at morning session discussed.
12981		Federal Aid Highway Projects. O.P.A. control of contract awards.
		Engineer to notify county courts.
		Awards. Chairman Benfield announces awards of contracts.
12983		Astoria-Megler ferry. Bid for operation discussed. Agreement signed.
		McKenzie Hwy.. Removal of snow to "Hand Lake Ski Ground"
12984		requested. Action deferred
		Sherman County. Columbia River Hwy. Maryhill Ferry. Request for state construction of new approach road denied.

Page	Date 1943	Subject
12984	Apr. 4	Cove Park. Loss of building by fire. Settlement approved.
		Silver Creek Falls Park. Lease of concession to Walter S. Taylor confirmed.
		Lane County. Siuslaw Hwy. Modernization over Low Pass. Report of Engineer filed.
		Linn County. Santiam Hwy. Lebanon. Improvement in city
12985		requested. Cost survey authorized.
		Multnomah County. Mt. Hood Hwy. Gresham. Improvement in city by state approved.
		Klamath County. The Dalles-California Hwy. Beaver Marsh. Use of highway for airplane take-off. Referred to State Board of Aeronautics.
		Benton and Lincoln Counties. Eddyville-Blodgett Secondary Hwy. improvement requested. Funds previously set up.
12986		Lincoln County. Newport street maintenance. Request for state aid denied.
		Clatsop County. Gearhart street maintenance. Request for state aid denied.
		Douglas County. Riddle street maintenance. Request for state aid denied.
		City street maintenance. Chairman Banfield states policy regarding streets damaged by log-hauling operations.
		Umatilla County. Pendleton-John Day Highway. Improvement south of Pendleton requested. Consider in next program.
12987		Awards. Commission confirms Engineer's awards: Spencer Creek-Agate Beach Sec., Berke Bros. Weston Mountain-McDougal Sec., E. C. Hall Co. Coffey Creek Bridge, C. J. Eldon Milo-Tiller Sec., C. J. Eldon
		State Tax Street Funds. Plans for certain cities and towns approved. Resolution adopted.
12989		State Tax Street Funds. Plans for certain cities and towns approved. Resolution adopted.
12992		Surveys. Traffic origin and destination. Portland. Project approved. State to contribute funds.
		Linn County. Pacific Hwy. E. Albany. Service road at Waverly
12993		Lake. Construction approved.
		Cabins. Construction for maintenance forces approved.
		Extensions of time approved as follows: Contracts Nos. 2707 and 2736.
12994		Contracts completed and accepted as follows: No. 2670
		Multnomah County. Portland. Area between Front Ave. and Harbor Drive. Use for parking authorized.
		Permit. Albany "Timber Carnival". One trip log load from
12995		Albany to Portland and back approved.
		Signals. Clackamas County. Traffic light at junction of Courtney Road with Pacific Hwy. E. Engineer to investigate.
		Signals. Marion County. Salem. Traffic light installation at three intersections on Center St. approved.

Page	Date 1946	Subject
12995	Apr. 4	Signals. Clackamas County. Canby. Traffic light installation. Request denied.
12996		Signals. Washington County. Hillsboro. Three traffic light installations approved.
		Signals. Linn County. Harrisburg. Traffic light request denied.
		Grant County. John Day. Installation of neon sign at east city limits. Commission assumes no jurisdiction.
		Morrow County. Wasco-Heppner Secdy. Hwy. Abandonment between Stations 553+30 and 562+50 approved. Resolution adopted.
12998		Union County. Wallowa Lake Hwy. Boswell Ranch-Cold Canyon Sec. Abandonment approved. Resolution adopted.
13000		Log-hauling permit. Ostrander Rwy. and Tmbr. Co. to Crown-Zellerbach Corp. Assignment approved.
		Claim. Minerva Mendenhall, Echo, Oregon. Settlement in amount of $580.20 approved.
13001		Load Limits. Eddyville-Blodgett Secdy. Hwy. Reduced limit approved. Resolution adopted.
13002		Marion County. North Santiam Hwy. Detroit-Niagra Sec. Designation as state secdy. hwy. approved. Resolution adopted.
13004		W. W. Stiffler authorized to attend meeting of Intermountain Logging Conference in Spokane, Wash., April 4 and 5, 1946.
		C. E. Paulsen authorized to go to Boise, Idaho, to check records of Morrison-Knudsen Company, April 17, 18 and 19, 1946.
		Multnomah County. Portland. "Foothills Highway". Condemnation. No action.
		Meeting date. May 15 and 16, 1946, set for next regular meeting.
		Unfinished business:
		Linn County. Albany. Redesignation as state highways of streets and roads. To be deleted from future agendas.
		Rerouting of logging trucks. To be deleted from future agendas.
		Speed limit. Umatilla County. Oregon-Washington Highway. Freewater-Washington State Line Sec. No action.
13005		"No parking" zone. Pacific Hwy. W. McMinnville. No report.
		Benton and Polk Counties and City of Independence. Independence-Granger County Road. Maintenance agreement terminated.
		Polk and Marion Counties. Bridge at Independence. No report.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Improvement in Woodburn to be considered later.
		Coos County. Enegren Ferry Road improvement listed for future consideration.
		Insurance. Private insurance on Highway Department buildings. Discontinuance approved.
		Meeting adjourned at 5:00 p.m. to reconvene next day at 9:00 a.m.

Page	Date 1946	Subject
13006	Apr.5	Bids received on following projects:
		Reese Creek-Antelope Creek Section
		Widening existing bridge over Altamont Canal, Klamath Falls
		Washburn Way-Altamont Drive Lighting Project, Klamath Falls
		Klamath Falls-U.S.R.S. Canal Section
		Spring Creek Hill Section
13007		Spring Creek Hill-Lobert Section
		Oceanlake Section
		Viaduct over Spencer Creek, Lincoln County
		Lighting system on Interstate Bridge
		North Unit, Fulton Canyon Section
13008		Construct frame maintenance building at Elgin
		Mill Creek Forks-The Dalles Section
		Timber strips. Sunset Hwy. Privilege of cutting timber on wayside strips denied.
		Wayside strips acquisition. Pacific Hwy. E. Oregon City-Canby Sec. Referred to Engineer and Parks Superintendent for report.
		Park. McVeigh Viewpoint. Lane County. Development urged by delegation. Referred to Parks Superintendent for report.
		Trail markers. Old Oregon Trail. Erection of approved markers
13009		requested. Matter taken under advisement.
		Trail markers. "Applegate Trail" and "Barlow Trail". Construction of signs authorized. Engineer to handle details.
		Coos County. North Bend. No exchange of property with Weyerhaeuser Timber Co. Commission sell only maintenance site.
13010		Forest Highway Funds. Transfer of $350,000 from Port Orford Project to North Santiam Hwy. approved. Letter signed by Commission.
13013		Harney County. Burns-Crane Hwy. City of Burns. Paving full width requested. Referred to Engineer.
		Lincoln County. Oregon Coast Hwy. Oceanlake. Improvement to include median strip.
		No contract award until difficulty with one property owner taken care of.
		Astoria-Megler Ferry. Bid price discussed with low bidder.
13014		Engineer and Chief Counsel to prepare agreement.
		Real property. City of Newport. Request of Port of Newport
13015		to purchase tract at old ferry landing approved. Engineer and Chief Counsel to prepare agreement.
		Log hauling. Permit of Forrest Meacham, Eugene, canceled.
		Log hauling. Mecanicum Hwy. Prouty Lumber and Box Co. agrees to comply. Engineer to proceed with widening.
		Log hauling. Inspection and weighing of loads at state-owned scales. No change made in P.U.C. regulation.
		Recessed for luncheon at 12 noon to reconvene at 2:00 p.m.

Page	Date 1946	Subject
13016	Apr. 5	Travel and Information Dept. Advisory Committee. Arden X. Pangborne appointed to replace Palmer Hoyt.
		Lincoln County. Ocean beach. Request for use of ocean beach south of Newport as aircraft landing field denied.
		Clatsop County. Oregon Coast Hwy. City of Seaside. Re-routing along Roosevelt Drive. Request to be referred to Engineer and Chief Counsel for report.
		Clackamas County. Pacific Hwy. E. Service road between Mil-
13017		waukie and Portland. Request to be presented in writing. Engineer to report at next meeting.
		Bids. Bids received at morning session discussed.
13018		Awards of contracts announced by Chairman Banfield.
13020		Multnomah County. Columbia River Hwy. Troutdale. Lease of property. Mr. Mumpower to vacate the premises.
		Klamath Falls Lighting Project. Washburn Way-Altamont Drive. Award of contract approved by A. D. Collier. Swan Lake Moulding Company to pay entire cost.
		Permits. Swan Lake Moulding Co. Permit granted for lighting system on Washburn Way-Altamont Drive, Klamath Falls, with clause authorizing transfer of rights.
		Marion County. Salem shops. Railroad siding. Temporary use
13021		by West Foods Co. approved.
		R. H. Baldock, State Highway Engineer, re-appointed for 4-year term.
		C. B. McCullough, Asst. Hwy. Engr., re-appointed for 4-year term.
		J. M. Devers, Chief Counsel, re-appointed for 4-year term.
		H. B. Glaisyer, Secretary, re-appointed for 4-year term.
		Salary and wages. Salary increases for Secretary, Parks Supt., Staff Engineer, Acting Traffic Engr. approved effective April 1, 1946.
		Real property. Clatsop County. Astoria. Offer of J. E. Niemi to purchase and to lease property accepted. Engineer to handle details.
		F. B. Crandall authorized to attend Safety Conference in Washington, D.C., May 8, 9 and 10, 1946.
		R H. Baldock authorized to attend meeting of American Assoc. of State Hwy. Officials in St. Paul, Minn., June 20 and 21, 1946. 1946.
13022		Budget. 1946 Minor Betterment. Install new roadway approaches. Engineer to report.
		Agreements and other papers signed.
13023		Meeting adjourned at 4:15 p.m.
	May 1	Astoria Ferry.
13024		Gill net fishery. Request of Columbia River Fishermen's Protective Union for choice of ferry contractor who is in sympathy with fishing interests. No action.
		Operation of ferries. Offer of former employees on ferry boats to operate service on flat sum basis or cost plus 5%.

Page	Date 1946	Subject
13024	May 1	Astoria Ferry (Cont.)
		Awards. Contract for ferry service awarded to Babbidge & Holt.
		Contract to be reduced to one-year operation
		State to be permitted to examine contractor's books to determine cost.
		Chief Counsel instructed to prepare contract. Engineer to handle details of operation and make preparations to operate ferry starting June 1, 1946.
13025		Landing facilities. Chief Counsel authorized to secure lease on facilities at Astoria and at Megler.
		Speed Zones. Multnomah County. Establishment of designated speeds on certain roads. Engineer to investigate and report results to Speed Control Board.
		Surveys. Portland. Origin and destination survey. State to contribute $60,000 toward cost of project.
13026		Permits. Lane County. Siuslaw Highway. Cape Horn Quarry. J. D. Walling granted permission to remove 10,000 cu. yds. rock.
		Awards. Engineer's award of contract to Mark Smith & Co. for Washburne Way-Altamont Drive Lighting Project, Klamath Falls, approved.
		Clatsop County. Oregon Coast Hwy. Young Bay-Lewis and Clark River Sec. Relocation. Engineer authorized to make survey. Chief Counsel to negotiate right of way options.
		Agreements and other papers signed.
13027		Meeting adjourned at 3:45 p.m.
	May 15	Bids received on the following projects:
		Eddyville-Blodgett Sec.
13028		South Umpqua River Bridge on Oak Street, Roseburg
		Construct concrete bridge over Little Butte Creek in Eagle Point
		Widen bridges over Reese Creek, Little Butte Creek and Antelope Creek
		Dairy Rock Production Project
		Bly-East Forest Boundary Rock Production Project
		Construct Concrete Pile Trestle Bridge at Junction City
		Front Avenue (Sheridan St.-Bancroft St.) Sec.
		Widen west end of Ross Island Bridge, Portland
		South Unit, Enterprise-Forest Boundary Sec.
13029		Minutes approved. May 1, 1946.
		Parks Supt. reports on following:
		Gift of Frank L. TouVelle of 9.85 acres for park purposes accepted.
		Gift from Douglas County of park site along Umpqua River accepted.

Page	Date 1946	Subject
13029	May 15	Parks Supt.'s reports (Cont.)
		The Cove State Park. Removal of cinders from Round Top area. Parks Supt. to investigate area for other pits. Residents of Jefferson County to be allowed to remove cinders from Round Top if no other pits found.
		Silver Creek Falls State Park. Sale of concession privileges.
13030		Contract to be signed with Walter S. Taylor. Operations to begin next spring.
		Darlingtonia Park. Purchase of park for $1,250 approved.
		Gift of J. Ross Hutchinson of park site and wayside strip near Elkton accepted.
		Real property. Acquisition authorized. Resolution adopted.
13041		Condemnation. Offers approved. Resolutions adopted.
13046		Sale of buildings. Tiller Trail Hwy. Sale of residence for $35 authorized.
		Sale of buildings. North Santiam Hwy. near Niagara. Sale to C. C. Tucker for $105 approved.
		Clackamas County. Oswego Hwy. Dunthorpe. Deeding of strip
13047		of land to Oregon Iron and Steel Co. approved.
		Benton County. Corvallis-Newport Hwy. Discontinuance of stockpile site east of Philomath. Engineer to investigate.
		Multnomah Co. Columbia River Hwy. Dodson-Bonneville Sec. Acquisition of r/w. Engr. to make survey. Chief Counsel to secure options.
		Claim. Roscoe Hopper, et ux. Warm Springs Hwy. Prineville. Railroad grade crossing controversy. Settlement approved.
		Tillamook County. Wilson River Hwy. Logging of tract deeded to state for park purposes. Consolidated Timber Co. granted extension of time to Oct. 14, 1948.
13048		Malheur County. Revised permit from U.S. Gov. Reclamation Service re use of stockpile site approved.
		Portland. Harbor Dr. and Front Ave. Agreement with City of Portland covering automobile parking on landscape area approved.
		Sale of land. Three tracts of land in Cannon Beach. Offers of Dorothy E. Hafner and John T. Conchuratt accepted.
		Lincoln County. Oregon Coast Hwy. Waldport. Request to operate "wishing well" in state park denied.
13049		Douglas and Jackson Counties. Redecking Oak Street Bridge, Roseburg, and constructing bridge over Little Butte Creek, Eagle Point. Commission to prepare specifications and advertise for bids. Resolutions from Counties ordered filed.
		Claim. W. W. Purvis. Oregon Coast Hwy. Nelscott. Payment to Purvis of $1,000 for property damage approved.
		Clackamas County. Pacific Hwy. E. Portland to Milwaukie service road paralleling highway. No action.
		Clatsop County. Oregon Coast Hwy. Seaside. Rerouting along
13050		Roosevelt Drive. Engr. to advise nothing can be done until r.r. co. abandons facilities.

Page	Date 1946	Subject
13050	May 15	Tillamook County. Oregon Coast Hwy. Pleasant Valley. Cattle pass construction requested. Request denied.
		Cattle pass construction. Policy established re contribution toward such projects.
		Water pollution. Joint action requested by Sanitary Authority. Engineer to investigate and report.
		Recessed for luncheon at 12:00 noon to reconvene at 2:00 p.m.
		Southern Route to Oregon. Controversy re naming. Referred to Oregon Historical Society.
		Speed Zone. Umatilla County. Oregon-Washington Hwy. Freewater-Washington State Line Sec. Speed zone established.
13051		Resolution adopted.
13052		"No Parking" Zone. Yamhill County. Pacific Hwy. W. North of
13053		McMinnville. "No Parking" zone approved. Resolution adopted.
		Log Hauling. Permit of W. H. Finley canceled.
		Log Hauling. Refusal of Allen George Tindall to allow loads to be weighed. Warning letter to be written to Art Johnston, owner of the truck.
13054		Log Hauling. Permit of Donald Baldridge, Reedsport, canceled.
		Snow removal. Cost to open following hwys. reported: Mt. Hood Hwy.; McKenzie Hwy.; W. Diamond Lake Sec. Hwy.; E. Diamond Lake Sec. Hwy.; Crater Lake Hwy. Engineer to proceed with work.
		Curry County. Oregon Coast Hwy. Footpath and sidewalk construction on Chetco River Bridge. Action deferred.
		Klamath County. W. Side Klamath Lake Sec. Hwy. Improvement
13055		urged by Ft. Klamath Grange and City of Klamath Falls. Action deferred.
		Lane County. Pacific Hwy. Modernization requested by Crater Lake Post, V.F.W. Action deferred.
		City street improvements:
		Ontario. Paving of SW 4th Ave. Engineer to investigate and discuss with City Council.
		Burns. Oiling of Monroe St. Action deferred.
		Klamath Falls. Construction of "service" roads along So. Sixth St. approved. Hwy. Dept. to furnish engineering only.
		Rest Room facilities for tourists. Cannon Beach. Engineer
13056		instructed to prepare letter to <u>all</u> cities re maintenance.
13057		State Tax Street Funds. Resolution adopted.
		State Tax Street Funds. Resolution adopted.
13059		State Tax Street Funds. Resolution adopted.
13062		State Construction Program for 1946, 1947, 1948. Engineer to report.
		Awards. Engr.'s award of contracts confirmed.
13063		Douglas County. Tiller-Trail Secdy. Hwy. Coffey Creek Bridge. Contract #2788. C. J. Eldon requests contract be canceled Request denied.

Page	Date 1946	Subject
13063	May 15	Grant County. Seneca. Construction of two cabins for use of maintenance forces. Approved.
		Jefferson County. Trout Creek Road. No change in program to be made without consulting County Court.
13065		Contracts completed and accepted as follows: Contracts Nos. 2720, 2734, 2746, 2758, 2761, 2762, and 2776. Resolution adopted.
		Forest Hwy. Program. Revision in program. Letters to Chief, Forest Service, and Commissioner of Public Roads approved.
		Crook and Wheeler Counties. Ochoco Hwy. Acquisition of needed r/w. Engineer to investigate.
13067		Marion County. North Santiam Hwy. Detroit Dam. Agreement with U.S War Dept. re construction of hwy. around dam approved.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces award of contracts and
13069		explains reason for rejecting some bids.
		Astoria Ferry. Purchase of ferry facilities for $167,008.78 approved.
		Chief Counsel authorized to sign Marine and Customhouse ...
13070		documents. Resolution adopted.
		Establishment of toll schedule approved. Rate fixed for passenger busses.
		Payment of standard rate for fares by Navy personnel approved.
		Purchase of insurance coverage. Action deferred.
		Wasco County. County Market Road. Designation of road extending from Emerson-Roberts Market Road #5 to Fifteen Mile Creek (Fairbanks) Market Road #18 approved.
13071		Equipment. Rescue or evacuation. Request of Clatsop County Chapter, American Red Cross for use of state hwy. equipment approved.
		Klamath County. Henley. State aid in construction of memorial tennis court. Work may be done by state's contractor.
		Speed Zone. Marion County. Pacific Hwy. E. at Pudding River Bridge. Rescinding of speed limit deferred.
		Speed Zone. Washington County. Sunset Hwy. near Buxton.
13072		Lifting of speed limit approved. Resolution adopted.
		Signals. Lane County. Springfield. McKenzie Hwy.-5th St. intersection. Installation of traffic signal approved.
		Signals. Multnomah County. Portland. Barbur Blvd.-S.W. 19th St. intersection. Installation of automatic traffic control device deferred.
		Northwest Parade of Progress Exposition. Seattle. Participation disapproved.
13073		R. H. Baldock, J. M Devers and G. S. Paxson to attend meeting of Western Assn. of State Hwy. Officials, Salt Lake City, June 10-12.
		J. MacFarland to attend meeting of Western Regional Conference of Civil Service Assembly, Sacramento, May 20-22.

Page	Date 1946	Subject
13073	May 15	J. A. Head to go to Seattle to study methods used by State of Wash. in conducting origin and destination survey.
		Coos County. Oregon Coast Hwy. Coos Bay. Proposed traffic signal installation approved. Agreement signed.
		Meeting dates set for next regular meeting. June 26 and 27.
		Inspection trip. Tentative date set for August. Engineer to prepare itineraries for trips through Eastern and Western Oregon.
		Clackamas County. Pacific Hwy. E. Oregon City. Maintenance
13074		of neon sign by Hubach and Parkinson Motor Co. over hwy. r/w approved.
		Unfinished business:
		Marion and Polk Counties. Proposed Willamette River Bridge at Independence. No report.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Pacific Hwy. E.-Woodburn Civic Center Sec. Improvement approved.
		Coos County. Enegren Ferry Road improvement. Action deferre
		Umatilla County. Pendleton-John Day Hwy. south of Pendleton. Reconstruction to eliminate hazards to log haulers. Action deferred.
		Coos County. City of Coos Bay. R/W negotiations along water front. Report not ready.
		Budget. Increase in 1946 budget to finance private road approaches to state hwys. Report not ready.
		Curry County. Oregon Coast Hwy. Gold Beach. Acquisition of r/w for proposed improvement to include approaches to city.
13075		Lake County. Construction of "cut-off" hwy. through Fremont National Forest westerly from Silver Lake to The Dalles-Calif. Hwy. at Beaver Marsh requested. Denied.
		Log Hauling. Request of Loveness Logging Co. to truck-haul logs across Klamath Lake Secdy. Hwy. near Rocky Point approved.
		Klamath County. Klamath Falls-Lakeview and Klamath Falls-Merrill Hwys. Jct. Oiling of driveways and sidewalks at H. M. Mallory's property approved as minor betterment project
		Agreements and other papers signed.
13076		Meeting adjourned at 5:15 p.m. to reconvene at 9:00 a.m. the following day.
13077	May 16	Bids received on the following projects:
		Mill Gulch-Salisbury Sec.
		Ashland-State Line Rock Production Project.
		Robertson Bridge-Hayes Hill-Shattuck Corner Oiling and Rock Production Project.
		Construct two concrete bridges near Chiloquin.
		Judkins Point-Springfield Junction Section.
		Oneonta Borrow Pit Excavating and Shaping Project.
		Construct concrete bridge over O.W.R.R. & N. Co. tracks at Bridal Veil.

Page	Date 1946	Subject
13078	May 16	Construct 300-ft. steel arch span bridge with 120-ft. steel viaduct approach at each end over Mill Creek.
		Lane County. Eugene. Franklin Blvd. (U.S. 99). Spot zoning change protested. Letter giving reasons for opposition to be sent to City Council.
		Postwar Program. Revised program to be submitted to Commission for approval.
		Douglas County. Roseburg. State aid in maintenance of city
13079		streets used by log haulers. Engineer to investigate and report.
		C. B. McCullough. Expression of sympathy re untimely death to be sent to Mrs. McCullough and her son. Resolution adopted.
		Wasco County. The Dalles. Establishment of state-owned
13080		ferry service across Columbia River. Engineer and Chief Counsel to investigate and report.
13081		Wayside strips. Preservation of timbered waysides. Engineer to direct letter to companies owning timber adjacent to state hwys. requesting cooperation.
		Washington County. Sunset Hwy.-Barnes Road intersection. Construction of traffic interchange structure. Action deferred.
		Recessed for luncheon at 11:45 a.m. to reconvene at 2:00 p.m.
		Insurance. Astoria ferry properties and ferry operation.
13082		Joint-policy plan covering ferry properties and operation adopted.
		Insurance. Astoria ferry. $50-deductable clause in policy furnished by contractor approved.
		Insurance. Astoria ferry. Full insurance coverage to be secured on ferry properties and operations.
		Baker County. Baker-Homestead Hwy. east of Baker. Cattle
13083		pass construction disapproved.
		Tillamook County. Oregon Coast Hwy. near Pleasant Valley. Cattle pass construction disapproved.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces award of contracts.
13084		Parks. Multnomah County. Columbia River Hwy. near Cascade
13085		Locks. Condemnation proceedings to acquire park site authorized. Resolution adopted.
13086		Meeting adjourned at 3:00 p.m.
13087	June 25	Postwar Construction Program. Exhibits re allocation of
13089		Federal and state funds explained. Action deferred. (See Page 13138)
	June 26	Bids received on following projects:
		Unity Junction-Mill Gulch Sec.
13090		Unity Junction-Ironside Sec.
		Prineville Railway Undercrossing Sec.

Page	Date 1946	Subject
13090	June 26	Robertson Bridge-Hayes Hill-Shattuck Corner Proj.
		Woodburn Sec.
		Front Avenue (Alder Street-Sheridan Street) Sec.
		Troutdale-Wahkeena Creek Sec.
13091		Sandy Boulevard (12th Ave.-44th Ave.) Sec.
		Parks Supt. reports on following:
		Douglas County. Acquisition of O. and C. lands comprising Camas Mountain and Elk Creek Tunnel State Parks for $5,485 approved.
		Depoe Bay. Request to maintain telescopes on parapet wall by David H. Parmeter denied.
		Depoe Bay Bridge. "No Parking" signs authorized.
		Depoe Bay. Request of "Tradewinds Trollers" to operate ticket booth on bridge denied.
		Waldport. Proposed park. Request that Commission purchase property denied.
		Multnomah County. Columbia River Hwy. near Ainsworth Park.
13092		To continue negotiations for purchase of property.
		Wayside strips. Acquisition to be considered when Commission considers acquisition of adjacent park or right of way areas.
		National Conference of State Parks. Inspection of Oregon parks to be held Sept. 29 and 30, and Oct. 1. No action.
		Honeyman State Park. Bath-house facilities. Charge of 10 cents and 20 cents for use approved.
		Real property. Resolution authorizing acquisition adopted.
13101		House-moving. Klamath Falls. R. B. Hadley. State contribution of $200, half of expense for moving building, approved.
		Condemnation. Marks Creek-Summit Sec., Ochoco Hwy. Offer of $4,500 for property owned by Raymond Calavan and E. H. Kelly approved.
		Rights of access. Purchase along highways. Action deferred.
		Right of way widths. Sufficient width to be acquired when initial acquisition made.
		Right of way settlement. Polk County. Bridgeport-Monmouth
13102		Secdy. Hwy. E. S. Dickson property. Settlement for $200 approved.
		Claim. D. E. Turnidge. Linn County. Pacific Hwy. E. Loss of crop. Settlement for $25 approved.
		Sale of quarry site. Coos County. Sale of portion to O. H. Haga for $200 approved.
		Claim. Jordan Valley Irrigation District. Malheur County. I.O.N. Hwy. Settlement for $2,650.50 approved.
		Insurance. Cape Arago State Park. Coverage on buildings to
13103		be extended for three years.
		Right of way. Oregon Coast Hwy. Nelscott-Taft Sec. Acquisition of standard width of 80 feet approved.

Page	Date 1946	Subject
13103	June 26	Douglas County. Roseburg. Church of the Open Bible. Permission to maintain building on state-owned property approved.
		Baker County. City of Baker. Vacation of streets approved. Ben R. Pacatte's request for quitclaim deed denied.
		Multnomah County. Portland. Off-street parking in area bounded by S.W. Front Ave., S.W. Harbor Drive, S.W. Salmon St., and S.W. Main St. approved. Resolution adopted. Special release to Navy signed.
13104		Sale of buildings. High offers in each instance accepted.
		Southern pioneer route to Oregon. Naming of route as recommended by Memorials Committee of Oregon Historial Society deferred.
		Stockpile site. Benton County. Corvallis-Newport Hwy. Request
13106		for abandonment of stockpile site denied.
		Log hauling. Clackamas and Hood River Counties. Mt. Hood Hwy. Log hauling prohibited pending improvement of hwy.
		Baker and Grant Counties. Sumpter Secdy. Hwy. Improvement
13107		from Sumpter to Granite disapproved.
		Minutes. Minutes of April 4 and 5 and May 15 and 16, approved.
		Commission recessed from 12:00 noon to 2:00 p.m.
		Polk County. Dallas-Coast Secdy. Hwy. Request for construction of cattle pass denied.
		Clatsop County. Oregon Coast Hwy. Cannon Beach. Request for sidewalk construction denied.
		Coos County. Empire-Coos Bay Secdy. Hwy. Coos Bay. Widening of street discussed. Reconnaissance survey authorized.
		State Tax Street Funds. Plans approved. Resolution adopted.
13109		State Tax Street Funds. Plans approved. Resolution adopted.
13112		Multnomah County. Columbia River Hwy. Oneonta Borrow Pit Proj. White Bros. Co. Default on bid bond. Chief Counsel to collect.
		Washington County. Sunset Hwy. McKay Creek Bridge. Request of C.J. Eldon for cancellation of contract denied.
		Awards. Commission confirms following award:
		Construction of two concrete bridges on The Dalles-Calif. Hwy. near Chiloquin, Klamath County; Angelo Doveri.
		Milwaukie. City Street improvements. Maintenance of streets
13113		damaged by log-hauling requested. Action deferred. Engineer to investigate.
		Extensions of time approved as follows:
13114		Contract Nos. 2707, 2721, 2736, 2749.
		Contracts accepted as follows:
13115		Contract Nos. 2707, 2753, 2754, 2764, 2733, and 2736.
		Highway Research Correlation Service. Renewal of subscription until June 30, 1947, approved.
		Morrow County. Heppner-Spray Secdy. Hwy. Cattle guard construc-
13116		tion denied.
		Bids received at morning session discussed.
13117		Awards. Chairman Banfield announces award of contracts.

Page	Date 1946	Subject
13118	June 26	Multnomah County. Troutdale-Wahkeena Creek Proj. postponed. Funds transferred to other projects.
		Curry County. Brookings. Use of State's hauling road to Chetco River by fishermen approved. Revocable permit to be issued.
		Log hauling. Union County. Medical Springs Secdy. Hwy.
13119		Request to transport high log loads over this hwy. denied.
		Log hauling. Hood River County. Mt. Hood Hwy. Request to haul logs discussed. Engineer to consult with Forest Service.
		Meeting date. August 6 and 7 set for next regular meeting.
13120		Inspection trips set for week of Aug. 19 and week of Sept. 9.
		Right of Way. Lane County. Pacific Hwy. Judkins Point-Goshen Sec. W. H. Gonyea access to hwy. discussed. Engineer to investigate.
		Pole line control along state hwys. Chief Counsel instructed to prepare bill to present to next Legislature.
		Permits. Overweight loads. Oregon Motor Transport Assn. to
13121		present bill to 1947 Legislature. No action.
		Unfinished business:
		Marion and Polk Counties. Proposed bridge over Willamette River at Independence. Report not ready.
		Wasco County. City of The Dalles. Establishment of state-owned ferry across Columbia River. Request denied. Chief Counsel to so inform city council.
		Douglas County. City of Roseburg. Second Street. State aid in improving street used by log haulers approved.
		Clatsop County. City of Seaside. Oregon Coast Hwy. Re-routing along Roosevelt Drive. Report not ready.
13122		Water pollution. State Sanitary Authority requests joint action re complaints. No report.
		Casey State Park. Eviction of tenants of privately-owned building. Commission to view premises on inspection trip through So. Oregon.
		Coos County. City of Coos Bay. Right-of-way negotiations along water front. Report not ready.
		1946 Minor Betterment Budget. Proposed increase. Report not ready.
		"Welcome" sign. Keep Oregon Green Ass'n. requests Commission's presence at dedication of first sign. Commissioner Cheseman and the Engineer to represent Commission.
		Meeting adjourned at 5:00 p.m. until following day.
	June 27	Bids received on following projects.
13123		Hampton-Suntex-Juniper Ridge Re-oiling Proj.
		Dairy Rock Prod. Proj.
		Bly-East Forest Boundary Rock Prod. Proj.
		Construct 120-ft. Howe Truss Bridge over Crabtree Creek.
		Oneonta Borrow Pit Excavating and Shaping Proj.
		Troutdale-Wahkeena Creek Sec.
		Gardner Ranch-Berger Ranch Sec.

Page	Date 1943	Subject
13124	June 27	Log hauling. Mt. Hood Hwy. Clarence Ringer to be forced to stop hauling logs.
		Speed Zones. Clatsop Co. Oregon Coast Hwy. Varying speed
13125		limits established. Resolution adopted.
		Permit. Overlength permits issued to Alvie Forbis, John
13126		Forbis, and Earl Oglesby canceled.
		City Street Maintenance. Report covering state aid in maintenance of city streets damaged by log haulers approved.
		City Street Maintenance. Sheridan. State aid in maintenance of streets damaged by hauling of logs approved.
		City Street Maintenance. Tillamook. $2,500 state aid in maintenance of streets damaged by log-hauling approved.
13127		City Street Maintenance. Policy adopted re limiting amount of state contribution to $2,500.
		Malheur County. Ontario. Alternate route for truck traffic requested. Referred to Engineer.
		Old Oregon Trail. Ontario Spur. Widening requested by delegation.
13128		Baker County. Baker. Dewey Ave. Undercrossing of U.P. R.R. on Baker-Unity Hwy. approved. (See Page 13145)
		Southern pioneer route to Oregon. Recommendation of Memorials
13129		Committee of Oregon Historical Society re naming considered. No action. (See Page 13138)
13130		Douglas County. Yoncalla. Monument honoring Jesse Applegate. Construction of base and turn-around requested. Request to be submitted in writing. (See Page 13137)
		Clackamas County. Barlow Trail. Erection of markers. Site for large marker on trail overlooking Yocum Falls being investigated. (See Page 13138)
		Yamhill County. Hillsboro-Silverton Secdy. Hwy. Newberg. Rerouting on College and Fourth Streets requested. Action deferred.
		Lane County. Eugene. Pacific Hwy. Rerouting along Mill
13131		Race. Action deferred.
		Lane County. Eugene-Veneta Hwy. Improvement of parallel county road requested. Engineer and Chief Counsel to report.
13132		Commission recessed from 12:00 noon to 1:30 p.m.
		Astoria Ferry. Repairs to ferry "North Beach". Engineer and Chief Counsel to negotiate with repair concerns and report.
		Curry County. City of Port Orford. Street, curb and sidewalk construction. Chief Counsel to investigate.
		Federal Lands. Acquisition by state of Federal Lands dis-
13133		approved. Engineer to write State Land Board why acquisition not advantageous.

Page	Date 1946	Subject
13133	June 27	Douglas County. Umpqua Hwy. Reedsport. Sale to him of property requested by Russell Hubbard. Commission to advertise fractional lots for sale.
		Douglas County. Sutherlin. Aid in cleaning channel of Sutherlin Creek requested. Request to be in writing.
13134		Clatsop County. Cannon Beach. Right of access to hwy. from Elk Lake Park Addition discussed. Engineer and Chief Counsel to report.
		Wayside strips. Douglas County. Oregon Coast Hwy. Preservation of timber strips through holdings of Sparrow Interests approved. Chief Counsel and Parks Superintendent to negotiate for acquisition.
13135		"Lunch Spots". Establishment along state highways suggested. No action.
		Lane County. Oregon Coast Hwy. Lake Tahkenitch. Request to remove weeds and logs denied. Use of state
		Use of state equipment for oiling driveway and parking area requested. Request to be presented in writing.
		Bids received at morning session discussed.
13136		Awards. Chairman Banfield announces award of contracts.
13137		Curry County. Oregon Coast Hwy. Brookings. Exchange of timber land with Elmer Bankus. Engineer to investigate and report.
		Douglas County. Yoncalla. Monument honoring Jesse Applegate. Construction of turn-out and monument base approved.
13138		Southern route to Oregon. Naming of route and erection of markers. Matter referred to H. G. Smith to work out satisfactory arrangement.
		Right of Way. Multnomah County. Sunset Hwy. Canyon Road-Barnes Road Sec. Widening to four-lane highway discussed.
		Clackamas County. Milwaukie. Road paralleling U.S. 99E. Chief Counsel to discuss with City Planning Committee.
		State Construction Program for 1946-47-48. Resolution adopted.
13146		Baker County. Baker. Dewey Ave. Undercrossing Project approved.
		Lane County. Willamette Hwy. Meridian Damsite. Relocation survey to be made. State to be reimbursed for expense.
		Astoria Ferry. Ticket purchase agreement with U.S. Navy. Contract referred to Chief Counsel to make changes.
		Multnomah County. Portland. (U.S. 99E). Channelization
13147		between Ross Island Bridge and Milwaukie Ave. disapproved.
		Salaries and Wages. Increase in certain classifications
13148		approved. Resolution adopted.
13149		Salaries and Wages. Contract work. Salary raise for state contract work approved.
		Agreements and other papers signed.
13150		Meeting adjourned at 5:00 p.m.

Page	Date 1946	Subject
13151	Aug.6	Bids received as follows:
		Wren Rock Prod. Proj.
		Cline Falls-Tumalo Sec.
		Tumalo Deschutes Sec.
13152		Dixonville-Marks Ranch Sec.
		Johns-Glendale Jct. Sec.
		Glendale Jct.-Wolf Creek Sec.
		Front Ave. (Alder St.-Sheridan St.) Sec.
		Sandy Blvd. (12th Ave.-44th Ave.) Sec.
		West Gresham Sec.
		Gardner Ranch-Berger Ranch Sec. Merle RR Grade Sep.
13153		Gardner Ranch-Berger Ranch Sec. County Road Grade Sep.
		Minutes approved. June 25, 26, 27, 1946.
		Parks. Parks Supt. reports on following:
		Coos County. Oregon Coast Hwy. Coquille-Bandon Sec. Preservation of myrtle wayside strips. Approval deferred.
		Cape Arago State Park. Coos County. Future use of residence bldg. Decision deferred.
		Public attendance in state parks. Written report from Parks Supt. requested.
		"Colline Park". Union County. Union-Medical Springs Secdy. Hwy. Park area offered as gift by County Court. Action deferred.
		Silver Creek Falls State Park. Recreational Development Proj. area. Exchange of properties vetoed by Pres. No action.
		Multnomah County. Upper Col. River Hwy. "daylighting"
13154		between Crown Point and slide area east of Multnomah Falls. Report approved.
		Wallowa County. Wallowa Lake. Proposed acquisition for park purposes of three tracts. Decision deferred.
		Central Ore. Grazing Proj. Agreement with Dept. of Agriculture re use of certain Federal lands approved.
		Lane County. Eugene. Disposition of two buildings on r/w damaged by fire. Chief Counsel to investigate.
		Real property. Acquisition authorized. Resolution adopted.
13173		Condemnation. Offers approved. Resolution adopted.
13179		Multnomah County. Upper Col. River Hwy. Troutdale. Drainage district assessment on right of way to be paid by state.
		Sale of land. Union County. La Grande. Offer of Bunting Tractor Co. to purchase property in Williamson's Addition approved.
		Claim. A H. Thompson. Marion County. Pacific Hwy. East. Steiwer Hill-Santiam River Sec. Settlement for $252.50 approved.
		Insurance. Multnomah County. Portland. Front Ave. Proj. Hotel bldg. to be insured for $10,000 under one policy.

Page	Date 1945	Subject
13179	Aug. 6	Lane County. Cottage Grove. Easement to construct spur railroad track. Assignment from Victor Chambers to
13180		W. H. Daugherty approved.
		Washington County. Tualatin Valley Hwy. Aloha. Landscaping state-owned land as memorial to boys of World War II. Parks Supt. to investigate.
		Commission recessed at 12:00 noon to reconvene at 2:00 p.m.
		Claim. Sills Truck Service and Consolidated Freightways. Columbia River Hwy. Suit to collect for damages to guard rail authorized.
		Claim. DeWalt Houk and The Coastal Lumber Co. Salmon River Hwy. Accepted $1,800 as full payment for damage to Ft. Hill Bridge.
		Parks. Silver Creek Falls Park. Concession privileges con-
13181		tract with Walter S. Taylor canceled. Resolution adopted.
		Claim. Accident involving State Hwy. equip. and privately owned car in Astoria. Claim abandoned.
13182		"Freeways". Freeways to be acquired wherever possible when acquiring right of way.
		Rights of access. Adoption of "system of limited access hwys." Action deferred pending further study by Commission.
		Surveys. Secretary to check requests for surveys against original records and bring changes to attention of Commission.
		Claim. W. M. Shiffer. Hood River Secdy. Hwy. Commission to prosecute for removal of crushed rock from stockpile site.
		Claim. Dave Levander, Joseph. Prosecute for theft of snow fence.
13183		G. W. Neuner appointed as Ass't. Counsel. Resolution adopted.
		Clackamas County. Mt. Hood Hwy. Erection of marker at Laurel Hill designating Old Barlow Road approved.
		Linn County. Albany. Waverly Lake. Taking of water from lake to fill sawmill pond requested by Northwest Fabricators. Denied.
		Logging. Splash-damming logs in Middle Fork Coquille River near
13184		Remote. Matter referred to Chief Counsel and State Fish Commission.
		Log hauling. Hood River County. Mt. Hood Hwy. Hauling logs from Barlow Pass to Hood River. Agreement with haulers approved.
		Log hauling. Mt. Hood Hwy. Louis Zeman to be warned permit to be canceled if violations continue.
		Log hauling. Mt. Hood Hwy. Deputy sheriffs to protect travelin public as well as log haulers. Engineer to inform deputy sheriffs.
		Log hauling. Ernest Organ to be warned permit to be canceled if violations continue.

Page	Date 1946	Subject
13185	Aug. 6	Multnomah County. Mt. Hood Hwy. West Gresham Sec. Widening and pavement resurfacing. City's offer of cooperation accepted. Bids received at morning session discussed.
13186		Awards. Chairman Banfield announces award of contracts.
13187		Sale of land. Reedsport. Bids received for sale of property rejected. Chief Counsel to discuss matter of control with city officials.
13188		Sale of down timber. Tillamook County. Salmon River Hwy. No bids received.
		Signals. Seaside. Oregon Coast Hwy.-Roosevelt Drive Jct. Traffic signal installation approved.
		Clatsop County. Astoria. Oregon Coast Hwy. Astor St.-Taylor Ave. Sec. Traffic control project to be advertised with
13189		Federal Aid Widening Project on alternate bid basis.
		Marion and Polk Counties. Independence. Willamette River Bridge. Preparation of agreement approved.
		City Street Improvement. Sandy. Oiling of First Street damaged by log hauling requested. To be considered in second year postwar construction program.
		Washington County. Proposed hwy. by-passing Portland from Tigard
13190		to Burlington through Cornelius Pass. Reconnaissance survey authorized.
		Marion County. Aurora. Beaverton-Aurora Secdy. Hwy. Sidewalk construction between Aurora and Aurora Public School deferred.
		Yamhill County. Salmon River Hwy. Willamina. Request for paving shoulders along Main Street denied.
		Douglas County. Pacific Hwy. Stage Road Pass-Canyon Creek Pass Sec. Reconstruction along present location requested. Action deferred.
		Linn County. Santiam Hwy. Foster. Reconstruction of hwy. under railroad and widening to four lanes. Engr. to ascertain
13191		attitude of Willamette National Lumber Co. and report.
		Benton County. Eddyville-Blodgett Secdy. Hwy. Summit. Oiling through town requested. Section to be sprinkled until contract completed.
		Lincoln County. Siletz Secdy. Hwy. Kernville-Siletz Sec. Improvement requested. No action.
		Claim. Morrison-Knudsen Co., Inc. Malloy Ranch-Hooker Cr. Sec. I.O.N. Hwy. Contract #2649. Settlement for $10,076.50 authorized.
13192		Multnomah County. Columbia River Hwy. Oneonta Sec. White Bros. Co. default on bid bond. Chief Counsel to collect.
13193		Resolution adopted.
		Multnomah County. Columbia River Hwy. Oneonta Sec. Award of contract to Berke Bros. on force account basis. Action deferred. (See page 13195)
		Commission adjourned at 5:00 p.m. to reconvene the following day.

Page	Date 1946	Subject
13193	Aug. 7	Bids received on the following projects:
13194		Alfalfa Market Road Sec. Bly-East Forest Boundary Rock Prod. Proj. Smithfield-Elmira Sec. Veneta-Crow Sec. Hogg Rock Sec.
13195		Hope-Derry Ranch Sec. Reconstruct existing bridge over Mill Creek. McNamar's Camp-Washburn Sec. Cove-Union Sec. Bridge over Rock Creek. Forest Grove (Main St.-College Way) Sec.
		Multnomah County. Columbia River Hwy. Oneonta Sec. Berke Bros.
13196		awarded contract on force account basis
		State Tax Street Funds. Resolution adopted.
13197		State Tax Street Funds. Resolution adopted.
13198		State Tax Street Funds. Resolution adopted.
13199		Awards. Engr's award of contracts confirmed: Prineville Railway Undercrossing Sec. Woodburn Sec.
13200		Lincoln County. Oregon Coast Hwy, Waldport. Additional driveway entrance to property of Mabel F. Campbell denied.
		Extensions of time granted as follows: Contracts Nos. 2729, 2755, and 2781.
13201		Contracts completed and accepted as follows: Contracts Nos. 2721, 2729, 2751, 2759, 2765, and 2763. Resolution adopted.
13202		Signals. Yamhill County. Pacific Hwy. West. Amity. Installation of flashing beacons at Church and Fifth Street intersection denied. Posting of signs and painting of crosswalks approved.
		Load Limit. Lincoln County. Eddyville-Blodgett Secdy. Hwy.
13203		Reduced load limit lifted. Resolution adopted.
		Load Limit. Malheur County. I.O.N. Secdy. Hwy. and Jordan
13204		Valley Secdy. Hwy. Reduced load limit lifted. Resolution adopted.
		Speed zone. Douglas County. Elkton-Sutherlin Secdy. Hwy. Speed-limit zones for log haulers. Matter referred to Chief Counsel to work out solution.
		Klamath County. Old route of The Dalles-Calif. Hwy. Chemult-Crater Lake Hwy. Jct. Sec. Designation as state secdy. hwy. deferred until new road completed and open to public use.
		Lincoln County. Yachats. Removal of smelt sand by L. M.
13205		Christensen approved subject to restrictions of State Fish Commission.
		Harney County. John Day-Burns Hwy. Improvements on national forest section requested. Request denied.

Page	Date 1946	Subject
13205	Aug. 7	Harney County. John Day-Burns Hwy. Silvies-Seneca Sec. Request
13206		for revival of contract improving this section denied.
		Surveys. Harney County. Drewsey-Griffin Creek Co. Rd. survey approved.
		Depoe Bay Boosters Club. Request for highway construction from Salem to Depoe Bay denied.
		Proposed road from Siletz to Salem. Engr. to make written report.
		Southern pioneer route to Oregon. Meeting of Old Oregon Trail
13207		Ass'n. and Oregon Historical Soc. re name of route to be arranged. No action until controversy settled.
		Clackamas County. Mt. Hood Hwy. Erection of marker at Laurel Hill designating Old Barlow Trail approved. (See page 13183)
		Washington County. Sunset Hwy. R/W settlement with Fred C. and
13208		Ernest Zurcher. Matter referred to Chief Counsel for further negotiation.
		Log hauling. Jefferson County. Warm Springs Hwy. C. Meachem's request to haul overloads of logs taken under advisement.
		Curry County. Oregon Coast Hwy. Exchange of timber lands with
13209		Elmer Bankus. Action deferred pending inspection.
		Commission recessed at 12:00 noon to reconvene at 2:00 p.m.
		Clackamas County. Eagle Creek-Milwaukie Co. Rd. Designation as
13210		state secdy. hwy. No action.
		Astoria ferry. Revision of schedule during certain fishing seasons approved.
		Bids received at morning session discussed.
13211		Awards. Chairman Banfield announces award of contracts.
13213		National Hospital Ass'n. Extension of contract through 1947. Engr. to report.
		Log hauling. Jackson County. Crater Lake Hwy. Permits to successful bidders to truck haul U.S. Forest Service timber from Mill Creek to Prospect authorized.
		Log hauling. Klamath County. Diamond Lake Secdy. Hwy. Permits to haul U.S. Forest Service timber to reload point near jct. of The Dalles-Calif. Hwy. authorized conditionally. Engr. to
13214		discuss with Regional Forester.
		Log hauling. Union and Baker Counties. Permits to successful bidders to truck haul U.S. Forest Service timber over Old Oregon Trail, No. Powder-Union Sec.; John Day Hwy., East Camp-Unity Sec.; Sumpter Valley Secdy. Hwy. and Baker-Unity Hwy., McEwen-Baker Sec. authorized subject to certain conditions on McEwen-Baker Sec.
		Klamath County. The Dalles-Calif. Hwy. Erection of "Keep Oregon Green" marker at Oreg.-Calif. state line approved. Com. Schaupp to represent Commission at dedication ceremonies.
		Equipment. Trailer houses. Purchase or rental of trailer houses for use by employees. Engr. to investigate and report.
		F. B. Crandall. Attendance at meeting of Institute of Traffic Engineers, Columbus, Ohio, denied.

Page	Date 1946	Subject
13215	Aug. 7	R. H. Baldock and J. M. Devers authorized to attend American Ass'n. of State Hwy. Officials meeting in Los Angeles, December 17-20, 1946.
		Meeting date. September 23 and 24, 1946, set for next regular meeting.
		Salaries and wages. S. B. Gillette. Increase of $20 per month starting July 1 approved conditionally.
		Unfinished business. No action.
		Curry County. Oregon Coast Hwy. Port Orford. Construction of curbs, sidewalks, etc. City to be notified to conform or project will not be undertaken.
		Forest Hwy. Program. Transfer of funds in 1946 program from Wahkeena-Dodson Sec. of Upper Columbia River Hwy., Multnomah County, to No. Umpqua Forest Proj. in Douglas County with
13216		return of funds to Multnomah County project in 1947 program approved.
		Forest Hwy. Program. Transfer of funds in 1946 program from Zigzag-Rhododendron Sec., Mt. Hood Hwy., to other projects with return of funds to this sec. in 1947 program approved.
		Marion County. No. Santiam Hwy. Proj. Detroit-Niagara Sec. Commission refuses to contribute an additional $900,000 for construction.
		Parks. The Cove-Palisades Park. Amendment to agreement with
13217		U.S. Gov't. re revenues approved.
		Douglas and Josephine Counties. Pacific Hwy. Johns-Glendale Jct. Sec. and Glendale-Jct. Wolf Cr. Sec. Delay of award of contracts beyond 30 days. Engr. to ascertain attitude of low bidders.
		Agreements, etc. signed.
13218		Meeting adjourned at 4:30 p.m.
13219	Aug.22	Condemnation. R/W Glendale-Azalea Sec. Pacific Hwy. Douglas County. Resolution adopted.
13223		Douglas and Josephine Counties. Pacific Hwy. Award of contracts for construction of Johns-Glendale and Glendale-Wolf Creek Secs. deferred.
13224		National Park Ass'n. Convention. Expenses incident to convention to be paid from Travel and Information Dept. Budget.
		Curry County. Oregon Coast Hwy. Brookings. Exchange of timber land with Elmer Bankus. Action deferred pending additicnal report from Engr.
		Meeting adjourned at 11:30 a.m. to reconvene the following day.
13225	Aug.23	Clatsop County. Cannon Beach Jct. Development as state park of property at jct. requested. Request denied.
		Curry County. Brookings. Exchange of timber land with Elmer Bankus. Action taken on previous day confirmed. (See page 13224)
		Park. Cape Arago State Park. Coos County. Future use of residence building. Action deferred pending report from Parks Supt.

Page	Date 1946	Subject
13225	Aug.23	Coos County. Oregon Coast Hwy. Coquille-Bandon Sec. Proposed establishment of myrtle tree wayside strip denied.
		Park. Casey State Park. Jackson County. Eviction of tenants of privately owned building considered. Report ordered from
13226		State Parks Supt.
		Multnomah County. Portland. Designation of Columbia St. and Jefferson St. as one-way traffic streets. Action deferred.
		Lane and Douglas Counties. Drain and Sutherlin. Plan of Army Engrs. for control of flood waters discussed. State to cooperate.
		Forest Highway Projects in State Construction Program for 1946-47 and 1948 discussed.
		Trout Cr. Sec., Canyon City-Burns Hwy. Project changed to Fed. Aid program for third year postwar construction. Appropriation increased by $5,000.
		Further changes in program to be result of conference with P.R.A. and Forest Service.
13227		Lane County. Richardson-Eugene Secdy. Hwy. Proposal of Silica Products Oreg. Ltd. for service road designation approved.
13228		Linn County. Santiam Hwy. Foster. Reconstruction of hwy. under logging railroad. Expenditure of $7,000 for improvement confirmed. Authorization for additional expenditure of $16,000 deferred.
		Awards. Commission confirms following awards:
		Veneta-Crow Sec.
		Smithfield-Elmira Sec.
		State Fair. Operation of joint booth with Sec. of State approved.
		Ferry operation. Astoria-Megler. Revision of schedule during
13229		period Sept. 10-17 requested by two fishing concerns. Action deferred pending report by Commissioner Chessman.
		Klamath County. "Lake O' Woods" area. Improvement of roads leading to lake area requested. No action.
		Western Ass'n. of State Hwy. Officials. 1946 membership fee. Payment of fee authorized.
		Multnomah County. Portland. Establishment of "Guest Center" on Harbor Drive. Action deferred pending receipt of official action by City Council.
		Deschutes County. Redmond. State aid requested in paving "E" Street full width. Action deferred.
		Deschutes County. Redmond. Request of city for designation of 5th and 6th Streets as one-way traffic streets discussed.
13230		Action deferred.
		Linn County. South Santiam Hwy. near Cascadia. Log jam in Dobbins Creek to be removed by state forces at company expense if Powers-Davis Lbr. Co. refuses to do so.
		Sunset Hwy. Dedication of hwy. in honor of 41st Div. and erection of monument at Mecanicum Jct. approved.
13231		Right of way. Federal Aid Projs. Use of Fed. funds for purchase of r/w to be discontinued. State funds only to be used.
		Meeting adjourned at 5:00 p.m.

Portland, Oregon
April 4, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:30 a.m.)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction and the operation of a ferry across the Columbia River between Astoria, Oregon, and Megler, Washington, were opened and read in conformity with previously published notices, following which Chairman Banfield announced that the awards of contracts for the construction work would be made at 3:00 p.m. in the same room and that the announcement concerning the bids for the ferry operation would be made on the following day:

BURNS-CRANE HIGHWAY IN HARNEY COUNTY
BURNS-LAWEN SECTION

K. F. Jacobsen Co., Inc. & J. R. Taggart, Portland	$ 293,049.50
Leonard & Slate, Portland	302,225.00
E. C. Hall Co., Portland	303,178.00
Butler Bros., Portland	307,908.00
Rogers Construction Co., Portland	308,401.10
J. A. Terteling & Sons, Boise, Idaho	318,351.00
McNutt Bros., Eugene	368,463.50

WARM SPRINGS HIGHWAY IN JEFFERSON AND WASCO COUNTIES
MILL CREEK-MILLER FLAT SECTION

Adler Construction Co., Seattle, Washington	$ 109,767.00
Leonard & Slate, Portland	124,340.00
*M. L. O'Neil & Son, Eugene	144,529.00
Samuel Bergstrom, Auburn, Washington	151,002.50

*Bidder will accept only one project.

APR 4 1946

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY
MAZAMA JUNCTION-SPRING CREEK HILL SECTION

McNutt Bros., Eugene	$ 243,501.50
Leonard & Slate, Portland	250,465.00
R. A. Heintz Construction Co., Portland	253,788.50
K. L. Goulter & Co., Seattle, Washington	256,765.00
*M. L. O'Neil & Son, Eugene	257,475.50
E. C. Hall Company, Portland	276,295.50
J. A. Terteling & Sons, Inc., Boise, Idaho	336,642.50

*Bidder will accept only one project.

OREGON COAST AND ALSEA HIGHWAYS IN LINCOLN COUNTY
WALDPORT ROCK PRODUCTION PROJECT

C. J. Eldon, Portland	$ 34,220.00

DALLAS-COAST SECONDARY HIGHWAY NEAR BUELL IN POLK COUNTY
RECONSTRUCT EXISTING BRIDGE OVER MILL CREEK

Archie R. Averill, Portland	$ 36,090.00

NETARTS SECONDARY HIGHWAY NEAR TILLAMOOK IN TILLAMOOK COUNTY
CONSTRUCT SPANS OVER TRASK RIVER

C. J. Eldon, Portland	$ 98,119.00

SUNSET (WOLF CREEK) HIGHWAY NEAR NORTH PLAINS IN WASHINGTON COUNTY
VADIS OVERCROSSING

*A. D. Ford & Son, Portland	$ 74,002.00
Lockyear & White, Seattle, Washington	81,836.20
Lindstrom Bros., Portland	83,708.00

*Bidder will not accept this project alone.

MOUNTAINDALE COUNTY ROAD GRADE SEPARATION
NEAR NORTH PLAINS IN WASHINGTON COUNTY
CONSTRUCT VIADUCT OVER SUNSET (WOLF CREEK) HIGHWAY

*A. D. Ford & Son, Portland	$ 15,006.50
Lockyear & White, Seattle, Washington	17,427.50
C. J. Eldon, Portland	20,035.00
**Lindstrom Bros., Portland	20,070.00

*Bidder will not accept this project alone.
**Bidder will make lump sum reduction if also awarded the Vadis Overcrossing Project.

FURNISHING FERRY SERVICE
ASTORIA-MEGLER CROSSING OF THE COLUMBIA RIVER

No.	Bidder	Basic Service Rate per Month	Additional Service Rate per Month	Total Service Cost per Year
1	Babbidge & Holt, Inc., Portland	$ 7,372.88	$3,403.80	$122,512.56
2	Knappton Towboat Co., Portland *	9,516.00	2,800.00	142,192.00
3	Astoria Ferry Operating Co., Astoria *	9,812.50	5,062.50	168,375.00
4	Portland Tug & Barge Co., Portland	11,258.65	6,755.20	202,655.80
	* See letter concerning insurance			

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following matters:

1. Proposed addition to Short Sand Beach State Park: Mr. Boardman inquired as to the attitude of the Commission with respect to the offer of the E. S. Collins Estate to sell its property, which consists of 42.22 acres, for the sum of $14,800. He advised that this is a key tract and that its acquisition is essential in order to fill out this park. Chairman Banfield advised that he has given this matter attention and it appears that the owners will not reduce the amount of their offer, in view of which he recommended purchase of the tract at the quoted rate. The recommendation was approved by the Commission by unanimous vote.

2. Preservation of myrtle tree groves along the Coos Bay-Roseburg Highway between Coquille and Myrtle Point: The Parks Superintendent presented agreements with a number of the property owners covering such preservation and recommended approval of the same by the State Highway Commission. The Commission approved the agreements with the understanding that they conform with the Commission's requirements as previously expressed. The agreements were signed by the Commission on the following day.

3. Acquisition of recreational area near Loon Lake, in Douglas County: The Parks Superintendent requested authority to petition the U. S. Department of Interior for a park site located at the outlet of Loon Lake on the Mill Creek County Road consisting of portions of Secs. 14 and 15, T. 23 S., R. 10 W., W. M., containing 80 acres. The Commission approved the request by unanimous vote.

4. Rental of residence building in Williamson State Park: The Parks Superintendent recommended approval of, and the Commission by unanimous

vote approved, a request from Mr. W. H. Kuhn for an extension of time from April 1, 1946, to October 31, 1946, of his lease of this property on the present rental basis. An agreement covering the matter was signed by the Commission on the following day.

5. Proposed renaming of Newburgh State Park adjacent to the Oregon Coast Highway near Port Orford, Curry County: The Parks Superintendent recommended retention of the present name in view of the fact that this property, which consists of some 1,400 acres of land, was presented to the state as a gift by Mr. Henry Newburgh, of San Francisco, subject to the condition that the state clear the title. The Commission approved the recommendation unanimously.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of the properties, together with the offers that he recommended in connection with each parcel. After careful consideration, the Commission approved the request and the offers and thereupon adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY

12506-	Ousterhout, G. E. and Lelia Mae Ousterhout Gravel Pit Option expires September 30, 1946	$	$		
APR 1 1946	3.84 acres at $60.00	230.40	230.40	McCallister	

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

10022-	Maurer, Andrew and Julia Maurer	$	$	
	Right of Way			
	Option expires			
	September 18, 1946			
	2.35 acres at $300.00	705.00		
	48 rods fence at $1.50 rod	72.00	777.00	McCallister
10023-	Wyatt, A. V. and Ruby A. Wyatt			
	Right of Way			
	Option expires			
	September 18, 1946			
	1.91 acres at $300.00	573.00		
	Moving 95 rods fence at $1.50 rod	142.50	715.50	"
12472-	Mathes, Joe and Alma Mathes			
	Right of Way			
	Option expires			
	September 20, 1946			
	1.21 acres at $300.00	363.00		
	Moving 80 rods fence at $1.50	120.00		
	Moving anchor posts and large gate	17.00	500.00	"
12466-	Mynatt, Estate Sarah J. and W. B. Mynatt			
	Right of Way			
	Option expires			
	September 29, 1946			
	0.28 acre at $100.00	28.00		
	Allowance - damage to remainder tract	50.00	78.00	"
12478-	Evans, Emmett and Alva R. Evans			
	Right of Way			
	Option expires			
	September 30, 1946			
	0.01 acre	1.00	1.00	"
12498-	Medford Creamery, Inc.			
	Right of way			
	Option expires			
	September 7, 1946			
	0.53 acre Ladino clover at $300.00	159.00		
	2.27 acres at irrigated clover pasture at $200.00	454.00		
	Moving 262 rods fence at $1.50 rod	393.00	1,006.00	"

(Con't)

APR 1 1946

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

12484-	DeYoung, Peter and Mary DeYoung	$	$	
	Right of Way			
	Option expires			
	September 4, 1946			
	0.01 acre	1.00	1.00	McCallister
12479-	Camack, Myrtle			
	Right of Way			
	Option expires			
	September 3, 1946			
	0.10 acre at $250.00	25.00		
	Moving 40 rods woven wire fence at $1.50 per rod	60.00	85.00	"
12480-	Wilkin, Frank and Sallie Wilkin			
	Right of Way			
	Option expires			
	September 1, 1946			
	0.60 acre at $300.00	180.00		
	Moving 42 rods woven wire fence at $1.50 per rod	63.00		
	2 large shade trees at $10.00 each	20.00		
	1 shade tree	5.00	268.00	"
12463-	Castor, Frank Marion			
	Right of Way			
	Option expires			
	August 27, 1946			
	0.64 acre at $100.00	64.00	64.00	"
12496-	Boggs, D. Stanley			
	Right of Way			
	Option expires			
	September 7, 1946			
	0.58 acre at $250.00	145.00		
	Moving 42 rods woven wire fence at $1.50 per rod	63.00	208.00	"
12468-	Moxley, Edward A. and Hattie Florette Moxley			
	Right of Way			
	Option expires			
	August 31, 1946			
	0.20 acre at $250.00	50.00		
	43 rods woven wire fence to move at $1.50	64.50	114.50	"

(Con't)

APR [illegible] 1946

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't).

		$	$	
12482-	Ashpole, Donald Right of Way Option expires September 12, 1946			
	0.05 acre at $250.00	12.50		
	Moving 5 rods woven wire fence at $1.50 per rod	7.50	20.00	McCallister
12501-	Dahack, Ernest and Grace Dahack Right of Way Option expires September 12, 1946			
	0.40 acre at $300.00	120.00		
	Moving 47 rods woven wire fence at $1.50	70.50	190.50	"
12489-	Matthews, Raleigh Right of Way Option expires September 5, 1946			
	1.25 acres at $200.00	250.00		
	110 rods woven wire fence at $1.50 per	165.00	415.00	"
12475-	Murrey, B. R. and Edith R. Murrey Right of Way Option expires September 4, 1946			
	0.01 acre	1.00	1.00	"
12488-	Matthews, Nye (Estate) Right of Way Option expires September 5, 1946			
	0.46 acre at $100.00	46.00		
	1.0 acre pasture land at $50.00	50.00		
	Moving 179 rods fence at $1.50 per rod	268.50	364.50	"
12497-	Boggs, Jr., O. C. Right of Way Option expires September 7, 1946			
	0.46 acre at $100.00	46.00		
	Moving 40 rods at $1.50 per rod	60.00	106.00	"

(Con't)

APR 1 1946

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

12486-	Howard, Glenn A. and Freida Howard	$	$	
	Right of Way			
	Option expires			
	September 4, 1946			
	0.06 acre at $250.00	15.00		
	Moving 20 rods fence at $1.50 per rod	30.00	45.00	McCallister
12470-	Rein, Theodor and Mizza Rein			
	Right of Way			
	Option expires			
	September 1, 1946			
	0.04 acre at $250.00	10.00		
	Moving 15 rods woven wire fence at $1.50 per rod	22.50		
	Moving gate and 2 large anchor posts	10.00	42.50	"
12469-	Layton, George F.			
	Right of Way			
	Option expires			
	September 2, 1946			
	1.0 acre irrig. lotis clover land at $450.00 per acre	450.00		
	0.25 acre pasture land at $80.00	20.00		
	Moving 85 rods woven wire fence at $1.50 per rod	127.50		
	6 anchor posts and gate	20.00	617.50	"
12467-	Wilson, Wesley L. and Iva L. Wilson			
	Right of Way			
	Option expires			
	August 27, 1946			
	0.05 acre	1.00	1.00	"
12464-	Hammel, Waldemar E. Hammel and Jessie Hammel			
	Right of Way			
	Option expires			
	August 27, 1946			
	2.50 acres at $100.00	250.00		
	Moving 140 rods woven wire fence at $1.50 per rod	210.00	460.00	"

(Con't)

APR 4 1946

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

12462- Town, James G. and Jemina H. R. Town Right of Way Option expires August 31, 1946	$	$		
0.01 acre		1.00	1.00	McCallister
12499- Greb, C larence J. Right of Way Option expires September 12, 1946				
1.53 acres at $300.00		459.00		
Moving 113 rods fence at $1.50 rod		169.50	628.50	"
12500- Clark, Buford A. Right of Way Option expires September 12, 1946				
0.31 acre at $300.00		93.00		
Moving 20 rods woven wire fence at $1.50 per rod		30.00	123.00	"
12492- Mitchell, William W. and Rose B. Mitchell Right of Way Option expires September 13, 1946				
0.93 acre at $300.00		279.00		
Moving 80 rods wire fence at $1.50 per rod		120.00	399.00	"
12495- Lang, William F. Right of Way Option expires September 16, 1946				
0.56 acre at $300.00		168.00		
Moving 50 rods fence at $1.50 rod		75.00		
Moving shrubs, moving cattle corral, and 8 shade trees at $10.00 each		110.00	353.00	"
12494- Slucarenko, Peter and Martha Slucarenko Right of Way Option expires September 14, 1946				

(Con't)

APR 4 1946

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

12494-	Slucarenko, Peter and Martha Slucarenko (Con't)	$	$	
	0.36 acre at $300.00	108.00		
	Moving 32 rods fence at $1.50 rod	48.00		
	Moving new yard fence and gate, and shrubs	45.00	201.00	McCallister
12483-	Dutcher, H. O. and Clara L. Dutcher Right of Way Option expires September 13, 1946			
	0.41 acre at $300.00	123.00		
	Moving 40 rods fence at $1.50 per rod	60.00		
	Allowance for 3 shade trees, lawn and shrubs, etc.	80.00	263.00	"
12502-	Greb, Clarence J. Right of Way Option expires September 13, 1946			
	0.31 acre at $300.00	93.00		
	Moving 44 rods fence at $1.50 rod	66.00	159.00	"
12487-	Callender, William R. Right of Way Option expires September 15, 1946			
	0.11 acre at $200.00	22.00		
	Moving 20 rods fence at $1.50 rod	30.00	52.00	"
124[illegible]-	Roush, Clifford A. and Florence Roush, and Francis and Gertrude Putman, and Edward and Rose Putman Right of Way Option expires September 15, 1946			
	0.90 acre at $100.00	90.00		
	Moving 80 rods fence at $1.50 rod	120.00	210.00	"
12503-	Keim, Samuel W. and Bertha M. Keim Right of Way Option expires September 17, 1946			

APR 4 1946 (Con't)

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

12503-	Keim Samuel W. and Bertha M. Keim (Con't)	$	$		
	1.54 acres at $300.00		462.00		
	Moving 158 rods fence at $1.50 rod		237.00	699.00	McCallister
10020-	Lewis, S. Herbert and Grace Lewis				
	Right of Way				
	Option expires				
	September 17, 1946				
	0.25 acre at $300.00		75.00		
	0.24 acre at $100 + $1.00 per acre		25.00		
	Moving 29 rods fence at $1.50 rod		43.50	143.50	"
10016-	Elson, C. H., Raymond Palm and Chloe Ellen Palm				
	Right of Way				
	Option expires				
	September 18, 1946				
	0.86 acre at $300.00		258.00		
	Moving 42 rods fence at $1.50 rod		63.00	321.00	"
10015-	Burris, Fred E. and Mildred E. Burris				
	Right of Way				
	Option expires				
	September 17, 1946				
	0.28 acre at $300.00		84.00		
	Moving 35 rods fence at $1.50 rod		52.50	136.50	"
12477-	Brundle, Charles W. and Irene P. Brundle				
	Right of Way				
	Option expires				
	September 17, 1946				
	0.60 acre at $300.00		180.00		
	Moving wire fence at $1.50 rod		45.00		
	Moving highboard fence and gate		25.00		
	Moving buildings and drilling well - estimated at		3,500.00	3,750.00	"

(Con't)

APR 4 1946

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

10017-	Robertson, Harvey W. and Eleanor L. Robertson	$	$	
	Right of Way			
	Option expires			
	September 20, 1946			
	3.20 acres at $500.00	1,600.00		
	123 rods fence at $2.00 rod	246.00		
	Severance damages	154.00	2,000.00	McCallister
10021-	Jenks, Rolland H. and Mary E. Jenks			
	Right of Way			
	Option expires			
	September 20, 1946			
	4.07 acres at $300.00	1,221.00		
	Moving 94 rods fence at $1.50 rod	141.00	1,362.00	"
12655-	Mynatt, J. C. and Fay Mynatt			
	Right of Way			
	Option expires			
	September 28, 1946			
	0.26 acre at $100.00	26.00		
	Moving 12 1/2 rods fence at $1.50 rod	18.75	44.75	"
10018-	Harnish, Ray and Mabel R. Harnish			
	Right of Way			
	Option expires			
	September 30, 1946			
	4.26 acres at $500.00	2,130.00		
	1.06 acres at $150.00	159.00		
	0.16 acre at $300.00	48.00		
	Severance damage 1 1/4 acres at $500, 40%	252.00		
	Severance damage 5 1/4 acres at $500.00 30%	787.00		
	Moving 15 rods fence at $1.50 rod	22.50		
	General damage and depreciation remainder land	750.00		
		4,148.50		
	State to build 189 rods fence at $2 rod.	378.00	4,526.60	"
12485-	Beachman, John W.			
	Right of Way			
	Option expires			
	September 28, 1946			

APR 4 1946

(Con't)

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

12485-	Beachman, John W. (Con't)	$	$	
	1.21 acres at $300.00	363.00		
	Moving 80 rods fence at $1.50 rod	120.00	483.00	McCallister
12465-	Wilson, Wesley L. and Iva L. Wilson			
	Right of Way			
	Option expires			
	September 29, 1946			
	0.45 acre at $50.00	22.50		
	Moving 27 rods fence at $1.50 rod	40.50	63.00	"
10019-	Albaugh, R. B.			
	Right of Way			
	Option expires			
	September 29, 1946			
	0.70 acre	00.00		
	Allowance moving small building from right of way	25.00	25.00	"
12461-	Crawford, Ernest and Ruby Crawford			
	Right of Way			
	Option expires			
	September 29, 1946			
	1.03 acres at $300.00	309.00		
	Moving 80 rods fence at $1.50 rod	120.00	429.00	"
12476-	Peacock, Edward T. and Dorothy Peacock			
	Right of Way			
	Option expires			
	September 30, 1946			
	0.64 acre at $300.00	192.00		
	41 rods fence at $1.50 rod	61.50	253.50	"
12459-	Zimmerlee, John F. and Edna F. Zimmerlee			
	Right of Way			
	Option expires			
	September 30, 1946			
	1.07 acres at $250.00	267.50		
	Moving 80 rods fence at $1.50 rod	120.00		
	3 large shade trees at $15.00 each	45.00		
	Moving shrubs	1.50	434.00	"

(Con't)

APR 4 1946

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY (Con't)

12460-	Levulett, Arthur Paul and Eliza M. Levulett Right of Way Option expires September 31, 1946 0.06 acre at $166.66 2/3	$ 10.00	$ 10.00	McCallister
	MAZUMA JUNCTION TO LOBERT (LENZ-KIRK) SECTION, THE DALLES-CALIFORNIA HIGHWAY			
12182-	Phelps, R. I. Right of Way Option expires June 21, 1946 6.05 acres at $5.00	$ 30.25	$ 30.25	Cozad
11907-	Zbinden, John Right of Way Option expires August 23, 1946 1.17 acres at $20.00	23.40	23.40	" McChesney
11906-	Zbinden, John Right of Way Option expires August 23, 1946 0.89 acre at $5.00	4.45	4.45	"
11909-	Swan, Rachel A. Right of Way Option expires September 1, 1946 0.15 acre at $5.00	.75	.75	Cozad
11910-	Noah, D. E. and Denver Parks Right of Way Option expires September 8, 1946 17.31 acres at $10.00	173.10	173.10	"
	MAZUMA JUNCTION TO (SPRING CREEK-) LOBERT SECTION, THE DALLES-CALIFORNIA HIGHWAY			
11908-B	Anderson, Estate Esther, and heirs Right of Way Option expires August 26, 1946	$	$	

(Con't)

APR 4 1946

MAZUMA JUNCTION TO
(SPRING CREEK-) LOBERT SECTION, THE DALLES-CALIFORNIA HIGHWAY (Con't)

11908-B	Anderson, Estate Esther, and heirs (Con't)	$	$	
	6.36 acres at $25.00	159.00		
	160 rods fence, move and rebuild, at $1.00 per	160.00		
	160 rods new fence at $1.25 per	200.00	519.00	Cozad McChesney
11914-	Chiloquin, City of			
	Right of Way			
	Option expires			
	September 8, 1946			
	8.12 acres at $20.00	162.40	162.40	"
	Plus fencing			

MAZUMA JUNCTION TO LOBERT
(BEAVER MARSH-LOBERT) SECTION, THE DALLES-CALIFORNIA HIGHWAY

11908-	Indian Allotments (Klamath Indian Agency)	$	$	
	Right of Way			
	No option taken			
	90.11 acres (9.75 acres for park)	2,469.98		
	Severance	503.10		
	Timber	1,150.94		
	Fencing	2,639.50		
	Moving buildings and drilling wells	7,250.00	14,013.52	Cozad
	Plus underpass			
11908-	Klamath Indian Tribe (Klamath Indian Agency)			
	Right of Way			
	No option taken			
	461.9 acres	1,863.96		
	Timber	1,518.94		
	Fencing	1,137.50	4,520.40	"
	Plus stock guard			

MAZUMA JUNCTION TO LOBERT
(CHEMULT-BEAVER MARSH) SECTION, THE DALLES-CALIFORNIA HIGHWAY

11903-	Liskey, D. D. and Dave Liskey	$	$	
	Right of Way			
	Option expires			
	September 10, 1946			
	193.82 acres at $2.00	387.64	387.64	Cozad
	State to fence			

APR 4 1946

MAZUMA JUNCTION TO LOBERT
(KIRK-SPRING CREEK) SECTION, THE DALLES-CALIFORNIA HIGHWAY

11911-	Starrett, C. S. and O. S. Pitts	$	$	
	Right of Way			
	Option expires			
	September 12, 1946			
	1.91 acres at $15.00	28.65	28.65	Cozad
	Approx. 79 rods fence to be built by State			
11912-	Jacobsen, Carl B.			
	Right of Way			
	Option expires			
	September 25, 1946			
	3.05 acres at $10.00	30.50	30.50	"

CITY LIMITS-USRS CANAL SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

9769-B	Southwell, W. W.	$	$	
	Right of Way			
	Option expires			
	August 27, 1946			
	3,186 sq. ft. at 15¢ sq. ft.	477.90	477.90	Cozad
12170-	Rusco, George S.			
	Right of Way			
	No option taken			Cozad
	16,840 sq. ft.	10.00	10.00	Parker
9760-	Swan Lake Moulding Company			
	Right of Way and Easement			
	Option expires			
	September 26, 1946			
	(Parcels #3-4) 450 sq. ft. (with 5 foot easement on each	00.00		
	Moving service station-low bid estimate	4,100.00	4,100.00	"
	State to convey 640 sq. ft. lying between right of way and grantor's property			
12167-	Miller, Norma G. and Clarence E. Miller			
	Right of Way			
	Option expires			
	September 25, 1946			
	4,545 sq. ft. at 30¢ sq. ft.	1,363.50		
	Moving service station-estimated	5,250.00	6,613.50	"

APR 4 1946

(Con't)

CITY LIMITS -USRS CANAL SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY (Con't)

9632-A	Collier, Alfred D. and V. E. O'Neill Right of Way Option expires June 10, 1946 2,510 sq. ft.	$ 00.00	$ 00.00	Cozad
9760-	Swan Lake Moulding Company Right of Way Option expires January 9, 1946 4,505 sq. ft. (Parcel #1) State to pay if moving buildings necessary	00.00	00.00	"
9760-	Swan Lake Moulding Company Right of Way and slope easement. Option expires March 10, 1946 0.40 acre (Parcel #2) State to deed back strip between Stations 45 and 48	00.00	00.00	"
9760-	Swan Lake Moulding Company Lease 3.97 acres - road materials lease, yardage basis of 3¢ cubic yard - 2 year lease			"
12169-A	Price, Anne Right of Way Option expires June 18, 1946 590 sq. ft. at 15¢ sq. ft.	88.50	88.50	"
12169-	Price, Anne Right of Way Option expires June 18, 1946 1,261 sq. ft. at 15¢ sq. ft.	189.15	189.15	"
12168-	Ferrari, Aldo Right of Way Option expires May 12, 1946 536 sq. ft. at 15¢	80.40	80.40	"

(Con't)

APR 1 1946

CITY LIM TS-USRS CANAL SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY (Con't)

9761-	Metler Bros.,	$	$	
	Right of Way			
	Option expires			
	May 24, 1946			
	2,930 sq. ft. at 10¢	293.00		
	Plus fencing	34.00		
	Gate	35.00		
	Retaining wall and fill estimated	200.00	493.00	Cozad
9770-	Patterson, Grace C.			
	Right of Way			
	Option expires			
	June 2, 1946			
	1,000 sq. ft. at 10¢	100.00		
	Allowance for retaining wall in connection with 15 ft. easement	500.00	600.00	"
9769-A	Klamath County School District			
	Right of Way			
	Option expires			
	June 5, 1946			
	40,395 sq. ft. at 10¢ sq. ft.	4,039.50	4,039.50	"
12171-	Stough, Ed. W.			
	Right of Way			
	Option expires			
	May 25, 1946			
	766 sq. ft. at 10¢	76.60		
	Slope easement-allowing 50%- 766 sq. ft.	38.30		
	9 shade trees at $10.00 each	90.00		
	8 rods fence-remove and rebuild, $1.00	8.00	212.90	"
9766-A	Klamath County			
	Right of Way			
	Option expires			
	September 28, 1946			
	0.56 acre	00.00	00.00	"
	State to pay for removing and rebuilding fence			
12170-	Rusco, George S.			
	Easement			
	No option taken			
	15 foot slope easement	10.00	10.00	"

APR 4 1946

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

9608-	Swan Lake Moulding Company	$	$	
	Right of Way			
	Option expires			
	June 13, 1942			
	(Correction			
	1,433 sq. ft.	00.00		
	Moving steel service station, estimated	3,000.00	3,000.00	Cozad
	Previous report			
	1,433 sq. ft.	00.00		
	Moving steel service station, estimated	1,500.00		
		1,500.00		
9604-	(Bennell, R. H.) Klamath Basin Cooperative			
	Right of Way			
	Option expires			
	May 18, 1942			
	(Correction)			
	5,366 sq. ft.	00.00		
	State to cut off barbecue lunch marquee estimated at	200.00		
	State to move Signal oil station, est'd.	2,500.00	2,700.00	"
	Previous report			
	5,366 sq. ft.	00.00		
	State to cut off barbecue lunch marquee estimated at	200.00		
	State to move Signal oil station, est'd	1,500.00		
		1,700.00		
9615-	Carnini, Pietro			
	Right of Way			
	Option expires			
	(Correction)			
	3,585 sq. ft. at 30¢ sq. ft.	1075.50		
	Re-establishing cafe, garage and cold storage room	2450.00		Cozad
	Removing barber pole	10.00	3,535.50	Parker

(Con't)

APR 1 1946

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY (Con't)

Previous Report		$	$	
	3,585 sq. ft. at 30¢ sq. ft.	1075.50		
	Re-establishing cafe, garage and cold storage room	1420.00		
	Removing barber pole	10.00		
	Moving service station-low bid	685.00	3,190.50	Cozad

THE DALLES-MILL CREEK FORKS SECTION, MILL CREEK COUNTY ROAD HIGHWAY

12241-	Miller, Carl R.	$	$	
	Right of Way			
	Option expires			
	August 27, 1946			
	0.10 acre at $250.00	25.00		
	Cherry and filbert trees-allowance-	40.00		
	State to rebuild concrete steps and road approach		65.00	Witt
12242-	Brace, Fred E., and C. P. Whalen			
	Right of Way			
	Option expires			
	August 21, 1946			
	0.18 acre at $100.00	18.00	18.00	"
12243-	Zurlinder, Joseph			
	Right of Way			
	Option expires			
	August 26, 1946			
	0.05 acre at $200.00	10.00		
	Moving 40 rods fence at $1.00 per rod	40.00	50.00	"
12245-	Tibbets, Roy L.			
	Right of Way			
	Option expires			
	August 21, 1946			
	0.20 acre at $300.00	60.00		
	Cherry trees, Muscat grape vines and strawberry plants	42.50	102.50	"
12246-	Fowler, Lloyd K. and Jackie Fowler			
	Right of Way			
	Option expires			
	August 25, 1946			

(Con't)

THE DALLES-MILL CREEK FORKS SECTION, MILL CREEK COUNTY ROAD HIGHWAY (Con't)

12246- Fowler, Lloyd K. and Jackie Fowler (Con't)	$	$		
0.10 acre at $250.00		25.00		
Cherry trees, and strawberry plants		136.00		
Removing 9 rods fence at $1.00 rod		9.00	170.00	Witt
12253- Sandoz, Melvin L. Right of Way Option expires August 31, 1946				
0.25 acre at $100.00		25.00		
3 cherry trees at $10.00 each		30.00		
40 rods fence at $1.50 per rod		60.00	115.00	"
12254- Sandoz, Nellie Right of Way Option expires August 27, 1946				
0.89 acre at $100.00		89.00		
96 rods fence at $1.50 per rod		144.00		
Allowance for trees, and damage to lily pond		180.00	413.00	"
12248- Martin, Norval H., and Paul M. Martin Right of way and stock pile site Option expires August 27, 1946				
1.47 acres at $100.00		147.00		
60 rods fence at $1.50		90.00		
Tree and bushes- allowance- Plus rebuilding ornamental stone masonary wall, concrete steps, road approaches		28.00	265.00	"
12230- Williams, G. S. Right of way Expiration option September 1, 1946				
0.25 acre at $250.00		62.50		
16 cherry trees at $25.00 each		400.00	462.50	"

(Con't)

SEP 4 1946

THE DALLES-MILL CREEK FORKS SECTION, MILL CREEK COUNTY ROAD HIGHWAY (Con't)

12240-	Hull, Bruce H.	$	$	
	Right of Way			
	Option expires			
	August 20, 1946			
	0.16 acre at $300.00	48.00		
	12 rods at $1.00 (fence)	12.00		
	Allowance for moving dwelling and wrecking chicken houses	350.00	410.00	Witt
12249-	Miller, G. L.			
	Right of Way			
	Option expires			
	August 26, 1946			
	0.10 acre at $100.00	10.00		
	Moving 15 rods fence at $1.50 per rod	22.50	32.50	"
12250-	Hazen, Catherine			
	Right of Way			
	Option expires			
	August 26, 1946			
	0.17 acre at $100.00	17.00		
	Moving 170 rods fence at $1.50 per rod	255.00	272.00	"
12251-	Ohlegshlager, Waldemar E.			
	Right of Way			
	Option expires			
	August 27, 1946			
	0.10 acre at $100.00	10.00	10.00	"
12252-	Ward, F. and E. E. Westlund			
	Right of Way			
	Option expires			
	August 31, 1946			
	0.46 acre at $100.00	46.00		
	75 rods fence at $1.50 per rod	112.50		
	Moving rockery, four rose bushes, flowers, bulbs, allowance for bushes, trees (fruit)	257.50	416.00	"
12244-	Spitler, Harry, and N. L. Myers			
	Right of Way			
	Option expires			
	August 21, 1946			
	0.04 acre at $250.00	10.00	10.00	"

(Con't)

APR 1 1946

THE DALLES-MILL CREEK FORKS SECTION, MILL CREEK COUNTY ROAD HIGHWAY (Con't)

12247-	Fowler, Harry R.	$	$	
	Right of way			
	Option expires			
	August 25, 1946			
	0.15 acre at $250.00	37.50		
	Allowance for bushes, shrubs, trees, and moving garage	160.50	198.00	Witt
	Plus rebuilding concrete steps			

MILTON-WASHINGTON STATE LINE SECTION, OREGON-WASHINGTON HIGHWAY

10554-A	Miller, C. B. and others	$	$	
	Easement			
	Option expires			
	September 20, 1946			
	0.08 acre	00.00		
	Temporary easement for RR shoofly	____	00.00	Landon
10554-B	Seventh Day Adventist Church			
	Easement			
	Option expires			
	September 20, 1946			
	0.05 acre	00.00		
	Easement for RR shoofly-temporary	____	00.00	"
10556-C	Phelps, Myrtia C.			
	Right of Way			
	Option expires			
	September 24, 1946			
	0.07 acre at $500.00	35.00		
	Cherry tree, shade trees, loss 10 feet of lawn	165.00		
	Plus moving fence and mail box	____	200.00	"

SPENCER CREEK-AGATE BEACH SECTION, OREGON COAST HIGHWAY

4369-	Evans, Asenath	$	$	
	Right of Way			
	Option expires			
	September 14, 1946			
	12.2 acres at $300.00	3,660.00		
	Damage to remaining property	500.00		
	Loss of two buildings	340.00	4,500.00	Collins

(Con't)

APR 4 1946

SPENCER CREEK-AGATE BEACH SECTION, OREGON COAST HIGHWAY (Con't)

12128-	McNaughton, E. B. and Cheryl McNaughton	$	$	
	Right of Way			
	Option expires			
	September 13, 1946			
	1.20 acres at $416.66 per acre	500.00	500.00	Collins
3932-B	McNaughton, E. B.			
	Right of Way			
	Option expires			
	August 28, 1946			
	4.35 acres at $200.00	870.00		
	50 foot slope easement	130.00	1,000.00	"
12630-	Deal, W. K. and Ruth Deal			
	Right of Way			
	(Have deed)			
	0.05 acre at $2,400.00	120.00		
	450 sq. ft. at 6 2/3¢ sq. ft.	30.00	150.00	"
12603-	Deal, W. K. and Ruth Deal, and H. E. Patterson and wife			
	Right of Way			
	Option expires			
	September 25, 1946			
	4,106 sq. ft. at $0.084 plus sq. ft.	350.00	350.00	"

GATES-NIAGARA SECTION, NORTH SANTIAM HIGHWAY

12146-A	Gessner, D. A. and Anna H. Gessner	$	$	
	Right of Way			
	Option expires			
	September 8, 1946			
	0.51 acre at $30.00 less per acre	15.00	15.00	Benson

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

9934-	Kinney, Robert C.	$	$	
	Right of Way			
	Option expires			
	September 20, 1946			
	5.14 acres at $25.00	128.50		
	120,000 feet timber (spruce-fir) at $4.00 M.	480.00	608.50	Witt

APR 1 1946

NECANICUM RIVER-HUG POINT SECTION, OREGON COAST HIGHWAY

12597-	Brallier, F. E. and Norton Brallier Right of Way Option expires September 17, 1946 0.19 acre at $500.00	$ 95.00	$ 95.00	Witt
12596-	Kinney, Robert C. Right of Way Option expires September 20, 1946 0.4 acre at $50.00	20.00	20.00	"

OJALLA BRIDGE-SILETZ SECTION, SILETZ SECONDARY HIGHWAY

12457-	Metcalf, Robert, and Joshua Tom (Grand Ronde Siletz Agency) Right of Way Option expires (no option) 1.07 acres at $151.40 18 rods fencing at $1.00 rod	$ 162.00 18.00	$ 180.00	Witt

LAKONA-DELAKE SECTION, OREGON COAST HIGHWAY

12581-	O'Donnell, E. J. Right of Way Option expires September 18, 1946 0.056 acre (Approx. 50% of lot) LUMP SUM	$ 100.00	$ 100.00	Witt
12582-	Kingsley, Sylvanus and Opal Phelps Kingsley Right of Way Option expires September 29, 1946 240 sq. ft. LUMP SUM	25.00	25.00	"

JEFFERSON COUNTY LINE-LYTLE CREEK SECTION, MADRAS-PRINEVILLE HIGHWAY

12658-	Cornett, J. W. Right of Way No option taken 1.60 acres The State is to build an approach road to ranch house at approximately Station 1195+00	$ 00.00	$ 00.00	Benson

APR 4 1946

12957

STILWELL BRIDGE SECTION, NETARTS HIGHWAY

12585-	Marolf, Alfred and Ida Marolf	$	$	
	Right of way and temporary easement for detour road			
	Option expires August 27, 1946			
	0.06 acre at $1,000.00	60.00		
	Temporary detour road easement	00.00		
	Allowance for moving mail box- board fence, shrubbery, apple tree, loss garden etc.	150.00	210.00	Landon
12584-	Hadley, Clark E.			
	Easement			
	Option expires August 27, 1946			
	Temporary easement for detour road	00.00	00.00	"

JOHN DAY RIVER-QUINTON SECTION, COLUMBIA RIVER HIGHWAY

10280-	Devlin, Estate Mark	$	$	
	Right of Way			
	Option expires December 15, 1943			
	3.83 acres at $10.00	38.30		
	Service station,- 1 pump, 1 tank, concrete basement, rear station used as living quarters, marque	750.00	788.30	Cozad

PENDLETON DEADMAN'S PASS SECTION, OLD OREGON TRAIL

9644-B	Samuel Luton (Indian Allotment Land)	$	$	
	Stock pile lease			
	0.83- 5 year lease at $5.00 per year	25.00		
	Lease fee	1.00	26.00	DeSouza

WALDPORT-TIDEWATER SECTION, ALSEA HIGHWAY

12594-	Bush, Harold S. and Ruth Bush, and Gail B. Harding and Clover M. Harding	$	$	
	Rock quarry			
	Option expires August 18, 1946			

APR 1 1946

(Con't)

WALDPORT-TIDEWATER SECTION, ALSEA HIGHWAY (Con't)

12594-	Bush, Harold S. and Ruth Bush, and Gail B. Harding and Clover M. Harding (Con't)	$	$	
	3.79 acres at $100.00	379.00		
	Damages allowed - parcel in center of grantors land	100.00	479.00	McChesney

GARDNER RANCH-BARNES ROAD SECTION, SUNSET HIGHWAY

*12659-	Krueger, Caroline, and Raymond J. Krueger and Leona J.	$	$	
	Rock Quarry			
	Option expires			
	June 8, 1946			
	20 to 40 acres to be acquired at $150.00 per acre			McChesney

COOS BAY SECTION, OREGON COAST HIGHWAY

12615-	Brundage, N. R.	$	$	
	Right of Way			
	Option expires			
	September 5, 1946			
	525 sq. ft. at 50¢ sq. ft.	262.50		
	Allowance for damages, filling etc.	237.50	500.00	Benson

WALTON-VENETA SECTION, RICHARDSON-EUGENE HIGHWAY

12657-	Dennison, Ralph L. and W. D. Shearer and Marion L. Shearer and Myrtle V. Crone	$	$	
	Right of Way			
	Option expires			
	September 25, 1946			
	0.18 acre at $100.00	18.00	18.00	Benson
12648-	Dyer, George C. and Affie M. Dyer			
	Right of Way			
	Option expires			
	September 25, 1946			
	0.51 acre at $800.00	408.00	408.00	"

APR 4 1946

BUCHANAN-MALHEUR RIVER SECTION, CENTRAL OREGON HIGHWAY

12688-	Chambers, Ralph and Farrell J. Chambers	$	$	
	Quarry			
	Option expires			
	September 21, 1946			
	10.0 acres at $10.00	100.00	100.00	Paul Van Scoy

PICTURE ROCK PASS-HUNTER HILL SECTION, FREMONT HIGHWAY

***6782-A	Graves, Frank	$	$	
	Stock Pile			
	Option expires			
	August 23, 1946			
	1.15 acres (Exchange)	00.00		
	State to convey to grantor 1.18 acres situated in SW¼ NE¼ Section 23, Township 30 South, Range 16 East, Lake County, acquired from LYDIA MARTIN SMITH		00.00	DeSouza

BURNS-LAWEN SECTION, BURNS-CRANE HIGHWAY

12409-	Griffith, Bertha W.	$	$	
	Right of Way			
	Option expires			
	August 1, 1946			
	0.05 acre	00.00	00.00	Gardiner
	State to rebuild fence			
12405-	Korten, Charles A. and Lydia B. Korten			
	Right of Way			
	Option expires			
	September 25, 1946			
	(Correction)			
	0.59 acre at $85.00	50.00	50.00	"
	State to rebuild fence			

Prior authorization - $15.00

NORTH BEND SECTION, OREGON COAST HIGHWAY

**12628-	North Bend, City of Maintenance Headquarters site	$	$	
	Option expires			
	September 5, 1946			
	2 lots (6,000 sq. ft.) at $75.00 each	150.00	150.00	Benson

APR 4 1946

(Con't)

NORTH BEND SECTION, OREGON COAST HIGHWAY

**12627- Coos County Maintenance Headquarters site Option expires September 4, 1946		$	$	
	9 lots (25,000 sq. ft.) at $75.00 each	675.00		
	4 lots (12,000 sq. ft.) at $125.00 each	500.00	1,175.00	Benson

ARCH CAPE-MANZANITA SECTION, OREGON COAST HIGHWAY

8113- Collins, Mary L. Park Option expires		$	$	
	42.22 acres at $350.54	14,800.00	14,800.00	Gardiner

Footnotes:

* Concerning Item No. 12659, acquisition of a rock quarry from Caroline Krueger and Raymond J. and Leona J. Krueger, for the Gardiner Ranch-Barnes Road Section of the Sunset Highway, the Commission approved the rate of $150 per acre but left it with the Engineer to ascertain the exact acreage required.

** Items 12628 and 12627 covering a new maintenance headquarters site which it is proposed to acquire in North Bend, from the City of North Bend and Coos County, as a substitute for an existing site which the Weyerhaeuser Timber Company desires to acquire in connection with its operation: The Commission approved the amounts contained in the options for both sites but ordered that the acquisition of the two properties be deferred until the consummation of the deal with Weyerhaeuser Timber Company. (See ahead for discussion of this matter with representatives of the Company who were present on the following day)

***Item No. 6782-A, exchange of stockpile sites with Frank Graves on the Picture Rock Pass-Hunter Hill Section of the Fremont Highway, Lake County: This exchange of stockpile sites was approved by the Commission on the condition that Mr. Graves would furnish the new site at no cost to the state and would transfer the materials now stored on the present site to the new site at his sole expense and to the satisfaction of the Engineer.

Commissioner Schaupp arrived at this juncture.

The Assistant Counsel brought up for discussion options obtained from the following people for acquisition of property needed as right of way:

1. Balsiger Motor Company, Klamath Falls, right of way for the City Limits-USRS Canal Section of the Klamath Falls-Lakeview Highway. (File No. 9767)

2. I. M. and Mary B. Hays for right of way needed for the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County. (File No. 12601)

3. Leo F. Denzel and Z. K. Smith for right of way on the Ocean Lake-Delake Section of the Oregon Coast Highway, in Lincoln County. (File No. 12532)

4. John Zbinden for right of way for the Mazama Junction-Lobert Section of The Dalles-California Highway, in Klamath County. (File No. 11906)

5. L. R. Ashworth and Cloe Ashworth for maintenance site at North Bend. (File No. 12629)

Concerning the right of way needed from the Balsiger Motor Company, at Klamath Falls, the Assistant Counsel advised that an option has been obtained from the Company containing two alternate propositions, one of which limits acquisition of right of way on the widening of South Sixth Street, the route of the Klamath Falls-Lakeview Highway, and the other includes acquisition of right of way for proposed highway which intersects South Sixth Street on the west side of the USRS Canal. He said that the Company is asking 15 cents per square foot for its property along South Sixth Street, and involving a total cost of $8,901.60, which, in his estimation, is exhorbitant, but will sell this tract and the right of way for the other highway, which contains an additional 11.46 acres, for a total of $37,500, including a 15 room house which is valued at $17,000. The Engineer advised that the area being considered for the proposed highway, which would intersect the South Sixth Street project, includes sufficient land for the future construction of a traffic separation structure. He suggested that considerable expense could be saved if the area needed for such purpose were reduced by confining the purchase to a standard width right of way, which would eliminate the necessity of acquiring the expensive building at this time. The matter was discussed at considerable length, but a decision was deferred until the following day. (As a result of discussion on the next day, the Commission authorized negotiations to acquire the right of way in conformity with the Engineer's suggestion. In the event the property cannot be acquired at a reasonable figure, the negotiations shall be limited to acquiring right of way as may be needed for the South Sixth Street improvement. The Chief Counsel is authorized to condemn such right of way, if necessary, it appearing to the Commission that the price demanded by the Balsiger Motor Company is exhorbitant)

The Assistant Counsel advised that Mr. and Mrs. Hays are demanding the price of $3,200 per acre for one-half acre of their land on the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County. He considered such sum exhorbitant, although, he said, land values along the coast have increased greatly since the end of the war. The Commission ordered condemnation of the property.

Concerning the option secured from Messrs. Z. K. Smith and Leo F. Denzel for right of way for the Ocean Lake-Delake Section of the Oregon Coast Highway, the Assistant Counsel advised that the owners are demanding 20 cents per square foot or a total of $1,019.30 for their property, notwithstanding the Commission's requirement that the right of way be furnished free of cost to the state. He further stated that these gentlemen are the only ones asking paymnt for land taken for this project. The Commission deferred a decision in the matter pending investigation of the bids for the Ocean Lake Project, which are to be opened the following day. (A satisfactory bid was received for the construction of the Ocean Lake Project, but the award of the award of the contract was deferred by the Commission pending satisfactory settlement of the right of way matter with Z. K. Smith and Leo F. Denzel, it being understood that if such a satisfactory arrangement cannot be effected, then the bids for the project will be rejected.)

Concerning the right of way being acquired from Mr. John Zbinden, the Assistant Counsel advised that Mr. Zbinden gave the state an option to purchase this property, but it now develops that he does not own it, so it is going to be necessary to institute condemnation proceedings to acquire it. He recommended an offer of $10 as a condemnation offer. The Commission approved the recommendation.

In connection with securing the property from Mr. and Mrs. L. R. Ashworth for an alternate maintenance site at North Bend, which property will be needed along with abutting property owned by the City of North Bend and Coos County if the deal for an exchange of properties with the Weyerhaeuser Timber Company is consummated, the Assistant Counsel advised that the Ashworths are demanding an excessive amount for their property. He recommended condemnation proceedings to acquire it, if necessary, with an offer of $400 for the same. The Commission approved the recommendation subject to the condition that the condemnation proceedings shall not be started unless the deal with the Weyerhaeuser Timber Company is completed.

The Assistant Counsel also requested authority to condemn certain parcels of real property that are required for highway improvements. He submitted a list of such properties together with the offers that he recommended for condemnation, as follows:

12563

File Number		Name of Owner	Recommended Offer
BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION OF THE CRATER LAKE HIGHWAY			
12471	(Right of Way)	G. A. Olson and Martha A. Olson	$ 10.00
12473	(Right of Way)	Christian Schempp	1,250.00
12481	(Right of Way)	Edith G. Keith	100.00
12490	(Right of Way)	Walter S. Wood	3,000.00
12505	(Right of Way)	L. E. Edmonds, et al.	20.00
12654	(Right of Way)	Howard J. Wilson and Kathryne M. Wilson	100.00
12461A	(Right of Way)	Fred Larentzen	40.00
12474	(Right of Way)	Lewis Edward Robertson and Gladys May Robertson	10.00
12491	(Right of Way)	Mary Ashpole, et al., and Walter S. Wood	225.00
12673	(Gravel pit)	Robert W. Ruhl	650.00
SPRING CREEK-LOBERT SECTION OF THE DALLES-CALIFORNIA HIGHWAY			
12183	(Right of Way)	Leroy Gienger	325.00
OWENS STREET-MIDLAND ROAD SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY			
9607	(Right of Way)	F. L. Weaver and Elsie H. Weaver	2,500.00
BURNS-LAWEN SECTION OF THE BURNS-CRANE HIGHWAY			
12403	(Gravel Pit)	Allen T. Jones and Ruth A. Jones	275.00
12420	(Right of Way)	J. M. Sweek & Company	10.00
12425	(Right of Way)	Earle C. Miller Estate	10.00
12427	(Right of Way)	Mabel A. Miller	10.00
12433	(Right of Way)	Albert Ward Walter	10.00

(Con't)

APR 1 1946

File Number		Name of Owner	Recommended Offer
BURNS-LAWEN SECTION OF THE BURNS-CRANE HIGHWAY (Con't)			
12441	(Right of Way)	Edith E. Prettyman	$ 10.00
12442	(Right of Way)	R. O. Richards and Leon Seeley	10.00
12444	(Right of Way)	Lee Iland	10.00
12445	(Right of Way)	Vera Betty Loraine Gay	10.00
MARKS CREEK-SUMMIT SECTION OF THE OCHOCO HIGHWAY			
11881		J. L. Ray and Carol B. Ray, and Joe M. Drew	3,000.00
11882		R. L. Calavan	2,500.00
11883		Ochoco Lumber Company	500.00
NORTH BEND SECTION OF OREGON COAST HIGHWAY			
12629	(Maintenance headquarters)	L. R. Ashworth and Cloe Ashworth	400.00

After careful consideration, the Commission approved the request and the offers, and thereupon, by unanimous vote, adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places,

APR 4 1946

auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Joe M. Drew, et al., which property is located in Sections 22, 11, 2, 1, and 12, all in Township 14 South, Range 18 East, W. M., Crook County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 1, 2, and 3, and is further identified in the records of the Highway Commission as file R 11881, which property is being acquired for right of way purposes in connection with the Ochoco Highway; (*)

Real property owned by the Ochoco Lumber Company, which property is located in Section 1, Township 14 South, Range 18 East; Section 36, Township 13 South, Range 18 East; and in Section 30, Township 13 South, Range 19 East, W. M., Crook County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 4 and 5, and is further identified in the records of the Highway Commission as file R 11883, which property is being acquired for right of way purposes in connection with the Ochoco Highway; (*)

Real property owned by Raymond Calavan, which property is located in Sections 22, 15, and 14, all in Township 14 South, Range 18 East, W. M., Crook County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 6 and 7, and is further identified in the records of the Highway Commission as file R 11882, which property is being acquired for right of way purposes in connection with the Ochoco Highway: (*)

Real property owned by F. L. Weaver, et ux., which property is located in Block 204, Mills Second Addition to the City of Klamath Falls, Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 8, and is further identified in the records of the Highway Commission as file R 9607, which property is being acquired for right of way pruposes in connection with the Klamath Falls-Lakeview Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowerered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the

State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

(*) Footnote:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 60, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by T. Allen Jones and Ruth A. Jones, husband and wife, which property is located in the northwest quarter (NW¼) of the northeast quarter (NE¼) of Section 16, Township 23 South, Range 31 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 12403, which property is being acquired for the purpose of securing road-building materials therefrom in connection with the Burns-Crane Highway; (*)

Real property owned by J. M. Sweek & Company, which property is located in the west one-half (W½) of the southeast quarter (SE¼) and Lots 6 and 7 of Section 4, Township 24 South, Range 32 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 12420, which property is being acquired for right of way purposes in connection with the Burns-Crane Highway; (*)

Real property owned by the Earle C. Miller Estate, which property is located in the northwest quarter (NW¼) of the southeast quarter (SE¼) and in the west one-half (W½) of the southeast quarter (SE¼) of the southeast quarter (SE¼) of the southeast quarter (SE¼) of Section 10, Township 24 South, Range 32 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 3 and 4, and is further identified in the records of the Highway Commission as file R 12425, which property is being acquired for right of way purposes in connection with the Burns-Crane Highway; (*)

Real property owned by Mabel A. Miller, which property is located in the southwest quarter (SW¼) of the northeast quarter (NE¼) of the southeast quarter (SE¼) of Section 10, Township 24 South, Range 32 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 12427, which property is being acquired for right of way purposes in connection with the Burns-Crane Highway; (*)

APR 1 1946

Real property owned by Albert Ward Walter, which property is located in the north one-half ($N\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) and in the southwest quarter ($SW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 14, Township 24 South, Range 32 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 6 and 7, and is further identified in the records of the Highway Commission as file R 12433, which property is being acquired for right of way purposes in connection with the Burns-Crane Highway; (*)

Real property owned by Edith E. Prettyman, which property is located in Lot 4 ($SE\frac{1}{4}$ of $SW\frac{1}{4}$) of Section 19, Township 24 South, Range $32\frac{1}{2}$ East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 8, and is further identified in the records of the Highway Commission as file R 12441, which property is being acquired for right of way purposes in connection with the Burns-Crane Highway; (*)

Real property owned by R. O. Richards, et al., which property is located in Lots 1 and 2 and the southwest quarter ($SW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 30, Township 24 South, Range $32\frac{1}{2}$ East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 9, and is further identified in the records of the Highway Commission as file R 12442, which property is being acquired for right of way purposes in connection with the Burns-Crane Highway; (*)

Real property owned by Vera Betty Loraine Gay, which property is located in the west one-half ($W\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 32, Township 24 South, Range $32\frac{1}{2}$ East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 10, and is further identified in the records of the Highway Commission as file R 12445, which property is being acquired for right of way purposes in connection with the Burns-Crane Highway; (*)

Real property owned by Mrs. Mary H. Brown, et al., which property is located in the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 30, Township 24 South, Range $32\frac{1}{2}$ East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 11, and is further identified in the records of the Highway Commission as file R 12444, which property is being acquired for right of way purposes in connection with the Burns-Crane Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove

set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

(*) Footnote:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 61, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

APR 4 1946

12971

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary f or the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Fred Lorentzen, Jr., et ux., which property is located in the southeast quarter ($SE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 3, Township 35 South, Range 1 West, W. M., Jackson County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 12461A, which property is being acquired for right of way purposes in connection with the Crater Lake Highway; (*)

APR 4 1946

Real property owned by L. R. Ashworth, et ux., which property is located in Block 17 of the Original Plat of North Bend, Coos County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 12629, which property is being acquired for maintenance quarters to be used in connection with highway maintenance. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or either of them, or any interest therein the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

APR 4 1946

6. That this resolution be entered in full in the minutes and records of this Commission.

(*) Footnote:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 62, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Chief Counsel reported briefly on the controversy with Mrs. Charlotte Thomas concerning right of way that is being acquired from her for the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County. He advised that Mrs. Thomas's property is being condemned because she is asking an exhorbitant amount for the same; also, that Mrs. Thomas contends that the property is worth the amount she is asking for it and in support thereof has presented a number of letters from people throughout the state praising her "set up." The Commission took no action in the matter.

The Chief Counsel also brought up for discussion a request from the Pacific Plywood Corporation, Willamina, to construct a roadway along a strip of land 25 feet wide on the north side of state owned property described as Lots 1 and 2 of Block 3, Kershaw's Addition to Willamina, in connection with the operation of its plant. He recommended granting this privilege for a period of 10 years. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously. An agreement covering the matter was signed by the Commission on the following day.

The Commission considered bids, as follows, received in Salem on April 1, 1946, for the purchase of buildings on the Gates-Niagara Section of the North Santiam Highway, Marion County, and for the purchase of a tract of land at Cannon Beach:

PURCHASE OF BUILDINGS ON THE NORTH SANTIAM HIGHWAY
GATES-NIAGARA SECTION

C. C. Tucker, Lyons	$ 100.00

PURCHASE OF A TRACT OF LAND AT CANNON BEACH

Vernon Williams, Portland	$ 750.00
H. F. Travis, Portland	150.00
Mrs. S. E. Sawyer, Cannon Beach	100.00

APR 1 1946

The Assistant Counsel recommended rejection of the bids received for the buildings at Niagara as being too low and requested authority to sell the buildings privately, if possible; otherwise, he recommended that the contractor for the highway improvement be authorized to wreck them. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

As to the sale of the property at Cannon Beach, the Assistant Counsel and the Engineer recommended that the bids be rejected and that the lots be readvertised for sale individually. The recommendation was approved by the Commission by unanimous vote.

The Assistant Counsel brought up for discussion the application of the Troutdale Vegetable Growers Association to purchase additional state-owned land at Troutdale, being a tract approximately 50 feet by 100 feet in dimension situate immediately south of the state-owned tract heretofore sold to the Association. He advised that the Association wants to use this area as an automobile parking area for its employees, and if the state will sell the property, the Association will pay for it at the same rate it paid for the other property; moreover, the Association will construct a roadway extending from the present Columbia River Highway to the state owned public automobile parking area just east of its plant in lieu of the present roadway across the land they wish to acquire. He further advised that the property is not particularly needed for state purposes and recommended that it be sold to the Association. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote subject to the condition that the Association will construct a new road to the state's parking area as a substitute for the existing road.

The Commission discussed a proposed settlement with Mr. H. L. Claycomb, Ashland, for the reconstruction of his garage building necessitated by the proposed improvement of the Plaza Section of the Pacific Highway in that city. The Assistant Counsel recalled that the Commission received bids some time ago for reconstruction of Mr. Claycomb's building, the low bid being in the amount of $43,625, which was rejected as being too high. Mr. Claycomb, he says, is very anxious to consummate this matter and has now stated a willingness to accept $43,500 in cash, and he will do the work himself. The Engineer recited the history of this case and gave as his opinion, because of existing economic conditions, that it would not be possible to have the work done at less expense. He recommended settlement with Mr. Claycomb on the basis of his present offer. Chairman Banfield expressed himself in favor of such settlement so as not to hold up the civic developments in the City of Ashland. Following discussion, motion was made by Commissioner Chessman that the present offer of Mr. Claycomb be accepted. The motion was seconded by Commissioner Schaupp and was carried by the unanimous vote of the Commission.

In this connection a letter was presented from Mr. George W. Knox, Ashland, inquring when the Commission expects to place the Plaza Project under contract. The Secretary was instructed to inform Mr. Knox that it is the intention of the Commission to advertise the project for bids when the

right of way has been cleared.

The Commission's Chief Counsel, Mr. J. M. Devers, brought up for discussion the proposed agreement with the Astoria North Beach Ferry Company, Columbia Transportation Company, Clatsop County, Oregon, City of Astoria, and Pacific County, Washington, concerning the purchase of the Columbia River ferry properties and facilities at Astoria. He advised that this agreement has been signed by all of the parties thereto except the State Highway Commission and suggested that perhaps the Commission would wish to dispose of the matter at this time in view of the fact that bids for the operation of the ferry as a state operation were received at this meeting. The Commission expressed a desire to study the bids before signing the agreement; hence, deferred action in the matter until the afternoon session. (The Commission signed the agreements later following discussion with Mr. James L. Hope, Attorney, and Captain F. S. Elfving, who represented the property owners. See ahead for detailed minute entry)

The Assistant Counsel brought up for discussion the cancellation of the Commission's agreement with H. A. Dryer for the lease of certain state-owned property adjacent to the Columbia River Highway at Crown Point. It appears that Mr. Dryer's lease does not expire until May 19, 1946, and that he is paying an annual rental of $100 for the use of the property for pasturage purposes, further, that the state now desires the use of the property in connection with highway construction work which necessitates cancellation of the lease as of March 15, 1946. The Assistant Counsel advised that Mr. Dryer is willing to give up the use of the property on March 15, 1946, for a consideration of $50. He recommended acceptance of the offer. The Commission approved the recommendation unanimously, thus confirming an agreement covering the matter which was signed by Commissioners Schaupp and Chessman on March 28, 1946.

The Assistant Counsel requested instructions relative to the disposition of a building located on property purchased from Phillip H. Hart as right of way for the Fate Grade-Tiller Section of the Tiller-Trail Secondary Highway. He advised that the building is of no value whatsoever and is so situated that it cannot be moved, so it will have to be wrecked. Mr. Hart, he said, does not particularly care for the building, but he would like to purchase the plumbing therein. He estimated the value of the plumbing at $25 and recommended sale of the same to Mr. Hart for such amount. The Commission approved the recommendation.

A letter was presented from Dr. C. A. Howard, President, Oregon College of Education, Monmouth, requesting the use of a tract of state-owned property situate adjacent to the Pacific Highway West near the southern city limits of Monmouth as a site on which to maintain about 150 housing units to accommodate veterans who are attending or who will attend Oregon College of Education. The Engineer advised that the property is not needed for state highway purposes and recommended that it be leased to the College for a definite period of time, without cost, as an accommodation. The Commission approved the recommendation with the understanding that the lease shall be for a period of three years.

The Secretary presented two letters from the Recreational Resources Committee of the Portland Chamber of Commerce, in one of which the Committee urges the immediate development of plans for the improvement of McVeigh Viewpoint adjacent to the Pacific Highway just south of Eugene, and the other urging acquisition of wayside strips along the Oregon City-Canby Section of U. S. 99E. The Engineer advised that, according to the Federal Aid Act, a certain amount of Federal funds must be spent for landscaping purposes, and he suggested that perhaps McVeigh Viewpoint would qualify. The State Parks Superintendent, Mr. S. H. Boardman, was present and advised that he has discussed this matter with certain prominent citizens in Eugene and gathered that the city and the county are very much interested and might provide funds to finance the improvement that the Portland Recreational Committee has in mind. He said that he has the matter under advisement and expects to have a report ready to give to the Commission at its next regular meeting.

Concerning the request for the acquisition of the wayside strip between Oregon City and Canby on U. S. 99E, the Engineer advised there is nothing to report at this time, but the Committee is scheduled to appear before the Commission on the following day, and it is likely this is one of the subjects it will bring up for discussion. The Commission took no action in the matter; however, confirmed the authority granted the Engineer at the previous meeting to conduct a survey of the Oregon City-Canby Section with the view in mind of straightening out some of the curves.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with all Commissioners, the State Highway Engineer, the Assistant State Highway Engineer, the Chief Counsel, and the Secretary present.

The Commission, by unanimous vote, approved the minutes of the meeting held on February 25 and 26, 1946.

The Chief Counsel requested instructions relative to the acquisition by condemnation of land in the City of Coos Bay that is needed as right of way for the improvement of the Oregon Coast Highway in this city. He advised that he has in mind particularly one parcel owned by the Santa Cruz Cement Company along the water front which the Company wants to sell and for which they are asking the sum of $25 per front foot. He pointed out that the Commission has not yet officially adopted the route of the highway at this location, so if the Commission wants him to condemn the right of way, it first should take official action with respect to the adoption of the route. In view thereof, the Commission deferred action with respect to authorizing condemnation, however, instructed the Chief Counsel to negotiate a price with the owners and report his findings at the next meeting of the Commission.

The Chief Counsel reported that the City of Portland proposes to amend two city ordinances by which permits have been issued for the use of a part of the sea wall in Portland in connection with the mooring and repair of ships. He advised that the city and the state are now receiving a rental of $50 per day for the actual days the privilege is being exercised, but it appears that the lessee is unable to compete with others in the same business

and has requested that the rental rate be reduced to $25 per day, straight, whether or not the sea wall is actually used. He further advised that the Portland City Council is in sympathy with such change, as evidenced by two city ordinances that have been prepared and will be adopted by the Council if there are no objections on the part of the State Highway Commission. Following discussion, the Commission approved such alteration in the terms of the agreement and thereupon, by unanimous vote, adopted the following resolutions with regard thereto:

WHEREAS, the City of Portland heretofore adopted Ordinance No. 78444 as amended by Ordinance No. 79850, which was approved by the Highway Commission, and by which a revocable permit was given to the United States Maritime Commission to utilize a portion of the space along the west side of the Willamette River to moor, repair and service ships; and

WHEREAS, in response to a request made by said permittee the City now proposes, with the consent of the Highway Commission, to amend said Ordinance No. 78444, as amended by Ordinance No. 79850, and has submitted to the Commission for consideration and approval a copy of the proposed amendment; and

WHEREAS, after examination of said proposed amendment, it was the judgment of the Commission that the interests of the State and the City will be served by its adoption;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby approve and consent to the amendment of Ordinance No. 78444, as amended by Ordinance No. 79850, which proposed amendment shall be in accordance with the copy of the proposed ordinance attached hereto and by this reference made a part hereof. (*)

2. That except as changed and modified by said proposed ordinance the understandings and agreements existing by and between the City and the State with respect to rentals accruing by virtue of properties in which the City and the State are jointly interested shall be deemed to remain in full force and effect.

3. That this resolution be entered in the minutes and records of the Commission as of April 4, 1946, and a correct copy thereof delivered to William A. Bowes, Commissioner of Public Works of the City of Portland.

WHEREAS, the City of Portland heretofore adopted an ordinance which was approved by the Highway Commission and by which ordinance a revocable permit was given the Northwest Marine Iron Works to moor,

repair, and service ships on the west side of the Willamette River along the sea-wall from the south line of S. W. Washington Street to the south line of West Burnside Street, which permit is identified as Article 45 as amended of the War Code; and

WHEREAS, in response to a request made by said permittee the City now proposes, with the consent of the Highway Commission, to amend said Article 45, as amended, and has submitted to the Commission for consideration and approval a copy of the proposed amendment; and

WHEREAS, after examination of said proposed amendment it is the judgment of the Commission that the interests of the State and the City will be served by its adoption;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby approve and consent to the amendment of Article 45 as amended in accordance with the copy of the proposed ordinance hereto attached and by this reference made a part hereof. (*)

2. That except as changed and modified by said proposed ordinance the understanding and agreements existing by and between the City and the State with respect to rentals accruing by virtue of properties in which the City and the State are jointly interested shall be deemed to remain in full force and effect.

3. That this resolution be entered in the minutes and records of the Commission as of April fourth, 1946, and a correct copy thereof delivered to William A. Bowes, Commissioner of Public Works of the City of Portland.

(*) Footnote:

The City of Portland Ordinances mentioned in these resolutions are attached to the original resolutions on file in the office of the State Highway Commission, Salem, being Resolutions No. 8 under the heading "Special Matters" and said Ordinances by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Chief Counsel presented a bill from the Great Northern Railway Company for reimbursement for the cost of removing some oil that escaped from one of the Company's tank cars on a siding at Bend, the bill being in the amount of approximately $400. He recalled that the Commission at one

time agreed to pay 50 per cent of the cost involved if the City of Bend would assume payment of the balance; however, the city did not accept the proposition, and in order to dispose of the matter, the railway company did the work and now seeks reimbursement. He suggested, in view of the fact that the Commission at one time agreed to join with the city in this undertaking on a 50-50 basis, that it might now join with the railroad company on the same basis in order to dispose of the matter for all time. The Commission approved the suggestion and so ordered.

The Commission had under discussion the advisability of authorizing the Secretary to sign certificates on behalf of the Commission in connection with purchases of Indian land. The Chief Counsel advised that occasions frequently arise where such certificates are required, and it is simply his thought that, inasmuch as the signing of the certificate is a routine matter, the Commission might feel inclined to delegate that authority to the Secretary in order to relieve the Commission of this detail. The Commission approved the Secretary signing such certificates if the Commission is given proper clearance.

The Commission discussed a report from the Chief Counsel with respect to the offer of Mr. A. P. Bocci, Portland, to purchase state-owned property on McLaughlin Boulevard, Portland, as the result of competitive bidding on February 18, 1946. The Chief Counsel advised that Mr. Bocci now alleges that his offer was based on the presumption that he would be able to use the property for business purposes; however, since he made his offer, he has ascertained that the property is located in a residence zone, in view of which it is of no value to him for the purpose intended. Mr. Bocci, he said, is asking the return of his proposal guaranty if the Commission cannot deliver the property free and clear of restrictions. It was the feeling of the Commission that Mr. Bocci should not be penalized for the mistake, and accordingly, the Secretary was instructed to return his proposal guaranty to him.

The Chief Counsel requested instructions regarding the rental to be paid to a Mr. Walter Larsen for the lease of land at St. Helens as equipment storage headquarters. It appears that the state's lease of the property expired on November 30, 1945, and has not been extended although provision is made in the agreement for such an extension of the lease period at the same rental basis, which was then fixed at $12 per month, payable quarter-annually. The Chief Counsel stated that in discussing the matter of extending the lease with the Larsens they demanded more rental for their property, and he agreed to recommend to the Commission payment of $18 per month; however, the lease was not renewed because the state vacated the premises. The Larsens, he said, are now requesting payment of $18 a month for the time that the state used their property following the expiration of the previous agreement. He recommended approval of the request. The Commission approved the recommendation unanimously.

The Commission discussed a report from the Engineer dated March 29, 1946, on traffic accidents, and safety measures to prevent them. The Engineer summarized the report orally and particularly pointed out his recommendations for safety measures that should be given immediate attention. (See

report in general files for details) During the discussion of this matter, the Commission's Chief Counsel explained the legal obligations of the Commission with respect to such matters and gave as his opion that the Commission would not be liable for accidents that occur on state highways unless, perhaps, such liability might obtain in the case of a series of accidents occurring at the same point. He suggested a special study of accidents to determine their cause. The Engineer requested authority to make such studies where there is a large accident record to determine, by analysis, what is necessary to eliminate the cause. He suggested that it would be advisable to call the seriousness of the matter to the attention of the law enforcement officers of the state, the counties, and the cities, and to urge them to increase their officer personnel. Following discussion, the Commission decided not to bring the law enforcement departments into the picture, however, authorized the Engineer to make the studies and report his findings to the Commission, the expense thereof to be paid out of the funds budgeted for purposes of this nature.

In conformity with orders from the Commission at its previous meeting, the Engineer reported on the matter of removal of railroad stop crossing signs which have been maintained at highway railroad grade crossings during the wartime period at the instance of the Oregon Railroad Association. He advised that investigation reveals there are only three crossings where such stop signs should be removed, two of them being on the Oregon-Washington Highway where this highway crosses the Union Pacific Railroad tracks at Highway Mile Post 15.66 south of Athena, and at Highway Mile Post 26.63 near Blue Mountain Station, the other being on the Athena-Holman Secondary Highway where this highway crosses the Union Pacific Railroad at Highway Mile Post 17.40 on Main Street in Athena. He gave as his opinion that there is much greater potential hazard of rear end collisions between automobiles if traffic is required to stop at these points, than there is of a railroad crossing accident, in view of the fact that there are but two trains daily over this railroad. He recommended the removal of the signs at these points. The Commission approved the recommendation by unanimous vote and so ordered.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and for the operation of ferry service across the Columbia River at Astoria. The following action was taken by the Commission by unanimous vote:

The Commission referred to the Engineer the bids received for construction of the Burns-Lawen Section of the Burns-Crane Highway, in Harney County, with authority to award the contract to the low bidder when certain conditions have been satisfied.

The contract for grading on the Mill Creek-Miller Flat Section of the Warm Springs Highway, in Jefferson and Wasco Counties, was awarded to Adler Construction Company, Seattle, low bidder.

The contract for the Waldport Rock Production Project on the Oregon Coast and Alsea Highways, in Lincoln County, was awarded to C. J. Eldon, Portland, the only bidder for this work.

The Commission referred to the Engineer the bids received for grading the Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway, in Klamath County, with authority to award the contract to McNutt Brothers, Eugene, the low bidder, when certain conditions have been satisfied.

The Commission rejected all bids received for the reconstruction of the Mill Creek Bridge on the Dallas-Coast Secondary Highway near Buell, Polk County.

The bids received for construction of a bridge over Trask River on the Netarts Secondary Highway near Tillamook, Tillamook County, were rejected.

The Commission referred to the Engineer the bids received for the Vadis Overcrossing on the Sunset Highway near North Plains, Washington County, and the bids received for the construction of the Mountaindale County Road Grade Separation project on the Sunset Highway near North Plains, Washington County, with authority to award both contracts to the low bidder in each instance when certain conditions have been satisfied.

Action on the bids received for the operation of ferry service across the Columbia River at Astoria was deferred pending further study.

The Engineer reported a communication from Mr. Thomas H. McDonald, Commissioner, Public Roads Administration, to the effect that the Office of Price Administration (OPA), in an endeavor to combat inflationary tendencies, is exercising, through the Public Roads Administration, certain control over the award of contracts for Federal Aid Highway Projects, which control, briefly, is that, if prices bid on major items exceed by more than 35 per cent the price received in 1940 for work of a comparable nature, the bid is subject to review by the OPA and the PRA, and the award of the contract will be permitted only if a detailed analysis of the prices shows ample justification for the indicated increases. He explained that this control may have some adverse effect on the contracting of Federal Aid Projects contained in the Commission's three year Postwar Program, and it is possible that some of the bids will be rejected, which will prevent the contracting of the work for several months. This is principally true, he said, in connection with the projects involving bridges and other structures of wood, steel, or concrete, as bids for structures are at present running considerably higher, proportionately, than bids for grading and surfacing. As the result of discussion, the Commission ordered that the situation be brought to the attention of the several Oregon counties because of their interest in the Commission's Postwar Program, there being a possibility that the Commission will be forced to deviate from the program as presently adopted. The Engineer was instructed to notify the County Courts by appropriate letter.

At 3:00 p.m. Chairman Banfield publicly announced the awards of contracts, as follows:

"Regrading, surfacing, and oiling the Burns-Lawen Section of the Burns-Crane Highway, in Harney County. K. F. Jacobsen Co., Inc.

& J. R. Taggart, Portland, submitted the low bid for this job, in the amount of $293,049.50. Leonard & Slate, Portland, submitted the next low bid, in the amount of $302,225. There were five higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading the Mill Creek-Miller Flat Section of the Warm Springs Highway, in Jefferson and Wasco Counties. Adler Construction Company, Seattle, submitted the low bid at $109,767. Leonard & Slate, Portland, submitted the next low bid at $124,340. There were two higher bidders. The Commission has awarded this contract to the low bidder, Adler Construction Company.

"Grading on the Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway, in Klamath County. The low bid was submitted by McNutt Brothers, Eugene, at $243,501.50. Leonard & Slate, Portland, submitted the next low bid at $250,465. There were five higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Waldport Rock Production Project on the Oregon Coast and Alsea Highways, in Lincoln County. The Commission received only one bid for this job, being that of C. J. Eldon, Portland, in the amount of $34,220. The Commission has accepted this bid and has awarded the contract to Mr. Eldon at his bid price.

"Reconstruction of the existing bridge over Mill Creek on the Dallas-Coast Secondary Highway near Buell, in Polk County. Only one bid was received by the Commission for this job, being that of Archie R. Averill, Portland, at $36,090. The Commission has rejected the bid.

"Construction of a bridge over the Trask River on the Netarts Secondary Highway near Tillamook, Tillamook County. C. J. Eldon, Portland, submitted the only bid for this work, in the amount of $98,119. The bid has been rejected.

"Construction of the Vadis Overcrossing on the Sunset Highway near North Plains, Washington County. The low bidder for this work was A. D. Ford & Son, Portland, at $74,002. The bidder stated that he would not accept the award of this contract unless also awarded the contract for construction of the Mountaindale County Road Grade Separation Project. The next low bidder was Lockyear & White, Seattle, at $81,836.20. Lindstrom Bros., Portland, submitted the only other bid, in the amount of $83,708.

"A. D. Ford & Son also submitted the low bid for the Mountaindale County Road Grade Separation Project, in the amount of $15,006.50. The contractor qualified his bid by stating that he would not accept the award of this contract unless also awarded the contract for construction

of the Vadis Overcrossing. Lockyear & White, Seattle, submitted the next low bid, in the amount of $17,427.50. There were two higher bidders. The Commission has referred the bids for both projects to the Engineer with authority to award both contracts to the low bidder, A. D. Ford & Son, when certain conditions have been satisfied."

The Commission discussed the bids received for the operation of a state-owned ferry across the Columbia River at Astoria. It appeared to the Commission that the low bid of Babbidge & Holt, Inc. is not entirely satisfactory, in view of which the Engineer was instructed to confer with the low bidder relative to a reduction in the bid price. The question of a specific time for taking over the ferry as a state operation was also discussed, and it was decided to ask the owners to agree to the deferment of such an undertaking until July 1, 1946, rather than May 1. Messrs. James L. Hope and F. S. Elfving, representing the ferry operators, were called into conference. Chairman Banfield explained that the Commission has agreed to take over this ferry operation but would like to make the effective date July 1, 1946, rather than May 1, so as to allow sufficient time to analyze the bids received today and to complete the arrangements for state operation, including the adjustment of toll rates and such as are necessary if the operation is to be conducted by state forces rather than by contract. Mr. Hope stated that they prefer that the arrangements be completed by May 1 in conformity with the original intention. Mr. Elfving explained that the ferry schedule is arranged on that basis, and that such arrangements provide for the operation of an extra ferry boat starting on June 15. It would be inconvenient, he said, to change the schedule now just to cover the 15 day operation of the extra ferry boat, between June 15 and July 1. Commissioner Chessman explained that it is the intention of the Commission to purchase the ferry facilities and to operate the service as a state operation, but there are certain details that must be adjusted before the state can take over the operation, which may take until July 1st although it might be possible to clear the matter up by June 1, and the Commission will do so if possible. As the result of further discussion, it was mutually agreed that the state would take over the ferry facilities not later than June 15, 1946. The Commission thereupon signed the agreement covering the matter that was presented by the Chief Counsel at the morning session. The Chief Counsel was instructed to notify the other parties to the agreement as to the action taken and to secure from Pacific County, Washington, lease of the county road approach to the ferry landing on the Washington side of the river. (See ahead for additional paragraph on this subject)

A letter was presented from the McKenzie River Protective and Development Association requesting that serious consideration be given to the possibility of removing snow on the McKenzie Highway up to the place known as "Hand Lake Ski Ground" for the benefit of ski enthusiasts and others who are interested in winter sports. The Engineer advised that during the past winter season the highway has been kept open up to "White Branch Ski Ramp," about six miles above Belknap Springs, and were the Commission to approve the present request it would necessitate extending the work an additional ten miles, which would be costly, and requires the purchase of additional snow fighting equipment. The Commission expressed disapproval of purchasing

additional equipment for this operation, however, deferred a definite action in the matter until later in view of the fact that the winter sports season is practically over.

A letter was presented from Captain C. T. Smith, owner of The Dalles Ferry Company, requesting construction of a new road extending from the Columbia River Highway to a new landing that he proposes to construct for the Maryhill Ferry. Mr. Smith alleges that the approach to the present ferry landing is too steep and narrow for safe operation, for which reason he wants to move it about one-quarter mile farther west from the present location, where a much better grade can be secured. The Engineer advised that the road leading from the highway to the present ferry landing was constructed by the state under the former Highway Commission but is being maintained by Sherman County. He pointed out that because of the proximity of the railroad it would not be possible to construct a new roadway without introducing a considerable hazard to traffic. In view thereof, he recommended that Mr. Smith's request be denied but that he be allowed to extend the present road from the existing ferry landing to the new one if he wants to and will pay the costs involved. The Commission approved the recommendation.

The Engineer reported a settlement with the Fire Companies Adjustment Bureau, Inc. for the total loss of the residence building in The Cove State Park, which was destroyed by fire on September 9, 1945. He advised that the company has agreed to pay the state the sum of $3,739.23 as settlement in full on this account and recommended acceptance of the same as being a very fair adjustment. The Commission approved such settlement by unanimous vote and authorized the Engineer to sign the proofs of loss in behalf of the Commission.

The Engineer reported the results of the investigations of the several bidders for the concession privileges at Silver Creek Falls State Park, bids for which were received by the Commission at its meeting on February 25, 1946. He advised that after careful consideration it was decided to accept the offer of Mr. W. S. Taylor, Portland, on the basis of payment to the state of six per cent of gross sales, and that, acting under authority previously granted by the Commission, Mr. Taylor has been notified of the award. He asked the Commission to confirm the action. The Commission approved the award of this contract to Mr. Taylor as reported.

The Engineer reported briefly on the cost to construct a modern highway on the Low Pass Section of the Siuslaw Highway, in Lane County, as previously ordered by the Commission. He estimated the cost to construct such a highway, including right of way, grading, surfacing, and pavement, at approximately $450,000. The Commission ordered the report filed.

The Engineer also reported on the proposed improvement of the Santiam Highway in the City of Lebanon as previously requested by the City. He advised that this project involves the designation of two one-way streets and the improvement of the same, which, according to preliminary investigations, is estimated to cost about $111,000. In this connection a letter was presented from the City Council, dated March 26, 1946, renewing its request

APR 4 1946

for the improvement, as outlined by the Engineer, on a cooperative basis, the City to provide an 80 foot right of way along Main Street (present route of the Santiam Highway) from Oak Street to the south city limits and a 60 foot right of way on East Oak Street between Main Street and Park Street. The city also agrees to adopt appropriate resolutions as may be necessary to effect the one-way traffic designations. The Engineer requested authority to make a detailed survey of the improvement to determine the costs involved. The Commission approved the request by unanimous vote.

The Engineer reported the results of investigations relative to the request of the City of Gresham for the widening of the pavement on Powell Boulevard (Mt. Hood Highway) through this city and the construction of a storm sewer along this thoroughfare to determine whether or not the state has any responsibility with respect to the drainage feature. He gave as his opinion that the state is responsible for the proper disposition of flood waters on this street, particularly in view of the fact that the street was a county road before it was taken over by the state and has never been considered a city street. It was his thought that the state, in assuming control of the street as a state highway, also assumed the obligation to properly drain it. He estimated that the drainage work would cost about $13,000 and that to widen the existing pavement, construct curbs, etc. between the west city limits and West Ava Avenue would cost an additional $39,000, or a total cost of approximately $52,000. He recommended the expenditure. The Commission approved the recommendation unanimously subject to the condition that the city constructs its proposed street improvement program. The Secretary was instructed to inform the city that when it is ready to proceed with its improvement the State Highway Commission will synchronize its work with the city's.

The Commission discussed a report from the Engineer on the unauthorized use of a section of The Dalles-California Highway at Beaver Marsh, Klamath County, by an airplane pilot as a take-off runway for his plane. It appears that the pilot landed his plane on a snowy runway at Beaver Marsh, from which he was unable to take off, and that he made use of the highway for this purpose without permission and without proper highway traffic safeguards. The Engineer was instructed to bring this matter to the attention of the State Board of Aeronautics, giving the Board the number of the plane so that the pilot may be given a proper reprimand. The Commission indicated that it would not have objected to the use of the highway for this purpose in the emergency had proper precautions been taken to protect highway traffic from danger, which precautions were not taken in this particular instance.

A petition was presented from residents and taxpayers of Benton and Lincoln County for the improvement of the Eddyville-Blodgett Secondary State Highway. The Engineer advised that the Commission has already approved an expenditure of $150,000 of state funds for the resurfacing of about 18.9 miles of this highway and that the work is tentatively scheduled for construction some time during this coming summer. The Secretary was instructed to so inform the petitioners.

The Engineer reported another communication from the City of Newport

requesting reconsideration by the Commission of its decision denying state aid in the maintenance of city streets that are being used by log haulers. He advised that the latest information is to the effect that the city intends to prohibit entirely the transportation of logs over certain city streets under City Ordinance No. 288, adopted by the Council in September 1941, because the city does not have funds for the proper repair and maintenance of said streets. Further investigation of the streets in question, he said, reveals that they are not in such condition that it is beyond the ability of the city to finance necessary repairs with funds received by the city under the State Tax Street Fund Law; moreover, investigation reveals that there is practically no log hauling over these streets at the present time. He recommended confirmation of the Commission's previous decision denying the request for additional state funds. The Commission approved the recommendation.

A request was presented from the City of Gearhart for state help in maintaining certain city streets. The Engineer advised that investigation reveals the streets are in very good condition, and, while a few holes have developed, there is no serious deterioration due to heavy truck traffic. He further stated that, in his estimation, the city of Gearhart does not qualify for the special state funds the Commission authorized to aid cities and towns in maintaining city streets, because no logs are transported over the streets in this town. He recommended that the city's request be denied. The Commission approved the recommendation.

The Commission also denied a request from the City of Riddle for state aid in maintaining certain city streets over which logs are transported, it appearing from investigation that the city's main reason for requesting state aid is to secure the oiling of these streets in order to remove the dust nuisance and to improve the appearance of the streets. It also appeared that their streets are not being severely damaged, and it is within the ability of the city to finance needed repairs with funds that the city receives under the State Tax Street Fund Law.

In this connection, Chairman Banfield gave as his understanding that the Commission's proposition to the cities was that the state would pay the excess cost of maintaining city streets which are being damaged by log hauling operations over and above the ability of the city to finance such work. Such understanding was confirmed by Commissioners Schaupp and Chessman, and it was decided to continue on such basis.

The Commission discussed a letter from the Pendleton Chamber of Commerce, supported by letters from the Harris Pine Mills, Inc. and the Pendleton Lumber Company, in which the Commission was requested to improve a section of the Pendleton-John Day Highway over the hill south of the City of Pendleton by straightening so as to eliminate excessive curvature which is hazardous for log hauling traffic. The Engineer was instructed to bring this project to the Commission's attention when the next construction program is discussed.

The Engineer reported that, in conformity with authority previously

granted him by the Commission, he has awarded the following contracts, bids for which were received by the Commission at its meeting on February 25 and 26, the conditions of the awards having been satisfied:

(1) Construction of the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County. Bids were received on February 25, contract awarded to Berke Bros., the low bidder, on March 25.

(2) Construction of the Weston Mountain-McDougal Section of the Weston-Elgin Secondary Highway, Umatilla County. Bids were received on February 25, contract awarded on March 8 to E. C. Hall Company, Portland, the low bidder.

(3) Construction of a bridge over Coffey Creek on the Tiller-Trail Secondary Highway, in Douglas County. Bids were received on February 26, contract awarded on March 12 to C. J. Eldon, the low bidder.

(4) Grading, surfacing, and oiling the Milo-Tiller Section of the Tiller-Trail Secondary Highway, in Douglas County. Bids were received February 26, contract awarded to low bidder, C. J. Eldon, on March 12.

The Commission confirmed the awards as reported.

The Engineer reported that the following cities and towns have satisfied the requirements of the State Tax Street Fund Law with respect to the monies they received in 1945 from 1944 State Highway revenues:

Aumsville	Lonerock	Prairie City
Coburg	Monmouth	Turner
Halsey	Philomath	Wheeler

He recommended, in view thereof, approval of the street improvements that are planned for the funds available. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Aumsville	$ 243.21
Coburg	637.37
Halsey	426.31
Lonerock	64.30
Monmouth	1,348.83
Philomath	1,196.47

(Con't)

(Con't)

Prairie City - - - - - - - - - - - - -	$ 904.34
Turner - - - - - - - - - - - - - - - -	578.67
Wheeler - - - - - - - - - - - - - - -	362.01

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Aumsville - All streets of city

Coburg - Van Duyn Street, Harrison Street, Locust Street, Diamond Street, Mill Street, McKenzie Street, Delaney Street, Dixon Street, Coleman Street, Miller Street

Halsey - 5th Street, "C" Street, 4th Street, "F" Street, 3rd Street, "I" Street, "G" Street, "H" Street, 1st Street, "D" Street

Lonerock - 4th Street, "C" Street

Monmouth - Church Street, Powell Street, Jackson Street, Main Street, Clay Street, South Street, Bentley Street, Ackerman Street, McDonald Lane, Guin Street, S. Craven Street, N. Craven Street, High Street, Cattron Street, Echols Street, Broad Street, Knox Street, Warren Street, Monmouth Avenue, College Street, Whitman Street, West Street

Philomath - "F" Street, "G" Street, "H" Street, "I" Street, College Street

Prairie City - Bridge Street, Main Street

Turner - 5th Street, 3rd Street, "D" Street, "A" Street, "B" Street

Wheeler - Street intersection between Gregory and Rorvick Streets and extending back 150 feet from State Highway

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Lonerock and approved by the State Highway Commission on August 31, 1945 shall be canceled, in accordance with the request of the City of Lonerock on file in the records of the Oregon State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plan submitted by the city.

6. This resolution shall be entered in the minutes and records of this Commission as of the 4th day of April, 1946.

The Commission also adopted the following resolution approving the plans of the cities of Adams, Antelope, Banks, Fairview, Gervais, Helix, Jefferson, Lonerock, Monmouth, Moro, Pilot Rock, and Yoncalla for expenditure of State Tax Street Funds that they received in 1946 from 1945 State Highway revenues, the Engineer having advised that these cities and towns have fulfilled the legal requirements and that the plans meet with his approval:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respecitve cities or towns:

Adams	$ 253.84
Antelope	135.18
Banks	371.00
Fairview	458.11
Gervais	498.67
Helix	181.74
Jefferson	719.46
Lonerock	69.09
Monmouth	1,610.15
Moro	464.12
Pilot Rock	717.96
Yoncalla	567.76

APR 1 1946

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Adams - Wade Street, Hale Street

Antelope - College Street

Banks - Wilkes Avenue, Parmley Street, Woodman Street

Fairview - Maintenance of all city streets

Gervais - "B" Street, "A" Street, "E" Street, "J" Street, 1st Street, 3rd Street, 4th Street, 6th Street, 7th Street

Helix - Aurora Street, Vesper Street, Main Street, Solar Street, Cleveland Street, Thurman Street, Concord Street

Jefferson - 3rd Street, Union Street

Lonerock - 4th Street, "C" Street

Monmouth - Church Street, Powell Street, Jackson Street, Main Street, Clay Street, South Street, Bentley Street, Ackerman Street, McDonald Lane, Guin Street, S. Craven Street, N. Craven Street, High Street, Cattron Street, Echols Street, Broad Street, Knox Street, Warren Street, Monmouth Avenue, West Street, College Street, Whitman Street

Moro - Bidwell Street, Scott Street, 1st Street

Pilot Rock - Old county road from Birch Street to Sumac Street, Winthrop Drive, Bud Parks Avenue, Union Avenue, West Willow Street, Birch Street, Alley between Willow & Birch Streets from Main to Bluff Street, Alder Street, South Sumac Street to Highway and Alley from South Sumac Street to Highway

Yoncalla - 1st Street, 2nd Street, Applegate Avenue, 3rd Street, 4th Street, 5th Street, "A" Street, "B" Street, "C" Street, "D" Street, also un-named street from 1st Street north to city limits

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respecitve cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of this Commission as of the 4th day of April, 1946.

The following resolution approving the plans of the City of Vale for the expenditure of State Tax Street Funds that the city received in 1944 from 1943 State Highway revenues was adopted by the Commission by unanimous vote on the recommendation of the Engineer, who advised that the city has fulfilled the legal requirements and that the plans are satisfactory:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by this Commission apportioned to the city hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the sum or amount set opposite the name of said city:

Vale - - - - - - - - - - - - - - - - - - - $1,487.43

AND, WHEREAS, said city has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify said city for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

APR 4 1946

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named city:

Vale - W. Main Street, West Street, Cottage Street, Holland Street, Bryant Street, Court Street, Main Street, Longfellow Street, Glenn Street, "B" Street, Washington Street

2. That the type, plan and character of improvement proposed in the resolution filed with this Commission by the above named city hereby are approved.

3. That the action taken by said city as evidenced by appropriate resolution adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city so as to qualify said city to receive and use the funds apportioned to said city.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in said city a duly certified copy of the resolution adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of this Commission as of the 4th day of April, 1946.

The Commission discussed a resolution from the Portland City Council with respect to contributing funds toward the cost of conducting a traffic origin and destination survey in order to provide information on which to base future procedure with respect to relieving traffic congestion in the City of Portland. According to this resolution, the City of Portland will contribute a sum not to exceed $10,000 to aid in financing such a survey which is estimated to cost $40,000, provided the State Highway Commission and the Public Roads Administration decide to participate in this undertaking. The Engineer advised that it is mandatory upon the State Highway Commission to spend a certain amount of Federal money for this purpose and that there is available therefor at the present time Federal funds in the amount of $29,472. He also said that the Public Roads Administration would participate and will assign one of its engineers to assist in the necessary arrangements. He recommended approval of the project and the expenditure of the funds available. The Commission approved the recommendation unanimously.

The Engineer reported a request from a property owner to construct a service roadway along the east side of the Pacific Highway East at Albany opposite Waverly Lake for the full length of his property, which fronts on the highway for a distance of about one-quarter mile. It appears that this

man plans to sub-divide his property into lots for residence purposes, which, under ordinary circumstances, would require construction of a private road entrance to each lot from the highway, the expense of which would be paid partially by the state. The owner, he said, prefers the service roadway to the numerous driveways so as to eliminate access to the highway except at the north and south ends of his property. The Engineer advised that the plan proposed by the property owner is identical to that of the former owner, Senator Charles Childs, of Albany, who discussed the matter with the former Highway Commission in January, 1943. At that time, he said, the Highway Commission agreed to contribute the sum of approximately $1,750 for the purpose, being the approximate cost to construct its portion of the separate driveways, if the service roadway were not built. He estimated the present-day cost at about $2,500 and recommended approval of the project as a safety measure on the same basis that the former Highway Commission agreed to cooperate with Senator Childs. The Commission approved the recommendation by unanimous vote.

The Engineer requested authority to construct, with state forces, a number of cabins as living quarters for maintenance forces at a number of points throughout the state. He said that five of the cabins are urgently needed at the present time, each of which would cost between $1,300 and $1,500, using old, salvaged lumber now on hand augmented by some new lumber, making a total expenditure of about $7,500. The Commission approved the request unanimously upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

Skelton and Wiecks, Contract No. 2707, for the Elsie-Sunset Camp-Vernonia Rock Production Project on four state highways, in Clatsop, Tillamook, Columbia, and Washington Counties, requested an additional extension of time, from February 15, 1946, to April 10, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the necessity of changing the source of materials. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Lindstrom Bros., Contract No. 2736, for construction of the Jefferson Junction Overcrossing on the Pacific Highway East, in Linn County, requested an extension of time of 45 days, from March 31, 1946, to May 15, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing materials and labor. The Engineer advised that the contractor had a great deal of difficulty in obtaining material for this project, especially lumber, and there also has been a great shortage of labor. He recommended, in view thereof, that the extension of time requested be granted without penalty. A

letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

The Engineer reported that Contract No. 2670 with Chester T. Lackey for the furnishing of crushed materials in stockpile for the Juntura-Hope Section of the Central Oregon Highway, in Malheur County, was completed by the contractor on November 1, 1945, in conformity with the provisions of the contract and modifications thereof. He recommended acceptance of the contract by the Commission. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Engineer has reported that State Highway Contract No. 2670 for furnishing crushed material in stockpile on the Juntura-Hope Section of the Central Oregon Highway in Malheur County was completed on November 1, 1945, according to the terms and provisions of the contract and that the said job is now ready for acceptance:

THEREFORE, BE IT RESOLVED that the work covered by said State Highway Contract for the furnishing of said crushed materials in stockpile be declared completed according to the terms of the contract and that said job is hereby accepted and final payment in connection therewith is hereby authorized.

The Secretary presented a copy of Resolution No. 22735, adopted by the Portland City Council on March 7, 1946, in which the Council expresses the attitude that the public will best be served by the use of the center strip between S. W. Front Avenue and S. W. Harbor Drive from S. W. Alder Street to S. W. Pine Street in the City of Portland for off-street parking for the temporary period of 18 months, or until the "Front Avenue Project" is fully completed by the State Highway Commission, except for landscaping such area, whichever period is longer. The Commission considered that such resolution satisfies its requirements as expressed to representatives of the City Council at the previous meeting and it thereupon authorized use of the area described for off-street parking of automobiles during the present emergency. The Chief Counsel advised that he has prepared a tentative form of agreement between the City and the State Highway Commission covering such use of the property which has been presented to the City Council for consideration. The Commission took no action on the agreement.

A letter was presented from Henry L. Green in behalf of the Albany "Timber Carnival" requesting permission to transport a load of large logs over the Pacific Highway East from Albany to Portland and return one day during the latter part of June, as a publicity stunt in connection with the carnival that is to be held at Waverly Lake, Albany, during the Fourth of July holidays. The Commission authorized such a movement provided the overall length of the load does not exceed 60 feet, that the gross and axle

weights on the equipment will not exceed the weights allowed by law, including tolerances allowed by the State Highway Commission, and provided the state is properly protected in the event of accidents occurring.

A petition was presented from numerous residents and inhabitants of Clackamas County residing in the vicinity of the Courtney Road Junction with the Pacific Highway East in which the Commission is requested to install a traffic light at this intersection as an accident prevention measure. The petitioners allege that during the hours of peak traffic it is extremely hazardous for south-bound traffic on Highway 99E to negotiate a left hand turn across the north-bound traffic lane onto Courtney Road because highway traffic is not controlled at this intersection. The Engineer was instructed to make a study of traffic at this intersection in conformity with the ideas previously expressed by the Commission at this meeting.

The Engineer presented the following requests for traffic light installations:

(1) Request of the City of Salem for installation of traffic lights at three intersections on Center Street, route of the Salem-Dallas Highway.

(2) Request of the City of Canby for the installation of a stop and go signal at the intersection of "A" Street and Railroad Avenue (U. S. 99E) in Canby.

(3) Request of the City of Hillsboro for installation of traffic signals on the Tualatin Valley Highway at several street intersections in Hillsboro.

(4) Request of the City of Harrisburg for installation of a traffic signal on U. S. 99E at the intersection of Third and Smith Streets.

The Ergineer presented plans for signal installation at the three intersections on Center Street, Salem, viz: at Commercial Street, Liberty Street, and at High Street. He estimated the total cost of the installation at $4,800 and recommended approval of the city's request on the condition that the City will pay 50 per cent of the costs involved and will furnish the electric energy to operate the signals. The Commission approved the recommendation by unanimous vote.

Concerning the signalization of the intersection of "A" Street with Railroad Avenue in Canby, the Engineer advised that the accident experience at this point is not as severe as it is at many other places over the state that are higher up on the priority list. He pointed out that speed signs are now in place to control highway traffic entering the cultured area, supplemented by two flashing beacons, which, in his estimation, amply serve the needs insofar as conditions can be controlled through engineering and traffic control facilities. He recommended that the request be denied. The Commission approved the recommendation unanimously.

Concerning the request of the City of Hillsboro for the installation of traffic signals on the Tualatin Valley Highway, the Engineer advised that the former Highway Commission approved this project subject to the condition that the city would pay half the cost and would furnish electrical energy to operate the signals, but the work was not completed because of the war. He estimated the cost for installations at First, Second, and Third Streets at approximately $5,000 and recommended approval of the project on the basis of the former Commission's approval. The Commission approved the recommendation unanimously.

Concerning the request of the City of Harrisburg, the Engineer advised that the accident record at this intersection indicates that the problem is one of speed enforcement rather than other means of control. He pointed out that the intersection is now posted for a 25 mile per hour speed limit and recommended that the request be denied. The Commission approved the recommendation.

A letter was presented from Hon. Charles A. Trowbridge, Mayor of the City of John Day, requesting permission to suspend and maintain a neon sign with the wording "Entering John Day", over the John Day Highway at the east city limits of this town. The Commission ordered that this matter be handled in the same manner that a similar matter was handled in the City of Grants Pass, in which case the Commission disclaimed jurisdiction, and the city was informed that if it wished to permit such a sign to be maintained over the highway, it would have to assume full responsibility for any accidents that might result therefrom.

The Commission had under discussion the matter of abandoning a section of the Wasco-Heppner Secondary Highway between Highway Engineer's Station 553+30 and Highway Engineer's Station 562+50 of the relocated line of said highway in the SE¼ of Sec. 36, T.3 S., R. 23 E., W.M., when the new highway between these points has been constructed. The Engineer advised that the old highway between these points will be of no further value for state highway purposes when the new highway has been built. He recommended that the old right of way be abandoned as a part of said highway and allowed to revert to the owners of the abutting land. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, the Highway Commission has found it necessary and desirable to relocate a section of the Wasco-Heppner Highway, Secondary Highway No. 300, in Morrow County; and
>
> WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway as originally located will be eliminated and will no longer be needed for highway purposes for the service of people living thereon or communities served thereby; and
>
> WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the unit or section of the right of way of

said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That as soon as the section of the Wasco-Heppner Highway, Secondary Highway No. 300, which begins at Highway Engineer's Station 0+00 at the Gilliam County line, Mile Post No. 61.27 on the new route, and ends at Highway Engineer's Station 365+55 at Eight Mile, at Mile Post 72.83 of the new route, is completed and made available for travel, the section of the old route herein defined and described as Unit A shall no longer be part of the route of the Wasco-Heppner Highway, but shall be eliminated therefrom.

2. The section of the old route of said secondary highway which is identified as Unit A and more particularly described as follows:

Unit A:

Beginning at Highway Engineer's Station 553+30 of the relocated Wasco-Heppner Highway in the Southeast quarter of the Southeast quarter of Section 36, Township 3 South, Range 23 East, W. M.; thence westerly via the former route of the Wasco-Heppner Highway to Highway Engineer's Station 562+50 of the relocated Wasco-Heppner Highway in the Southwest quarter of the Southeast quarter of Section 36, Township 3 South, Range 23 East, W. M.,

shall, when said new route is completed and thrown open to travel, be abandoned as a part of said highway, and thereafter all right, title and interest which the State has in said right of way shall be permitted to revert to the owners of the abutting land.

3. Until the highway over the new route has been constructed and made available for public travel the section of the old route herein designated as Unit A shall be maintained by the State.

4. There is attached hereto and made a part hereof a print or sketch map on which is shown colored in brown the section of the old route of said secondary highway designated as Unit A, and there is likewise shown on said print colored in yellow the route of the highway as relocated. (*)

5. That this resolution be entered in the minutes and records of the Highway Commission and a certified copy thereof delivered to the County Court of Morrow County.

(*) Footnote:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 138, under the heading "Right of Way Abandonment and Retention Resolutions," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Commission also had under consideration the abandonment and retention of portions of the old right of way of the Boswell Ranch-Cold Canyon Section of the Wallowa Lake Highway, in Union County, as may be necessary by reason of the reconstruction of this highway on another alignment. The Engineer presented a map showing the portions of the old highway that no longer are of value from the state highway standpoint and also showing the portions of the old right of way that should be retained for highway purposes. He recommended retention and abandonment of the several portions as indicated thereon. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Wallowa Lake Highway known as the Boswell Ranch-Cold Canyon Section in Union County, the westerly terminus of which is at highway engineer's station 1635+00 of the reconstructed line and approximately at highway engineer's station 1643+80 of the old highway, and the easterly terminus of which is at highway engineer's station 1875+00 of the reconstructed line and approximately opposite to highway engineer's station 1925+50 of the old highway; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway or other public purposes, while other portions or sections are needed and must be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The areas of land within the limits of the old right of way which lie between engineer's station 1655+00 and engineer's station 1673+00 of the old highway, and also between engineer's stations 1757+00 and engineer's station 1808+00 of the old highway, and also

between engineer's stations 1827+50 and engineer's station 1838+00 of the old highway, and which areas are shown colored in brown on the map attached hereto, which map is marked Exhibit "A", and by this reference is made a part of this resolution, are no longer needed for highway or other public purposes and, therefore, all of said area colored in brown is eliminated from the right of way of said highway, and such title, interest or right which the State has or may have had in said real property is hereby permitted to revert to the owners of the real properties abutting directly upon the said area colored in brown.

2. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between highway engineer's station 1808 and highway engineer's station 1827+50 of the old highway, and which area is identified and shown colored in yellow on said map attached hereto, is to be retained by the State and possession thereof and title thereto shall continue to remain in the State of Oregon for use in connection with the construction, maintenance and operation of said highway and for such other public uses as said areas may serve. (*)

3. That the sections or areas of the old right of way which lie between highway engineer's station 1673+00 and highway engineer's station 1719+00 of the old highway, and also between highway engineer's station 1735+50, and highway engineer's station 1757 of the old highway, and are otherwise shown and identified colored in red on said Exhibit "A" are hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned sections of the right of way of said highway are to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Union County, and said road shall thereafter be maintained by the County for public use.

4. That the area shown colored in green on said Exhibit "A" includes right of way acquired for the relocation and reconstruction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State and shall not be permitted to revert to or become the property of abutting owners.

5. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary

monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission and the Secretary hereby is directed to mail to the County Court of Union County a duly certified copy thereof, and shall file with the Clerk of Union County a like certified copy; and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked Exhibit "A" and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. (*)

(*) Footnote

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 139, under the heading "Right of Way Abandonment and Retention Resolutions," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Commission discussed the assignment given by Ostrander Railway and Timber Company to the Crown-Zellerbach Corporation of its interests in a permit granted the company by the State Highway Commission authorizing the truck hauling of logs across two secondary state highways at grade near Molalla, Clackamas County. The Chief Counsel advised that he has examined and approved the form of assignment. He recommended acceptance of the same by the State Highway Commission. The Engineer advised that, in conformity with instructions given him by the Commission at the previous meeting, he has examined the provisions of the permit granted to the Ostrander Railway and Timber Company and the Weyerheauser Timber Company and, in his estimation, no alterations are required at this time. He also recommended acceptance of the form of assignment as submitted. The Commission approved the recommendations unanimously.

The Commission discussed a claim submitted by Minerva Mendenhall, Echo, Oregon, for damage to her property which she states resulted from flood waters of the Umatilla River on December 29, 1945. Mrs. Mendenhall alleges that her property was flooded because of construction of a highway embankment, and she demands compensation in the amount of $580.20 for her losses. The Engineer advised that this matter has been thoroughly investigated and it appears that the state is liable for this expense. He recommended payment of the claim. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Engineer reported that the Eddyville-Blodgett State Secondary

Highway from Nashville westerly about four miles is in bad condition due to the truck hauling of logs and should be posted for a reduced load limit so as to preserve it for ordinary traffic. He recommended adoption of an order by the Commission reducing the weight of loads that could be moved over this section to 50 per cent of that allowed under the statute. The Commission approved the recommendation and thereupon adopted the following resolution with regard thereto:

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

EDDYVILLE-BLODGETT SECONDARY STATE HIGHWAY NO. 180

AND WHEREAS, the said above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interest of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

The maximum weights which shall apply to the following highway, to-wit:

EDDYVILLE-BLODGETT SECONDARY STATE HIGHWAY NO. 180 from Mile Post 07.6, near the "old Edwards' place," to Mile Post 11.7, at Nashville, in Lincoln County.

APR 1 1946

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed the maximum limit set by law for any one axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394 O.C.L.A., shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway and at important cross-roads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Lincoln County, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this fourth day of April, 1946.

The Secretary presented a resolution from the County Court of Marion County requesting designation as a state secondary highway of the newly-located route of the North Santiam Highway between Niagara and Detroit. The Engineer recommended approval of the request. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto, subject to the condition that the state will not assume the obligation to maintain both roads:

WHEREAS, under the provisions of Sec. 100-115, O.C.L.A., the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

13003

WHEREAS, the State Highway Commission, by mutual agreement with the Marion County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described market road, county road, highway, route, or location of a highway in Marion County be and the said market road, county road, highway, location, or route, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

A Section of the North Santiam Secondary State Highway No. 162, Niagara to Detroit:

Beginning near Niagara on the section line between Sections 28 and 29, T. 9 S., R. 4 E., W. M., approximately 870 feet south of the ¼ section corner between Sections 28 and 29; thence easterly along the proposed center line of the relocated highway between Niagara and Detroit, through Sections 28, 27, 26, 35 and 36, T. 9 S., R. 4 E., W. M. to the section line between Section 1, T. 10 S., R. 4 E. and Section 36, T. 9 S., R. 4 E., W. M. at a point approximately 840 feet east of the section corners common to Sections 35 and 36 T. 9 S., R. 4 E. and Sections 1 and 2, T. 10 S., R. 4 E., W. M.; thence continuing through T. 10 S., R. 4 E. through Section 1, and through T. 10 S., R. 5 E., W. M. through Sections 6, 7, 18, 17, 20, 16, 15, 9, 10, 3, 2, 1 and 12 to the section line between Section 12, T. 10 S., R. 5 E. and Section 7, T. 10 S., R. 6 E. at a point on the section line between said sections approximately 1,200 feet northerly from the ¼ section corner between Section 7, T. 10 S., R. 6 E. and Section 12, T. 10 S., R. 5 E., W . M.; thence continuing through Sections 7, 18, and 17 to a point in Section 17, T. 10 S., R. 6 E., W. M. approximately 1,170 feet north and 1,340 feet east of the ¼ section corner common to Sections 17 and 18, T. 10 S., R. 6 E., W. M., being a point on the heretofore constructed and designated North Santiam Secondary State Highway; a distance of approximately 15.74 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Sec. 100-115, O.C.L.A.

APR 1 1946

The Engineer requested authority for Mr. W. W. Stiffler, Assistant Maintenance Engineer to attend a meeting of the Intermountain Logging Conference in Spokane, Washington, on April 4 and 5, 1946, at state expense. He estimated that such expense would not exceed $45. The Commission approved the request.

The Commission also approved the request of the Engineer for authority for Mr. C. E. Paulsen, Cost Analyst, to go to Boise, Idaho, at state expense on April 17, 18, and 19 in order to check the records of the Morrison-Knudsen Co. with respect to its costs in connection with the construction of two state highway projects at Jordan Valley, Malheur County. He estimated that this expense would not exceed $24.

A letter was presented from the Federation of Community Clubs, Portland, inquiring whether the program for construction of the "Foothills Highway" is sufficiently far advanced that it would be possible to institute condemnation proceedings to acquire right of way across a city-owned tract of land at Jefferson and Chapman Streets recently sold by the city to private parties, and if so, stating that the Federation would adopt a resolution directed to the Highway Commission requesting action to that end in order to forestall future damages that are now apparent. The Engineer advised that he has already informed the City Council concerning the desirability of the tract in connection with this proposed highway, so, in his estimation, no particular good would be accomplished by instituting condemnation proceedings at this time. The Commission concurred in the Engineer's viewpoint and ordered the communication filed.

The Commission had under discussion the setting of a date for its next regular meeting for the reception of bids for highway construction and decided tentatively to hold such meeting on Wednesday and Thursday, May 15 and 16, 1946.

Consideration was given by the Commission to the following matters of unfinished business, action on which was deferred from previous meetings:

1. Request of Linn County and the City of Albany for redesignation as state highways of certain city streets and county roads in North Albany. The Engineer advised that there is nothing to report on this matter at the present time and, in his estimation, it is a "dead issue" unless revived by the county and the city. The Commission ordered that the matter be deleted from future agendas.

2. Similar action was taken by the Commission on the request of the City of Albany for the rerouting of logging trucks over certain city streets.

3. Request for the establishment of a 35 miles per hour speed limit on the Oregon-Washington Highway between Freewater and the Washington state line, in Umatilla County. The Engineer advised that, as instructed by the Commission at the previous meeting, the Washington State Highway Department has been consulted with respect to this matter, but reply has not as yet been received, so there is no report to render.

4. Report on proposed designation of a "no parking" zone on the state highway in the City of McMinnville. The Engineer advised that the report on this matter is not yet ready to present although investigation is being made.

5. Termination as of April 1, 1946, of agreements with Polk County and Benton County and the City of Independence providing for the maintenance of the Independence-Granger County Road. The Engineer advised that the City of Independence has unqualifiedly agreed to the termination of its agreement insofar as the road is situated within the city limits, but nothing definite has been received from either of the County Courts. In view thereof, the Commission decided to terminate the agreements as of April 1, 1946, in conformity with action previously taken in the matter. The Secretary was instructed to so inform the County Courts.

6. Report concerning the proposed bridge across the Willamette River at Independence. The Engineer and the Chief Counsel advised that they have nothing to report at this time.

7. Request of the City of Woodburn for state aid in the improvement of the Hillsboro-Silverton Secondary Highway from its junction with U. S. 99E to the Woodburn Civic Center. The Engineer advised that there is nothing to report at this time, but he has listed the project for future consideration.

8. Request of Coos County Court for improvement of the Enegren Ferry Road across the lands of Mr. Charles Enegren. The Engineer advised that this matter is in the category similar to that of the proposed imrpovement of the Hillsboro-Silverton Secondary Highway at Woodburn.

The Engineer requested instructions relative to renewing the private insurance that the Commission has been carrying on highway department buildings during the wartime period. He advised that during the past three years the Commission has paid the sum of $27,025.90 in premiums for such insurance and has recovered losses in the amount of $10,695. He pointed out that the Commission also pays, annually, into the State Restoration Fund the sum of approximately $13,000, which is for the purpose of securing reimbursement for losses of 100 per cent except in those cases where the Commission decides not to rebuild the structure. He recommended discontinuance of the private policies, which would effect a saving of about $9,000 annually for insurance premiums. The Commission approved the recommendation unanimously.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

APR 1 1946

Portland, Oregon
April 5, 1946

The Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building, with all Commissioners, the State Highway Engineer, the Assistant State Highway Engineer, the Chief Counsel, and the Secretary present.

Bids, as follows, for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. in the same room:

CRATER LAKE HIGHWAY IN JACKSON COUNTY -
REESE CREEK-ANTELOPE CREEK SECTION

McNutt Bros., Eugene	$ 492,280.00
Warren Northwest, Inc., Portland	506,400.00

WIDEN EXISTING BRIDGE OVER ALTAMONT CANAL AT
KLAMATH FALLS IN KLAMATH COUNTY

Angelo Doveri, Klamath Falls	$ 14,835.00

WASHBURNE WAY-ALTAMONT DRIVE LIGHTING PROJECT IN
KLAMATH FALLS IN KLAMATH COUNTY

*Mark Smith & Co., Klamath Falls	$ 8,904.70
East Side Electric Co., Klamath Falls	9,765.70
Trowbridge & Flynn Electric Co., Medford	10,522.20

*Bidder proposes to reduce bid $406.50 if Highway Commission will protect him against material price increase.

KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY
KLAMATH FALLS-USRS CANAL SECTION

Warren Northwest, Inc., Portland	$ 361,811.00
J. C. Compton, McMinnville	377,315.00

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY
SPRING CREEK HILL SECTION

Strong & MacDonald, Tacoma, Washington	$ 160,958.50
Colonial Construction Co., Spokane, Washington	165,263.50
Leonard & Slate, Portland **	166,891.00
K. L. Goulter & Co., Seattle, Washington ***	179,345.00
McNutt Bros., Eugene ****	222,012.50
Samuel Bergstrom, Auburn, Washington	233,442.00

(Con't)

APR 5 1946

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY
SPRING CREEK HILL SECTION (Con't)

E. C. Hall Co., Portland	$ 242,539.00
J. C. Papin, Sandy	309,500.00
J. A. Terteling & Sons, Inc., Boise, Idaho *	311,113.40

* Bidder will not accept this project alone.
** Lump sum reduction of $10,000 if also awarded Spring Creek Hill-Lobert Project.
*** Lump sum reduction of $5,000 if also awarded Spring Creek Hill-Lobert Project.
**** Lump sum reduction of $7,500 if also awarded Spring Creek Hill-Lobert Project.

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY
SPRING CREEK HILL-LOBERT SECTION

R. A. Heintz Construction Co., Portland	$ 208,473.00
McNutt Bros., Eugene	225,422.50
Leonard & Slate, Portland	233,720.00
E. C. Hall Co., Portland	245,084.00
K. L. Goulter & Co., Seattle, Washington	267,089.00
*J. A. Terteling & Sons, Inc., Boise, Idaho	300,743.00
M. L. O'Neil & Son, Eugene	351,821.00

*Bidder will not accept this project alone.

OREGON COAST HIGHWAY IN LINCOLN COUNTY
OCEANLAKE SECTION

	Using Asphalt	Using Tar
T. W. Thomas, Portland	---	$ 132,810.00
E. C. Hall Co., Portland	---	141,485.00

OREGON COAST HIGHWAY NEAR NEWPORT IN LINCOLN COUNTY
CONSTRUCT VIADUCT OVER SPENCER CREEK

Lockyear and White, Inc., Seattle, Washington	$ 44,360.00

PACIFIC HIGHWAY AT PORTLAND IN MULTNOMAH COUNTY
FURNISH AND INSTALL LIGHTING SYSTEM ON INTERSTATE BRIDGE

W. R. Grasle Co., Portland	$ 6,177.00

FULTON CANYON-WASCO HIGHWAY IN SHERMAN COUNTY
NORTH UNIT, FULTON CANYON SECTION

*Curtis Gravel Co., Spokane, Washington	$ 38,880.00

*Bidder will not accept this project alone.

APR 5 1946

CONSTRUCT FRAME MAINTENANCE BUILDING AT
ELGIN IN UNION COUNTY

G. C. Gorsuch, La Grande	$ 15,195.00

MILL CREEK COUNTY ROAD IN WASCO COUNTY
MILL CREEK FORKS-THE DALLES SECTION

Curtis Gravel Co., Spokane, Washington	$ 156,123.00
E. C. Hall Co., Portland	179,584.65
Babler Bros., Portland	185,948.00

The Recreational Resources Committee of the Portland Chamber of Commerce, represented by Messrs. Arthur Kirkham, Chairman; John Carter, Vice-Chairman; and Marshall Dana, member, appeared before the Commission concerning the following matters:

(1) Logging of timber adjacent to the Sunset Highway. Mr. Kirkham gave as his understanding that a Mr. Frier, of Hillsboro, is desirous of cutting some of the timber along this highway. He recommended against the granting of such privilege because, in his estimation, the aesthetic features of this highway would be adversely affected. He was informed that no permits whatsoever for cutting timber on this highway have been issued and that applications for such privilege would be denied.

(2) Mr. Kirkham then brought up for discussion the matter of preserving the waysides along the Oregon City-Canby Section of the Pacific Highway East. It is the thought of the Recreational Resources Committee, he said, that the state should acquire such wayside strips in order to preserve the natural scenery and to eliminate the possibility of the area being cluttered up with advertising signs. He was informed by Chairman Banfield that the Commission discussed this matter on the previous day but took no action; however, the matter would be referred to the Engineer and the Parks Superintendent for investigation and report when the Commission considers the time propitious.

(3) Development of McVeigh Viewpoint on the Pacific Highway just south of Eugene. Mr. Kirkham inquired as to the Commission's attitude with respect to such matter and was informed that it has been referred to the Parks Superintendent for report as to possibilities of securing financial assistance from the Roadside Council at Eugene, which is very much interested. There followed a general discussion of matters of a similar nature.

Messrs. A. L. Greenwalt, President, and Walter Meacham, Secretary, of the American Pioneer Trails Association, came before the Commission relative to the erection of historical markers and signs along the Old Oregon Trail and other historic trails of the state, particularly the Applegate Trail and the Barlow Trail, which were used by pioneers. Mr. Meacham re-

called that before the recent war the Highway Commission approved some 40 locations for historical markers along the Old Oregon Trail and erected 10 of them. He asked the Commission to authorize erection of the remaining markers this year. The Commission took the matter under advisement.

Mr. Meacham then advised that 1946 is the centennial year of the blazing of the Applegate Trail and of the building of the Barlow Trail around Mt. Hood. He expressed a desire that these two trails be appropriately marked by small signs spaced at convenient points for general public information and offered to erect the signs if the Highway Commission would furnish them. He estimated that about 46 small wood markers would be required for the Applegate Trail and about 20 would be required for the Barlow Trail. The Engineer estimated the cost of such markers at approximately $2,500. Following discussion the Commission approved the furnishing of the small signs as requested, it being understood that such approval does not extend to the erection of additional historical markers on the Old Oregon Trail. The question arose as to the inscription to be placed on the sign in view of the contention of some people that the real name of the Applegate Trail is "Old Oregon Trail, Southern Route." The Commission decided that such a description would be confusing and ordered that the signs for this trail bear the inscription "Applegate Trail" and the signs for the other trail bear the inscription "Barlow Trail." The matter was referred to the Engineer to work up the design and construct the signs.

Mr. Charles H. Ingram, General Manager, and Mr. Robert P. Conklin, Engineer, were present in behalf of the Weyerhaeuser Timber Company regarding the proposed exchange of State and Company properties in the City of North Bend, which matter was previously discussed by the Commission. The Assistant Counsel presented the following appraisals of the properties involved:

STATE PROPERTY, MAINTENANCE SITE

Cost

W. T. Culver, 1500 sq. ft. at 20¢	300.00
Coos County, 44,867 sq. ft. at 1.67¢	750.00
Engr. (surveys, etc.)	150.00
Miscellaneous costs, negotiations, etc.	50.00
	$1,250.00

Appraisal

24,300 sq. ft. plus El. 10 at 15¢	3,465.00
20,567 sq. ft. minus El. 10 at 01¢	205.67
	$3,670.67

CHOAT PROPERTY, EAST OF HIGHWAY

Appraisal

22,110 sq. ft. at 25¢	5,527.50
(Cost, 22,110 sq. ft. at 15¢, $3316.50)	

APR 5 1946

(Con't)

SIMPSON PARK AND FERRY SLIP (Cost, $500.00)

2.5 acres tideland at 100.00	250.00	
2.5 acres upland at 2,000.00	5,000.00	
	$5,250.00	
(218 ft. dock frontage at 25.00, $5,450.00)		
Total cost, state lands		$ 5,066.50
Total appraisal, state lands		14,487.10

WEYERHAEUSER TIDE LANDS

Appraisal, 139.06 acres at 100.00	$13,906.00

Mr. Ingram advised that his Company wants to keep its land on the downstream side of the old North Bend ferry landing for future development but is not particularly interested in acquiring additional dock frontage on the bay. He declared that it is essential to his Company's operation that it acquire the state's present maintenance site of 1.05 acres on the east side of Railroad Avenue at the end of Delaware Avenue and to acquire, in addition thereto, a small triangular-shaped tract situate on the west side of Railroad Avenue north of Delaware Avenue, being the area which lies between Railroad Avenue and the right of way obtained for the new location of the Oregon Coast Highway at this point. The question of exchange of properties was discussed at length, but a decision was deferred until later in the day.

The Commission resumed the discussion following the departure of Messrs. Ingram and Conklin, and at that time decided definitely to sell the maintenance site to the Weyerhaeuser Timber Company at the appraised value of $3,670.67. The Commission decided not to sell at this time the triangular strip on the west side of Railroad Avenue; however, such sale will be considered later when the new highway has been constructed, and the Commission at that time will authorize negotiations for the sale if that is considered advisable. This action was taken without any commitment or promise as to the eventual disposition of the matter. The Commission also decided not to dispose of any portion of Simpson State Park and/or the old ferry slip, nor to acquire the Weyerhaeuser Timber Company's tide lands.

Messrs. W. H. Lynch, Division Engineer, and F. E. Andrews, Principal Assistant Engineer, of the Public Roads Administration, were present and asked the Highway Commission's concurrence in the transfer of $350,000 of Forest Highway Funds heretofore approved for construction of the Oregon Coast Highway south of Port Orford, to the North Santiam Forest Highway project between Niagara and Detroit. Mr. Lynch advised that bids received recently for construction of the Port Orford-South project have been rejected as being too high under present Federal regulations, and it does not appear, under present economic conditions, that a reduction in prices could be obtained. The Port Orford-South project, he said, is not as important as the North Santiam project, construction of which must be expedited to enable construction

on the proposed dam across the North Santiam River by the U. S. Army Engineers. He recalled that an amount of $405,000 was originally allotted for the Port Orford-South project, so the transfer of $350,000 of such amount would leave a balance of $55,000 for the financing and the construction of major culverts on this job, which work can be accomplished within one season without interference with the existing road. The State Highway Engineer recommended approval of such transfer of funds on the condition that the Port Orford project will be revived later. The Commission approved the recommendation by unanimous vote and thereupon signed the following letter directed to the Chief, Forest Service, and Commissioner of Public Roads, Washington, D. C.:

486 Oregon General April 5, 1946

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sir:

Under Oregon Forest Highway Program Letter for the fiscal years 1942 and 1943, recommended November 14, 1944 and approved by the Secretary on March 28, 1945, there was approved for construction, Oregon Forest Highway Project 10-D1,E, Oregon Coast Highway, 2.32 miles Grading, Surfacing and Bituminous Surfacing, financed as follows:

By program for Fiscal Year 1941 funds Approved by the Secretary Aug. 16, 1941	$170,000
By program for Fiscal Years 1942-43 funds Approved by the Secretary March 28, 1945	235,000
Total funds approved	$405,000

In order to enable wider competition by effecting a single season operation on this project and to make immediately available additional Federal funds for the financing of Oregon Forest Highway Project 24-A2, North Santiam Highway, which project must necessarily be expedited to enable construction on the Detroit Dam by the U. S. Army Engineers, it is now proposed to reduce the present allotment to Project 10-D1,E to $55,000 and to transfer the balance of the $405,000, or $350,000, to Project 24-A2, North Santiam Highway.

It is therefore recommended that the program as approved March 28, 1945 be revised and new projects be introduced as follows:

APP 5 1946

Project	Previous Authorization	Recommended Reduction or Increase	Revised or Recommended Authorization
Oregon 10-D1,E Oregon Coast Highway 2.32 Miles Grading, Surf. & Bit. Surf.	$405,000	- $350,000	$55,000
Oregon 24-A2 North Santiam Hwy. 4.6 Miles Grading and Viaducts	-	+ 350,000	350,000

Oregon Coast Forest Highway Project 10-D1,E ($55,000) as now proposed will accomplish the clearing and construction of major culverts over the 2.32 miles included under the original project. This construction can be accomplished within one season without interference with the existing road and will advance the future grading and surfacing.

The North Santiam Forest Highway Project 24-A2 is a part of proposed reconstruction of a portion of that route to accomodate the proposed construction of the Detroit Dam, scheduled for construction in the immediate future by the U. S. Army Engineers.

The proposed $350,000 allocation to Project 24-A2 will make immediately available sufficient funds, when combined with the cash being deposited by the Corps of Engineers ($740,000), the Oregon State Highway Commission ($100,000) and the allocation under Forest Highway program approved October 30, 1945 of $300,000 of first postwar year forest highway funds, to permit the advertising of Sections A2 and A3 and access will thus be provided to the dam site so that the Corps of Engineers may initiate work on that project. The allocation will have the further effect of now substituting 1942-43 fiscal year funds for a like total of allocations that were contemplated to be recommended from the second and third postwar years programs as provided in the proposed agreement between the above-mentioned agencies and the Forest Service.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By (SGD.) T. H. BANFIELD
Chairman

By (SGD.) A. W. SCHAUPP
Commissioner

By (SGD.) M. R. CHESSMAN
Commissioner

(SGD.) W. H. LYNCH

W. H. LYNCH
Division Engineer

U. S. FOREST SERVICE

By (SGD.) JAMES FRANKLAND
Acting Regional Forester

APR 5 1946

Hon. J. L. McCulloch, Mayor of Burns, Oregon, was present and asked the Commission to include in its contract for the construction of the Burns-Lawen Section of the Burns-Crane Highway provision for paving full width between curbs for three blocks on Monroe Street, between Broadway Street and the crossing of the Oregon & Northwestern Railroad tracks, which, according to the present plan as the city understands it, is now to be rock-surfaced only. Mr. McCulloch presented a resolution from the Burns Chamber of Commerce urging such improvement. The Commission referred the matter to the Engineer for investigation and report. He was instructed to inform Mayor McCulloch when a decision has been reached.

Mr. Herbert Gordon, Ocean Lake, was present in behalf of the people of that town who previously have objected to the plans of the Commission to construct a median strip on the pavement in connection with the proposed improvement of the Oregon Coast Highway between Ocean Lake and Dorchester House, bids for which were received at this meeting. Mr. Gordon advised that the people have now withdrawn their objections to such median strip, so the Commission is free to proceed with the improvement as planned insofar as the people of Ocean Lake are concerned. In this connection, the Engineer recalled the agreement between the Commission and the people of Ocean Lake whereby the owners of the property fronting on the highway were to deed the right of way, free of cost, to the state. It now appears, he said, that one of the property owners is demanding the sum of $1,000 for right of way needed across his property. Chairman Banfield advised that the Commission cannot award the contract until this matter has been clarified in conformity with the agreement. Mr. Gordon agreed to take care of the matter immediately.

Messrs. Lew Russell, President, and Paul Follette, representing Babbidge and Holt, the firm that submitted the low bid for the proposed Astoria-Megler ferry operation, were present and conferred with the Commission regarding their offer. The Engineer explained the results of a conference held on the previous evening during which, he said, Mr. Russell stated that the ferry operation as conducted in the past was undermanned; also, that the Maritime Union, which will make the bargaining contract, is demanding a larger operating crew, including a master pilot and two additional crewmen, and the payment of higher wages. Considering the matter from that standpoint, the Engineer said the bid submitted by Babbidge and Holt appears to be satisfactory. The wage, he said, is the main question, the differences concerning insurance, fuel oil, etc. being of slight consequence.

Mr. Russell explained that the master pilot is required on the job at all times as a port captain to replace any man at any time in an emergency.

Chairman Banfield pointed out that the bids received at this meeting are based on an operation of two years' duration. He suggested, in view of the Engineer's report, that it would be advisable to limit the operation to a period of one year, which would give the Commission an opportunity to make adjustments which experience deems advisable in order that the state may not be obligated with a long-time contract that is out of proportion.

Mr. Russell expressed a reluctance to accept such a modification unless the Commission will guarantee them against losses. The Chief Counsel suggested a contract of one year's duration with provision for extending it for a longer period upon mutual agreement. The Engineer concurred in the suggestion, which was also approved by Mr. Russell and all members of the Commission. The Engineer and the Chief Counsel were thereupon authorized and instructed to prepare an agreement with Babbidge and Holt on such basis.

There followed a general discussion of the matter during which Chairman Banfield advised that the cost of the ferry operation to the state, based on the bid of Babbidge and Holt, is going to be more than the Commission anticipated, but, he said, if it proves to be a satisfactory operation from the state's standpoint after a year's trial period, then it can be continued; otherwise, the agreement can be terminated definitely, and the Commission can either advertise the operation for new bids or operate the ferry with state forces. Mr. Russell advised that Babbidge and Holt would be pleased to let the State Highway Department examine their books at any time to ascertain how much it is costing the Company to operate the ferry. This concluded the conference.

Following the departure of Messrs. Russell and Follette, the Commission resumed discussion of the matter at which time it confirmed its instructions to the Engineer and the Chief Counsel to prepare a form of agreement with Babbidge and Holt. The agreement is to be presented to the Commission with the recommendation of the Engineer and the Chief Counsel, the understanding being that if the agreement appears to be satisfactory, the Commission will approve it and will then award the contract to Babbidge and Holt on the basis thereof.

Messrs. L. G. English, Newport, and John C. Kendall, Portland, attorneys representing the Port of Newport, came before the Commission regarding the acquisition of a parcel of state-owned land at the site of the old ferry landing on the south side of Yaquina Bay. They advised that the U. S. Government, through its Board of Army Engineers, has approved a project for the dredging of a channel and turning basin in Yaquina Bay to accommodate ocean-going ships, the channel and turning basin to be along the south shore of the Bay, and in connection therewith it is incumbent on the Port of Newport to provide dock facilities and a disposal area for dredged materials. To enable the Port of Newport to fulfill its obligation, they said, it would be necessary for the Port to acquire the state-owned property that was formerly used as a ferry landing on the south side of the Bay. They explained that the Port of Newport now owns the tide lands upstream and downstream from the ferry landing and will accept a conveyance from the state of the ferry landing property subject to the right of the public to have access to the water at this point. The Engineer advised that the area is of no particular value for any highway purpose other than to give the public right of access to the Bay. He recommended, in view thereof, that the property be sold to the Port of Newport for the amount the state paid for it, subject to such public access use.

The State Parks Superintendent, who was present, stated his approval of the sale provided the deed of conveyance contained provision for perpetual public access to the water at this point. The Engineer then brought up the matter of maintenance of the old highway leading to the ferry landing. He

advised that the road has been abandoned as a state highway and he is without authority to maintain it unless it is replaced on the state highway system. Following discussion the Commission stated its willingness to sell the area to the Port of Newport subject to an agreement for protection of the state's interests. The matter was thereupon referred by the Commission to the Engineer and the Chief Counsel to prepare such an agreement.

The Engineer brought up for discussion the log hauling violations of Mr. Forrest Meacham, Eugene. He advised that, in conformity with the Commission's instructions at the previous meeting, the Secretary notified Mr. Meacham that the Commission expects him to pay the fines that have been assessed against his operations or the Commission would cancel his permit. As a result of this notification, he said, Mr. Meacham called at his (Mr. Baldock's) office and evidenced a desire to cooperate and was to have appeared before the Commission at this meeting, but he has not done so. He recommended, in view thereof, the immediate cancellation of Mr. Meacham's permit. The Commission approved the recommendation and so ordered.

Mr. Floyd Cook, Highway Representative, Pacific Northwest Loggers Association, was present with regard to the log hauling operations of the Prouty Lumber and Box Company over the Necanicum Highway. He advised that this Company has stated a willingness to comply fully with the State Highway Commission's requirements for the transportation of logs over this highway and will assume the entire responsibility of furnishing and paying for flagmen as may be required until such time as the Highway Commission has completed contemplated widening work to accommodate the transportation of 58 foot logs over this route without encroachment in the opposing lane of travel. In view of this information, the Commission authorized the Engineer to proceed with the widening work, estimated to cost $10,000, which was authorized conditionally at the previous meeting.

The Engineer brought up for discussion the question of changing the regulation adopted by the Public Utilities Commissioner which requires that operators of all log trucks consent to the inspection and weighing of their loads on state-owned scales when requested by weighmasters in the employ of the State Highway Commission. He said the present regulation requires that signs be maintained at the scale sites requesting logging trucks to stop at the scales for weighing which requirement is satisfactory when the weighing is done on the stationary platform scales, but has not proved satisfactory when portable scales are used, due to the fact that, in many instances, the operator passes the scales before the signs can be placed. It was his thought that the matter could be corrected by deleting from the present regulation the requirement that signs shall be maintained at the weighing point. The Chief Counsel advised that weighmasters do not have authority to stop the logging trucks, regardless of whether or not signs are maintained. In view thereof, the Commission decided not to change the regulation at this time.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission had under discussion the appointment of someone to replace Mr. Palmer Hoyt as a member of its Advisory Committee on travel and informational matters, Mr. Hoyt having resigned because of taking up his residence in another state. Commissioner Chessman suggested the name of Mr. Arden X. Pangborn, of The Oregonian, Portland, and moved that Mr. Pangborn be selected to fill this vacancy. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

Mr. O. K. Perkins, Seal Rock, came before the Commission with respect to his application to use the ocean beach about seven miles south of Newport as an aircraft landing field. Following discussion, the Commission denied the request as a public safety measure and to avoid the establishment of an undesirable precedent. It was pointed out to Mr. Perkins, however, that there is nothing in the law that would prevent emergency use of the beach area for this purpose.

A delegation from Seaside, consisting of W. B. Hollenbeck, Mayor; Jens Lerbach and George S. Gray, Councilmen, was present in the interests of rerouting the Oregon Coast Highway along Roosevelt Drive through this town, particularly from the Neawanna Creek bridge to a point just south of Seaside, a distance of about one and one-half miles. Also present were G. M. White, St. Helens, representing St. Helens Pulp and Paper Company, and George W. Russell, Milwaukie, Oregon, owner of the Drive-In Grocery in Seaside. They advised that there are possibilities that the S. P. & S. Railroad Company will abandon its service to Seaside, and in that event, the railroad right of way may be obtained for highway purposes. They declared that they have waited a long time for this improvement, which they think is now justified, and urged that the matter be given the Commission's immediate attention.

The Engineer advised that a location survey of the proposed route was made several years ago and some of the right of way acquired, but negotiations were discontinued when war was declared. The plan as outlined, he said, would make a fine set up for the City of Seaside, inasmuch as it will route traffic away from the congested district. Following discussion, Chairman Banfield advised that this is an entirely new matter to the present Highway Commission, which would like to study it before making an answer. He asked the delegation to present its request in writing, giving details, and advised that the matter will then be referred to the Engineer and the Chief Counsel for analysis and report to the Commission. The delegation agreed to comply with the request.

A delegation from Milwaukie, consisting of Messrs. J. Earl Jones, Chairman of the Clackamas County Planning Commission; J. W. Jones, member of the Commission; and Louis D. Kelsey, City Manager, was present regarding the construction of a proposed service road along the east side of U.S. Highway 99E between the City of Milwaukie and Ochoco Street, Portland, where this highway passes through the Federal Housing Project known as the Kellogg Housing Area. Mr. J. Earl Jones headed the group. He advised that the Federal Housing Authority contemplates declaring as "surplus" the land now contained in the Kellogg Housing Area and has requested a recommendation from the local authorities with respect to the disposition thereof, which

recommendation, he said, very likely will be accepted and approved if the Highway Commission will join in it. Mr. Jones read aloud a letter directed to the Federal Housing Authority by the City of Milwaukie in which was outlined a plan for the future use of the area, which includes establishment of an industrial area on the east side of the highway with a roadway extending the full length of the highway frontage to serve the industries that develop, thus eliminating the necessity for numerous private roadway connections with the highway and the possibility of traffic accidents occurring at such points. The plan also provides, he said, for establishment of a residential section and a public park on the west side of the highway to be served by S. E. 17th Street, Portland, so as to avoid highway connections. The proposed service road, he explained, would connect with the highway at only two points, one of which is in the town of Milwaukie and the other on Ochoco Street in Portland. He anticipated that the right of way for this road would be donated by the Federal Housing Authority and that such authority would also donate an additional strip of land twenty feet wide between this road and the highway for landscaping purposes and to screen off the industrial section. He asked the Commission to direct a letter to the Housing Authority approving the plans and to authorize construction of the service road as a state project. He pointed out that an early decision is required inasmuch as the time limit for submission of the local authorities's recommendation will soon expire.

The Engineer exhibited a map showing the location of the proposed service road and explained the plan from the highway standpoint. He estimated the cost to build the road, which is about one mile in length, at about $40,000, including the improvement of Ochoco Street as a highway connection. Additional expense for channelized traffic control, etc., he said, would amount to between $25,000 and $30,000. The matter was discussed at some length, but the Commission deferred a decision until its next meeting. The delegation was requested, in the meantime to submit its request in writing and to secure, if possible, an extension of time within which to file its recommendation with the Federal Housing Authority. The Engineer was instructed to prepare a report on the subject for consideration by the Commission at its next meeting, when final action will be taken.

The Commission discussed with the Engineer the bids received at the morning session for highway contract work and reached the following decision with respect thereto:

Bids received for the following projects were referred to the Engineer with authority to award the contract to the low bidder in each instance when certain conditions have been satisfied:

Grading and paving, Reese Creek-Antelope Creek Section, Crater Lake Highway, Jackson County.

Widening of an existing bridge over Altamont Canal, Klamath Falls.

Grading and paving Klamath Falls-USRS Canal Section, Klamath Falls-Lakeview Highway, Klamath County.

APP 5 1946

Grading Spring Creek Hill Section, the Dalles-California Highway, Klamath County

Grading Spring Creek Hill-Lobert Section, The Dalles-California Highway, Klamath County.

Grading and bituminous macadam surfacing the Ocean Lake Section, Oregon Coast Highway, Lincoln County.

Furnishing and installing a roadway lighting system on Interstate Bridge on Pacific Highway, Portland, Multnomah County.

The Commission referred to the Engineer and the Chief Counsel the bids received for the Washburn Way-Altamont Drive Lighting Project in Klamath Falls with authority to award the contract to the low bidder when certain conditions have been satisfied.

The Commission awarded to Curtis Gravel Company, the low bidder, the contract for grading, surfacing, and oiling the Middle Creek Forks-The Dalles Section of the Mill Creek County Road, in Wasco County.

The Commission rejected all bids received for the following projects:

Construction of a concrete viaduct over Spencer Creek on the Oregon Coast Highway near Newport, Lincoln County.

Regrading, surfacing, and oiling the North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway, Sherman County.

Construction of a maintenance building at Elgin, Union County.

At 3:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Grading and paving the Reese Creek-Antelope Creek Section of the Crater Lake Highway, in Jackson County. The Commission received two bids for this work, the low one being that of McNutt Bros., Eugene, at $492,280. The other was submitted by Warren Northwest, Inc., Portland, at $506,400. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, McNutt Bros., when certain conditions have been satisfied.

"Widening the existing bridge over Altamont Canal at Klamath Falls. The Commission received only one bid for this job, being that of Angelo Doveri, Klamath Falls, at $14,835. The bid has been referred to the Engineer with authority to award the contract to Mr. Doveri when certain conditions have been satisfied.

"Washburn Way-Altamont Drive Lighting Project, Klamath Falls. Mark Smith & Co., Klamath Falls, submitted the low bid for this work at $8,904.70. East Side Electric Co., Klamath Falls, submitted the next low bid, in the amount of $9,765.70. Only one other bid was received, being that of Trowbridge and Flynn Co., Medford, at $10,522.20. The bids have been referred to the Engineer and the Chief Counsel with authority to award the contract to the low bidder, Mark Smith & Co., when certain conditions have been satisfied.

"Grading and paving on the Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway, in Klamath County. Only two bids were received by the Commission for this project, the low one being that of Warren Northwest, Inc., Portland, at $361,811. J. C. Compton, McMinnville, submitted the other bid at $377,315. The Commission has referred the bids to the Engineer with authority to award the contract to Warren Northwest, Inc., the low bidder, when certain conditions have been satisfied.

"Grading the Spring Creek Hill Section of The Dalles-California Highway, Klamath County. Strong & Macdonald, Tacoma, submitted the low bid for this job in the amount of $160,958.50. Colonial Construction Co., Spokane, submitted the second low bid at $165,263.50. There were seven higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Spring Creek Hill-Lobert Section of The Dalles-California Highway, in Klamath County. The low bid for this project was submitted by R. A. Heintz Construction Co., Portland, at $208,473. McNutt Bros., Eugene, submitted the next low bid in the amount of $225,422.50. There were five higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading and bituminous macadam surfacing the Oceanlake Section of the Oregon Coast Highway, in Lincoln County. The Commission received only two bids for this project. T. W. Thomas, Portland, submitted the low bid in the amount of $132,810. The other bid was submitted by E. C. Hall Co., Portland, at $141,485. The bids have been referred to the Engineer with authority to award the contract to the low bidder, T. W. Thomas, when certain conditions have been satisfied.

"Construct 182' reinforced concrete viaduct over Spencer Creek on the Oregon Coast Highway near Newport. Only one bid was received for this job, being that of Lockyear and White, Inc., Seattle, in the amount of $44,360. The Commission has rejected this bid as being too high.

"Furnish and install roadway lighting system on the Interstate Bridge on the Pacific Highway at Portland, Multnomah County. W. R. Grasle Co., Portland, submitted the only bid for this job in the amount

of $6,177. The Commission has referred the bid to the Engineer with authority to award the contract to W. R. Grasle Co. when certain conditions have been satisfied.

"North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Highway, in Sherman County. 1.30 miles regrading, surfacing and oiling. The Commission received only one bid for this project, being that of Curtis Gravel Co., Spokane, at $38,830. The bid has been rejected.

"Construct a frame maintenance building at Elgin, Union County. G. C. Gorsuch, La Grande, submitted the only bid for this work at $15,195. The Commission has rejected the bid.

"Mill Creek Forks-The Dalles Section of the Mill Creek County Road, in Wasco County. Curtis Gravel Co., Spokane, submitted the low bid for this job in the amount of $156,123. E. C. Hall Co., Portland, submitted the second low bid at $179,584.65. Babler Bros., Portland, submitted the only other bid in the amount of $185,948. The Commission has awarded this contract to Curtis Gravel Company, the low bidder, at their bid price."

The Assistant Counsel requested instructions concerning the lease given to Mr. Paul Mumpower to occupy certain state-owned property adjacent to the Upper Columbia River Highway and Sandy River at Troutdale. He advised that this lease expired on March 31, 1946, but Mr. Mumpower has submitted his check to cover an extension of time. He was instructed to inform Mr. Mumpower to vacate the premises in accordance with previous understanding.

Mr. A. D. Collier, President, Swan Lake Moulding Company, Klamath Falls, was present with regard to the bids received at this meeting for the installation of the lighting system on the Washburn Way-Altamont Drive Section of the Klamath Falls-Lakeview Highway, in Klamath Falls for which the Company is paying the entire cost. He advised that the offer of the low bidder, Mark Smith & Co., of Klamath Falls, in the amount of $8,904.70, meets with his approval, and he authorized award of the contract to the Company. He stated that he would send the Commission a check for the full amount of the cost involved as soon as he has been advised of the exact figure. The Engineer was thereupon authorized to award the contract when other conditions of the award have been satisfied.

Mr. Collier requested a permit to maintain and operate the lighting system on the state highway, and that such permit provide for the transfer of his rights to The California-Oregon Power Company, or to anyone else, in the event that later on he should desire to make such a transfer. The Commission approved the request by unanimous vote and instructed the Chief Counsel to include a clause to that effect in the contract agreement.

The Chief Counsel reported a request from the West Foods Company, of Salem, for permission to use the Highway Department's railroad siding at the State Highway Shops, in Salem, in connection with the unloading of produce consigned to their cannery, which is located about two miles east of

Salem, such use of the Highway Department's facilities to be of a temporary nature only pending completion of the Company's own siding that is now being constructed at its plant. The Engineer recommended approval of the request. The Commission approved the recommendation unanimously.

The Commission had under discussion the appointment of State Highway Engineer, an Assistant State Highway Engineer, a Chief Counsel, and a Secretary, the appointments of the incumbents having expired. The following persons were appointed to fill these positions for the four year period commencing March 1, 1946, by unanimous vote of the Commission upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

In this connection the Engineer recommended salary increases for the following employees, as follows: H. B. Glaisyer, Secretary, $400 per month; S. H. Boardman, State Parks Superintendent and Landscape Engineer, $400 per month; Oscar Cutler, Staff Engineer and Acting Director, Travel and Information Department, $360 per month; F. B. Crandall, Acting Traffic Engineer, $360 per month. The Commission, by unanimous vote, approved such salary increases, which are to become effective as of April 1, 1946.

Commissioner Chessman brought up for discussion the request from Mr. J. E. Niemi, of Astoria, to purchase certain state-owned property described as Lot 2 of Block 10, McClure's Addition, on which property he wants to construct and maintain a service station, and to lease the adjoining state-owned property described as Lot 1 of Block 10, for a driveway. He advised that this property is triangular in shape and is situate at the intersection of Astor Street and Bond Street (U.S. 101); also, that he could not see any objections to granting the request, particularly in view of the fact that Mr. Niemi will assume all costs of pavement, landscaping, etc. that may be required. The Commission voted unanimously to sell Lot 2 to Mr. Niemi and to lease to him the property in Lot 1, subject to approval by the Engineer of the points of ingress and egress. The matter was referred to the Engineer to handle.

The Engineer advised that he has received an invitation to attend the President's Highway Safety Conference which is to be held in Washington, D. C., during May 8, 9, and 10, 1946. He advised that it is impossible for him to be present at this meeting and recommended that Mr. F. B. Crandall, Acting Traffic Engineer, be authorized to attend in his place because of the importance of the meeting and the benefits that will accrue to the State of Oregon. He estimated the expense would amount to about $275. The Commission approved of Mr. Crandall attending this meeting at state expense if the out-of-state travel is authorized by Governor Snell.

The Engineer also requested authority to attend a meeting of the Executive Committee of the American Association of State Highway Officials which is to be held in St. Paul, Minnesota, on June 20 and 21. The Commission approved the request subject to confirmation by Governor Snell.

APR 5 1946

The Engineer reported that the 1946 Minor Betterment Budget contains an item of $21,850 for the installation of new roadway approaches to state highways. Present indications, he said, are that this amount will be exceeded. He requested authority to increase the budget allowance. The Commission deferred action in the matter until the next meeting and instructed the Engineer to submit a complete written report for consideration at that time.

The Commission considered and signed agreements, etc., as follows:

Quitclaim deed conveying property lying in Government Lot 3, Sec. 22, T. 25 S, R. 13 W, W.M., Coos County, to the Standard Oil Company of California.

Agreement with A. T. Dolan, et ux. covering lease of an equipment storage headquarters at Seaside.

Agreement with the Pacific Power and Light Company concerning the relocation of its electric power line along the right of way of the Oregon Coast Highway (new location) between Cannon Beach Junction and Cannon Beach.

Agreement with Middle Fork Irrigation District pertaining to the relocation and reconstruction of flumes and ditches on the Woodworth Acres-Parkdale Section of the Hood River Secondary Highway, Hood River County.

Agreement with Wasco County covering construction and maintenance of the Mill Creek County Road.

Supplemental agreement with O.W.R. & N. Company and U. P. Company modifying previous agreements concerning construction of an overcrossing of the railroad at Bridal Veil.

Project statement with P.R.A. covering construction of the Forest Boundary-Enterprise Section of the Enterprise-Lewiston Highway, Wallowa County.

Permit granting to the Pacific Plywood Corporation an easement for roadway purposes across Lots 1 and 2 of Block 3, Kershaw's Addition to Willamina.

Agreement with Astoria North Beach Ferry Company, Columbia Transportation Company, Clatsop County, City of Astoria, and Pacific County, Washington, covering the purchase and operation of the ferry facilities at Astoria.

Agreements with Dal M. and E. S. King, Fred B. and Olive A. Hickok, J. H. and Sarah McCloskey, and James N. and Anna M. Jacobsen concerning the preservation of myrtle tree groves along the Coos Bay-Roseburg Highway.

Cooperative agreement with the P.R.A. and U. S. Forest Service covering future forest highway construction and maintenance on the Ochoco Highway between Marks Creek and Hamilton Creek.

APR 5 1946

Extension of lease agreement with H. W. Kuhn for use of a residence building in Williamson State Park.

Agreement with George C. Horner, Myrtle Point, covering the release of a timber cattle pass at M.P. 18.25 on the Coos Bay-Roseburg Highway, in Coos County.

Lease of road building materials from Frank T. Morgan, Administrator of the Estate of C. C. Wilson, deceased. Property located in Malheur County.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:15 p.m.

T H Banfield
Chairman

State Highway Engineer

Geo Schaupp
Commissioner

Secretary

M R Chessman
Commissioner

Portland, Oregon
May 1, 1946

The State Highway Commission met in special session at 2:00 p.m. in Room 715 (Imperial Room), Imperial Hotel, for consideration of matters pertaining to the proposed state ferry operation across the Columbia River between Astoria, Oregon, and Megler, Washington, and other matters. Present were:

T. H. Banfield, Chairman
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. W. Stiffler, Assistant Maintenance Engineer
H. B. Glaisyer, Secretary

Commissioner Schaupp was excused from attending this meeting.

MAY 1 1946

The Engineer presented and read aloud two letters concerning the Astoria ferry operation. One of the letters was from the Columbia River Fishermen's Protective Union, Astoria, in which the Commission was advised that the ferry, in crossing the Columbia River, passes through a very important fishing ground where hundreds of nets are kept in the water during daylight hours and that considerable damage is caused to the nets annually by the ferry operation. The Fishermen's Union asks the Commission to give this matter careful consideration when it selects the firm or individual who is to operate the ferry and to choose an operator who has a thorough knowledge of possible difficulties with the gill net fishery in this area. The Commission took no special action on this communication.

The other letter was directed to the State Highway Commission by six men who formerly were employed on the identical ferry boats that are now being purchased by the state. These men offered to operate the ferries on either a flat sum basis of $99,150 under a one year contract, the State to pay for necessary insurance, or on a cost plus five per cent annual basis. The Engineer estimated that the insurance would cost the state about $5,000, which would make the total annual cost of the operation about $104,150, which is about $18,000 less than the low bid submitted by Babbidge & Holt, Inc. on April 4, 1946. He further advised that he discussed this matter with Commissioner Schaupp over the telephone, and it was Mr. Schaupp's thought that the Commission is morally obligated to award the contract to Babbidge & Holt if the matter of reducing the contract to a one year operation can be adjusted, with the understanding that, after one year's trial, if the contract is satisfactory it can be renewed for another year; otherwise, the operation can be readvertised for bids. The Chief Counsel, he said, advises that if the Commission wants to consider the offer of the ferry employees, it would have to cancel outright all bids received on April 4. Following considerable discussion of this matter, the Commission decided to award the contract to Babbidge and Holt, Inc., who submitted the low bid on April 4, provided the contractor agrees to reduce the contract to a one year operation and provided the corporation will permit the state to examine its books at any time to ascertain how much the operation is costing, such information to be used by the Commission in determining whether to continue the contract with Babbidge & Holt or to advertise for bids for the following year's operation. If the corporation agrees to such examination, then the state will reveal to the corporation the exact amount of the revenue that it has received from tolls. This action of the Commission was taken on the condition that Commissioner Schaupp concurs therein. Chairman Banfield thereupon explained the arrangement to Commissioner Schaupp over the telephone and advised that Commissioner Schaupp is in thorough agreement therewith. The Commission thereupon awarded the contract to Babbidge & Holt, Inc. on that basis.

The Commission instructed the Chief Counsel to prepare the contract on the basis of this decision and to forward the same to Babbidge & Holt for acceptance and execution. The Engineer was authorized and instructed to make the necessary preparations to operate the ferry starting June 1, 1946. He was further instructed to work out the details of the operation, including

the printing of tickets, etc., for the Commission's approval at the next regular meeting, at which time the Commission will also decide the question of placing the insurance that the state is required to furnish.

The Chief Counsel requested instructions relative to the securing of a lease of ferry landing facilities at Astoria, provision for which is included in the Commission's agreement with the Astoria-North Beach Ferry Company. He was instructed by the Commission to secure such lease on the previously-approved basis and also to secure from the County Court of Pacific County, Washington, the lease covering the landing facilities at Megler, Washington.

The Engineer brought up for discussion a letter from Hon. Robert S. Farrell, Jr., Secretary of State, concerning a request from the Board of County Commissioners of Multnomah County that the State Speed Control Board cause to be made an engineering and traffic investigation with respect to the designated speeds on certain roads in Multnomah County and that a definite speed be designated for such roads. The Engineer advised that since receiving this letter, a copy of which was also sent to Mr. Charles P. Pray, Superintendent of the State Police Department, who is a member of the Speed Control Board, he has received a letter from Mr. Pray advising that a year or so ago representatives of the Speed Control Board met formally, organized, and designated the speeds on certain streets within the City of Portland on the basis of an engineering and traffic investigation which was to be made by the State Highway Commission as provided by statute. Mr. Pray suggests, he said, that no final action be taken by the Speed Control Board until the investigation has been made. In view of this record, the Commission, by unanimous vote, authorized the Engineer to make the investigation, the results of which are to be reported to the Speed Control Board.

The Engineer brought up for discussion the matter of conducting an origin-destination survey of the Portland metropolitan area. He recalled that the Commission, at its meeting on April 4, authorized an expenditure of approximately $30,000 of Federal and State funds for such a survey with the understanding that the City of Portland would contribute an additional sum of $10,000 and that the Public Roads Administration would assist in the work. Since that time, he said, it has been ascertained that the work is going to cost approximately $70,000, so, if the survey is to be carried forward as planned, it will be necessary to increase the Federal and State contribution from $30,000 to $60,000. He pointed out that there are Federal and State funds available in the amount of $29,472 for engineering and economic investigations during the fiscal year 1946, and additional sums will be available for similar investigations during the fiscal year 1947. He recommended approval of the project because the information obtained will be invaluable for future highway development in this area. According to the Federal regulations, he added, it is mandatory that one and one-half per cent of Federal Aid monies be spent for purposes of this kind. During the discussion of this matter, Chairman Banfield questioned the value of the information that would be obtained from such survey; however, he stated his approval of the expenditure in order to comply with the Federal requirements. Commissioner Chessman expressed himself similarly.

The Commission discussed a request from Mr. J. D. Walling, Florence, for permission to remove approximately 10,000 cubic yards of rock from the state-controlled quarry known as the "Cape Horn Quarry" adjacent to the Siuslaw Highway near the Town of Swisshome, Lane County. The Engineer advised that the quarry is located in the Siuslaw National Forest area and is under lease to the state from the U. S. Forest Service as a source of materials for improvement of the Siuslaw Highway; also, that it contains an unlimited supply of material, so the removal of 10,000 cubic yards by Mr. Walling, would not adversely affect the use of the quarry by the state. Mr. Walling, he says, has obtained a special use permit from the U. S. Forest Service to take 10,000 cubic yards of rock for road building purposes and has paid the Forest Service a fee in connection therewith. He recommended approval of Mr. Walling's request. The Commission approved the recommendation and thereupon signed an agreement with Mr. Walling covering the matter.

The Engineer reported that on April 25, 1946, he awarded to Mark Smith & Co., Klamath Falls, the contract for the Washburne Way-Altamont Drive Lighting Project, in Klamath Falls, for which bids were received on April 5. The bids were previously referred to the Engineer by the Commission with authority to make the award when certain conditions had been satisfied. The Commission approved the award of this contract as reported.

The Engineer brought up for discussion a proposed relocation of the Oregon Coast Highway between Youngs Bay and the crossing of the Lewis and Clark River near Astoria. He exhibited a map showing the proposed location and advised that the matter of permanently locating the highway at this time has been suggested by prominent citizens of Astoria, who are of the opinion that much of the future growth of Astoria probably will take place south of Youngs Bay Bridge, and in whose opinion the right of way for the improvement should be obtained now in order to avoid complications. He requested authority to make a location survey of the project and that authority also be granted the Chief Counsel to negotiate right of way options. Commissioner Chessman advised that this location is practically the only location available for the future development of Astoria, in fact, the district is now developing rapidly. It was his thought that the survey should be made and the right of way options obtained at the earliest possible time, and he so moved. Chairman Banfield seconded the motion. (See Engineer's report to the State Highway Commission dated April 26, 1946, for details).

The Commission considered and signed agreements, etc., as follows:

Contract with Mark Smith & Co. for the Washburne Way-Altamont Drive Lighting Project, in Klamath Falls.

Revocable permit granting to Noble Willmore and Harry Downes authority to use a portion of the old right of way of the Pacific Highway in Josephine County for agricultural purposes.

Agreement with John Hardman and R. W. Murray relative to the elimination of a cattle pass on the John Day Highway at Mile Post 220.89 between Unity and Ironsides.

MAY 1 1946

Permit authorizing J. D. Walling to remove 10,000 cubic yards of rock from "Cape Horn Quarry" adjacent to the Siuslaw Highway, in Lane County.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:45 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Portland, Oregon
May 15, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

EDDYVILLE-BLODGETT SECONDARY HIGHWAY
IN BENTON AND LINCOLN COUNTIES
EDDYVILLE-BLODGETT SECTION

J. N. & M. J. Conley, Portland	$ 156,825.00
E. C. Hall Co., Portland	163,500.00
E. H. Itchner, Molalla	164,775.00

REMOVE EXISTING TIMBER DECK FROM BRIDGE OVER
SOUTH UMPQUA RIVER ON OAK STREET
IN ROSEBURG IN DOUGLAS COUNTY

Kern & Kibbe, Portland $ 60,033.62

CONSTRUCT CONCRETE BRIDGE OVER
LITTLE BUTTE CREEK BETWEEN THIRD AND HAMILTON STREETS
IN THE TOWN OF EAGLE POINT IN JACKSON COUNTY

No bids received

WIDEN EXISTING BRIDGES OVER REESE CREEK, LITTLE BUTTE CREEK,
AND ANTELOPE CREEK ON CRATER LAKE HIGHWAY IN JACKSON COUNTY

McNutt Bros., Eugene $ 79,232.00

KLAMATH FALLS-LAKEVIEW AND
DAIRY-BONANZA HIGHWAYS IN KLAMATH COUNTY
DAIRY ROCK PRODUCTION PROJECT

Warren Northwest, Inc., Portland $ 39,960.00

KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH AND LAKE COUNTIES
BLY-EAST FOREST BOUNDARY ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford $ 38,680.00

CONSTRUCT CONCRETE PILE TRESTLE BRIDGE ON
PACIFIC HIGHWAY AT JUNCTION CITY IN LANE COUNTY

Archie R. Averill, Portland $ 33,308.00
Lockyear & White, Seattle, Wn. 49,052.50

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY
FRONT AVENUE (SHERIDAN STREET-BANCROFT STREET) SECTION

No bids received

WIDEN WEST END OF ROSS ISLAND BRIDGE ON
FRONT AVENUE PROJECT IN PORTLAND IN MULTNOMAH COUNTY

Birkemeier & Saremal, Portland $ 54,170.00

ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY
SOUTH UNIT, ENTERPRISE-FOREST BOUNDARY SECTION

E. C. Hall Co., Portland $ 198,601.00
Newport, Kern & Kibbe, Portland 204,093.60
Rogers Construction Co., Portland 208,280.00

The Commission, by unanimous vote, approved the minutes of the special meeting held on May 1, 1946, with one slight correction. Approval of the minutes of the regular meeting held on April 4 and 5, 1946, was deferred until the next meeting.

The State Parks Superintendent was present and reported on the following matters:

1. Additional gift of 9.85 acres of land for park purposes from former State Highway Commissioner Frank L. Tou Velle, Canyonville: The Commission accepted the gift unanimously and instructed the Parks Superintendent to express to Mr. Tou Velle the Commission's sincere appreciation.

2. Gift from Douglas County of seven acres of land for right of way and wayside purposes along the Umpqua Highway west of Scottsburg, containing 0.8 mile of river frontage: The Parks Superintendent advised that this is a narrow strip of land lying between the present highway and the Umpqua River; that a portion of it will be needed as right of way for a future revision of the highway, and the balance will serve as a wayside strip in order to preserve the scenic view along the River. He recommended acceptance of this property. The Commission approved the recommendation unanimously upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp. The Parks Superintendent was instructed to send an appropriate letter of thanks to the Douglas County Court.

3. Resolution from Mud Springs Grange No. 619, Jefferson County, requesting permission to remove cinders from the Round Top area in The Cove State Park for use in constructing roads and driveways because of unavailability of materials from other sources: The Parks Superintendent recommended denial of the request because it would detract from the appearance of the park. Following discussion, the Parks Superintendent was instructed to make an investigation to ascertain whether or not other cinder pits are available. If not, then the residents of Jefferson County are to be allowed to obtain a limited amount of cinders from the Round Top area where it will not interfere with the state's development of the recreational area of the park.

4. Sale of concession privileges in Silver Creek Falls State Park: The Commission's Chief Counsel reported on this matter on behalf of the Parks Superintendent. He advised that Mr. Walter S. Taylor, to whom the Commission sold the concession as a result of competitive bidding on February 25, 1946, is having difficulty in obtaining necessary equipment to operate the concession, and as a result thereof, cannot start operations on May 1, 1946, as required by the provisions of his contract. Notwithstanding the circumstances, he said Mr. Taylor is willing to sign the contract if he is not required to commence operating until next year. On the other hand, if the Commission prefers, he is willing that the entire arrangement be canceled. The Parks Superintendent recommended

retention of Mr. Taylor's proposal on the basis that he will start operating next spring, which will give him sufficient time to obtain the equipment and materials that he needs. Following discussion, the Commission, by unanimous vote, approved the recommendation and referred the matter to the Parks Superintendent and the Chief Counsel to handle.

5. Acquisition of Darlingtonia Park area adjacent to the Oregon Coast Highway seven miles north of Florence, Lane County: The Parks Superintendent advised that this tract contains 16.54 acres of land and that the owner, Mr. A. B. Sanders, Coos Bay, has offered to sell it to the state for $1250. He recommended purchase of the tract as a fine addition to the state parks system, and for the further reason that it contains a species of rare "bug eating" plant that is a public attraction. He further explained that this purchase is one of the items listed in the 1946 park budget. The Commission, by unanimous vote, approved the purchase of the property at the price stated upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

6. Gift of Mr. J. Ross Hutchinson, County Commissioner, Douglas County: The Parks Superintendent advised that Mr. Hutchinson has offered to deed to the state for park and wayside purposes a seven-acre tract of land that he owns along the Umpqua River and the Elkton-Sutherlin Secondary Highway about eight miles south of the town of Elkton. This strip, he said, has a one-half mile frontage on the highway and the Umpqua River. He recommended acceptance of the gift. The Commission approved the recommendation unanimously and instructed the Parks Superintendent to convey to Mr. Hutchinson the Commission's appreciation therefor.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties, together with the amount that he recommended in payment for each parcel. After careful consideration the Commission approved the request and the recommended offers and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CASCADIA-BRYANT HILL SECTION, SOUTH SANTIAM HIGHWAY

9253-A	Stocker, Anna Right of Way and Park Option expires October 17, 1946 1.27 acres at $118.11 (1.10 in park area 0.17 acre in right of way area)	$ 150.00	$ 150.00	Gardiner

WALLOWA LAKE SECTION, WALLOWA LAKE HIGHWAY

** 11781-	Wiggins, Irene B., Leland R. Wiggins and Robert W. Wiggins Park Option expires September 17, 1946 51.0 acres at $58.82 acre	$ 3,000.00	$ 3,000.00	Gardiner
** 12660-	Anderson, L. F. Park Option expires November 2, 1946 6.60 acres at $15.15 acre	 100.00	 100.00	"
** 12567-	Hamilton, Harley Park Option expires November 3, 1946 2.0 acres at $500.00 acre	 1,000.00	 1,000.00	"

BERRY CREEK-FLORENCE SECTION, OREGON COAST HIGHWAY

12736-	Sanders, A. B. Park Option expires November 10, 1946 16.54 acres at $75.00 plus	$ 1,250.00	$ 1,250.00	Gardiner

VADIS-GARDINER RANCH SECTION, SUNSET HIGHWAY

6555-A	Zurcher, Fred C., and Ernest Zurcher and Elsie Zurcher, his wife,	$	$	
	Right of Way			
	25.36 acres at $275.00 per acre	6,974.00		
	700 rods fence at $2.00 per rod	1,400.00		
	Severance damages to north side- 85 acres at $55.00 (20%)	4,675.00		
	Severance damages to South side- 60 acres at $27.50 (10%)	1,650.00		
	General and consequential damages	2,500.00		
	Waiver of access	301.00	17,500.00	Collins

BERGER RANCH-BARNES ROAD SECTION, SUNSET HIGHWAY

13503-	Lehman, Ernest and Kate Lehman	$	$	
	Right of Way			
	14.26 acres at $400.00	5,704.00		
	Loss of grist mill	500.00		
	Cash allowance building 435 rods fence at $2.00 rod	870.00		
	Severance damage - 34 acres at $100 (25%) per acre	3,400.00		
	Cash allowance for moving large barn	2,526.00	13,000.00	Collins

NIAGARA-DETROIT SECTION, NORTH SANTIAM HIGHWAY

12561-	Converse, Ford M., and J. K. Elder	$	$	
	Right of Way			
	Option expires November 9, 1946			
	10.32 acres at $3.00 per acre	30.96	30.96	Benson
12590-A	DeGuire, Charles F.			
	Removing building, with gasoline pump, gas tank and grease rack from right of way - allowance-	600.00	600.00	"

NIAGARA-DETROIT SECTION, NORTH SANTIAM HIGHWAY (Con't)

12590-	Gates School District #21, Linn County Right of Way Option expires November 12, 1946	$	$	
	0.138 acre	50.00		
	Garage building to be removed by owner from right of way		50.00	Benson
12690-	Burroughs, J. D. and Dorothy A. Burroughs Right of Way Option expires October 23, 1946			
	0.39 acre (Lump sum)	5.00	5.00	"
12562-	Oregon Pulp & Paper Company Right of Way Option expires November 25, 1946			
	6.52 acres at $3.00	19.56	19.56	"
12552-	Marion County Right of Way Have deed -			
	33.76 acres	00.00	00.00	"
12563-	Nystrom, Oscar F. and Richard F. Nystrom Right of Way Option expires October 26, 1946			
	1.2 acres at $100.00	120.00		
	4.18 acres at $3.00	12.54		
	7 fruit trees at $3.00 each	21.00		
	Moving 2 houses and 1 service station - allowance-	1,500.00	1,653.54	"
12559-	State Board of Forestry Right of Way Have deed			
	10.84 acres	00.00	00.00	"

BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION, CRATER LAKE HIGHWAY

12751-	Esch, Carl and Mary Esch	$	$	
	Gravel Bar			
	November 10, 1946			
	Option expires			
	2.20 acres at $65.00 per acre	143.00	143.00	McCallister
12750-	Linvik, E. J. and Edith P. Linvik			
	Gravel Bar			
	Option expires			
	November 11, 1946			
	3 year lease on gravel bar (acreage undetermined) at 3¢ cubic yard, pit run			"

APPLEGATE BRIDGE-HAYES HILL SECTION, REDWOOD HIGHWAY

12731-	Fradd, William B.	$	$	
	Stock Pile site			
	Option expires			
	October 18, 1946			
	0.42 acres at $59.52 per acre	25.00	25.00	McCallister
12733-	Willis, Carol and Eva Willis			
	Stock pile site			
	Option expires			
	October 15, 1946			
	0.30 acre at $50.00 per acre	15.00	15.00	"
12735-	Willey, Clyde and Herbert C. Willey			
	Gravel Bar and Haul Road			
	Option expires			
	October 16, 1946			
	5.18 acres at $50.00 per acre	259.00		
	1.48- haul road-	00.00		
	Clover crop destroyed in haul road	50.00	309.00	"
12732-	Anderson, Sophia B.			
	Stock pile site			
	Option expires			
	1.20 acres at $83.333 per acre	100.00	100.00	"

MAY 15 1946

APPLEGATE BRIDGE-HAYES HILL SECTION, REDWOOD HIGHWAY (Con't)

12734-	Willey, Clyde and Herbert C. Willey Stock pile site Option expires October 16, 1946 1.55 acres at $250.00 per acre	$ 387.50	$ 387.50	McCallister

WARM SPRINGS INDIAN RESERVATION SECTION, WARM SPRINGS HIGHWAY

12388-	Tribal Lands Hauling road 10 year lease 6.6 acres at $15.00 per acre	$ 99.00	$ 99.00	McChesney
12391-	Tribal Lands - Heirs Lena and Milton Holiday Gravel Pit 10 year lease 13.94 acres at $50.00 per acre	697.00	697.00	"
12390-	Warm Springs Indian Reservation-(Allottees Elsie Simtustus and Holliquilla Jacobs) Gravel pit 10 year lease 10.0 acres at $50.00	500.00	500.00	"
12389-	Johnson, Heirs of Trenton Hauling road 10 year lease 2.6 acres at $15.00	39.00	39.00	"
12391-	Warm Springs Indian (Allottee Senatee, deceased, and Sherman and Ben Holliday) Gravel pit 10 year lease 10.0 at $50.00	500.00	500.00	"

MILTON-WASHINGTON STATE LINE SECTION, OREGON-WASHINGTON HIGHWAY

10553-	Markham, Octavia L. Right of Way (CORRECTION)	$	$	

(Con't)

MAY 15 1946

MILTON-WASHINGTON STATE LINE SECTION, OREGON-WASHINGTON HIGHWAY (Con't)

10553- Markham, Octavia L. (Con't)	$	$		
0.62 acre at $500.00		310.00		
Trees, shrubs, lawn		436.00		
Rebuild 30 rods woven wire fence		45.00		
Low bid- moving buildings		4,326.95	5,117.95	Cozad
PREVIOUS REPORT:				
0.62 acre at $500.00		310.00		
Trees, shrubs, lawn		436.00		
Rebuild 30 rods wire fence (woven)		45.00		
Low bid- moving buildings		3,326.95	4,117.95	"

SPENCER CREEK-AGATE BEACH SECTION, OREGON COAST HIGHWAY

*** 12601- Hays, I. M. and Mary B. Hays	$	$		
Right of Way (CORRECTION)				
21,780 sq. ft. at 7.34¢ less sq. ft.		1,600.00		
Cash allowance- cost to owner for house plans and survey		350.00	1,950.00	Collins

MILL GULCH-SALISBURY SECTION, BAKER-UNITY HIGHWAY

12729- Kenyon, James Otis, and W. P. Bradshaw and W. F. Bradshaw	$	$		
Right of Way				
Option expires				
November 5, 1946				
2.2 acres at $20.00		44.00	44.00	Cozad
12728- Thornton, Earl				
Right of Way				
Option expires				
November 2, 1946				
1.56 acres at $10.00		15.60	15.60	"
12726- Spencer, Warren				
Right of Way				
Option expires				
November 8, 1946				
2.85 acres at $20.00		57.00	57.00	"

MAY 15 1946

BURNS-LAWEN SECTION, BURNS-CRANE HIGHWAY

12433-	Walter, Albert Ward	$	$	
	Right of Way			
	Option expires			
	October 18, 1946			
	1.68 acres - lump sum	25.00	25.00	Gardiner
12403-	Jones, T. Allen			
	Gravel pit			
	18.92 acres at $50.00	946.00	946.00	J. M. Devers

PORCUPINE BUTTE-CHICHESTER GULCH SECTION, SHANIKO-FOSSIL HIGHWAY

12705-	Burgess, Chester H.	$	$	
	Topping pit			
	1.47 acres- lease-			
	April 10th 1946 to			
	June 30, 1946	25.00	25.00	Van Scoy

FATE GRADE-TILLER SECTION, TILLER-TRAIL HIGHWAY

11864-	Staatz, Karl S. and Bessie M. Staatz	$	$	
	Right of Way			
	Option expires			
	October 8, 1946			
	0.328 acre at $100.00 minus per acre	32.00		
	82 rods fence to move at $1.50 rod	123.00	155.00	Parker

TUNNEL POINT-BRIDAL VEIL SECTION, COLUMBIA RIVER HIGHWAY

+ 12451-	McGowan, P. J. and Sons	$	$	
	Borrow Pit			
	October 23, 1946, option expires			
	102.88 acres at $45.00 per acre	4,629.60		
	43 acres (upland) at $45.00 per	1,935.00		
	32.06 acres (tide lands) at $25.00 per	801.50		
	102.5 (Sand Island) at $15.00 minus	1,533.90	8,900.00	Parker

BONNEVILLE-CASCADE LOCKS SECTION, COLUMBIA RIVER HIGHWAY

4677-A	McGowan, P. J. and Sons	$	$	
	Right of Way			
	Option expires			

MAY 15 1946

(Con't)

BONNEVILLE-CASCADE LOCKS SECTION, COLUMBIA RIVER HIGHWAY (Con't)

4677-A	McGowan, P. J. and Sons (Con't)	$	$	
	17.95 acres	500.00	500.00	Parker
	(7.8 acres lie between highway and RR right of way)			

DAVIES-TUALATIN VALLEY SECTION, SUNSET HIGHWAY

12743-	Densem, John G. and Lena Densmen	$	$	
	Rock Quarry			
	Option expires			
	November 1, 1946			
	6.92 acres at $150.00	1,038.00	1,038.00	McChesney

FOREST GROVE SECTION, WILSON RIVER HIGHWAY

12686-	Beaman, Charles A. and Gertrude T. Beaman			
	Right of Way			
	Option expires			
	October 25, 1946			
	247 sq. ft. at 12¢ sq. ft.	29.64		
	Allowance for loss cherry tree	20.36	50.00	Gardiner

DAVIES-VADIS SECTION, SUNSET HIGHWAY

6529-		$	$	
6530-	Baugh, Warren C. and Lona V. Baugh			
6531-	Exchange of properties			
	7.50 acres at $100.00 (File #6529)	750.00		
	3.30 acres at $75.00 (File #6529)	247.50	997.50	Collins
	Exchange - State to convey 4.50 acres at $100 per acre (#6530)	450.00		
	and 6.73 acres at $100 per acre (#6531)	673.00	1,123.00	
6526-	Ibach, Estate (Ida Hoffman et al)			
	Right of Way			
	Option expires			
	October 16, 1946			

(Con't)

OCT 25 1946

DAVIS-VADIS SECTION, SUNSET HIGHWAY (Con't)

6526-	Ibach, Estate (Ida Hoffman et al) (Con't)	$	$	
	16.94 acres at $250.00	4,235.00		
	Allowance for building 120 rods new fence at $2 rod	240.00		
	Allowance for 20x60 chicken house	100.00		
	Allowance for 10x20 shed	20.00		
	Loss Walnut tree	35.00		
	Loss 14 apple trees at $10 each	140.00		
	Loss 8 apple trees at $5 each	40.00		
	Loss 1 prune tree	5.00		
	Rearranging barn yard fences	75.00		
	Allowance moving buildings- 2 large dairy barns, milk house, silo, toilet, 2 small sheds, gravel road around buildings, estimated not less than $7,500	5,110.00	10,000.00	

PENDLETON-ADAMS SECTION, OREGON-WASHINGTON HIGHWAY

12685- 9113-	Northern Harris and Fletcher Oil Company	$	$	
	Right of Way			
	0.058 acre exchanged for other property lying outside right of way to be conveyed to Northern Harris		00.00	DeSouza

ZINTER RANCH SECTION, WASCO-HEPPNER HIGHWAY

12687-	Young, Estate Jacob S.	$	$	
	Right of Way			
	Option expires October 22, 1946			
	0.45 acre at $40.00	18.00		
	40 rods barbed wire to rebuild at $1.00 per rod	40.00	58.00	Cozad

[illegible] 1946

DEADY-CALAPOOIA SECTION, ELKTON-SUTHERLIN HIGHWAY

12703-	Baimbridge, Harry and Ruth C. Baimbridge Stockpile site Option expires October 8, 1946 0.19 acre at $265.00	$ 50.00	$ 50.00	Bromley

QUARTZ MT. DREWS VALLEY SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

7888-B	Frakes, Dow F. Stock Pile site Option expires October 23, 1946 0.69 acre at $10.00 Plus fencing	$ 6.90	$ 6.90	Cozad

WALDPORT-BIG CREEK SECTION, OREGON COAST HIGHWAY

6798-	Brooks, William L. Right of Way Option expires October 2, 1946 0.07 acre	$ 10.00	$ 10.00	Witt

SEVEN DEVILS-CHROME MINE SECTION-

10498-	U. S. Chromium, Inc., Right of Way 6.0 acres (To avoid condemnation)	$ 90.00	$ 90.00	Neuner

NESKOWIN-OTIS SECTION, OREGON COAST HIGHWAY

3593-	Affolter, Victor and Helen Affolter Stockpile site Option expires October 14, 1946 0.48 acre at $20.00 per year for 2-year lease	$ 40.00	$ 40.00	Benson

CITY LIMITS-USRS CANAL SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

9767-	Balsiger Brothers Right of Way Option expires	$	$	

(Con't)

CITY LIMITS-USRS CANAL SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY (Con't)

*9767-	Balsiger Brothers (Con't)	$	$	
	1.19 acres at $2,000.00	2,380.00		
	0.16 acre at $2,000.00	320.00		
	47 large trees at $15.00 each	705.00		
	Slope easement	95.00	3,500.00	DeSouza

Footnotes:

* Item No. 9767, purchase of right of way from Balsiger Brothers, Klamath Falls: This purchase is based on negotiations pursuant to the Commission's instructions at the previous meeting and is limited to right of way needed for the City Limits-U.S.R.S. Canal Section of the Klamath Falls-Lakeview Highway, the improvement of which is now under contract. The Commission referred back to the Right of Way Department for further negotiation the proposed acquisition of additional property needed as right of way for an intersecting state highway at this point.

** Items Nos. 11781, 12660, and 12567, being settlements reached with owners of property needed for a proposed state park at the head of Wallowa Lake: The Commission approved the purchase price as set forth in the above resolution, however, instructed the Chief Counsel not to complete the purchases until the pending condemnation suit for additional land is completed. The properties in question are not to be purchased unless the entire project is completed.

***Item 12601, purchase of right of way from I. M. Hays and Mary B. Hays. The purchase price of $1,950 was approved over the telephone by Commissioners Schaupp and Chessman on April 15, 1946. The items are carried in this resolution for confirmation.

\+ Item 12451, purchase of borrow pit from P. J. McGowan and Sons for the Tunnel Point-Bridal Veil Section of the Columbia River Highway. This involves the purchase of an island in the Columbia River. The McGowans are willing to sell the island, but if the state does not purchase it, they will demand access to the highway from the island; moreover, there is a possibility that the island will be obliterated in connection with highway construction, in which event the state might be liable for damages. The Commission decided it would be best to purchase the island along with the other property.

The Assistant Counsel also requested authority to condemn certain properties that are needed for highway improvements and concerning which he has been unable to secure satisfactory settlements by negotiation. He presented a list of such properties and the offers that he recommended for condemnation, as follows:

				Recommended Offer
Mill Gulch-Salisbury Section of the Baker-Unity Highway				
12730	John F. Hart (Right of Way)	Land, 3.7 acres at $10.00 per acre- Plus necessary fencing by State	$ 37.00	$ 40.00
12727	Wallowa Timber Co. (Right of Way)	Land, 22.01 acres at $5.00 per acre- Plus $5.00 per acre based upon the field cruises	110.05	110.00
Newport-Waldport Section of the Oregon Coast Highway				
11111	Edna Patchin (Wayside Strip)	60,348 square feet at $0.0075-	$ 452.61	$
		Buildings	2,000.00	
			2,452.61	$2,500.00

After careful consideration of each item the Commission approved the request and the offers and thereupon, by unanimous vote, adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described is necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real property and the specific purposes for which the same is being acquired are described as follows, to wit:

Real property owned by John F. Hart, which property is located in Lots 1, 2, 3, and 4 of Section 7, Township 11 South, Range 40 East, W. M., Baker County, Oregon, and is more particularly described on the attached sheet, and is further identified in the records of the Highway Commission as file R 12730, which property is being acquired for right of way purposes in connection with the Baker-Unity Highway. (*)

2. That the Commission does hereby find and declare that the said described parcel of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said property is being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of the said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

(*) Footnote:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 63, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, under and by virtue of the provisions of subsections 6 and 7 of Section 100-115, O. C. L. A., the Highway Commission is authorized to acquire by agreement, donation, or the exercise of the power of eminent domain real property, or any right or interest therein, necessary or deemed necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and the Commission is also authorized to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or other places of attraction and scenic value which in the judgment of the Commission are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, in the opinion of the Highway Commission the real properties hereinafter described are scenic in character, adjoin other real property owned by the State, and possess possibilities of development as a scenic and recreational area and likewise afford opportunity for roadside development; and

WHEREAS, it is the judgment and opinion of this Commission that the acquisition of said real properties and the development of the

same will contribute to the convenience of the general welfare and to the general welfare and pleasure of the motoring public or road user;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Highway Commission does hereby find and declare that the real properties hereinafter described are scenic in character and are suitable for development as a scenic area or viewpoint and for roadside development and recreation.

2. That this Commission does hereby find and declare that the acquisition of fee title to said real properties, free and clear of all interests of every kind and character, is necessary in order to make possible the preservation and development of the same for the convenience of the public and so that said area may be developed and maintained for its scenic value or public view qualities as well as for roadside development, all of which the Commission does find and declare to be for the general welfare and pleasure of the motoring public and road user.

3. That the real properties the acquisition, preservation, and development of which the Commission now finds necessary for the purposes heretofore stated are described as follows, to wit:

Parcel No. 1

All of Lots 1, 2, and 3, Block 1, Fairview Addition to Coastview Addition to Yaquina City, situated in Section 7, Township 12 South, Range 11 West, W. M., Lincoln County, Oregon, containing 15,356 square feet.

Parcel No. 2

All of Lots 1, 2, 3, 22, 23, and 24 of Block 2 and all of Lots 1, 2, and 3 of Block 3, Stewarts Addition to Coastview Addition to Yaquina City; also all that vacated portion of Alder Street lying between said Blocks 2 and 3 west of the Oregon Coast Highway; all situated in Section 7, Township 12 South, Range 11 West, W. M., Lincoln County, Oregon; containing 46,495 square feet, of which 1503 square feet lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 44,992 square feet lie outside of the existing right of way.

4. That the survey of said area heretofore made by the State Highway Engineer and the descriptions prepared hereby are approved by the Commission and the Commission does hereby order and direct that said descriptions be used and employed in the preparation of necessary deeds of conveyance or in necessary court proceedings.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, or persons in possession if there be any, with respect to the compensation to be paid for the acquisition of said properties and damage to the remaining property, if there be any remaining property, and in the event that the title to said properties cannot be acquired by agreement then it is hereby ordered that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

6. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

7. That this resolution be entered in the minutes and records of this Commission as of May 15, 1946.

The Assistant Counsel requested instructions relative to the sale of a residence building situate on property that was acquired from Mr. Ray Rauch as right of way for the Fate Grade-Tiller Section of the Tiller-Trail Highway. He advised that the house must be wrecked because of the highway improvement and that he has received an offer of $35 for the same, which he recommended for acceptance. The Commission authorized the sale of the house for such amount.

The Assistant Counsel also reported that, in conformity with authority granted him by the Commission at the previous meeting, he has sold the buildings on the North Santiam Highway right of way near Niagara to Mr. C. C. Tucker for $105, being $5 more than the amount of the offer made by Mr. Tucker as the result of competitive bidding on April 1, 1946. The Commission approved the sale.

The Chief Counsel presented a letter from Mr. S. Fred Wilson, Attorney at Law, Portland, regarding a narrow strip of land in Dunthorpe, Clackamas County, formerly used as right of way for the Oswego Highway but now of no value for such purpose inasmuch as the highway has been realigned at this point. It appears that clients of Mr. Wilson purchased the adjacent property from the Oregon Iron and Steel Company and that the Company alleges that the old highway was to be deeded back to the Company when the new highway was built, which, it stated, has not been done. It also appears that

the Oregon Iron and Steel Company is willing to deed this strip of land to the purchaser of the other property if the state will convey it to the Oregon Iron and Steel Company. The Chief Counsel advised that he discussed this matter with Mr. H. B. Van Duzer, former Highway Commissioner, who recalls that there was an understanding that the strip would be deeded to the Oregon Iron and Steel Company when the highway was realigned. He suggested, in view thereof, that the property be deeded to the Oregon Iron and Steel Company in conformity therewith so the Company can reconvey it to Mr. Wilson's clients if it so desires. The Commission approved the recommendation by unanimous vote.

The Commission discussed briefly and referred to the Engineer for investigation a petition from residents of Benton County who desire the discontinuance of a state-owned stockpile site, consisting of approximately one and one-half acres, situate adjacent to the Corvallis-Newport Highway about two miles east of Philomath.

The Engineer and the Chief Counsel requested instructions relative to the securing of options for right of way for the proposed improvement of the Columbia River Highway between Dodson and Bonneville. It appears that this district is being developed rapidly and the right of way, if not acquired now, will cost considerable more later on when developments are completed. The Engineer recommended that he be given authority to make necessary surveys and that the Chief Counsel be authorized to negotiate options. The Commission approved the recommendation by unanimous vote.

The Chief Counsel brought up for approval a settlement with Roscoe Hopper, et ux., successors in interest to George W. Slayton, et ux. who are plaintiffs in the controversy arising out of a railroad grade crossing matter on the Warm Springs Secondary Highway near Prineville. He advised that an agreement has been reached with the Hoppers whereby the railroad company is to do certain things and the state is to do certain things, including payment to the Hoppers of the sum of $4,750 in cash. He read aloud the stipulation covering the matter which is to be filed in the pending law suit. Following discussion, in which it appeared to the Commission that the settlement is fair and equitable, the Commission by unanimous vote, approved and signed the stipulation.

The Commission had under discussion a letter from the Consolidated Timber Company requesting an extension of time of two years to complete the logging of certain parcels of land adjacent to the Wilson River Highway, which land was sold by the Company to the state for park purposes a number of years ago with the understanding that the Company would be allowed to remove the timber growing or standing thereon within five years from the date of completion of construction of the Wilson River Highway fronting on this property. The Company asked for a two-year extension of this privilege, from October 14, 1946, to October 14, 1948, within which to complete its logging operations on this property. The Chief Counsel recommended approval of the request, as did also the State Parks Superintendent. The Commission approved the recommendations by unanimous vote.

The Commission considered, approved, and signed a revised permit from the U. S. Government Reclamation Service covering use of public land situate in Malheur County as a stockpile site. It appears that under a recent regulation of the Federal Government it is required that all fissionable materials in Government lands be reserved to the United States, in view of which regulation the permit previously prepared has been redrafted and an appropriate reservation incorporated therein.

The Commission also discussed, approved, and signed an agreement with the City of Portland covering the parking of automobiles on the landscape area between Harbor Drive and Front Avenue and extending from S. W. Alder Street to S. W. Pine Street, Portland.

The Engineer reported on the bids received in Salem on May 6, 1946, for the sale of three tracts of land at Cannon Beach, as follows:

PURCHASE OF THREE TRACTS OF LAND IN CANNON BEACH, OREGON

Bidder	Item 1 Portions of Lots 10 & 11	Item 2 Lot 15	Item 3 Lot 16	Total
Ralph P. Coleman	$101.00	----	$301.00	$ 402.00
J. C. Ofelt	----	----	226.00	226.00
Dorothy E. Hafner	270.00	$270.00	270.00	810.00
Miss Vashti Folker	----	250.00	250.00	500.00
Alvin Hobart	101.00	505.00	455.00	1,061.00
John T. Conchuratt	----	Lump sum bid on Lots 15 and 16		1,000.00

He recommended sale of the tract including portions of Lots 10 and 11 to Dorothy E. Hafner, the high bidder therefor, and the sale of Lots 15 and 16 to John T. Conchuratt, this combination being the high offer received for the three tracts. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Commission discussed a request from the Waldport Lions Club for permission to operate a "wishing well" in the small state park adjacent to the Oregon Coast Highway at the south city limits of Waldport. The Engineer recommended denial of the request because the well is a mild gambling device and he did not believe that the state should be a party to any such activity on public property. The Commission approved the recommendation unanimously.

The Commission approved and ordered filed resolutions from the County Courts of Douglas and Jackson Counties in which the Commission is requested to prepare plans and specifications and to call for competitive bids in behalf of the respective counties for two county road projects, one being for the redecking of the Oak Street Bridge on a county road in Roseburg, Douglas County; and the other being for the construction of a new bridge over Little Butte Creek on a county road in Eagle Point, Jackson County.

The Chief Counsel reported on the claim of Mr. W. W. Purvis, Nelscott, for damage to his property arising out of improvement of the Oregon Coast Highway in front of his premises at Nelscott. He advised that information received from Mr. Purvis is to the effect that because of the highway improvement he was put to the expense of $3,800 to re-establish his premises to conform with the highway improvement; moreover, the highway is improperly drained at this point, the grade of the service road which serves his property being from two and one-half feet to three feet above his establishment. Mr. Purvis, he said, will sign a statement releasing the State Highway Commission from all liability in this matter, including that which arises out of the drainage problem, if the state will pay him $1,000. He recommended acceptance of the offer as the fair thing to do under the circumstances. Following discussion, motion was made by Commissioner Chessman that settlement be made with Mr. Purvis on the basis of the Chief Counsel's report. The motion was seconded by Commissioner Schaupp and was carried by the unanimous vote of the Commission.

The Engineer reported on the cost to construct a service road along Pacific Highway East through the Kellogg Park Housing Project between Milwaukie and Portland. He estimated the cost of this road, including the improvement of Ochoco Street as a highway connection and the widening and channelization of the highway at the Ochoco Street intersection and at the intersection with the River Road in Milwaukie, at approximately $65,000. He exhibited a map showing the proposed improvement, which, he pointed out, is a desirable project in view of the fact that it would limit access to the highway to two points--at Ochoco Street, Portland, and River Road, in Milwaukie--throughout the length of the housing area, which, according to the plans of the Milwaukie Chamber of Commerce and the Milwaukie Planning Commission, is to be developed as an industrial area. The matter was discussed at some length, but a decision in the matter was deferred by the Commission until a later date.

The Engineer also reported on the cost to construct the proposed revision of the Oregon Coast Highway through the Town of Seaside following the railroad and Roosevelt Drive. He estimated the cost to provide a standard improvement at approximately $250,000 and pointed out that the project is not in an approved program and no monies are available to finance the work. In the discussion of this matter Chairman Banfield pointed out that the proposition as presented by the citizens of Seaside is very informal and that nothing can be done until the railroad company acts on the abandonment of its facilities at this place. It was his thought, in view thereof, that the Commission should not encourage the people of this town too much and lead them on to think that the project would be undertaken soon. Commissioners Schaupp

and Chessman concurred therein, whereupon the Engineer was instructed to convey such information to the proponents of the project.

A letter was presented from the Tillamook Chamber of Commerce urging construction of a cattle pass across the Oregon Coast Highway at the Robitsch Farm near Pleasant Valley south of Tillamook, as a traffic safety measure. It is alleged that at certain times of the year it is necessary that cattle be driven across the highway daily, and frequently accidents occur because of the high speed of highway traffic at this point, and it was suggested that the cattle pass would do away with such hazard. The Engineer advised that a concrete box cattle pass would cost about $2,500; however, he recalled that the Commission's long-standing policy prohibits an expenditure of state highway funds for such purpose except as a right of way consideration or to eliminate the possible greater expense of some other type of construction. Commissioner Schaupp gave as his thought that, as a general policy, the state's contribution to such facilities should be limited to the furnishing of engineering, and that the expense of constructing the cattle pass should be borne by the individuals benefited. Following a brief discussion the Commission decided to take no action in the matter until it has discussed a similar project with Mr. T. G. Montgomery, Baker, who is to appear before the Commission on the following day relative thereto. (Following discussion with Mr. Montgomery the Commission decided unanimously not to contribute toward cattle pass projects of this kind; however, the person desiring a cattle pass will be granted authority to construct it across the highway at his own expense subject to the condition that the type of construction meets with the approval of the State Highway Engineer. See ahead for minute entry regarding Mr. Montgomery's appearance.)

The Commission discussed a letter from the Oregon State Sanitary Authority regarding complaints on water pollution which may concern not only the Sanitary Authority but also the State Highway Commission, and suggesting that it would be desirable for the agencies involved to take joint action in the matter. In the discussion of this matter the question arose as to just what the Sanitary Authority has in mind when it refers to "joint action" and to what extent the State Highway Commission would be expected to cooperate. The Engineer was instructed to ascertain such information and report back to the Commission.

The Commission recessed for luncheon at 12 o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Secretary presented a number of communications from people and organizations who are concerned with the naming of the southern trail used by pioneers enroute to the Oregon Country. Because of the controversy that has arisen regarding the naming of this trail the Commission decided to refer the entire matter to the Memorials Committee of the Oregon Historical Society for recommendation. The Secretary was instructed to forward copies of the communications to the Committee for its information.

The Engineer reported that, in conformity with instructions previously given him by the Commission, he has contacted the Director of Highways

DEC 16 1946

of the State of Washington relative to the establishment of a reduced speed limit on the Oregon-Washington Highway north of the town of Freewater, and that he is now in receipt of a communication from that Department to the effect that it already has ordered a 35 miles per hour speed limit for the Washington section between College Place and the state line. In view of this information, the Commission ordered a 40 miles per hour speed limit between Freewater and the state line. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon - Washington

Highway number: 8 Route number: ORE 11

Location of Termini	Established Speed
M. P. 32.17 (No. Limits of Freewater) to M. P. 35.85 (Washington State Line)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

The Engineer reported on investigations that have been made of traffic conditions along Pacific Highway West at the auction mart just north of McMinnville. He advised that, according to the Traffic Engineer, a serious traffic hazard does exist at certain times, and it is the Traffic Engineer's recommendation, in which he concurs, that the Commission prohibit the parking of vehicles along either side of the highway at this point. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Pacific Highway West, also known and designated as U. S. 99W, is one of the main traveled highways of the State over which there moves an average daily traffic of 5000 vehicles, consisting of both local and through traffic; and

WHEREAS, the section of said highway which begins at mile point 37.75 near the intersection of a county road north of McMinnville, and ends at mile point 38.02 near the north city limits of McMinnville, covering a distance of approximately 1425 feet, is a section which, because of conditions hereinafter stated, should, in the opinion of the Commission, be restricted with respect to the parking of cars and other vehicles; and

WHEREAS, the parking of cars and other vehicles for extended periods of time and in large numbers tends to inconvenience traffic, creating a potential traffic hazard and otherwise interferes with the normal flow of traffic because of the facts that:

(a) Said section of highway is constructed on a curve;

(b) The paved surface of the highway is not over 22 feet in width;

(c) The shoulders of the highway are limited to a width of 8 feet; and

(d) The promiscuous and unsupervised movement of vehicles off the traveled portion of the highway to the shoulders and the unsupervised return of such vehicles from the shoulders to the traveled section are hazards to all traffic movement; and

WHEREAS, it is the recommendation of the engineer that regulations imposing "no parking" restrictions should be maintained with respect to said section of highway; and

WHEREAS, it is the opinion of the Commission, based upon the foregoing facts and conditions, that certain parking regulations should be established and maintained with respect to said section of highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the section of the Pacific Highway West, U. S. 99W, which begins at mile point 37.75 and ends at mile point 38.02 near the north city limits of the City of McMinnville, be and said section of highway hereby is declared to be a "no parking" area, and from and after the passage and adoption of this resolution the parking of motor vehicles within said area shall be prohibited.

2. That the Engineer be and he hereby is instructed to erect and thereafter maintain at appropriate places within said defined area the approved "no parking" signs.

3. That this resolution be entered in the minutes and records of the Commission as of the fifteenth day of May, 1946, and an exact copy hereof mailed to the Mayor of the City of McMinnville and a like copy to the Superintendent of State Police.

The Engineer reported several violations committed by log haulers, as follows:

1. Refusal of W. H. Finley to allow his load to be weighed by State Weighmasters. The Engineer advised that Mr. Finley is a consistent violator, his record in the past four months showing that his average of overloads was 15 per cent, and it appears that the violations are deliberate. It was his thought that the violations justify the cancellation of Mr. Finley's permit, and he so recommended. The Commission approved the recommendation by unanimous vote.

2. Refusal of Allen George Tindall, driver of a logging truck owned by Mr. Art Johnston, Portland, to allow his loads to be weighed by State Weighmasters. The Engineer advised that Mr. Johnston is an old offender of the weight requirements, the Commission last year having canceled his permit on this account but having restored it later on after Mr. Johnston promised to abide by the rules and regulations. In the present instance, he said, Mr. Johnston was not driving his truck so may not have been aware of Mr. Tindall's refusal to allow his load to be weighed. He recommended, in view thereof, that a strong letter be written to Mr. Johnston calling his attention to the offense and advising him that his permit will be canceled for a repetition thereof. The Commission approved the recommendation.

3. Truck hauling of overlength loads of logs by Ellsworth Lloyd Dement with equipment owned by Donald Baldridge, Reedsport. The Engineer advised that Mr. Dement was arrested for transporting a load 68' 10" overall in length without permit, over a section of highway where loads are limited to 65 feet. He pointed out that Mr. Baldridge's past record is very bad, his permit having been canceled at one time for consistently violating the weight requirements. He recommended cancellation of the permit. The Commission approved the recommendation.

The Engineer reported on the cost of snow removal operations to open the following highways for general public use:

Mt. Hood Highway	13 miles in length. Estimated cost to open by June 10, starting May 20, $2,400.
McKenzie Highway	Estimated cost to open on June 15, starting on June 1, $3,200.
West Diamond Lake Secondary Highway	Length, 17 miles. Estimated cost to open by June 5, $900.
East Diamond Lake Secondary Highway	Length, 5 miles. Estimated cost to open by June 5, $300.
Crater Lake Highway	Length, 7 miles. Estimated cost to open, $500.
	Total cost $6,800.

Chairman Banfield gave as his thought that these highways should be opened now as an accommodation to the public. Commissioners Schaupp and Chessman concurred. The Engineer was thereupon authorized to proceed with the work in accordance with the above-mentioned schedule.

A letter was presented from School District No. 17, Curry County, urging early completion of the proposed improvement of the Oregon Coast Highway between the towns of Harbor and Brookings, also requesting footpath construction and a sidewalk on Chetco River Bridge for the benefit of school children. The Engineer advised that this project is not in the Commission's current program for postwar monies. The Secretary was instructed to convey such information to the School District and advise them that the project will be kept in mind for consideration in the formulation of future highway programs.

A letter was presented from Fort Klamath Grange urging improvement of the West Side Klamath Lake Secondary Highway between Klamath Falls and Fort Klamath. Also presented was a letter from the City of Klamath Falls endorsing this request. The Secretary was instructed to reply that the improvement is not scheduled in any of the Highway Commission's current

construction programs, but the Commission will bear it in mind for consideration in the formulation of future programs.

A resolution was presented from Crater Lake Post, Veterans of Foreign Wars, urging construction, as a joint railroad-highway project, of a tunnel through the Siskiyou Mountains and the further straightening of the Pacific Highway between Grants Pass and Eugene. The Commission considered that the tunnel project is one for a long time in the future, there being many projects of much more importance on which to use current funds available. The Secretary was instructed to so inform the petitioners, also to advise them that the Commission is making as rapid progress as is possible under existing circumstances in the further improvement of the Pacific Highway between the points mentioned.

A resolution was also presented from the City Council of Ontario requesting the paving of S. W. 4th Avenue, Ontario, full width between curbs from S. W. First Street to S. W. Ninth Street so as to provide a paved surface 64 feet wide. The Engineer was instructed by the Commission to check the approved construction program to ascertain whether or not this project is included and to advise the City Council as to the possibilities of securing the improvement requested.

Resolutions were presented from the City of Burns and the Burns Chamber of Commerce requesting the oiling of Monroe Street in the City of Burns full width between curbs for a distance of three blocks between Broadway and the crossing of the Northwestern Railroad tracks. The Engineer advised that Monroe Street is the route of the Burns-Crane Highway, the improvement of which was contracted a short time ago; also, that because only a limited amount of federal funds were available to finance the work, the paving now requested by the City was not included, and it now is too late to make any change in the Federal authorization. The Secretary was instructed to so inform the Chamber of Commerce and the City Council, and to further advise them that the Commission will bear the project in mind for consideration when additional Federal Aid funds are available.

The Commission discussed a letter from Mr. Alfred D. Collier, Klamath Falls, pointing out that in connection with the improvement of South Sixth Street, Klamath Falls, additional "service" roads are to be constructed by adjoining property owners and suggesting that, in order to secure a proper type of construction which will be in keeping with the highway improvement, the service roads should be built to conform to proper engineering standards, and to that end the State Highway Department should furnish the engineering that may be required. The Commission approved the suggestion by unanimous vote subject to the condition that engineering service only shall be furnished in connection therewith.

A letter was presented from the Cannon Beach Commercial Club requesting the furnishing of rest rooms for the convenience of tourists who visit Cannon Beach, present accommodations being very unsatisfactory and the city having no funds available with which to provide suitable facilities. The Engineer advised that the Commission has no program for the furnishing

of facilities of this kind except in state parks. It was the feeling of the Commission that the general public should have better accommodations than now are provided, but there was a reluctance on the part of the Commission to inaugurate a program of this kind until some way can be found to keep the places clean and sanitary; moreover, it was thought that the cities should be responsible for providing such service. The Engineer was instructed to prepare a letter to all cities and towns conveying such information to them and advising them why the Commission feels it is the cities' responsibility to take care of such matters.

The Engineer reported that the City of Gresham has met the legal requirements with respect to the expenditure of State Tax Street Funds that the city received in 1944 from 1943 State Highway revenues. He also advised that the plans of the city have been checked and found satisfactory and recommended approval of the same by the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by this Commission apportioned to the city hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the sum or amount set opposite the name of said city:

Gresham - - - - - - - - - - - - - - - - - - $2,679.57

AND, WHEREAS, said city has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify said city for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named city:

Gresham - 5th Street, 4th Street, 3rd Street, 2nd Street, Kelly Street, 1st Street, Florence Street, Wilson Street, Ava Street, Miller Street, 13th Street, Lawrence Street

2. That the type, plan and character of improvement proposed in the resolution filed with this Commission by the above named city hereby are approved.

3. That the action taken by said city as evidenced by appropriate resolution adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city so as to qualify said

city to receive and use the funds apportioned to said city.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in said city a duly certified copy of the resolution adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of this Commission as of the 15th day of May, 1946.

The Engineer also reported that the following cities and towns have met the legal requirements with respect to the expenditure of State Tax Street Funds received by them in 1945 from 1944 State Highway revenues:

Canby	Huntington
Drain	Madras
Grass Valley	Sumpter
Haines	Tualatin

He advised that the plans for the proposed improvements have been checked and found satisfactory and recommended approval of the same by the Commission. The Commission approved the recommendation and thereupon, upon motion of Commissioner Schaupp, unanimously adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Canby	$1,380.97
Drain	834.46
Grass Valley	285.14
Haines	526.95
Huntington	1,035.73
Madras	575.87
Sumpter	587.05
Tualatin	251.59

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Canby - Cemetery Road, Poplar Street, Weed Street, 4th Avenue, Maple Street, 4th Street, 5th Street, "D" Street, "E" Street, 6th Street, Lee Street

Drain - "B" Street (bridge)

Grass Valley - 2nd Street, Market Street

Haines - Olson Street, Robert Street, John Street, 2nd Street, 3rd Street

Huntington - 2nd Street West, 1st Street West, Lincoln Street, 1st Street East

Madras - 4th Street

Suppter - Mill Street, West High Street, Cracker Street, Granite Street, Auburn Street, Austin Street

Tualatin - Douglas Street, Grove Street, Park Street, Railroad Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Drain and approved by the State Highway Commission on August 31, 1945 shall be canceled, in accordance with the request of the City of Drain on file in the records of the Oregon State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plan submitted by the city.

6. This resolution shall be entered in the minutes and records of this Commission as of the 15th day of May, 1946.

MAY 15 1946

The Engineer also reported that the following cities and towns have met the legal requirements with respect to the expenditure of State Tax Street Funds received by them in 1946 from 1945 State Highway revenues:

Aurora	Dundee	Oakridge
Bandon	Echo	Ontario
Barlow	Estacada	Port Orford
Boardman	Gearhart	Riddle
Brownsville	Gold Beach	Rogue River
Cove	Gresham	St. Paul
Donald	Hammond	Salem
Drain	Madras	Scio
Dufur	Maupin	

He advised that the plans for the proposed street improvements of each city have been checked and found satisfactory and recommended approval of the same by the Commission. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto, upon motion of Commissioner Schaupp:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by this Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Aurora	$ 342.46
Bandon	1,508.02
Barlow	78.10
Boardman	165.22
Brownsville	1,441.93
Cove	482.14
Donald	246.33
Drain	896.70
Dufur	588.79
Dundee	313.92
Echo	681.91
Estacada	1,010.85
Gearhart	479.14
Gold Beach	854.64
Gresham	4,091.48
Hammond	633.85
Madras	618.83
Maupin	401.04
Oakridge	781.04
Ontario	5,333.64
Port Orford	1,134.02
Riddle	321.43
Rogue River	575.27
St. Paul	274.87
Salem	46,424.14
Scio	527.21

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That this Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Aurora - 2nd Street, 3rd Street, 4th Street, Bobs Avenue, Main Street, Liberty Street, unnamed street leading off from Liberty Street to east boundary of city limits

Bandon - Ogden Avenue, 7th Street West, Oregon Avenue, 4th Street West, Elmira Avenue, Fillmore Avenue, 3rd Street East, Caroline Street, Harlem Avenue, 1st Street North, June Street, Cliff Street

Barlow - Main Street, Second Street, Maple Street, First Street

Boardman - Main Street

Brownsville - Maintenance of all city streets

Cove - 2nd Street, Church Street, Orchard Street, Bryan Street, Conklin Lane, 1st Street, High Valley Road, Ash Street, Poplar Street, Caddie Street, Foster Street, Main Street, Hibbler Street, French Street, Hill Street, Water Street, Grove Street, county road

Donald - Mathias Road, Williams Avenue, Ehlen Street, Oak Street, Crissell Street, Feller Street, Rees Street, Cone Avenue

Drain - "B" Street (bridge)

Dufur - N. 1st Street, N. 2nd Street, Klinger Street, N. 4th Street, Court Street

Dundee - 10th Street

Echo - Buckley Street, Dupont Street, Bonanza Street

Estacada - Zobrist Street, Broadway Street, Sixth Street, Currin Street, Shafford Avenue

Gearhart - First Street, Sixth Street, 11th Street, 12th Street, 13th Street, Cottage Avenue, Ocean Avenue, Marion Avenue, Hager Avenue

Gold Beach - All city streets

Gresham - First Street, Second Street, Third Street, Fourth Street, Fifth Street, Thirteenth Street, Florence Street, Wilson Street, Ava Street, Miller Street, Lawrence Street, Kelly Street, Hood Street

Hammond - Jackson Street, Boone Avenue, Pacific Avenue, Park Street, Harriett Street, Serah Avenue, West 1st Street, West 2nd Street, East 1st Street, Ford Street

Madras - 8th Street, "D" Street

Maupin - Grant Avenue, Dufur Avenue, 4th Street, 5th Street, 6th Street

Oakridge - West First Street, Pine Street, West Second Street, Elder Street, Laurel Street, West Commercial Street, Beech Street, Yew Street, Willow Street, Oak Street

Ontario - Improving or oiling unoiled city streets

Port Orford - Jackson Street

Riddle - Main Street

Rogue River - First Street, Second Street, Broadway, Cedar Street, Gilmore Avenue, Fourth Street, Park Street, Gardner Street, Depot Street, School Street, Main Street

St. Paul - Repair of all city streets

Salem - South River Road, State Street, 12th Street, Hunt Street, Market Street, Chemeketa Street, S. 25th Street, Alley (Ferry to Trade) between Commercial and Liberty. As alternates: Broadway Street, Center Street, Liberty Street

Scio - Wheeler Street, Mill Street

2. That the type, plan and character of improvement proposed in the resolutions filed with this Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with this Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 15th day of May, 1946.

The Commission discussed briefly the adoption of a construction program for state funds as proposed by the Engineer for performance during the years 1946, 1947, and 1948. Action on the matter was deferred until the next meeting of the Commission, at which time the matter is to be given special consideration. The Engineer was instructed to scrutinize the list of projects and the costs involved and to advise the Commission at that time if it is going to be necessary to deviate from the allocations to the various districts as established by a previously-adopted formula, it being the intention of the Commission to adopt a program by appropriate resolution as was done in connection with the Postwar Program.

The Engineer reported the award of the following contracts in conformity with authority previously given him by the Commission at its meeting on April 4 and 5, 1946, the conditions of the awards being satisfied:

Regrading, surfacing, and oiling the Burns-Lawen Section of the Burns-Crane Highway, in Harney County; bids received April 4; contract awarded April 25 to K. F. Jacobsen, Inc. and J. R. Taggart, low bidders.

Grading Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway, Klamath County; bids received April 4; contract awarded on April 8 to McNutt Bros., the low bidder.

Construction of Vadis Overcrossing on the Sunset Highway near North Plains, Washington County; bids received April 4; contract awarded April 23 to A. D. Ford & Son.

Mountaindale County Road Grade Separation structure on the Sunset Highway near North Plains, Washington County; bids received April 4; contract awarded April 23 to A. D. Ford & Son, low bidder.

Grading and paving Reese Creek-Antelope Creek Section of the Crater Lake Highway, in Jackson County; bids received April 5; contract awarded May 14 to McNutt Bros., the low bidder.

Widening existing bridge over Altamont Canal, Klamath Falls; bids received April 5; contract awarded April 23 to Angelo Doveri, low bidder.

Grading and paving the Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway, Klamath County; bids received April 5; contract awarded April 17 to Warren Northwest, Inc., the low bidder.

Grading Spring Creek Hill Section of The Dalles-California Highway, Klamath County; bids received April 5; contract awarded April 8 to Strong & Macdonald, Inc., low bidder.

Grading Spring Creek Hill-Lobert Section of The Dalles-California Highway, Klamath County; bids received April 5; contract awarded April 15 to R. A. Heintz Construction Co., low bidder.

Grading and bituminous macadam surfacing on the Ocean Lake Section of the Oregon Coast Highway, Lincoln County; bids received April 5; contract awarded April 15 to T. W. Thomas, low bidder.

Furnish and install roadway lighting system on Interstate Bridge, Pacific Highway, Portland; bids received April 5; contract awarded April 8 to W. R. Grasle Co., low bidder.

Motion was made by Commissioner Schaupp that the contract awards as reported be approved. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Commission discussed a letter from contractor C. J. Eldon pointing out the difficulties he is encountering in securing materials needed for construction of the Coffey Creek Bridge on the Tiller-Trail Secondary Highway, Douglas County, State Highway Contract No. 2788. Mr. Eldon suggests that, in view of the uncertainty of obtaining the required materials, the contract be canceled without prejudice rather than carried over until such time as materials become available. The Commission disapproved the suggestion and instructed the Secretary to inform Mr. Eldon that the Commission expects him to proceed with the contract as rapidly as possible under existing circumstances.

The Engineer requested authority to construct two cabins at Seneca for use by maintenance forces who are unable to rent accommodations at this place because of the housing shortage. He estimated the cost involved at $1,500 each. The Commission approved the request by unanimous vote on the basis of using local materials insofar as is possible.

The Commission discussed briefly and ordered filed a letter from County Judge T. A. Power, Jefferson County, and a petition from taxpayers of the Ashwood District, Jefferson County, urging retention of the present plan for improvement as a Federal Aid Secondary project of the Trout Creek Road between Ashwood and Willowdale, notwithstanding the protest to the contrary filed previously. In this regard the Commission reaffirmed its decision to make no change in the program without first discussing the matter with the Jefferson County Court.

MAY 1946

The Engineer reported that Contracts Nos. 2720, 2734, 2746, 2758, 2761, 2762, and 2776 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2720, with E. C. Hall Co., for furnishing crushed materials in stockpiles on the Burns Section of the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County; completed November 19, 1945.

Contract No. 2734, with T. W. Thomas, for furnishing crushed gravel in stockpiles on the Youngs Ranch-Brothers Section of the Central Oregon Highway in Deschutes County; completed September 21, 1945.

Contract No. 2746, with Vernie Jarl, for furnishing crushed rock in stockpiles on the Fossil-Service Creek Section of the John Day Highway in Wheeler County; completed January 26, 1946.

Contract No. 2758, with the Pendleton Sand & Gravel Co., for furnishing sanding materials on the Mission-Meacham Section of the Old Oregon Trail in Umatilla County; completed April 2, 1946.

Contract No. 2761, with E. C. Hall Co., for furnishing crushed rock in stockpiles on the Cloverdale-Oceanlake Section of the Oregon Coast Highway in Lincoln County; completed April 6, 1946.

Contract No. 2762, with Vernie Jarl, for grading and topping 3.37 miles on the Porcupine Butte-Chichester Gulch Section of the Shaniko-Fossil Secondary Highway in Wheeler County; completed April 30, 1946.

Contract No. 2776, with Newport, Kern & Kibbe, for furnishing crushed material in stockpiles on the Cairo Junction-Adrian Section of the Old Oregon Trail, Nyssa-Adrian and Adrian-Parma Highways in Malheur County; completed April 17, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective con-

tracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

Mr. W. H. Lynch, Division Engineer, and Mr. Tom M. Davis, District Engineer, Public Roads Administration, were present and asked the Commission's approval of a change in the Forest Highway Program by reducing the amount budgeted for the proposed improvement of the Mt. Hood Highway from $295,000 to $195,000, because a recent analysis of costs on other projects indicates that the amounts budgeted for such projects will be insufficient to carry on the work. They referred particularly to the Schooner Creek Bridge project on the Oregon Coast Highway and to the Ochoco Forest Highway Project, where the shortages of funds are $30,000 and $70,000, respectively. They suggested that elimination of four bridges and approximately 0.33 mile of grading and surfacing on the Mt. Hood Highway project would provide the $100,000 necessary to finance the other two projects and recommended such revision. The State Highway Engineer concurred in the recommendation which was approved by the Commission by unanimous vote. (The following letter directed to the Chief, Forest Service, and the Commissioner of Public Roads, Washington, D. C., providing for such revision was signed on the following day:

Division 8

486 Oregon General May 16, 1946

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

Under Oregon Forest Highway Program Letter covering fiscal year 1942-43 funds and approved March 28, 1945 by the Secretary, there were approved for construction the following projects and amounts:

Project 3-B1	Oregon Coast Highway, Grad., Surf. & Bit. Surf. 2 miles	$115,000
Project 25-A7	Mt. Hood Highway, Grading, Bridges, Surfacing & Bit. Surf. 2.6 miles	295,000
Project 27-A1	Ochoco Highway, Grading & Bridges, 6 miles	300,000
	Total funds approved	$710,000

In order to effect wider competition by separating the types of work and enabling a single season operation on Project 25-A7, and to finance the increased cost as determined by recent analyses of costs on the two latter projects, it is recommended to eliminate from Project 25-A7, the four bridges, approximately .33 mile of grading and the placement of surfacing and bituminous surfacing on the .33 mile, and to transfer the $100,000 resulting from eliminations on Project 25-A7, together with $6,000 from the State Contingent to Projects 3-B1 and 27-A1 as follows:

Project	Previous Authorization	Recommended Reduction or Incr.	Revised Authorization
3-B1, Oregon Coast Hwy. Gr.,Surf. & Bit. Surf. 2 miles	$115,000	+ $36,000	$151,000
25-A7, Mt. Hood Hwy. Gr.,Surf. & Bit. Surf. 2.27 miles	295,000	- 100,000	195,000
27-A1, Ochoco Hwy. Grading & Bridges 6 miles	300,000	+ 70,000	370,000
Totals	710,000	+ 6,000	716,000

There are sufficient funds in the State Contingent to finance the additional $6,000.

Oregon Coast Highway Project 3-B1, as proposed, does not permit of shortening or elimination of any portion and recent analysis of construction trends indicates the probable cost as more than 25% above the programmed amount. It is imperative that Oregon Project 3-B2, Schooner Creek Bridge, to which project 3-B1 is directly connected, be constructed at the earliest possible date because of the unsafe condition of the existing bridge. Construction of Project 3-B1 is necessary to make the new bridge usable. The additional cost will be financed by transfer of funds from Project 25-A7.

On the Mt. Hood Highway, Project 25-A7, construction, in connection with the major grading and surfacing, of the four bridges and the grading, surfacing and bituminous surfacing of approximately one-third of a mile at the easterly end of the project will not materially advance the ultimate usage of the highway and the elimination, at this time, of the above items of construction will provide a single season project and more advantageously separate the types of work, thereby making possible a wider competition. Release of funds effected by the elimination will permit the refinancing of other projects as above outlined.

Recent analysis of the Ochoco Highway, Project 27-A1, indicates that an additional $70,000, over and above the originally approved $300,000, will be required to complete the project as designed. It is desired, in order to effect a proper scheduling of the reconstruction of approximately 18 miles, that the project not be shortened. The increased cost will be financed by the transfer of funds from Project 25-A7 and from the State Contingent.

Very truly yours,

(SGD.) W. H. LYNCH

W. H. LYNCH
Division Engineer

OREGON STATE HIGHWAY COMMISSION

By (SGD.) T. H. BANFIELD
Chairman

By (SGD.) A. W. SCHAUPP
Commissioner

By (SGD.) M. R. CHESSMAN
Commissioner

U. S. FOREST SERVICE

By (SGD.) JAMES FRANKLAND
Acting Regional Forester

O.K.
(SGD.) R. H. BALDOCK

Mr. Lynch inquired as to the status of the acquisition of right of way needed for the Ochoco Highway project. The Engineer was instructed to check into the matter and advise Mr. Lynch later.

Mr. Lynch also brought up for discussion an agreement with the U. S. War Department concerning the construction of the North Santiam Highway around the proposed dam at Niagara. He suggested that, if there are no objections, the Commission sign the agreement at this meeting. The Commission's Chief Counsel advised that the agreement is satisfactory from the legal standpoint except, that under a strict interpretation of the statutes, it should have been made out in the name of the State of Oregon rather than the State Highway Commission. This feature, he said, is not vital and can be clarified by letter. (The agreement was signed by the Commission later in the session)

The Commission discussed with the Engineer the bids received at the morning session for highway contract work and took action thereon, as follows, by unanimous vote:

The contract for surfacing the Eddyville-Blodgett Section of the Eddyville-Blodgett Secondary Highway was awarded to J. N. & M. J. Conley, Portland, the low bidder. Contract for construction of a concrete pile trestle bridge on the Pacific Highway at Junction City was awarded to the low bidder, Archie R. Averill, Portland. The Commission awarded to E. C. Hall Co., the low bidder, the contract for grading and oil mat surfacing on the South Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County.

The Commission referred to the County Court of Douglas County for handling the bid received for the redecking of the South Umpqua River Bridge on Oak Street in Roseburg, this being a county project advertised in behalf of the County Court.

The Commission rejected all bids received for the remaining projects. In this connection the Commission decided, in view of the material situation and the fact that there was a dearth of bids received for the projects offered at this letting, not to readvertise these projects until the situation improves.

At 3:00 p.m. Chairman Banfield publicly announced the awards of contracts, as follows:

"Surfacing the Eddyville-Blodgett Section of the Eddyville-Blodgett Secondary Highway, in Benton and Lincoln Counties: The low bid received for this project was that submitted by J. N. & M. J. Conley, Portland at $156,825. The next low bid was submitted by E. C. Hall Co., Portland, at $163,500. There was one higher bidder. The Commission has awarded this contract to the low bidder, J. N. & M. J. Conley, at the bid price of $156,825.

"Reconstruction of a timber deck on a county bridge over the South Umpqua River on Oak Street in Roseburg. The Commission received one bid for this project, being that of Kern & Kibbe, Portland, at $60,033.62. The Commission has referred this bid to the County Court of Douglas County for its decision inasmuch as this is a county project which was advertised by the Commission simply as a courtesy to the County Court.

"Construction of a concrete bridge over Little Butte Creek between Third and Hamilton Streets in the Town of Eagle Point, Jackson County. This is a county project advertised in behalf of the County Court of Jackson County. No bids were received for this project.

"Widen existing bridges over Reese Creek, Little Butte Creek, and Antelope Creek on the Crater Lake Highway, in Jackson County. The Commission received only one bid for this project, which has been rejected.

"Dairy Rock Production Project on the Klamath Falls-Lakeview and Dairy-Bonanza Highways, in Klamath County. The Commission received one bid for this project, being that of Warren Northwest, Inc., Portland, at $39,960. The bid has been rejected.

MAY 15 1946

"Bly-East Forest Boundary Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath and Lake Counties. The Commission has rejected the bid of M. C. Lininger & Sons, Medford, at $38,680, this bid being the only one received for this job.

"Construction of a concrete pile trestle bridge on the Pacific Highway at Junction City, Lane County. The Commission received two bids for this project, the low one being that of Archie R. Averill, Portland, at $33,308. The other was submitted by Lockyear & White, Seattle, Washington, at $49,052.50. The Commission has awarded the contract to the low bidder, Archie R. Averill, at his bid price of $33,308.

"Grading and paving the Front Avenue Section (Sheridan Street-Bancroft Street) of the Pacific Highway West in Portland, Multnomah County. The Commission received no bids for this project.

"Widen west end of Ross Island Bridge on the Front Avenue Project, Portland, Multnomah County. Only one bid was received by the Commission for this job, being that of Birkemeier & Saremal, Portland, at $54,170. The Commission has rejected the bid.

"Grading and oil mat surfacing the South Unit of the Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County. E. C. Hall Co., Portland, submitted the low bid for this work at $198,601. The second low bid was submitted by Newport, Kern & Kibbe, Portland, at $204,093.60. There was one higher bidder. The Commission has awarded the contract to the low bidder, E. C. Hall Co., at its bid price of $198,601."

By way of explanation Chairman Banfield pointed out that on a number of the projects only one or two bids were received by the Commission and these the Commission considered excessively high, which is the reason why they have been rejected.

The Commission discussed matters pertaining to the proposed state ferry operation across the Columbia River between Astoria, Oregon, and Megler, Washington, as follows:

1. The Commission approved and signed a voucher in the amount of $167,008.78 in favor of the Astoria-North Beach Ferry Co. and the Columbia Transportation Co. covering the purchase of the ferry facilities.

2. Appointment of someone to sign, in behalf of the Commission, certain Marine and Customhouse Documents that are necessary to document ferry boats: The Engineer suggested that the Commission's Chief Counsel be authorized to sign such papers. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

Be It Resolved by the State Highway Commission of the State of Oregon, that J. M. Devers the Chief Counsel of the State Highway Commission, be and he is hereby delegated and appointed to sign and execute for and on behalf of said Commission all marine and custom house documents necessary and proper to properly document the ferry boats known as "North-Beach", "Tourist No. 2" and "Tourist No. 3".

---

3. Establishment of toll schedule: This matter was discussed at some length, following which motion was made by Commissioner Chessman that the Commission adopt the toll schedule now in effect with the understanding that the rates will be reduced if it is found, after trial, that the charge is too high. The motion was seconded by Commissioner Schaupp and was declared by Chairman Banfield to have carried by the unanimous vote of the Commission. In this connection the Engineer pointed out that the present schedule does not provide a charge for passenger busses. He suggested a charge of $2 per bus and 25 cents for each of the passengers therein. The Commission approved the recommendation unanimously and authorized the inclusion of such rate in the adopted schedule.

4. Plan for the payment of tolls by Navy personnel: The Engineer reported receipt of a letter from the U. S. Naval Supply Depot, Seattle, requesting quotations for the fares of Naval officers, enlisted men, and civilian personnel as may be required during the period July 1, 1946, to June 30, 1947. He suggested a charge of $1 for an automobile and driver (either passenger car or pick-up truck) and a charge of 25 cents for each passenger for each crossing, which is the standard rate as adopted by the Commission. The Commission approved the recommendation.

5. Purchase of insurance coverage: The Engineer advised that he is not ready to make a recommendation with respect to this matter, but a conference has been arranged with representatives of several insurance companies for this evening, and he anticipates that he will be able to make a definite recommendation before adjourning on the following day. Action on this matter was thereupon deferred.

The Commission discussed a resolution from the County Court of Wasco County designating as a county market road that certain county road which extends from the Emerson-Roberts Market Road No. 5 in the NW¼ NW¼, Sec. 34, T. 1 N., R. 15 E., W. M., northwesterly to Fifteen Mile Creek, thence along said Creek to a connection with the Fifteen Mile Creek (Fairbanks) Market Road No. 18, a distance of 5.36 miles. The Engineer advised that approval of this designation by the Commission is a perfunctory matter required by law. He recommended approval of the same. The Commission approved the recommendation unanimously.

A letter was presented from the Clatsop County Chapter, American Red Cross, Astoria, requesting the use of state highway equipment for rescue or evacuation as necessity demands during times of disaster. The Engineer advised that past practice has been to allow the use of highway equipment at such times. He recommended continuance of this policy and approval of the request of the Red Cross in this instance. The Commission approved the recommendation.

The Commission discussed a letter from the Henley Memorial Committee, Klamath Falls, requesting state aid in the construction of a double tennis court on the public school grounds of Henley as a living memorial to the war dead. The Committee asked the Highway Department to pave the tennis court and agreed to reimburse the state for the expense thereof. The Engineer advised that the schedule of the paving crews will not permit performance of special work of this nature; moreover, there is a shortage of materials. He suggested that it would be possible for the Committee to have the work done by the state's contractor on the South Sixth Street Project in Klamath Falls, who is well-equipped to do it and who could probably do it cheaper than the state. The Commission approved the suggestion and instructed the Secretary to so inform the Committee.

The Engineer brought up for discussion the rescinding of a resolution adopted May 19, 1942, establishing a 35 miles per hour speed limit on the Pacific Highway East just north of Aurora. He advised that there was justification for the reduced limit when the order was made, but the Pudding River Bridge located on that section is now being reconstructed, and signs warning traffic of danger at this point are being maintained. These signs, he said, are of more value than the reduced speed limit sign, for which reason he suggested the rescinding of the Commission's previous order, particularly in view of the fact that a reduced speed will not be necessary when the bridge is reconstructed. The Commission's Chief Counsel recommended against the rescinding of the order. The Commission decided unanimously to defer the matter until the bridge work is completed.

The Engineer reported that there no longer is need for a 35 miles per hour reduced speed limit on the Sunset Highway in the vicinity of the old WPA camp near Buxton because this camp has been discontinued. He suggested the adoption of an order rescinding the order adopted in 1941 establishing this 35 miles per hour speed zone. The Commission approved the recommendation by unanimous vote and adopted the following resolution with regard thereto:

> WHEREAS, this Commission on the 17th day of November, 1941, duly and regularly adopted a resolution by which the Commission fixed a speed of 35 miles per hour as the lawful speed to govern the operation of motor vehicles on the Sunset Highway (formerly Wolf Creek Highway) between Mile Post 46.63 and Mile Post 47.29; and
>
> WHEREAS, present conditions are such as to make unnecessary a reduced speed on said highway between said points;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the resolution adopted on the 17th day of November, 1941, by which the Commission fixed a speed limit of 35 miles per hour applicable to the section of the Sunset Highway (formerly Wolf Creek Highway) between Mile Post 46.63 and Mile Post 47.29, be and said resolution hereby is rescinded and the speed limit fixed therein shall no longer be in effect.

2. That this resolution be entered in the minutes and records of the Commission as of the 15th day of May, 1946, and a duly certified copy thereof mailed to the Superintendent of State Police.

A letter was presented from the City of Springfield requesting the installation of a traffic signal at the intersection of the McKenzie Highway and Fifth Street in this town. The Engineer advised that the matter has been investigated by the Traffic Engineer, who recommends approval of the request. He declared his concurrence in the recommendation, subject to the condition that the city will pay 50 per cent of the cost of the installation and will furnish electric energy to operate the signal at no cost to the state. The Commission approved the recommendation.

A petition was presented from residents of the City of Portland requesting the installation of an automatic traffic control device at the intersection of Barbur Boulevard (U.S. Highway No. 99W) and S. W. 19th Avenue. The Engineer advised that a study of traffic conditions on this highway is now being made jointly with the Traffic Engineering Department of the City of Portland, and, whereas the solution of the problem probably lies in the installation of a progressive system of traffic control signals and other safety facilities, it cannot be solved by a study of only one intersection. He recommended that action on the petition be deferred until the study is completed. The Commission approved the recommendation and instructed the Engineer to so inform the petitioners.

A letter was presented from Mr. G. E. McDonald, Managing Director of the Northwest Parade of Progress Exposition, which is to be held in Seattle during the period June 8 to 16, 1946. The State of Oregon is invited to participate in the event by purchasing space for advertising the State of Oregon. It is estimated that such representation would cost the state between $5,000 and $6,000. The Engineer advised that he took up the matter with Mr. John A. Laing, Chairman of the Advisory Committee on travel and informational matters, who gave as his feeling that this expense is not justified on the basis of promotion of travel on Oregon highways and that, in his estimation, the Highway Commission's interest in promoting travel on Oregon highways can be accomplished to better advantage with the expenditure of the same amount of money in other channels. In view of this information the Commission voted unanimously not to participate in this event.

The Engineer requested authority for the Commission's Chief Counsel, the Bridge Engineer, and himself to attend, at state expense, a meeting of the Western Association of State Highway Officials which is to be held in Salt Lake City, Utah, June 10, 11, and 12, 1946. He estimated that the expense would total about $300. The Commission approved the request by unanimous vote upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp, subject to the condition that the out-of-state travel is authorized by Governor Snell.

The Engineer also requested authority for the Personnel Director to attend, at state expense, a meeting of the Western Regional Conference of the Civil Service Assembly which is to be held in Sacramento, California, during May 20, 21, and 22, 1946. He estimated the cost involved at $65. The Commission approved the request unanimously upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

The Engineer also requested authority for Mr. J. A. Head, Assistant Traffic Engineer, to go to Seattle at state expense on May 27, 28 and 29 to study the methods used by the State of Washington in conducting the origin and destination survey that is now being carried on in that city, such information being of value in connection with a similar survey that the Commission has authorized for the City of Portland. He estimated the expense involved at approximately $30. The Commission approved the request by unanimous vote.

The Commission approved and signed an agreement with the City of Coos Bay covering a proposed traffic signal installation on the Oregon Coast Highway at three city street intersections.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Wednesday and Thursday, June 26 and 27, with an afternoon meeting on Tuesday, June 25, to discuss matters concerning the construction program. The Secretary was instructed to make the usual arrangements to hold the regular meeting in the Auditorium of the Public Service Building and to hold the special meeting in a private room in the Imperial Hotel.

In this connection the Commission discussed a time for its annual inspection trip of state highways and decided tentatively to make two trips, one throughout Eastern Oregon, and the other throughout Western Oregon, some time during the month of August. The Engineer was instructed to prepare an itinerary for each trip.

The Engineer reported a request from Hubach and Parkinson Motor Company, Oregon City, for permission to maintain an electric neon sign on the front of its garage building, which is located on the southerly side of the Pacific Highway East, in Oregon City. He advised that the building is constructed up to the right of way line, so the sign would extend over the right of way a distance of about nine feet; however, it will not extend over the traveled portion of the roadway nor over the sidewalk, inasmuch as the sidewalk, when constructed, will be placed next to the curb, which is 20 feet from

the property line. He recommended the granting of a revocable permit for this installation, subject to approval by the city authorities. He pointed out that the city has an ordinance authorizing such encroachments provided the sign is at least 15 feet above the level of the sidewalk. The Commission's Chief Counsel advised that if the city has such an ordinance, then it would not be necessary for the Commission to approve the installation so would not assume any responsibility in the event of an accident occurring. In view of this information the Commission decided not to take any action in the matter but to leave it to the city to grant any permit that may be required.

The Commission considered briefly unfinished business, as follows:

1. Report of the Engineer and the Chief Counsel on proposed Willamette River Bridge at Independence: The report on this matter was not ready. The Engineer advised that he expects to present it within the next three months.

2. Request of the Woodburn City Council for improvement of the Hillsboro-Silverton Secondary Highway between its junction with the Pacific Highway East and the Woodburn Civic Center: The Engineer advised that this project has been approved by the Commission for the state fund program, an amount of $30,000 having been budgeted therefor.

3. Request of Coos County Court for improvement of the Enegren Ferry Road across lands of Mr. Charles Enegren: The Engineer advised that this project is included in the list of state fund projects which will be considered by the Commission at its next meeting.

4. Request for the reconstruction of a short section of the Pendleton-John Day Highway just south of Pendleton to eliminate hazards to log haulers: The Engineer advised that this project also is included in the list of state fund projects for consideration by the Commission at its next meeting.

5. Right of way negotiations along the waterfront in the City of Coos Bay: The Chief Counsel advised that he is not yet ready to report on this subject.

6. Proposed increase in 1946 Budget to finance private road approaches to state highways: The Engineer advised that his report on this subject is not ready for presentation.

The Chief Counsel brought up for discussion the acquisition of right of way needed for the proposed improvement of the Oregon Coast Highway through the Town of Gold Beach. He advised that for the most part satisfactory options have been secured; however, the question has arisen whether or not the Commission in its order intended to include the taking of options for the approaches to the city as well as that required for the city project. He was authorized to extend the negotiations to include the approaches.

A letter was presented from the Lake County Chamber of Commerce requesting the designation and construction of a "cut-off" highway through the Fremont National Forest westerly from the Town of Silver Lake on the Fremont Highway to a connection with The Dalles-California Highway at a place known as Beaver Marsh, or at some point near Chemult. The Engineer advised that there is not sufficient traffic to justify the expense of such a "cut-off" highway; moreover, there are other projects of more importance where available monies could be expended to better advantage. He recommended that the request be denied. The Commission approved the recommendation unanimously.

A letter was presented from the Loveness Logging Company, Canby, California, requesting permission to truck-haul logs directly across the Klamath Lake Secondary Highway in the vicinity of Rocky Point using four units of equipment consisting of heavy duty three axle truck tractors and heavy duty two axle trailers with a gross carrying capacity of 60,000 pounds and 64,000 pounds, respectively. The Company advises that, other than the crossing of the highway at two points, one of which will be with loaded trucks and the other with empty trucks, the operation will be entirely on private roads. The Engineer recommended approval of this request, subject to the usual standard requirements. The Commission approved the recommendation by unanimous vote.

The Engineer reported on the oiling of driveways and sidewalks at H. M. Mallory's property located at the junction of the Klamath Falls-Lakeview and the Klamath Falls-Merrill Highway about five miles east of Klamath Falls. He estimated the cost at $1000 and recommended approval of the work as a minor betterment project. The Commission approved the recommendation.

The Commission approved and signed agreements, etc., as follows:

Agreement and stipulation in connection with the case of Roscoe Hopper, et ux, plaintiffs, vs. City of Prineville, et al.

Agreement with the City of Prineville covering construction of the Madras-Prineville Secondary Highway over the city's railroad tracks near Prineville.

Agreement with the U.S. Dept. of Interior covering removal of road-building materials from tribal lands in Warm Springs Indian Reservation.

Agreement with Deschutes County re cooperative construction of Federal Aid Secondary Highway No. 398.

Agreement with Southern Pacific Co. covering slope easement at Oswego.

Agreement with the City of Coos Bay covering installation and maintenance of traffic signals on the Oregon Coast Highway at three city street intersections.

Agreement with the City of Portland concerning the parking of automobiles on the parking strip between S. W. Front Avenue and S. W. Harbor Drive from S. W. Alder Street to S. W. Pine Street.

Petition directed to the Secretary of Interior requesting withdrawal from public entry of recreational property abutting Loon Lake, Douglas County.

Petition to vacate subdivision known as Dabney Park adjacent to the Upper Columbia River Highway and Sandy River near Troutdale, Multnomah County.

Easement agreement with R. E. Hadley, et ux, providing for the use of a detour road across the Hadley property in connection with the construction of a bridge over the Trask River, Tillamook County.

Bargain and sale deed conveying unto Weyerhaeuser Timber Company title to the old highway maintenance site in North Bend.

Bargain and sale deed conveying unto L. A. McClintock property referred to as the "Duck Pond" property adjacent to the Boardman-Stanfield Highway, in Umatilla County.

Quitclaim deed conveying unto Mr. Northern Harris fragment of old right of way of the Oregon-Washington Highway at the east entrance to Pendleton.

Agreement with the U. S. War Department, Public Roads Administration, and Department of Agriculture covering the relocation of the North Santiam Highway between Niagara and Detroit, Marion County.

Agreement with the Columbia Transportation Company providing for the lease of landing facilities at Astoria in connection with the operation of state-owned ferry service across the Columbia River at this point.

The meeting adjourned at 5:15 p.m. to reconvene the following morning in the same room.

Portland, Oregon
May 16, 1946

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 2:30 p.m. in the same room:

BAKER-UNITY HIGHWAY IN BAKER COUNTY
MILL GULCH-SALISBURY SECTION

J. C. Papin, Sandy	$ 138,255.00
Leonard & Slate, Portland	171,525.00
E. C. Hall Co., Portland	247,312.50
Colonial Construction Co., Spokane, Wn.	260,961.50
Natt McDougal Co., Portland	298,145.00

PACIFIC HIGHWAY IN JACKSON COUNTY
ASHLAND-STATE LINE ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$ 24,610.00

ROGUE RIVER LOOP AND REDWOOD HIGHWAYS IN JOSEPHINE COUNTY
ROBERTSON BRIDGE-HAYES HILL-SHATTUCK CORNER OILING
AND ROCK PRODUCTION PROJECT

No bids received

THE DALLES-CALIFORNIA HIGHWAY NEAR CHILOQUIN IN KLAMATH COUNTY
CONSTRUCT TWO CONCRETE BRIDGES

Angelo A. Doveri, Klamath Falls	$ 49,960.50
Lockyear & White, Seattle, Wn.	59,151.00
R. A. Heintz Construction Co., Portland	65,540.00

PACIFIC HIGHWAY IN LANE COUNTY
JUDKINS POINT-SPRINGFIELD JUNCTION SECTION

Porter W. Yett, Portland	$ 117,930.00
Warren Northwest, Inc., Portland	119,488.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
ONEONTA BORROW PIT EXCAVATING AND SHAPING PROJECT

White Bros. Co., Walla Walla	$ 93,600.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
CONSTRUCT CONCRETE BRIDGE OVER O.W.R.R.
& N. CO. TRACKS AT BRIDAL VEIL

No bids received

WARM SPRINGS HIGHWAY IN WASCO COUNTY
CONSTRUCT 300 FT. STEEL ARCH SPAN BRIDGE WITH
120 FT. STEEL VIADUCT APPROACH AT EACH END OVER MILL CREEK

Kern & Kibbe, Portland $ 274,767.00

Chairman Banfield presented a telegram from the Highway Committee of the Eugene Chamber of Commerce advising that the Eugene Planning Commission, on February 5, authorized a spot zoning change on Franklin Boulevard (U.S. 99) at the point where southbound highway traffic enters the rock cut at Judkins Point, to accommodate an all-day-and-night drive-in eating place, and urging the Commission to protest such change in order to avoid a potential traffic hazard. The Commission approved the request and instructed the Engineer to direct a strong letter to the City Council giving reasons why the Commission is opposed to such spot zone changes.

The Commission discussed the advisability of revising the Postwar Program by advancing construction of some of the projects scheduled for the second and third postwar years in view of the few bids received at this letting. Chairman Banfield pointed out that under the present setup the Engineer is authorized to make minor adjustments in the program, but the authority does not extend to major adjustments, which appear to be necessary. The Engineer advised that nearly all of the work scheduled for construction in the first postwar year has been contracted. He suggested advancement of projects in the second and third postwar years with deferment of some of those scheduled for earlier undertaking. He pointed out that any adjustment that is made would have to be approved by the Public Roads Administration before it could be put into effect. Mr. W. H. Lynch, Division Engineer, Public Roads Administration, who was present, stated that such an adjustment appeared to him to be satisfactory. In view of existing conditions, the Commission, by unanimous vote, instructed the Engineer to prepare a revised program in accordance with his suggestion and submit the same for its approval.

A delegation from Roseburg, consisting of Mr. Percy Croft, President of the City Council, and Mr. George Frew, Street Superintendent, was present regarding the city's request for state aid in maintenance of certain city streets that are being used by log haulers. Mr. Croft advised that the city has been informed it does not qualify for state aid under the Commission's special program because the present-day population of Roseburg is more than 5,000. He asked the Commission to reconsider the matter because the city is without funds to properly maintain these streets, which are being severely damaged by the log-hauling traffic. He particularly mentioned Winchester Avenue, repairs to which are estimated to cost about $7,000. Chairman Banfield explained the Commission's policy, advising that the Commission budgeted a certain amount of money to help the small cities and towns whose streets were being damaged by log hauling and that it was not intended to extend such aid to cities having a population in excess of 5,000, so Roseburg is entirely out of the picture. The Engineer suggested the

possibility of securing aid under the Federal Secondary Highway Program, particularly monies that are to be spent within cities having a population less than 5,000. He was instructed by the Commission to look into the matter and to ascertain what, if anything, could be done for the city in that respect and report back to the Commission.

The Commission discussed the untimely death of Mr. C. B. McCullough, Assistant State Highway Engineer. Commissioner Chessman suggested that it would be fitting for the Commission to send to Mrs. McCullough and to her son, an expression of sympathy. Upon motion of Commissioner Chessman the following resolution noting his death was adopted by the Commission by unanimous vote:

> WHEREAS, years of association, comradeship and cooperation in public work with C. B. McCullough, as a member of the Oregon State Highway Department, brought experiences, cemented friendships and developed memories which have become a part of all who were privileged to share his genial presence and companionship; and
>
> WHEREAS, Mr. McCullough, Mac to all of us, invested in the road-building program of the State and the Nation a brilliance of intellect, a wealth of information, and a genius of design and accomplishment, the fruits of which will be the heritage of the State and the Nation long after we, who think these thoughts, have left the field; and
>
> WHEREAS, his death is a loss to the entire Department, to the State, and to the Nation, and is a keen sorrow and bereavement to all who knew and served with him;
>
> THEREFORE, BE IT RESOLVED BY THIS COMMISSION, that we recognize and commend the very outstanding professional ability, work and accomplishments of C. B. McCullough as an engineer and builder; that we, in this simple but sincere way, express the gratitude of the citizenry of the State of Oregon for the generous and priceless contribution made by him to the development of the State as a whole and to the purposes and plans of the Highway Department in particular, and that we pledge earnest purpose and effort toward the preservation and perpetuation of his professional and personal investment in the State's development; and that we express to Mrs. McCullough, his wife, and to John, his son, in their loss, a sympathy that is real.
>
> That this resolution be fittingly embossed, signed by the Commission, and presented to Mrs. McCullough and John.

The Secretary was instructed to deliver an embossed copy of the resolution to Mrs. McCullough and her son.

A delegation from The Dalles representing Dalles City, The Dalles Port Commission, and Wasco County, came before the Commission regarding the establishment of state-owned ferry service across the Columbia River at The

Dalles. County Judge J. B. Kirk headed the group, which also included County Commissioners J. O. Swartz and O. R. Fleming; County Engineer Chris Fauerso; Hon. George P. Stadleman, Mayor of The Dalles; and Ray F. Kelley, President of the Port Commission. Mr. C. T. Smith, owner of the present ferry, and his son Esson Smith were also present and entered into the discussion. Judge Kirk asked the Commission to make investigations as may be necessary with the view in mind of establishing a state-owned ferry at this place. He advised that the present ferry service is inadequate to take care of the volume of traffic that crosses the river at this point, and he exhibited pictures and gave statistics in support of his contentions. He particularly mentioned the approach to the ferry on the Oregon side of the river, which, he said, is conducive to accidents and should be remedied. He assured the Commission that the objections to the ferry service now rendered are in no way a personal matter with the members of the delegation, and they do not wish to say anything derogatory against the present owners, but traffic conditions are such that an improvement in the service is imperative and justified. Mr. Kelley endorsed the remarks of Judge Kirk and added that the ultimate solution, of course, is the construction of the bridge. He mentioned the long waits the traffic is required to make under present operating conditions, and particularly that the condition will be greatly aggravated as the traffic increases, as indications are that it will.

Chairman Banfield advised that the Highway Commission favors the construction of a bridge at some location above The Dalles rather than the ferry operation at The Dalles. He explained briefly the basis of the state's taking over the ferry at Astoria, pointing out that the State of Washington is unwilling to assume an obligation with respect to such an operation, and the reason the State of Oregon was able to assume it was because of the cooperation offered by Pacific County, Washington, which provided the landing facilities on the Washington side of the river; moreover, the Commission was able to purchase the ferry company's facilities at a reasonable price. The situation at The Dalles, he said, is somewhat different in that the owner of the ferry facilities at this place does not care to sell and the Highway Commission does not wish to be placed in the position of forcing him to do so and of putting him out of business. He gave as his understanding that the present operator is now operating under a franchise, and suggested, in view thereof, that Dalles City now has the authority and the power to remedy conditions if they are not satisfactory. Commissioner Chessman gave further information concerning the ferry operation at Astoria. The Commission's Chief Counsel cited the law which authorizes the state, the county, or the city to operate ferry services, either alone or in cooperation with each other. Following further discussion, Commissioner Chessman moved that the matter be referred to the Engineer and the Chief Counsel for investigation and report back to the Commission what can be done about it. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

Mr. C. T. Smith, owner of the present ferry at The Dalles, appeared at this juncture and entered into the discussion. He refuted the arguments presented by the other speakers that the present ferry service is inadequate. He alleged that The Dalles ferry is the best one on the Columbia River and

that he has on hand at all times an extra ferry boat which is available for use whenever traffic conditions require it. He was informed by Chairman Banfield that the Commission has asked the Engineer and the Chief Counsel to investigate and report the conditions.

The Recreational Resources Committee of the Portland Chamber of Commerce headed by Mr. Arthur Kirkham, Chairman, and including Alfred Loeb, Marshall Dana, and David Charlton, came before the Commission regarding the beautification of highway roadsides. Mr. Kirkham read aloud and presented a letter from the Western Forestry and Conservation Association concerning this subject and advised that the suggestions and recommendations contained therein coincide exactly with the policy of their Committee. He stressed the recommendation of the Association with respect to the preservation of timbered roadsides, which involves the securing of cooperation from the owners of standing timber through which highways are routed, and urged the Commission to take action accordingly. Following discussion, the Commission referred the matter to the Engineer with instructions to direct a letter to all companies that own timber standing adjacent to state highways requesting their cooperation in the preservation of timber strips consistent with the economics of better forest management.

Messrs. Ralph Cake, Ross B. Hammond, Bill Hammond, and Harry Freeman, all of Portland, constituted a delegation representing Commonwealth Inc., of Portland, which came before the Commission regarding the construction of a traffic interchange structure on the Sunset Highway at its intersection with Barnes Road, a short distance west of Portland. The Engineer exhibited a map showing the location of the proposed structure and explained details thereof. He advised that Commonwealth Inc. is developing a large residential district, including the construction of medium-priced homes, paved streets, water, light, and sewer systems on both sides of the Sunset Highway, at this place and that it plans to centralize stores and other business institutions in a small area near the above-mentioned intersection. In order to avoid numerous crossings of the highway, he said, the company plans to provide this one crossing only and has asked the state to join with the company in the cost of the improvement. He pointed out that the project involves the acquisition of additional right of way, which will be furnished by the company without cost to the state, insofar as the company owns the land. He estimated the extra cost to the state to provide this facility at $114,000. He suggested approval of the project and that the contract for the same be let some time this fall so that it can be built in 1947. The matter was discussed at some length, but action thereon was deferred until a later meeting, Chairman Banfield explaining that this is an entirely new matter to the Commission which must have time to study it before making its decision.

The Commission recessed for luncheon at 11:45 a.m. and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The matter of insurance coverage on the Astoria ferry properties and ferry operations was again considered by the Commission on the report of the Engineer and the Chief Counsel, to whom the matter had previously been referred by the Commission. The Engineer advised that a conference with a number

of insurance men was held on the previous evening, the Commission's Chief Counsel, the Assistant Maintenance Engineer, Mr. H. W. Stiffler, and himself representing the Commission. The ferry contractor was also represented. The Chief Counsel explained the results of the conference, stating that two plans were considered with respect to placing the insurance, one of which provides that each party shall arrange for and carry separate policies, and the other provides for a joint policy, or policies, by which each party would share in the protection and the costs and each also would participate in the savings which will accrue if joint, rather than separate, policies are taken. The Engineer stated that under the joint-policy arrangement a saving of $780 in premiums can be realized, of which amount $550 would be credited to the state and $230 to the contractor. He recommended adoption of the joint-policy plan. The Chief Counsel concurred therein. The Commission, after due consideration, approved the recommendation by unanimous vote.

Another item of insurance considered by the Commission was coverage which the company, pursuant to its contract with the state, is required to carry. The Chief Counsel explained that under such insurance full coverage is required; however, it was represented for the company that a saving in premiums could be made if the policy contains a $50-deductable clause. The company agrees, he said, to protect the state against any loss and to reimburse the state for each $50 expenditure if permitted to take advantage of the deductable-clause policy. He recommended approval of the policy with the deductable clause under such condition. The Commission approved the recommendation unanimously.

In the further discussion of this matter Chairman Banfield pointed out that it is the desire of the Commission to obtain full insurance coverage for everything or anything that could possibly happen with respect to the ferry facilities and operation, and, if the insurance plan as outlined, provides for such full coverage, it is acceptable; on the other hand, if full coverage is not provided in the plan as outlined, then the additional insurance shall be purchased, the premium for the same to be paid by the state if it is not an obligation of the ferry contractor. Commissioners Schaupp and Chessman concurred, and it was so ordered.

Mr. T. G. Montgomery, Baker, was present and asked the Commission to construct a cattle pass under the Baker-Homestead Highway about 17 miles east of Baker for use by himself and his neighbor, a Mr. Ritter. He advised that the improvement of the highway at this point is now under contract, and, according to his understanding, the right of way is to be fenced so stock cannot be driven across the roadway; moreover, stock should not be allowed to cross the highway because of the hazard they create for highway traffic. He said that it is essential in this instance that cattle cross the highway in some manner for watering purposes. The Engineer suggested that a well could be driven to provide water for the cattle. He estimated that such a well would cost approximately $600 compared with $3,000, the estimated cost of the cattle pass. He recalled that at no time in the past has any Highway Commission authorized expenditure of state funds for private cattle passes except as a right of way consideration or to eliminate greater expense. Mr. Montgomery agreed that a well probably would serve the purpose. Following discussion of the matter the Commission decided unanimously not to construct

the cattle pass; however, Mr. Montgomery was informed that a permit would be granted him to construct his own cattle pass should he so desire and will provide a structure that meets with the approval of the State Highway Engineer. Mr. Montgomery requested the Commission's answer in writing. The Secretary was instructed to send Mr. Montgomery a letter advising him of the action taken.

The Commission reconsidered a request from the Tillamook Chamber of Commerce for construction of a cattle pass across the Oregon Coast Highway near Pleasant Valley. For reasons similar to those given to Mr. Montgomery, the Commission denied the request and instructed the Secretary to so inform the Chamber of Commerce, giving reasons for the action.

The Commission discussed with the Engineer the bids received at the morning session for highway construction work and by unanimous vote took the following action thereon:

The Commission awarded the following contracts to the low bidder in each instance:

Grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway, Baker County.

Ashland-State Line Rock Production Project on the Pacific Highway, Jackson County.

Grading and paving the Judkins Point-Springfield Junction Section of the Pacific Highway, in Lane County.

Oneonta Borrow Pit excavating and shaping project on the Columbia River Highway, Multnomah County.

The bids received for the following projects were referred to the Engineer with authority to award the contracts to the low bidder in each instance when certain conditions have been satisfied:

Construction of two concrete bridges on The Dalles-California Highway near Chiloquin, Klamath County.

Construction of a steel arch span bridge over Mill Creek on the Warm Springs Highway, in Wasco County.

No bids were received by the Commission for the remaining projects advertised.

At 2:30 p.m. Chairman Banfield publicly announced the contract awards as follows:

"Grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway, Baker County. J. C. Papin, Sandy, submitted the low

bid for this work at $138,255. Leonard & Slate, Portland, submitted the next low bid at $171,525. There were three higher bids. The Commission has awarded the contract to the low bidder, J. C. Papin, at his bid price.

"Ashland-State Line Rock Production Project on the Pacific Highway, Jackson County. M. C. Lininger & Sons, Medford, submitted the only bid for this project in the amount of $24,610. The Commission has accepted the bid and has awarded the contract on that basis.

"Robertson Bridge-Hayes Hill-Shattuck Corner Oiling and Rock Production Project on the Rogue River Loop and Redwood Highways, Josephine County. The Commission received no bids for this work.

"Construction of two concrete bridges on The Dalles-California Highway near Chiloquin, Klamath County. Angelo A. Doveri, Klamath Falls, submitted the low bid for this work at $49,960.50. Lockyear & White, Seattle, submitted the next low bid at $59,151. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Angelo A. Doveri, at his bid price, when certain conditions have been satisfied.

"Grading and paving Judkins Point-Springfield Junction Section of the Pacific Highway, Lane County. The Commission received two bids for this work, the low one being that of Porter W. Yett, Portland, at $117,930. The other bid was submitted by Warren Northwest, Inc., Portland, at $119,488. The Commission has awarded the contract to the low bidder, Porter W. Yett, at his bid price.

"Oneonta Borrow Pit excavating and shaping project on the Columbia River Highway, Multnomah County. White Bros. Company, Walla Walla, Washington, submitted the only bid for this job in the amount of $93,600. The Commission has accepted the offer and has awarded the contract to this Company at its bid price.

"Construction of a concrete bridge over the O.W.R.R. & N.Co. tracks at Bridal Veil on the Columbia River Highway, Multnomah County. The Commission received no bids for this project.

"Construct a steel arch span bridge over Mill Creek on the Warm Springs Highway, in Wasco County. The Commission received one bid for this project, being that of Kern & Kibbe, Portland, at $274,767. The bid has been referred to the Engineer with authority to award the contract to Kern & Kibbe at their bid price when certain conditions have been satisfied."

The Chief Counsel reported difficulties in acquiring six acres of land required for park site purposes adjacent to the Columbia River Highway near Cascade Locks, Multnomah County. He advised that the tract contains a fine stand of timber which is about to be cut and recommended that the

property be acquired through condemnation proceedings. He also recommended an offer of $1,550 in connection therewith. The Commission approved the recommendations and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, under and by virtue of the provisions of subsections 6 and 7 of Section 100-115, O. C. L. A., the Highway Commission is authorized to acquire by agreement, donation, or the exercise of the power of eminent domain real property, or any right or interest therein, necessary or deemed necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and the Commission is also authorized to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or other places of attraction and scenic value which in the judgment of the Commission are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road user; and

WHEREAS, in the opinion of the Highway Commission the real property hereinafter described is scenic in character, adjoins other real property owned by the State, and possesses possibilities of development as a scenic and recreational area and likewise affords opportunity for roadside development; and

WHEREAS, it is the judgment and opinion of this Commission that the acquisition of said real property and the development of the same will contribute to the convenience, the general welfare, and the enjoyment and pleasure of the motoring public or road user;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Highway Commission does hereby find and declare that the real property hereinafter described is scenic in character and is suitable for development as a scenic area or viewpoint and for roadside development and recreation.

2. That this Commission does hereby find and declare that the acquisition of the fee title to said real property, free and clear of all interests of every kind and character, is necessary in order to make possible the preservation and development of the same for the convenience of the public and so that said area may be developed and maintained for its scenic value or public view qualities as well as for roadside, park and recreational development, all of which the Commission does find and declare to be for the general welfare and pleasure of the motoring public and road user.

3. That the real property the acquisition, preservation, and development of which the Commission now finds necessary for the purposes heretofore stated is described as follows, to wit:

All of the northeast quarter ($NE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 3, Township 1 North, Range 6 East, W. M., lying south of the Columbia River Highway in Multnomah County, Oregon, containing 6 acres, more or less.

4. That the survey of said area heretofore made by the State Highway Engineer and the description prepared hereby are approved by the Commission and the Commission does hereby order and direct that said description be used and employed in the preparation of necessary deeds of conveyance or in necessary court proceedings.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, or persons in possession if there be any, with respect to the compensation to be paid for the acquisition of said property and damage to the remaining property, if there be any remaining property, and in the event that the title to said property cannot be acquired by agreement then it is hereby ordered that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

6. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

7. That this resolution be entered in the minutes and records of this Commission as of May 16, 1946.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:00 p.m.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Cleaveland
Commissioner

H. B. Keating
Secretary

Commissioner

1946

Portland, Oregon
June 25, 1946

The State Highway Commission met in regular session at 2:00 p.m. in Room 715 (Imperial Room) of the Imperial Hotel for discussion of a construction program to be financed with state funds. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
H. G. Smith, Construction Engineer
H. B. Glaisyer, Secretary

The Engineer presented three exhibits for the Commission's consideration, as follows:

EXHIBIT I

ORIGINAL ALLOCATIONS OF FEDERAL AID FUNDS TO DIVISIONS

AS PER RESOLUTION PASSED MAY 29, 1945

Showing Comparison Between Original Allocations and Pro Ratas According To Formula

Division	Pro Rata Share Per Cent	Pro Rata Share Amount	Original Program	Difference
1	25.33	$ 8,514,679.50	$ 9,834,000.00	+1,319,320.50
2	18.56	6,238,944.00	4,883,000.00	-1,355,944.00
3	22.21	7,465,891.50	6,484,000.00	- 981,891.50
4	16.09	5,408,653.50	6,086,000.00	+ 677,346.50
5	17.81	5,986,831.50	6,328,000.00	+ 341,168.50
Totals	100.00	$33,615,000.00	$33,615,000.00	- -

JUN 25 1946

EXHIBIT II

ALLOCATIONS OF ALL CLASSES FEDERAL AND STATE FUNDS

Showing Comparisons Between These Allocations And Pro Ratas According to Formula

Division and Formula Percentage		3-Year Fed. Aid Program	3-Year State Program	3-Year Forest Hwy. Program	Effective War Time Improvements	Totals
1 25.33%	Pro Rata Share	$ 8,698,900	$1,454,800	$ 2,753,100	$1,786,900	$14,693,700
	Programmed	10,250,700	938,400	1,705,000	441,000	13,335,100
	Difference	+ 1,551,800	- 516,400	- 1,048,100	-1,345,900	- 1,358,600
2 18.56%	Pro Rata Share	6,373,900	1,066,000	2,017,300	1,309,300	10,766,500
	Programmed	4,787,500	1,314,400	2,224,000	4,092,800	12,418,700
	Difference	- 1,586,400	+ 248,400	+ 206,700	+2,783,500	+ 1,652,200
3 22.21%	Pro Rata Share	7,627,400	1,275,700	2,414,000	1,566,800	12,883,900
	Programmed	6,883,700	920,200	3,375,000	1,485,300	12,664,200
	Difference	- 743,700	- 355,500	+ 961,000	- 81,500	- 219,700
4 16.09%	Pro Rata Share	5,525,700	924,100	1,748,800	1,135,100	9,333,700
	Programmed	6,108,100	1,268,500	2,185,000	- -	9,561,600
	Difference	+ 582,400	+ 344,400	+ 436,200	-1,135,100	+ 227,900
5 17.81%	Pro Rata Share	6,116,300	1,022,900	1,935,800	1,256,400	10,331,400
	Programmed	6,312,200	1,302,000	1,380,000	1,035,400	10,029,600
	Difference	+ 195,900	+ 279,100	- 555,800	- 221,000	- 301,800
Total 100.00%	Total Program	$34,342,200	$5,743,500	$10,869,000	$7,054,500	$58,009,200

DEC 15 1944

EXHIBIT III

PROPOSED STATE CONSTRUCTION PROGRAM

For Performance During 1946, 1947 and 1948

Including State Rural Projects and State Minicipal Projects

The Engineer explained the exhibits, (see letter directed to the Commission, dated June 18, 1946, ingeneral files, for details) following which the Commission, after careful consideration, tentatively selected a number of projects for the program under discussion, it being understood that final action with respect thereto would be taken on Thursday afternoon, June 27.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the Auditorium of the Public Service Building.

Portland, Oregon
June 26, 1946

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

BAKER-UNITY HIGHWAY IN BAKER COUNTY
UNITY JUNCTION-MILL GULCH SECTION

Rogers Constr. Co., Portland **	$ 266,465.00
Newport, Kern & Kibbe, Portland #**	307,233.00
J. A. Terteling & Son, Boise, Idaho **	307,503.00
Clifton & Applegate, Spokane **	317,288.50
McNutt Bros., Eugene **	363,112.00

Bidder will make lump sum reduction of $20,000 if also awarded Unity-Ironside Project.
**Bidder will not accept this project alone.

JUN 25 1946

JOHN DAY HIGHWAY IN BAKER AND MALHEUR COUNTIES
UNITY JUNCTION-IRONSIDE SECTION

Rogers Constr. Co., Portland	$ 309,605.00
Curtis Gravel Co. & J. C. Compton, McMinnville and Spokane	330,747.50
J. A. Terteling & Son, Boise, Idaho *	346,037.50
Newport, Kern & Kibbe, Portland	357,041.50
Clifton & Applegate, Spokane, Wn. *	366,762.50
McNutt Bros., Eugene *	416,552.50

* Bidder will not accept this project alone.

MADRAS-PRINEVILLE HIGHWAY IN CROOK COUNTY
PRINEVILLE RAILWAY UNDERCROSSING SECTION

John A. Logan, Portland	$ 32,611.50
Halverson Constr. Co. & H. Halverson, Salem	48,439.00
Natt McDougal Co., Portland	50,775.25

ROGUE RIVER LOOP AND REDWOOD HIGHWAYS IN JOSEPHINE COUNTY
ROBERTSON BRIDGE-HAYES HILL-SHATTUCK CORNER
OILING AND ROCK PRODUCTION PROJECT

J. S. Risley, Milwaukie	$ 46,969.00
A. H. Saxton & Son, Corvallis	51,310.00
Oscar E. Joelson, Eugene	53,490.00
McNutt Bros., Eugene	62,567.00

WOODBURN SECTION OF THE PACIFIC HIGHWAY EAST AND
HILLSBORO-WOODBURN HIGHWAYS IN MARION COUNTY

Warren Northwest, Inc., Portland	$ 139,892.50
Porter W. Yett, Portland	145,963.00
J. C. Compton, McMinnville	146,403.00

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY
FRONT AVENUE (ALDER STREET-SHERIDAN STREET) SECTION

Edlefson Weygandt Co., Portland	$ 16,840.00
John A. Logan, Portland	19,060.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
TROUTDALE-WAHKEENA CREEK SECTION

	Schedule "A"	Schedule "B"
General Constr. Co., Portland	$ 1,057,370.00	$ 1,057,370.00
Franks Dredging Co., San Francisco California	----	1,091,735.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
SANDY BOULEVARD (12th AVE.-44th AVE.) SECTION

Porter W. Yett, Portland	$ 35,735.00
Parker-Schram Co., Portland	36,875.00

The State Parks Superintendent reported on the following matters:

1. Acquisition of O. and C. lands in Douglas County comprising Camas Mountain and Elk Creek Tunnel State Parks: The Parks Superintendent advised that Douglas County is now in position to complete the transfer of title to these properties in accordance with the arrangement approved by the Commission on October 12, 1943, which involves payment to the County by the state of the sum of $5,485. He recommended payment of such sum to Douglas County in order to close the files on the subject. The Commission approved the recommendation unanimously.

2. Request of David H. Parmeter, Depoe Bay, to maintain six telescopes along the parapet wall at Depoe Bay: The Parks Superintendent recommended denial of this request because of the traffic congestion that would result. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

In this connection the Engineer advised that another problem at this place is the parking of automobiles on the Depoe Bay Bridge. He requested authority to post "no parking" signs on this bridge. The Commission approved the request unanimously.

The Engineer also reported a request from a firm known as "Tradewinds Trollers", Depoe Bay, to operate a small-boat ticket booth on the right of way of the Oregon Coast Highway at the northeast corner of this bridge involving removal of a section of the handrail and the construction of a platform on which to place the booth. He recommended denial of this request. The Commission approved the recommendation.

3. Proposal of the citizens of Waldport for the establishment of a state park adjacent to the Oregon Coast Highway about two miles north of Waldport: The Parks Superintendent advised that the proposal is that the state purchase this property, which contains 33 acres of land and is estimated to cost $15,000. He recommended against the purchase of this property because the cost is exorbitant. The Commission approved the recommendation.

4. Acquisition of a six-acre tract fronting on the Columbia River Highway and Ainsworth Park, Multnomah County: The Chief Counsel reported on this matter at the request of the State Parks Superintendent. He

advised that the property lies between Ainsworth Park and the highway and contains a fine stand of timber which was about to be cut, but arrangements have now been made to defer the cutting for the time being. He pointed out that because of the urgency of the matter the Commission at the previous meeting authorized condemnation of the property and an offer of $1,550 in connection with the proceedings. It now appears that the land and the timber must be acquired separately. In order to determine the price of the timber, he said, arrangements have been made for a joint cruise, the results of which will be reported to the Commission when completed. The Commission approved the action taken to date but ordered that hereafter matters of this kind be presented to the Commission at the same time the Commission considers acquisition of adjacent right of way or park areas, as the case may be, in order to avoid placing the Commission in a position of having to rush into action, which might prove costly and embarrassing. The Chief Counsel was instructed to continue negotiations for the purchase of the property under discussion and to report back to the Commission.

5. Scheduled meeting of the National Conference of State Parks: The Parks Superintendent advised that the National Conference of State Parks this year is to be held on the west coast and includes an inspection of state parks, According to the itinerary, he said, the parks of the State of California will be inspected first, and the group will then move on into the State of Oregon, spending three days here--September 29 and 30 and October 1, 1946--with a final meeting to be held in Seaside on October 1. The Commission took no action in the matter.

6. Charge for use of bath-house facilities at Honeyman State Park: The Parks Superintendent advised that prior to the war a charge of five cents for children and ten cents for adults was made for the use of these facilities, which partially paid for the employment of a lifeguard and two attendants for three months during the summer season. He suggested that, under the present conditions, the charge should be raised to ten cents and twenty cents, respectively. The Commission approved the suggestion by unanimous vote and so ordered.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of the properties, together with the offers that he recommended in connection with each parcel. After careful consideration, the Commission approved the request and the offers and thereupon adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

DETROIT-NIAGARA SECTION, NORTH SANTIAM HIGHWAY

12558-	Mason, C. E. Right of Way Option expires November 19, 1946	$	$	
	1.43 acres	5.00	5.00	Benson
12554-	Myers, J. M. and Edna Myers Right of Way Option expires December 10, 1946			
	5.40 acres at $25.00	135.00		
	Waiver of access	65.00	200.00	"
12840-	Davis, Byron F. Right of Way Option expires December 11, 1946			
	0.11 acre at $50.00	5.50	5.50	"
12841-	Blazek, Frank J. Right of Way Option expires December 11, 1946			
	0.15 acre at $50.00	7.50	7.50	"

DRY CREEK-DETROIT SECTION, NORTH SANTIAM HIGHWAY

12550-	Westerberg, F. E. and G. F. Westerberg Right of way Option expires November 30, 1946	$	$	

JUL 26 1946

(Cont'd)

DRY CREEK-DETROIT SECTION, NORTH SANTIAM HIGHWAY (Con't)

12550- Westerberg, F. E. and G. F. Westerberg (Con't)	$	$		
7.13 acres at $20.00	142.60			Bersor.
Waiver of Access	57.40	200.00		
12551- Dickie, Hilma E.				
Right of Way				
Option expires				
November 20, 1946				
0.74 acre at $10.00	7.40	7.40		"
12556- Myers, Etoyle				
Right of Way				
Option expires				
November 20, 1946				
1.21 acres at $20.00	24.20			
Waiver of Access	20.00	44.20		"
12557- Haseman, R. C. and Lavelle Haseman				
Right of Way				
Option expires				
November 26, 1946				
1.23 acres at $25.00	30.75	30.75		"
12549- Hoover, Theron C.				
Right of Way				
Option expires				
December 20, 1946				
0.97 acre at $25.00	24.15	24.15		"

MILL GULCH-SALISBURY SECTION, BAKER-UNITY HIGHWAY

12727- Wallowa Timber Company	$	$		
Right of Way				
Option expires				
22.01 acres	575.00	575.00		Cozad
Previously				
Approved for condemnation:				
22.01 acres at $5.00	$110.00 plus timber			"

UNITY DAM-MILL GULCH SECTION, BAKER UNITY HIGHWAY

12721- Koontz, R. L., and James A. Anderson	$	$		
Stock pile site				
November 6, 1946				
0.96 acre at $50.00 per acre	48.00	48.00		Cozad

(Con't)

NOV 26 1946

UNITY DAM-MILL GULCH SECTION, BAKER UNITY HIGHWAY (Con't)

12719-	Ware, Fred	$	$	
	Quarry and stock pile site			
	Option expires			
	November 6, 1946			
	2.07 acres at $50.00 per acre	103.50	103.50	Cozad
12720-	Higgins, Thomas J			
	Gravel Pit			
	5 year lease			
	4.5 acres - 5 year lease at $50.00 per acre per year - plus stock guard -	225.00	225.00	"
12722-	Sullivan, Edward D.			
	Gravel and quarry			
	Option expires			
	November 10. 1946			
	23.45 acres at $1.50 per acre	35.18	35.18	"
12723-	Sullivan, Edward D.			
	Quarry and stock pile			
	Option expires			
	November 10, 1946			
	46.67 acres at $1.50 per acre	70.00	70.00	"

DAD'S CREEK-DIXIE SUMMIT SECTION, JOHN DAY HIGHWAY

11063-	Meador, George and Son	$	$	
	Gravel Pit			
	Option expires			
	25 year lease on:			
	5.0 acres at $200.00	1,000.00		
	.76 acre at $100.00	76.00	1,076.00	Cozad
	.41 acre hauling road	00.00		
	Plus stock guard			

MARKS CREEK-SUMMIT SECTION, OCHOCO HIGHWAY

11883-	Ochoco Lumber Company	$	$	
	Right of Way			
	Option expires			
	November 21, 1946			

(Con't)

JUL 26 1946

MARKS CREEK-SUMMIT SECTION, OCHOCO HIGHWAY (Con't)

11883- Ochoco Lumber Co. (Con't)	$	$	
41.50 acres at $20.00	830.00		
Allowance for 5.60 miles fencing at $400.00 mile, if and when built	2,240.00	3,070.00	Witt
Previously Recommended for condemnation:			
41.5 acres at $10.00 per acre	415.00	415.00	"
11881- Ray, J. L. and Carol B. Ray			
Right of Way			
Option expires			
November 20, 1946			
11.17 acres at $20.00	223.50		
28.28 acres at $30.00	848.50		
4.80 miles fencing at $400.00 mile	1,920.00		
Allowance for 2 miles fencing to be paid if and when fenced	2,000.00		
6 plus rods fencing at $1.25 rod	8.00	5,000.00	"
Previously Recommended for condemnation:			
28.28 acres at $25.00	697.50		
11.17 acres at $3.00	33.48		
1,727 rods fence barbed wire at $1.25 rod	2,158.75		
	2,889.73	2,889.73	"

TROUTDALE-CORBETT SECTION, COLUMBIA RIVER HIGHWAY

1821-A Griffith, Caroline D.	$	$	
Right of Way			
Option expires			
November 20. 1946			
12.00 acres Approx., per tax rolls	200.00	200.00	Parker
11923- Flood, Ewell J.			
Right of Way			
Option expires			
November 28, 1946			
7.793 acres at $1,000	7,793.00		
10-year modern house	6,720.00		
Chicken house, cow shed, garage and kennel	487.00	15,000.00	

JUL 26 1946

MULTNOMAH FALLS-DODSON SECTION, COLUMBIA RIVER HIGHWAY

4869-A	Bucher, Joseph A.	$	$	
	Right of Way and borrow pit			
	Option expires			
	September 6, 1946			
	2.21 acres at $500.00	1,105.00		
	5.38 acres at $50.00	269.00		
	3.29 acres at $100.00-			
	to be leased-	329.00		
	80 rods fence to move			
	at $1.25 rod	100.00	1,803.00	Parker

JOHN DAY RIVER-QUINTON SECTION, COLUMBIA RIVER HIGHWAY

10280-	Zimmerles, Dennis L.	$	$	
	Right of Way			
	Option expires			
	December 19, 1946			
	(CORRECTION)			
	0.83 acre at $100.00	83.00		
	3.00 acres at $50.00	150.00		
	Service station-	1,167.00	1,400.00	Cozad

Previous report:

	Devlin, Estate Mark			
	Right of Way			
	3.83 acres at $10.00	38.30		
	Service station - 1 pump,			
	1 tank, concrete basement,			
	rear station used as living			
	quarters,-marquee	750.00	788.30	"

JUNIPER BUTTE-CROOKED RIVER SECTION, THE DALLES-CALIFORNIA HIGHWAY

10440-	Henderson, Johnnie and			
	Irma R. Henderson	$	$	
	Right of Way			
	Option expires			
	November 6, 1946			
	17.11 acres at $25.00 plus	431.50		
	640 rods fence at $1.50	960.00	1,391.50	McChesney
	Grantor gets crop			
10441-	Butler, Claude and Gladys Butler			
	Right of Way			
	Option expires			
	November 7, 1946			
	8.87 acres at $25.00	221.75		
	205 rods fence at $1.50	307.50	529.25	"

(Con't)

MAY 26 1946

JUNIPER BUTTE-CROOKED RIVER SECTION, THE DALLES-CALIFORNIA HIGHWAY (Con't)

10442-	Butler, Claude and Gladys Butler	$	$	
	Right of Way			
	Option expires			
	November 7, 1946			
	0.85 acre at $25.00	21.25		
	115 rods fence at $1.50	172.50	193.75	McChesney
10439-	School District #24			
	Right of Way			
	Option expires			
	December 17, 1946			
	0.32 acre at $25.00	8.00		
	32 rods fence at $2.50	80.00		
	Wood shed, shed, and 2 out-door toilets to remove from right of way	145.00	233.00	"
12793-	Pressler, J. V. and Belle Pressler			
	Right of Way			
	Option expires			
	December 4, 1946			
	0.38 acre at $25.00	9.50	9.50	"
12792-	McCulloch, John G. and Genettie E. McCulloch			
	Right of Way			
	Option expires			
	December 10, 1946			
	0.67 acre at $25.00	16.75	16.75	"

JEFFERSON COUNTY LINE-LYTLE CREEK SECTION, MADRAS-PRINEVILLE SECONDARY HIGHWAY

12753-	Williams Claude F. and Myrtle Williams	$	$	
	Gravel Pit			
	Option expires			
	December 5, 1946			
	1.684 acres at $150.00	252.60	252.60	McChesney

LAMONTA-CROOK COUNTY LINE SECTION, MADRAS-PRINEVILLE HIGHWAY

12755-	McCabe, Mike	$	$	
	Stock pile and haul road			
	Option expires			
	December 5, 1946			
	4.85 acres at $20.00	97.00	121.25	McChesney
	Hauling road	24.25		

JUN 26 1946

WESTON MOUNTAIN-McDOUGAL SECTION, WESTON-ELGIN HIGHWAY

12747-	Keen, Charles W.	$	$	
	Stockpile site			
	Option expires			
	December 13, 1946			
	1.88 acres at $75.00 less per acre	140.00	140.00	Cozad

WOODBURN SECTION, HILLSBORO-WOODBURN SECONDARY HIGHWAY

12862-	Livesay, James H. and C. Laura Livesay	$	$	
	Slope easement			
	2,820 sq. ft. at 1¢ sq.ft. slope easement	28.20	28.20	Benson
12847-	Guth, B. R. and Mary Guth			
	Slope easement			
	2,500 sq.ft. at 1¢ sq.ft. slope easement	25.00	25.00	"
12864-	Zulsdorf, Charles P. and Emily Zulsdorf			
	Slope easement			
	4,070 sq.ft.	25.00	25.00	"

WRIGHT RANCH-MILO SECTION, TILLER-TRAIL HIGHWAY

9909-	Pool, Julius L.	$	$	
	Right of Way			
	(CORRECTION)			
	0.078 acre at $200.00 plus	22.00		
	24 rods fence at $2.00	48.00	70.00	Devers
	Condemnation recommended 12/18/41			
	0.078 acre at $125.00	9.75		
	24 rods fence at $1.25	30.00		
		39.75		

FATE GRADE-TILLER SECTION, TILLER-TRAIL HIGHWAY

11873-	Rainville, Joe and Eula Rainville	$	$	
	Right of way			
	Option expires			
	December 11, 1946			
	(CORRECTION)			

(Con't)

FATE GRADE-TILLER SECTION, TILLER-TRAIL HIGHWAY (Con't)

11873- Rainville, Joe and Eula Rainville (Con't)	$	$	
0.07 acre at $25.00	1.75		
45 rods fence at $1.00	45.00		
Allowance for damages- to close house	203.25	250.00	Parker
Former Report			
0.14 acre at $25.00	3.50		
45 rods fence at $1.00	45.00	48.50	"

SISKIYOU-STATE LINE SECTION, PACIFIC HIGHWAY

12790- Costerison, R. R. and Rosa C. Costerison	$	$	
Right of Way			
Option expires			
December 6, 1946			
10.0 acres at $20.00	200.00	200.00	McCallister

SMITHFIELD-ELMIRA SECTION, TERRITORIAL HIGHWAY

12754- McBee, Clyde and Grace McBee	$	$	
Stock Pile Site			
Option expires			
November 3, 1946			
1.0 acre at $150.00	150.00	150.00	McChesney

CEDAR CREEK-SILETZ SECTION, SILETZ SECONDARY HIGHWAY

12455-A Bensell, Stella R.	$	$	
Drainage Ditch Easement			
Option expires			
December 2, 1946			
7,340 sq.ft.	50.00	50.00	Witt
Drainage ditch across owner's property			

WOAHINK SECTION, OREGON COAST HIGHWAY

12689- Hill, Earl H. and Ula M. Hill	$	$	
Right of way			
1.49 acres	00.00	00.00	Collins

DEER ISLAND SECTION, COLUMBIA RIVER HIGHWAY

10009- Whitsitt, Eldridge A.			
Right of Way			
Option expires			
September 1, 1946			
1 lot(5,000 sq.ft. at 4¢ sq.ft.)	200.00	200.00	McChesney

PORT ORFORD SECTION, OREGON COAST HIGHWAY

7956- Lindberg, Syneva		$	$
Maintenance headquarters site			
	4,500 sq. ft. at 10¢ sq.ft.	450.00	
	Building	2,050.00	2,500.00 DeSouza

This property has been under lease, and as it is available for purchase, and will serve needs for years.

The Assistant Counsel brought up for discussion the settlement with Mr. R. B. Hadley, a house-moving contractor, concerning the moving of a building on property acquired from Mr. Stephen Sabo in connection with right of way acquisition at Klamath Falls. It appears that Mr. Hadley's offer for the moving did not include certain concrete work which is now required and which is estimated to cost $400; also, that Mr. Hadley is willing to assume payment of half of this expense and is asking the state to contribute the sum of $200 as its share. The Assistant Counsel recommended approval of such expenditure. The Commission approved the recommendation unanimously.

The Assistant Counsel reported an error in the evaluation of land that is needed as right of way for the Marks Creek-Summit Section of the Ochoco Highway across property owned by Raymond Calavan and E. H. Kelly. He advised that, because a satisfactory settlement could not be reached by negotiation for the acquisition of this property, the Commission previously authorized condemnation and an offer of $2,500 in connection therewith. Since then, he said, he personally has inspected the property and finds that a mistake was made, and, in his estimation, the property is worth considerably more than was first reported, the present appraised value being $4,537.30. He recommended that the offer previously used in the condemnation proceedings be increased to $4,500. Following discussion and careful consideration of the premises, the Commission approved the recommendation by unanimous vote.

In this connection the Engineer brought up the matter of acquiring rights of access in connection with right-of-way acquisitions. He recalled that the Commission, some time ago, authorized the purchase of rights of access along certain highways. It was his thought that the same procedure should be followed in connection with additional highways, and he so recommended. He was instructed by the Commission to report on this matter at the next meeting with full information, which is to include a map showing the highways where rights of access should be acquired and a copy of the previous resolution.

Chairman Banfield brought up the question of right of way widths. The Engineer was instructed to give this matter careful consideration hereafter in the preparation of plans for projects so there will be no need to negotiate additional right of way when right of way for a project has been acquired.

The Assistant Counsel requested instructions regarding settlement with a Mr. E. S. Dickson for right of way needed for the Little Luckiamute-

Monmouth Section of the Bridgeport-Monmouth Secondary Highway, Polk County. He advised that Mr. Dickson originally agreed to sell the property for $88 but that he now refuses to sign a deed conveying the property to the state because he alleges that his property was damaged by operations of the contractor; moreover, he is demanding construction of a driveway and compensation for a number of other small items. Mr. Dickson, he said, has stated a willingness to sign the deed and to waive all claims if he is paid the sum of $200. The Commission authorized the payment of such sum as settlement in full for the land and all claims.

The Assistant Counsel also requested instructions relative to payment of damages to Mr. D. E. Turnidge, contract purchaser from Mr. Dale Eisenman, for the loss of crop on property that was leased from him as right of way for a hauling road in connection with the construction of the Pacific Highway East on the revised alignment between the Santiam River and Albany. He explained that an option was secured from Mr. Turnidge for $50 to use his property for this purpose, but later it was found that the property was not needed so the hauling road was not used. In the meantime Mr. Turnidge lost the use of the property for crop purposes and feels that he has been damaged to the extent of $25. The Assistant Counsel recommended settlement with Mr. Turnidge on such basis. The Commission approved the recommendation unanimously.

The Assistant Counsel reported a request from County Judge Louis D. Felsheim, Coos County, that a small portion of a state-owned quarry situate in the SW¼ of Sec. 25, T. 28 S, R. 15 W, W.M., near Bandon, be deeded to a Mr. O. H. Haga, Myrtle Point, in order to clear up a property discrepancy. It appears that through an error a home which Judge Felsheim has purchased is partly on state land and also partly on land belonging to Mr. Haga and in order to straighten out the ownerships it will be necessary for Mr. Haga to secure title to a small portion of the state's property, consisting of 0.127 acre. The Assistant Counsel advised that the property is no longer of value for state purposes because the supply of materials has been exhausted; also, that Mr. Haga is willing to pay $200 for the small parcel that he needs, which is at the rate the state paid for it. He recommended acceptance of this offer. The Engineer concurred therein. The Commission approved the recommendation by unanimous vote.

The Chief Counsel brought up for discussion the proposed settlement of the case of the State Highway Commission vs. Jordan Valley Irrigation District Malheur County, involving acquisition of right of way for the I.O.N. Highway. He advised that this matter is of long standing and has not been settled heretofore because a bond foreclosure was involved and it was not known to whom the money should be paid. The rightful owners, he said, have now been ascertained and he recommended that the amount of the claim, $2,650.50, be paid into court for distribution. The Commission approved the recommendation unanimously.

The Chief Counsel requested instructions relative to continuing the private insurance coverage on the state park buildings located in Cape Arago State Park. He advised that the buildings previously have been insured for

$25,000 which is considerably under their replacement value; also, that in the event of destruction by fire recovery could not be obtained under the provisions of the State Restoration Fund Act unless the buildings were rebuilt, and it is doubtful that the Commission would approve the expenditure of the money that would be required in such case. He recommended a three-year extension of the present insurance, the premium for which would amount to $325. The Commission agreed with the viewpoint of the Chief Counsel in this matter and thereupon, by unanimous vote, authorized purchase of such insurance upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

The Engineer brought up for discussion the matter of completing the taking of options for acquiring standard-width right of way for the Oregon Coast Highway between Nelscott and Taft. He advised that there remains only a short section where 80 foot right of way has not been acquired, and in his estimation it would be advisable to complete the purchase now before the property is developed and prices rise. He recommended that the Right of Way Department be authorized to negotiate options. The Commission approved the recommendation unanimously.

The Commission discussed a request from Rev. DeLoss Crook, Pastor of the Church of the Open Bible, Roseburg, for permission to maintain a temporary building on state-owned property adjacent to the Highway Department Division Headquarters in Roseburg. It appears that the Church is building a permanent structure in another location and desires permission to maintain the temporary structure on the state's property for the period of six months pending completion of the permanent building. The Commission approved the request by unanimous vote and ordered that the matter be covered by appropriate agreement.

The Commission discussed the matter of consenting to the vacation of certain streets in Fahrenback's Addition to the City of Baker. The Chief Counsel explained that a Mr. Ben R. Pacatte owns all of the property in Fahrenback's Addition with the exception of that portion which is occupied by the right of way of the Old Oregon Trail; further that the streets in this subdivision have never been opened up, and Mr. Pacatte wishes them vacated so that he may continue his farming operations on the tract. The Engineer advised that there are no objections from the highway standpoint to the vacation of the streets provided the reversionary interest of the state in the streets to be vacated is not affected. Following discussion, the Commission, by unanimous vote, approved, and later signed, a "Consent to Vacation" of said streets subject to the condition that the State will not relinquish any of its reversionary interests. Mr. Pacatte's request for a quitclaim deed conveying to him the state's interest in the vacated streets was denied.

The Commission discussed a resolution from the City of Portland requesting the Commission's concurrence in the off-street parking of automobiles in the area bounded by S. W. Front Avenue, S. W. Harbor Drive, S. W. Salmon Street, and S. W. Main Street, Portland, upon relinquishment by the Navy of its lease of the premises. The Chief Counsel advised that the City of Portland has received a communication from the Navy to the effect that it no longer requires use of the premises and has surrendered possession thereof

to the permitter. In view thereof, the Commission decided to permit the use of the area for off-street parking of automobiles on the same bases that it consented to similar use of other city- state-owned property nearby, and for the same period of time. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, the City of Portland, with the approval of the Commission, heretofore made available to the United States Navy for off-street parking purposes a certain area bounded by S. W. Front Avenue, S. W. Harbor Drive, S. W. Salmon Street and S. W. Main Street; and

WHEREAS, it appears that Captain L. D. Whitgrove, representing the United States Navy, has represented to the City Council of the City of Portland that said area is no longer needed by the United States Navy for parking purposes; and

WHEREAS, by resolution No. 22869, adopted by the City Council of the City of Portland on June 6, 1946, it is declared that public welfare will be best served by continuing for the time being said area for off-street parking purposes, and for such purpose the city has adopted said resolution; and

WHEREAS, it is the purpose and plan of the Highway Commission to cooperate with the City of Portland in so far as consistent with the Commission's duties and responsibilities;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION, All members being present and affirmatively voting:

1. That this Commission approves the action of the City Council of the City of Portland in its purpose to continue for off-street parking the area described above for the period ending January 1, 1948, or until the Front Avenue project is fully completed, except for landscaping such area, whichever period is longer.

2. That no access be permitted to Harbor Drive, and that access to Front Avenue be limited to the present entrance on the Salmon Street extension.

3. That a certified copy of this resolution be delivered by mail to Mr. Will E. Gibson, Auditor of the City of Portland.

The Commission thereupon signed a "Special Release" acknowledging satisfactory return of the premises described in the foregoing resolution and discharging the Navy from its obligation under the lease agreement.

The Engineer reported the results of the taking of bids in Salem on June 24, 1946, as follows, for the sale of a church building adjacent to the Sunset Highway at Cedar Mill, Washington County; and for the sale of a resi-

dence building and service station building adjacent to the Pacific Highway East a short distance north of Harrisburg, Linn County:

PURCHASE OF BUILDINGS NORTH OF HARRISBURG

9-Room Frame Building and Wood Shed

Sam Morford, Lebanon	$ 100.00
*Henry B. Crowell, Halsey	100.00

* Bid of Henry B. Crowell of $100.00 is for both the 9-room building and the service station.

Frame Service Station Building, Gasoline Pump and tanks

Wilber Morford, Lebanon	$ 30.00
Stephen C. Morford, Lebanon	25.00
*Henry B. Crowell, Halsey	-----

* Bid of Henry B. Crowell of $100.00 is for both the 9-room building and the service station.

PURCHASE OF CHURCH BUILDING NEAR CEDAR MILL

German Congregational Church of Cedar Mill	$ 150.00
W. A. Thompson, Portland	126.00

He recommended acceptance of the high offer in each instance. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Commission discussed briefly the recommendation submitted by the Memorials Committee of the Oregon Historical Society relative to the naming of the southern pioneer route to Oregon but deferred a decision thereon until the following day when Mr. A. L. Greenwalt and Mr. Walter Meacham, President and Secretary, respectively, of the Old Oregon Trail Association are to appear before the Commission for discussion of the matter.

The Engineer reported on a petition from residents of Benton County for the abandonment of a stockpile site adjacent to the Corvallis-Newport Highway between Corvallis and Philomath. (For details of report see letter dated June 1, 1946, directed to the Oregon State Highway Commission in general files). The Engineer made the following recommendations with regard thereto:

1. That the Commission retain the stockpile site for the use for which it was purchased.

2. That a laurel hedge be planted around the site as a screen.

3. That the request of the petitioners for removal of the site to another location be denied.

The Commission approved the recommendations unanimously upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

The Engineer also reported on the condition of the Mt. Hood Highway with reference to log hauling and in this connection read aloud a letter from the maintenance Engineer, Mr. E. A. Collier, who recommended that log hauling on this highway from Wapinitia Junction, M. P. 57.5, to Mt. Hood Lodge, M. P. 81.7, be prohibited as a safety measure and to preserve the road surface for general public use. The Engineer advised that this highway was constructed many years ago as a recreational road and was not intended to carry heavy traffic, such as logging trucks, and unless and until it is considerably reinforced it very likely will go to pieces under the strain of such traffic. He also pointed out that the alignment is very crooked, in some places the sight distance being only 100 feet, and that the paved surface is narrow, varying in width from 14 feet to 17 feet. He presented a letter from the Neal Creek Lumber Company, Hood River, requesting permission to resume log hauling operations on this road which were discontinued last fall on order of the Highway Commission, in which it appears that the Company has a contract with the U. S. Forest Service to market the timber growing along portions of this highway but is unable to complete the contract unless it is allowed to transport logs over the Mt. Hood Highway. The Engineer suggested that the U. S. Forest Service should be informed of the condition of the highway and that it should be requested not to sell any more timber adjacent thereto until the highway has been reconstructed. Commissioner Chessman gave as his thought that the state should not be required to assume the full expense of such reconstruction work and that the Forest Service should be willing to contribute toward such expense, particularly in view of the fact that the Forest Service gets the benefit of revenue derived from sale of the timber. Commissioner Schaupp expressed himself similarly. The Chief Counsel advised the Commission that, inasmuch as the Commission knows the facts in the case, it would not be good discretion on the part of the Commission to issue permits authorizing the truck hauling of logs over this highway. There followed further discussion, and as a result thereof, the Commission voted unanimously, on the basis of the Engineer's report, to prohibit all log hauling on this highway until such time as the highway has been improved to the extent that such operations can be carried on without creating a hazard to the traveling public and damaging the road surface.

The Commission discussed a letter from Porter and Company, Baker, Oregon, and a petition signed by numerous residents of Granite, Oregon, requesting an extension of the Sumpter Secondary Highway from its present terminus at the Town of Sumpter, Baker County, to the Town of Granite, in Grant County; also, requesting the improvement and maintenance of this road in a condition satisfactory for year-round travel. The Engineer advised that to rebuild the road to proper standards would cost approximately $500,000 and that it would cost an additional $10,000 annually to maintain it, exclusive of snow removal operations, which are estimated to cost an additional $10,000 annually.

He pointed out that the existing road is not on proper alignment and recommended that the request be denied because there does not appear to be justification for the expense. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

The Commission discussed and approved, by unanimous vote, the minutes of the Highway Commission meetings held on April 4 and 5 and on May 15 and 16, 1946, with two corrections.

The Commission recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Engineer presented a request from Mrs. D. J. McNeal, Dallas, Oregon, for construction of a cattle pass under the Dolph Corner-Salt Creek Section of the Dallas-Coast Secondary Highway, which is now under construction. The Engineer explained that the plans for this project provide for a concrete box for drainage purposes at this location and that the contractor has already ordered materials for this structure; moreover, settlement for the right of way has been made without any reference whatsoever to a cattle pass, and in addition thereto, it would be impossible to install a cattle pass at this point that could be drained; in fact, it would be about half filled with water most of the year unless the water were pumped out during the time that Mrs. McNeal would want to use it. He recommended in view of the circumstances and as a matter of policy, that Mrs. McNeal's request be denied. The Commission approved the recommendation unanimously.

The Commission considered a request from the Cannon Beach Commercial Club for sidewalk construction along the present route of the Oregon Coast Highway in Cannon Beach, The Engineer advised that a similar request was presented to the Commission at its meeting on June 19, 1944, and was denied by the Commission as a matter of policy. He explained, however, that investigation reveals that it would cost about $23,000 to do the work, which consists of about two miles of oil mat sidewalk four feet wide. He recommended that the request be denied because conditions have not changed since the Commission first acted on the matter. The Commission approved the recommendation unanimously on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

The Engineer requested authority to make a survey of the Empire-Coos Bay Secondary Highway (Central Avenue, Coos Bay) with a view to widening this street as an accident prevention measure. He explained that this street carries considerable volume of traffic and at its intersection with 10th Street numerous accidents have occurred, which prompted the City Council to erect signs requiring traffic to come to a stop before entering this intersection from each direction; however, the signs were declared illegal and have been removed. It was his thought that the widening of Central Avenue would solve the problem, and he requested authority to make a survey to determine the cost of such an improvement. He estimated that the survey would cost about $1,000. The Commission authorized a reconnaissance survey costing about $200. The city is to be informed that the Commission looks with favor on the project if it does not prove too costly.

The Engineer reported that the cities of Gold Hill, Nehalem, and Sutherlin have fulfilled the requirements with respect to the expenditure of

State Tax Street Funds received by them in 1945 from 1944 State Highway revenues and that the plans for the improvements contemplated for such funds have been examined and found satisfactory. He recommended, in view of the circumstances, approval of such plans by the Highway Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Gold Hill	$749.19
Nehalem	345.24
Sutherlin	733.82

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Gold Hill - 5th Avenue North, 1st Street West, 4th Avenue North, 7th Street West, 6th Avenue North

Nehalem - Tohls Avenue, "I" Street, 9th Street

Sutherlin - Fifth Avenue, Sixth Avenue, Ash Street, Pine Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Gold Hill and approved by the State Highway Commission on August 31, 1945, shall be canceled, in accordance with the request of the City of Gold Hill on file in the records of the Oregon State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plan submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of June, 1946.

The Engineer also reported that the following cities and towns have met the requirements with respect to the expenditure of State Tax Street Funds that they received in 1946 from 1945 State Highway Revenues:

Bay City	Harrisburg	Nehalem	Scio
Butte Falls	John Day	North Powder	Stanfield
Corvallis	Merrill	Philomath	Sublimity
Gold Hill	Monroe	Sandy	Willamina

He advised that the plans submitted by the several cities and towns covering the work contemplated under their programs for the funds available have been examined and found satisfactory. He recommended approval of the [redacted] by the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Bay City	$ 569.26
Butte Falls	509.18
Corvallis	12,604.87
Gold Hill	805.08
Harrisburg	934.25
John Day	1,063.42
Merrill	973.30
Monroe	467.12

(Con't)

JUN 26 1946

(Con't)

Nehalem	$ 371.00
North Powder	564.76
Philomath	1,315.76
Sandy	991.33
Scio	527.21
Stanfield	850.14
Sublimity	420.56
Willamina	1,130.78

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Bay City - Salmon Avenue, Spruce Avenue, McCoy Avenue, Tillamook Avenue, Union Avenue, Seattle Avenue, Portland Avenue, "D" Avenue, "A" Avenue, Trade Avenue, Main Avenue, Pacific Avenue, Ocean Avenue, 15th Street, Warren Street, Hare Street, 9th Street 6th Street, 4th Street 2nd Street

Butte Falls - Laurel Street, Oak Street, Fir Street, Cedar Street, Fee Street, Pine Street; and four alley crossings between Fee and Broad Streets on Cedar Avenue, Fir Avenue, Oak Avenue; and between Fee and Buff Streets on Fir Avenue

Corvallis - 15th Street (Bridge over Marys River)

Gold Hill - 1st Street West, 5th Avenue North, 6th Avenue North, 4th Avenue North, 7th Street West

Harrisburg - 4th Street, Territorial Street, Extension of 5th Street, also building new street

John Day - Grace Street, Canyon Street, 2nd Street, old John Day Highway, Maple Street, Hillcrest Avenue, North Canyon Street, also maintenance of present oiled streets

Merrill - Third Street, Clay Street

Monroe - Railroad Street, Main Street, Howard Street, Commercial Street

(Con't)

(Con't)

Nehalem - Tohls Avenue, 9th Street, "I" Street

North Powder - "G" Street

Philomath - "F" Street, "G" Street, "H" Street, "I" Street, College Street, also any other street for which funds are available

Sandy - Hood Avenue, Pleasant Avenue, Strauss Street, Cherry Street

Scio - Main Street, North Street, West Street, Smith Street, Wheeler Street, Mill Street

Stanfield - Barbara Street, Taft Avenue, Page Avenue

Sublimity - Broadway Street beginning at Main Street and extending to city limits

Willamina - Laurel Street, Cherry Avenue, James Street, Branson Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds tc them apportioned.

4. That Resolution Form 3 adopted by the City of Scio and approved by the State Highway Commission on May 15, 1946, shall be canceled, in accordance with the request of the City of Scio on file in the records of the Oregon State Highway Department, and Resolution Form 3 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of June, 1946.

---

26 1946

A letter was presented from White Bros. Company, to whom the Commission, on May 16, 1946, awarded the contract for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, Multnomah County, expressing their refusal to accept the award of the contract and requesting the return of their proposal bond. The Engineer advised that the contract as prepared called for the furnishing of a certain amount of insurance as protection to the railroad, but subsequent thereto, the railroad company demanded an additional $50,000 insurance, which would cost the sum of $2,300. The railroad company later withdrew its request for the extra insurance, he said, but in the meantime the contractor reinspected the project in company with an agent of his bonding company and, as a result thereof, decided that he did not wish to perform the work. The Engineer also pointed out that, as a result of the contractor's letter, the project was readvertised for bids to be received at this meeting. He recommended that the Commission refuse to release the contractor from his obligation and that the Chief Counsel be authorized to proceed under the law to collect on the contractor's bid bond, it being his thought that such procedure is fully justified in view of the fact that the contractor was advised fully of the requirements before he entered his bid. The Chief Counsel concurred in the recommendation. Following discussion, the Commission approved the recommendation unanimously and instructed the Chief Counsel to collect the amount of the bid bond. He was also instructed to demand the return of the contract forms previously sent to the contractor for execution.

A letter was presented from contractor C. J. Eldon requesting cancellation of his contract for construction of the McKay Creek Bridge on the Sunset Highway, in Washington County, Contract No. 2773, because of his inability to secure necessary materials. The Engineer advised that he has rendered Mr. Eldon considerable help in securing materials; in fact, provision has been made for all materials except nails, which he has reason to believe will be provided shortly. It was his thought that Mr. Eldon's request should be denied and that he should be required to complete the work in conformity with the contract provisions. Commissioner Schaupp moved adoption of the Engineer's recommendation. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

The Engineer reported that, in conformity with authority previously granted him by the Commission, he awarded to Angelo Doveri, Klamath Falls, on May 31, 1945, the contract for the construction of two concrete bridges on The Dalles-California Highway near Chiloquin, Klamath County, bids for which were received by the Commission on May 16, the conditions of the award having been satisfied. The Commission approved the award of this contract as reported, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

A request was presented from the City of Milwaukie for state aid in the maintenance of city streets that are being damaged by log hauling operations. The Chief Counsel read aloud a letter from the Milwaukie City Manager on this subject in which he states that the present-day population of this city is 5,146; also, in which he advised that the city intended to adopt

an ordinance closing certain city streets to log hauling traffic but was precluded from doing so by reason of a court decision covering a similar matter in the City of Hillsboro. The Engineer advised that it would not be possible to do the work requested without handicapping other state work because of a lack of time, materials, and equipment. It was the thought of Chairman Banfield that the Highway Commission should do everything possible to help the cities protect the money that they receive from the state; moreover, such information should be conveyed to the cities. The Commission took no definite action in this matter except to authorize the Engineer to make an investigation in the City of Milwaukie to see what might be done to help the city in this matter.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Skelton and Wiecks, Contract No. 2707, for rock production on the Elsie-Sunset Camp-Vernonia Section of four state highways, in Clatsop, Tillamook, Columbia, and Washington Counties, requested an additional extension of time of 20 days, from April 10 to April 30, 1946, within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to labor difficulties. The Engineer pointed out that this contract was originally awarded to F. H. McEwen and Jed Wilson but was later assigned to Skelton and Wiecks, who have carried the work to completion. He advised that the reason given by the contractor for overrunning the time limit is correct; moreover, the state has incurred no extra expense for engineering supervision because of the extra time taken to complete the job. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Rogers Construction Co., Contract No. 2721, for rock production on the Chemult and Beaver Marsh Sections of The Dalles-California and East Diamond Lake Highways, requested an additional extension of time of 90 days, from April 15 to July 15, 1946 within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to adverse weather conditions, during which period it was impossible to operate their plant. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct, and he recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Lindstrom Bros., Contract No. 2736, for construction of the Jefferson Junction Overcrossing on the Pacific Highway East, in Linn County, requested an additional extension of time of 45 days within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to inability to purchase materials for painting the handrails. The Engineer advised that the contract provided that the job should be completed by March 31, 1946; however, additional time was needed and the Commission extended it to May 15, 1946.

He said all the work, with the exception of painting the handrail, was completed within the extended time limit, but there has been considerable delay in securing paint for the painting work. He recommended, in view of the circumstances, that an additional extension of time to June 15, 1946, be granted the contractor without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

J. R. Maginis, Contract No. 2749, for clearing the Circle Bridge-Hug Point Section of the Oregon Coast Highway, Clatsop County, requested an extension of time of 92 days, from June 30 to September 30, 1946, within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: Excessive and continuous rainfall during the past winter retarded clearing operations and prevented the burning of debris; a sudden change in the weather to hot and dry necessitated the Governor proclaiming an emergency fire season, during which time all burning was suspended and since then the burning has been permitted only in a limited and restricted manner, with the result that this part of the work proceeded much more slowly than was planned. The Engineer advised that the clearing operations are along a section of entirely new highway so the state has not been inconvenienced by the contractor's delay in completing the project. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

The Engineer reported that Contracts Nos. 2707, 2753, 2754, 2764, 2733, and 2736 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2707, with T. F. Skelton and H. H. Wiecks, for furnishing crushed rock in stockpiles on the Elsie-Sunset Camp-Vernonia Section of various state highways in Clatsop, Columbia, Tillamook and Washington Counties; completed April 30, 1946.

Contract No. 2753, with Del R. Beebe, for furnishing crushed material in stockpiles on the Greenleaf Creek-Long Tom River Section of the Siuslaw Highway in Lane County; completed April 22, 1946.

(Con't)

(Con't)

Contract No. 2754, with Leonard & Slate Oreg. Ltd., for grading on the Troutdale-Wahkeena Creek Section of the Columbia River Highway in Multnomah County; completed May 15, 1946.

Contract No. 2764, with R. A. Heintz Construction, for grading and topping on the Jefferson County Line-Lytle Creek Section of the Madras-Prineville Secondary Highway in Crook County; completed June 14, 1946.

Contract No. 2733, with Watson and Morris, contractors, for painting of the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County; completed May 22, 1946.

Contract No. 2736, with Lindstrom Brothers, contractors, for work on the Jefferson Junction Overcrossing on the Pacific Highway East in Linn County; completed June 15, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Engineer requested instructions relative to renewing the State Highway Department's subscription to the Highway Research Correlation Service for the fiscal year ending June 30, 1947, amounting to $1,275, sixty per cent of which, he advised, is reimbursable with Federal funds. He recommended continuation of the project in view of its value to the State Highway Department and to the State of Oregon. The Commission approved the recommendation by unanimous vote on motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

A letter was presented from Mr. Claud Huston requesting permission to construct cattle guards at three different locations on the Heppner-Spray Secondary Highway, viz: M. P. 11.8, M. P. 12.6, and M. P. 14.1, so as to prevent stock from entering his land from adjacent open and private ranges and also to prevent his stock from drifting onto the range belonging to his neighbor, a Mr. W. W. Bechdolt. The Engineer advised that the highway is rock-surfaced along the section where Mr. Huston desires to install the cattle guards, so it would be necessary that they be constructed of timber, which would be difficult to maintain and might be the cause of accidents occurring if stock were trapped. Painted guards, he said, have worked satisfactorily in other locations but could not be used at the points under discussion because the road surface is not oiled. He recommended against the installation, notwithstanding that Mr. Huston has agreed to pay for the guards at his own expense. The Chief Counsel advised that, if it so happened that stock were

caught at the guards and an accident occurred, the responsibility would rest upon the state, it being the general ruling that where the Highway Commission undertakes to maintain a facility, then the Commission must assume the responsibility for the same and the liability in case of accidents. He also said that the Commission is not legally obligated to approve the construction of the guards. Commissioner Schaupp expressed a desire to help out a situation of this kind, if possible, without causing a hazard to the traveling public, the Commission's first concern being for the traveling public; but, he added, he would not be in favor of denying such things arbitrarily. He moved denial of the request in this particular instance. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission; however, the Engineer was instructed to study the matter and to ascertain whether or not there is some way to work out solutions for problems of this kind.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and took the following action thereon by unanimous vote:

Contract for the Unity Junction-Hill Gulch Section of the Baker-Unity Highway, in Baker County, was awarded to Rogers Construction Co., Portland, the low bidder, at $266,465. The Contract for the Unity Junction-Ironside Section of the John Day Highway, in Baker and Malheur Counties, was awarded to Rogers Construction Co., Portland, the low bidder, at $309,605.

The Commission referred to the Engineer the bids received for the construction of the Prineville Railway Undercrossing Section of the Madras-Prineville Highway, in Crook County, with authority to award the contract to the low bidder, John A. Logan, when certain conditions have been satisfied.

Contract for the Robertson Bridge-Hayes Hill-Shattuck Corner Oiling and Rock Production Project on the Rogue River Loop and Redwood Highways, in Josephine County, was awarded to the low bidder, J. S. Risley, Milwaukie, at $46,969. The Commission referred to the Engineer the bids received for construction of the Woodburn Section of the Pacific Highway East and Hillsboro-Woodburn Highways, in Marion County, with authority to award the contract to the low bidder, Warren Northwest, Inc., Portland, when certain conditions have been satisfied.

The Commission rejected all bids received for the following projects: Front Avenue (Alder Street-Sheridan Street) Section of the Pacific Highway West, in Multnomah County, furnishing and placing topsoil cover material; construction of a hydraulic-placed roadbed embankment on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County; and pavement resurfacing on the Sandy Boulevard (12th Avenue-44th Avenue) Section of the Columbia River Highway, Portland, Multnomah County.

In connection with the pavement resurfacing project on the Sandy Boulevard Section of the Columbia River Highway, the Engineer requested authority to consult with the City of Portland to ascertain whether or not it

would be possible to secure material from the city to do this job with state forces and to ascertain the cost thereof. He anticipated that the work could be done cheaper in this manner than by contract, although it would be necessary to rent a spreader in connection therewith. He was authorized by the Commission to investigate the matter and report back to the Commission. In the event the arrangement is approved, the matter is to be covered by written agreement.

At 3:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Unity Junction-Mill Gulch Section of the Baker-Unity Highway, Baker County. The low bidder for this project was Rogers Construction Co., Portland, at $266,465. The next low bidder was Newport, Kern & Kibbe, Portland, at $307,233. There were three higher bidders. Both low bidders stated that they would not accept the award of this contract unless also awarded the contract for the surfacing and oiling of the Unity Junction-Ironside Section of the John Day Highway, in Baker and Malheur Counties. Rogers Construction Co., Portland, also submitted a satisfactory low bid for this latter-mentioned project, in view of which the Commission has awarded to this Company the contract for the improvement of the Unity Junction-Mill Gulch Section.

"Unity Junction-Ironside Section of the John Day Highway, in Baker and Malheur Counties. Rogers Construction Co., Portland, submitted the low bid for this job in the amount of $309,605. Curtis Gravel Co. and J. C. Compton, Spokane and McMinnville, submitted the next low bid in the amount of $330,747.50. There were four higher bidders. The Commission has awarded this contract to the low bidder, Rogers Construction Co., at its bid price of $309,605.

"Prineville Railway Undercrossing Section of the Madras-Prineville Highway, in Crook County. John A. Logan, Portland, submitted the low bid for this project in the amount of $32,611.50. Halverson Construction Co. and H. Halverson, Salem, submitted the next low bid at $48,439. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Robertson Bridge-Hayes Hill-Shattuck Corner Oiling and Rock Production Project on the Rogue River Loop and Redwood Highways, in Josephine County. The low bid was submitted by J. S. Risley, Milwaukie, at $46,969. A. H. Saxton & Son, Corvallis, submitted the next low bid in the amount of $51,310. There were two higher bidders. The Commission has awarded the contract to the low bidder, J. S. Risley, at his bid price of $46,969.

"Pavement widening on the Woodburn Section of the Pacific Highway East and Hillsboro-Silverton Secondary Highway, in Marion County. Warren Northwest, Inc., Portland, submitted the low bid for this job in the amount of $139,892.50. The next low bid was submitted by Porter W. Yett,

Portland, at $145,963. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Warren Northwest, Inc., when certain conditions have been satisfied.

"Front Avenue (Alder Street-Sheridan Street) Section of the Pacific Highway West, Portland, in Multnomah County. Two bids were received for this project, the low one being that of Edlefson Weygandt Co., Portland, in the amount of $16,840, the second low being that of John A. Logan, Portland, in the amount of $19,060. The Commission has rejected these bids.

"Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County. General Construction Co., Portland submitted the low bid for this project in the amount of $1,057,370 for Schedule "A" and the same amount for Schedule "B". The only other bidder was Franks Dredging Co., San Francisco, with a bid for Schedule "B", only, of $1,091,735. The Commission has rejected both of these bids.

"Sandy Boulevard (12th Avenue-44th Avenue) Section of the Columbia River Highway, Portland, in Multnomah County. Two bids were received for this job. The low bid was submitted by Porter W. Yett, Portland, in the amount of $35,735. The second low bid was submitted by Parker-Schram Co., Portland, in the amount of $36,875. The Commission rejected both bids."

In the discussion of the Troutdale-Wahkeena Creek Hydraulic-placed Roadbed Embankment Project, in Multnomah County, Chairman Banfield suggested that, in view of the high prices received, this project should be postponed until conditions are more stable and that the funds allocated therefore should be transferred to other projects with the understanding that the dredging project will be undertaken later when prices are right and conditions are favorable. Commissioners Schaupp and Chessman approved the suggestion, and it was so ordered.

The Commission had under consideration a request from the Chetco Rod and Gun Club, Brookings, Oregon, that the fishing public, et al. be allowed the use of the State Highway Department's hauling road, plant site, and gravel bar on the Chetco River for the parking of their automobiles and the launching of their boats in Chetco River. The Engineer advised that investigation has been made of this matter and it has been ascertained that such use of the state's property will not interfere with use of the gravel bar. He recommended that the request be approved subject to the condition that overnight camping on the area shall not be permitted. The Commission approved the recommendation unanimously. The matter is to be covered by an appropriate revokable permit.

A letter was presented from The Oregon Trail Lumber Company, Union, Oregon, requesting permission to transport loads of short logs with an overall height of 12½ feet over the Medical Springs Secondary Highway from Catherine

Creek to the Company's mill at Union, a distance of about nine miles. The Engineer recommended denial of the request because the logs are of small diameter, and when loaded to a height of 12½ feet they are not stable and will present a hazard to the traveling public. The Commission approved the recommendation unanimously and instructed the Secretary to inform the Company why the Commission cannot permit the transportation over state highways of loads of logs of that height.

Mr. Louis Birkenfield, Hood River, Oregon, came before the Commission at this time in regard to the truck hauling of logs over the Mt. Hood Highway. He advised that he has a contract with the U. S. Forest Service for timber in this locality, one million board feet of which already has been cut, but he is precluded from completing the contract because of an order from the Highway Commission closing the highway to log hauling traffic. He urged the Commission to allow him to continue his hauling operations, which, he said, would take about six weeks' time to finish. He was informed by Chairman Banfield that the Commission previously had discussed this matter at this meeting, at which time the Engineer reported that the road is narrow, that the sight distance at many points is very short, and that the road surface is weak, having been constructed by the Federal Government in the first instance as a recreational road of a light type not capable of withstanding heavy truck traffic. He advised that the Commission feels that, inasmuch as the road was constructed by the Federal Government, the state should not assume full responsibility for maintaining it, in view of which the Commission instructed the Engineer to discuss the matter with the Forest Service officials. He asserted that the Commission does not want to create a hardship on Mr. Birkenfield, but its first duty is to the general traveling public and to see that the highway is not subjected to traffic that would seriously damage the road or endanger the public. Mr. Birkenfield stated that he is hauling his logs to Hood River and would use only about three miles of the highway at that end, but, if the Commission will not permit the use of that three-mile section, he would be satisfied if allowed the use of a two-mile section at the other end of the highway. In reply thereto, Chairman Banfield stated that the Commission has referred this matter to the Engineer to discuss it with the Forest Service officials as a general proposition; with respect to the Mt. Hood Highway the Commission must make its decision for the entire road rather than for piecemeal sections. Pending the results of the Engineer's consultation with the Forest Service people, he said, the Commission cannot allow any hauling over this highway because it is of the firm belief that much damage to the road and danger to the public might result. He assured Mr. Birkenfield that the Commission would do everything possible to help him. The Engineer was thereupon instructed to consult with the Forest Service officials at the earliest opportunity to ascertain whether or not they will join with the state in repairing the highway now or later in the event log hauling is permitted. The Secretary was instructed to advise Mr. Birkenfield as soon as a decision has been reached.

The Commission had under consideration the setting of a date for its next regular meeting and decided to hold such meeting in Portland on Tuesday and Wednesday, August 6 and 7, 1946. The Secretary was instructed to make the usual arrangements for the use of the Auditorium in the Public Service Building for this purpose.

The Commission also discussed a date for its proposed trips to inspect state highways throughout the state and tentatively approved one trip starting on Monday, August 19, and another trip starting on Monday, September 9, 1946. The Engineer was instructed to prepare itineraries for both trips. The Commission decided not to hear delegations on such trips except the few people that might happen to be present during short stops for luncheon or dinner.

The Chief Counsel brought up for discussion a settlement of right of way required for the Pacific Highway between Judkins Point and Goshen, Lane County. He advised that Mr. W. H. Gonyea recently purchased considerable acreage at this place with the intention of developing it for commercial purposes, including an airplane landing field. The highway, he said extends through this man's property for a distance of about 2,000 feet, and Mr. Gonyea is asking for access to the highway from his home on one side of the highway and at two points on the opposite side. He has stated that he will not consider any other basis of settlement and will take the matter to court if necessary. The matter was discussed at considerable length, during which the Engineer gave as his thought that it might be all right to grant this request if the points of access are located at the extreme ends of Mr. Gonyea's property, but he could not state definitely until he has investigated the matter. The Commission referred the matter to the Engineer for such investigation and authorized the Chief Counsel to negotiate an option with Mr. Gonyea when the investigation is completed.

The Chief Counsel also brought up for discussion the matter of controlling pole lines along state highways. He referred to an instance along the Pacific Highway East south of the Town of Halsey where two farmers' telephone lines have been constructed, one of which occupies the location on the state highway right of way and the other being located on private property a short distance from the right of way line. It appears that the two companies were unable to reach an agreement for joint pole line construction so one of them built its line on the highway right of way, using split poles which are unsightly, and the other arranged for the use of private property for its facilities, making two pole lines on the same side of the highway, which detracts from the appearance of the roadside. It also appears that there is no legislation for the control of such situations. The Chief Counsel suggested that the law covering such matters should be modernized to meet present-day conditions and suggested the preparation of a bill to that end for presentation at the next Legislative Assembly. The Commission approved the suggestion by unanimous vote and instructed the Chief Counsel to prepare such a bill.

In this connection Chairman Banfield reported an inquiry from Mr. Ed Barry, of the Oregon Motor Transport Association, as to the attitude of the Highway Commission with respect to legislation continuing, after July 1, 1947, the law which authorizes the Commission to issue permits for movements over state highways of loads which are in excess of the legal limits as to weight and length. The Motor Transport Association, he said, has in mind to present to the 1947 Legislature a bill that will continue this authority, and Mr. Barry wants to know the attitude of the Commission with regard thereto.

Chairman Banfield stated that he informed Mr. Barry that the Commission is sympathetic but would take no part, inasmuch as the Commission feels that this is a matter that is entirely up to the Legislature. The Engineer advised that movements under the present law have proven satisfactory. Commissioner Cheeseman gave as his thought that the Commission should limit its interests to engineering facts and that it should not concern itself with legislation or with legislative policy. Following further discussion the Commission decided unanimously not to become involved in legislation policy and ordered that Mr. Barry be so informed.

The Commission discussed the following matters of unfinished business:

1. Proposed construction of a bridge over the Willamette River at Independence: The Engineer and the Chief Counsel advised that their report on this matter was not ready for presentation.

2. Request of the City of The Dalles for establishment of a state-owned ferry service across the Columbia River at The Dalles: The Engineer and the Chief Counsel advised that they have nothing new to report on this subject. The Commission discussed the matter, and, as a result thereof, went on record as definitely opposed to the establishment of such a state-owned ferry operation at this place. The Chief Counsel was instructed to so inform the City Council. He was also instructed to point out to the City Council the legal requirements for the establishment of a public-owned ferry operation and to outline a procedure to be followed by the city and the county, either jointly or separately, should they decide, in view of the Highway Commission's decision, to conduct such an operation as a local project.

3. Request of the City of Roseburg for state aid in the maintenance of certain city streets that are used by log haulers: The Engineer advised that the only way, other than by the use of strictly state funds, in which the city could be helped is to include the work in the Federal Aid Secondary Highway improvement that is proposed for the North Umpqua County Road connection with the Pacific Highway along Second Street; however, he gave as his thought that this would not entirely satisfy the city because considerable log hauling is carried on over Winchester Street, the route of the old Pacific Highway. He estimated the cost of improving Winchester Street at approximately $7,000. Following considerable discussion the Commission approved the improvement of the Second Street connection as a part of the proposed Federal Secondary Highway improvement of the North Umpqua Road if that can be arranged, however, definitely refused to contribute toward the cost of improving Winchester Street because it is not in the category of projects where such funds can be applied, and it being contrary to the Commission's policy to finance such improvements with state money in cities of this size.

4. Request of the City of Seaside for the rerouting of the Oregon Coast Highway along Roosevelt Drive: The Engineer reviewed the history of this project briefly and advised that, pursuant to the Commission's instructions, inquiry has been made of the railroad company regarding its right of way and it appears that the railroad company has fee title only to the depot grounds and that the railroad right of way is under lease, so when the railroad is abandoned the property will revert to the abutting property owners. Complete report on this project, he said, is not ready, but he will render it as soon as information has been assembled and he has had an opportunity to discuss it thoroughly with the Commission's Chief Counsel.

5. Suggestion of the State Sanitary Authority for joint action in connection with complaints on water pollution: The Secretary advised that, as instructed by the Commission, he directed a letter to the State Sanitary Authority inquiring what was meant by "joint action" and to what extent the Authority would expect the State Highway Commission to cooperate, but that he has not received a reply. The Commission approved the report.

6. The question of the action to be taken to evict tenants of a privately-owned building situate in Casey State Park: The Commission decided to view the premises when it makes its inspection trip through Southern Oregon.

7. Report of the Chief Counsel on right-of-way negotiations along the water front in the City of Coos Bay: The Chief Counsel advised that he has nothing to report at this time.

8. Proposed increase in the 1946 Minor Betterment Budget to finance construction of road approaches to state highways: The Engineer advised that his report on this subject is not ready for presentation. He was instructed to submit the report in writing.

The Engineer reported that the Keep Oregon Green Association contemplates the dedication of the first "welcome" sign, heretofore authorized by the State Highway Commission, in the near future at the Oregon end of the Longview Bridge over the Columbia River and that the Association desires that members of the Commission and he be present at the ceremonies. It was decided that Commissioner Chessman and the Engineer should represent the Commission on this occasion.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
June 27, 1946

The State Highway Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building with all Commissioners, the State Highway Engineer, the Chief Counsel, and the Secretary present.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

CENTRAL OREGON AND LAKEVIEW-BURNS HIGHWAYS
DESCHUTES, LAKE, AND HARNEY COUNTIES
HAMPTON-SUNTEX-JUNIPER RIDGE REOILING PROJECT

Del R. Beebe, Eugene	$ 67,884.00
Babler Bros., Portland	74,790.00
J. C. Compton Co., McMinnville	78,290.00
Harr & Horton, Portland	84,350.00

KLAMATH FALLS-LAKEVIEW AND DAIRY-BONANZA HIGHWAYS IN
KLAMATH COUNTY
DAIRY ROCK PRODUCTION PROJECT

A. H. Saxton & Son, Corvallis	$ 35,532.00
Oscar E. Joelson, Eugene	36,540.00

KLAMATH FALLS-LAKEVIEW HIGHWAY IN
KLAMATH AND LAKE COUNTIES
BLY-EAST FOREST BOUNDARY ROCK PRODUCTION PROJECT

A. H. Saxton & Son, Corvallis	$ 40,670.00

CONSTRUCT 120-ft. HOWE TRUSS BRIDGE OVER
CRABTREE CREEK ON RICHARDSON GAP ROAD
NEAR BOHEMIAN HALL IN LINN COUNTY

	Schedule "A" (Concrete Piers)	Schedule "B" (Pile Piers)
Lindstrom Bros., Portland	$ 39,708.00	$ 36,618.00
Sleeper & Keyes, Portland	43,016.00	38,310.00

COLUMBIA RIVER HIGHWAY IN
MULTNOMAH COUNTY
ONEONTA BORROW PIT EXCAVATING AND SHAPING PROJECT

No bids received.

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
TROUTDALE-WAHKEENA CREEK SECTION

Project withdrawn

SUNSET (WOL. CREEK)HIGHWAY IN
WASHINGTON COUNTY
GARDNER RANCH-BERGER RANCH SECTION

Parker-Schram Co., Portland	$ 173,640.50
R. A. Heintz - Construction, Portland	220,482.50
Sound Constr. & Engr. Co., Seattle, Wn.	239,067.50

The Engineer reported information to the effect that Mr. Clarence Ringer, log hauler, Hood River, is truck hauling logs over the Mt. Hood Highway without a permit, notwithstanding that this highway has been closed to such type of traffic. He further stated that the information received indicates that Mr. Ringer was warned to discontinue his operations but was told by someone representing the U.S. Forest Service to continue and that the Forest Service would protect him. The Engineer requested authority, in view of the action previously taken by the Commission at this meeting regarding the truck hauling of logs over this highway, to call the matter to the attention of the State Police with a request that any action which may be necessary be taken to force Mr. Ringer to stop his operations. The Chief Counsel advised that the Commission has legal authority to control the situation. The Commission thereupon approved the Engineer's request.

The Engineer reported that the 35-miles-per-hour speed limit that the Commission adopted for the Oregon Coast Highway between M.P. 24, at Cannon Beach Junction with the Sunset Highway, and M.P. 36, near the Clatsop-Tillamook County line south of Arch Cape Tunnel, no longer is required in view of the fact that the war emergency no longer exists. He recommended, in view thereof, that the orders made by the Highway Commission on November 17, 1941, and November 5, 1942, be amended to restore the varying speed limits that were in force before those orders were made, such speed limits varying from 15 miles per hour, between M.P. 27 and M.P. 28, to 45 miles per hour, between M.P. 32.5 and M.P. 36. Following discussion, the Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth herinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway
Highway number: 9 Route number: US101

Location of Termini				Established Speed
M.P.	24	to M.P.	25	40 miles per hour
M.P.	25	to M.P.	26.5	30 miles per hour
M.P.	26.5	to M.P.	27	20 miles per hour
M.P.	27	to M.P.	28	15 miles per hour
M.P.	28	to M.P.	29	25 miles per hour
M.P.	29	to M.P.	32.5	35 miles per hour
M.P.	32.5	to M.P.	36	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

Note: This resolution supersedes and rescinds resolutions adopted November 5, 1942, and November 17, 1941.

The Engineer requested instructions regarding the log-hauling operations of Alvie Forbis, John Forbis, and Earl Oglesby over the Wilson River Highway into the City of Tillamook. He advised that overlength permits have been granted to these operators and a number of other operators authorizing them to transport logs over this highway to the junction with the Trask River County Road, M.P. 2.56, from which point they are hauled over a county road to a connection with the Oregon Coast Highway about two miles south of Tillamook, thence to the Coats log dump in the Tillamook River. The operators have been taking advantage of this routing, he said, in the transportation of logs into Tillamook to deliver either to rail reloading stations or to the mills in the city so as to by-pass the Highway Department's scales that are located west of the Trask River County Road junction, notwithstanding that the route is about two miles longer than the route that leads directly into the City of Tillamook over the Wilson River Highway. He further stated that all

of the operators have been asked to discontinue this practice and to use the route which leads past the State Highway Department's scales and directly into the City, and all have complied except the three mentioned above, who have stated their refusal to do so. The Engineer recommended cancellation of the overlength permits issued to these haulers in view of their refusal to comply with the regulations. The Commission approved the recommendation unanimously.

The Engineer rendered a status report covering cities and towns that have requested assistance from the state in the maintenance of city streets that are being damaged by log haulers. The report revealed that agreements have been completed with nine cities, that agreements with two cities are under consideration, and that ten requests for assistance have been denied although these latter towns may qualify for state aid at some future time. The Commission approved the report and ordered it filed. (See letter from Mr. E.A. Collier, Maintenance Engineer, to R.H. Baldock, State Highway Engineer, dated June 22, 1946, in general files for details.)

The Engineer reported a request from the City of Sheridan for state assistance in the maintenance of two streets--Bridge Street, from Main Street to Harrison Street, and Mill Street, from Bridge Street to Second Street--which are being damaged by the truck hauling of logs. He estimated the cost of repairs at $2,500, of which the city's share would be $600, based on normal maintenance cost. He recommended approval of the work in view of the fact that the population of the City of Sheridan is less than 5,000, hence the City is eligible for state assistance under the Commission's established policy. The Commission approved the recommendation unanimously.

The Engineer also reported a request from the City of Tillamook for state aid in the maintenance of several city streets that are being used by log hauling traffic. He presented a map showing the streets that are used by log haulers to a considerable extent, there being from 50 to 100 truck loads a day entering Tillamook from each direction. He estimated that it would cost about $6,000 to do the necessary repair and maintenance work and suggested that, if the Commission approves the work, the City should contribute the sum of $1,000 toward this expense. The population of the City of Tillamook in 1940, he said, was 2,751, which is considerably under the present-day population which might exceed the 5,000 limit set by the Commission for state cooperation. Chairman Banfield gave as his thought that approval of this project would be a deviation from the Commission's established policy with respect to aiding small cities and towns in the maintenance of city streets that are being used by log haulers, inasmuch as it was the Commission's intention, as he understood it, to limit such aid to the cities and towns that received only a small amount from the state under the provisions of the State Tax Street Fund Law and who could not possibly maintain those streets with the funds available to them. Were the state to contribute to cities and towns such as Tillamook where such hauling is over a considerable number of streets, it might involve expenditure of as much as $25,000, but the Commission certainly did not have it in mind to spend any such sum in any one community, and while the Commission has not set a limit, there is a principle involved. He suggested that it might be advisable to set a limit to the amount that the Commission

would spend in any town. Commissioners Schaupp and Chessman approved the suggestion, whereupon it was decided to set a limit of $2,500 in any one place. The Commission approved an expenditure of such limit for the maintenance of streets in the City of Tillamook on the condition that the City will contribute a like amount.

A delegation from Ontario, consisting of H. A. Logue, Secretary of the Chamber of Commerce; Dyer Bennett, City Councilman; and F. P. Ryan, City Recorder, was present. Mr. Logue headed the group. They asked the Commission to designate and construct as a farm-to-market road an alternate route for truck traffic leading to the industrial area in the southeastern part of Ontario. This route extends easterly from a junction with the Old Oregon Trail at the north end of Oregon Street, near the north city limits, to an extension of Second Street, thence southerly along Second Street to the industrail district. They pointed out that a short section of entirely new highway would have to be built, including an underpass structure where the road would pass under the tracks of the Oregon Short Line Railroad.

The delegation also asked for the widening of the Ontario Spur Section of the Old Oregon Trail leading easterly from Ontario to the Snake River Bridge for four lanes of traffic as a measure to prevent traffic accidents. The improvement of the farm-to-market road which extends south and west from the intersection of S.W. 4th Street with the Old Oregon Trail to a connection with the state highway leading to Nyssa near Cairo Junction was also requested in behalf of livestock interests south of Ontario. They presented a map showing the location of the projects requested and a prepared statement of statistical information concerning the industries in their city and the productivity of the district. The Engineer advised that the Highway Commission contemplates an expenditure of some $80,000 in the Town of Ontario for the widening of Oregon Street; also, that future plans for the improvement of the Old Oregon Trail as an interstate highway contemplate further improvements to this highway that will not fit in with the city's plan. He pointed out that the bridge over the Snake River at Ontario is a two-lane structure so that the widening of the highway approach to this bridge for four lanes of traffic would not solve the accident problem because it would simply shift the bottleneck to the bridge.

Chairman Banfield advised that the city has asked for more improvements than the Highway Commission can approve. The proposed truck route, he said, is purely a local responsibility because its benefits would accrue primarily to the city interests. The Highway Commission, he added, could not assume the responsibility because it would establish a very undesirable precedent that could not be avoided in the consideration of similar projects in the future. Mr. Ryan stated that they appreciated the fact that considerable expense was involved, but, he said, the City has a program that requires an expense of $200,000, whereas the City has only $25,000 available to do the work and is not in position to raise additional funds. He urged construction of the underpass in the northern part of the city and construction of the connecting road between North Second Street and the highway if the Commission cannot see its way clear to approve all of the projects. The right of way for this improvement, he said, would be donated. Chairman Banfield concluded the discussion by stating that the Commission cannot give any encouragement to the projects but will refer the matter to the Engineer for study.

Commissioners Schaupp and Chessman indicated their approval of Chairman Banfield's statements.

Mr. Henry McKinney, Mayor of the City of Baker, and Mr. A. S. Grant, City Attorney, came before the Commission regarding construction of the Dewey Avenue Undercrossing of the Union Pacific Railroad on the Baker-Unity Highway in the City of Baker. Mr. McKinney repeated arguments presented to the Commission at former meetings in behalf of this proposed construction and urged approval of the project at the earliest possible time as an accident-prevention measure and in order to make it possible for the City to properly protect numerous industries that have developed on the opposite side of the railroad from the city proper. The Engineer advised that, according to present-day estimates, this undercrossing structure would cost approximately $250,000. He pointed out the possibilities of securing financial assistance from the railroad company and advised that to that end a hearing has been requested before the Public Utilities Commissioner for the purpose of presenting data and information for the use of the Commissioner in making his order on the subject. The Engineer also pointed out the possibilities of rerouting the Sumpter Valley Railroad for a short distance over the tracks of the Union Pacific Railroad, thus avoiding the separation of grade of the highway and the Sumpter Valley Railroad. He said that he anticipates that the hearing before the Public Utilities Commissioner will be held in the not distant future on such railroad matters.

Chairman Banfield advised that the Commission is now considering the matter of proceeding with this project, and it may be that the Commission will decide to go ahead with construction regardless of whether or not railroad cooperation is received. It was his thought that a decision by the Commission would be reached before the meeting adjourned. Mayor McKinney advised that the City owns a small triangular area adjacent to its fire station near the proposed underpass, and suggested that the city would deed this to the state without cost in the event it is needed in connection with the underpass project. (Messrs. McKinney and Grant reappeared before the Commission during the afternoon session at which time they were informed by Chairman Banfield that the Commission had just adopted a resolution approving the Dewey Avenue Underpass Project and others and had authorized the Engineer and the Chief Counsel to proceed with construction and right of way acquisition).

Messrs. A. L. Greenwalt and Walter Meacham, President and Secretary, respectively, of the Old Oregon Trail Association, were present in regard to the naming of the southern pioneer trail to Oregon. At the request of the Commission the Secretary read aloud the recommendation of the Memorials Committee of the Oregon Historical Society concerning the naming of this trail, the last paragraph of which reads as follows:

> "The recommendation of this Committee is that the name Southern Route be used and that there be not over three or four markers in all in the stretch between Ashland and Malin. These can be sufficiently large so as to contain an abbreviated sketch of the Road's History.

There will also be avoided the use of the word Trail which is rather out of place in describing Modern Roads or Routes.

Approved	Disapproved
Phil Metschan	_____
Isaac Burpee	_____
H. G. Smith	_____
Philip H. Parrish	_____"

Mr. Meacham stated that the Old Oregon Trail Association is not satisfied with this recommendation for the reason that the Association was not granted a hearing on the subject by the Committee. He alleged that 99 per cent of all the people residing along the route want it named "Applegate Trail" and in support of this contention he mentioned certain newspaper items and Mr. Parrish's booklet "Wagons West" all of which, he said, recognize and approve the name "Applegate Trail" as suggested by the Association. He gave as his opinion that the matter should never have been referred to the Memorials Committee of the Oregon Historical Society. Mr. Greenwalt concurred in the remarks of Mr. Meacham and expressed regrets that the Memorials Committee did not see fit to give the Association a hearing in the matter.

Chairman Banfield stated that the Commission referred this matter to the Memorials Committee of the Historical Society in conformity with established policy. He pointed out that the Commission has erected a number of historic markers throughout the state for the benefit of tourists and others interested, and in this case followed the usual procedure in securing its recommendation from the Memorials Committee because it wanted to be certain that it was right before taking definite action. The Memorials Committee, he explained, was appointed by the Oregon Historical Society several years ago at the Commission's request in order that the Commission might have the benefit of information from people who are well-versed in the history of the state. H. G. Smith, Construction Engineer for the State Highway Department and member of the Memorials Committee of the Oregon Historical Society, was present and advised that the Committee studied this matter thoroughly before taking action and decided that it would not be proper to apply the name "Applegate Trail" to the section between Rickreall, in Polk County, and Ashland, in Jackson County, because that section of the trail previously had been used for a long time and was known as the "California Trail"; moreover, the Applegate group followed other trails in its search for a southern route between Winnemucca, Nevada, and Fort Hall. Mr. Meacham disagreed with the Committee's findings in the matter of the use of the name "Route". It was his thought that the name "Trail" has more public appeal than the word "Route" and should be approved from the publicity standpoint as well as to commemorate the trails used by the convoys of wagon trains. Chairman Banfield suggested that, in order to avoid involving the Commission in a controversy of this kind, perhaps the Commission should erect its own signs and markers and word them in its own way. The Commission has not acted on the matter, he said, but it will probably do so before adjournment.

Mr. Meacham then asked assistance from the Commission in the erection of a monument at Yoncalla, Douglas Co., honoring Jesse Applegate, who was the leader of the expedition that conducted the search for a new route into Oregon. He advised that the Old Oregon Trail Association will provide a boulder and a bronze plaque for this purpose and would like to have the Highway Commission provide a base for the monument and a turn-out and parking place for the cars of people who desire to view the marker. He was asked to present his request in writing. (Mr. Meacham presented such a letter at the afternoon session. See ahead for the Commission's approval).

Mr. Meacham also requested erection of a large marker on the Barlow Trail overlooking Yocum Falls, and about 20 smaller markers bearing the wording "Barlow Trail". The Engineer advised that the site proposed by Mr. Meacham for the large marker is now being investigated.

A delegation from Newberg, consisting of Mr. Frank C. Colcord, Mayor, and Mr. Herbert Swift, City Attorney, came before the Commission relative to the rerouting of the Hillsboro-Silverton Secondary Highway in this town. Mr. Swift was principal spokesman. He advised that this highway is now routed over River Street for a distance of three blocks south of its intersection with U.S. 99W at the end of the bridge in the eastern part of the City, then turns easterly along Fourth Street to Wynoskie Street, thence to the Willamette River Bridge. He pointed out that logging trucks that enter this highway from the west are required to make a sharp right-angle turn at the end of the bridge and frequently lose their loads, creating a traffic hazard at this point; moreover, the route on River Street passes in front of the City's swimming tank where many children congregate during the summer season. He suggested rerouting the highway along College Street for a distance of three blocks, to Fourth Street, thence east four blocks along Fourth Street to a connection with the present highway on River Street. He pointed out that such rerouting would eliminate the bad turn at the bridge and would avoid the City swimming pool and would do away with two right-angle turns in the present routing of this highway for logging trucks which enter the city from the north over the Hillsboro-Silverton Secondary Highway. He stated that the city would contribute the sum of $2,500 toward the cost of improving such new route and, in addition thereto, would build curbs and sidewalks as may be required. The Engineer stated that such routing is desirable from the traffic safety standpoint. He was instructed to check into the costs involved and into other details and report back to the Commission at the next meeting.

A delegation from Eugene, consisting of Earl L. McNutt, Mayor; J. E. Turnbull, Chairman, Highway Committee, Chamber of Commerce; Clinton Hurd, County Judge, Lane County; P. M. Morse, County Engineer; V. Ed Johnson, City Councilman; William Tugman, Eugene Register-Guard; Fred Brenne, Manager, Chamber of Commerce; and Dean R. W. Leighton, University of Oregon, appeared in behalf of a three-way project involving the state, Lane County, and the City of Eugene, which provides for the rerouting of the Pacific Highway for a short distance along the present location of the Mill Race, one block east of High Street, and extends northerly to a connection with the county road which crosses the Willamette River and extends northerly along the east side thereof through Coburg to a connection with Pacific Highway East

near Harrisburg, being the project discussed with the Highway Commission some months previous. Mr. Turnbull headed the group. He advised that Lane County has made provision for county funds in the amount of $475,000 to build a new bridge over the Willamette River on this route and that the City of Eugene has voted a bond issue of $500,000 to pay its share of the cost of the proposed improvement. The purpose of the meeting today, he said, is to bring the facts to the attention of the Commission with the hope that the Commission will see its way clear to approve an expenditure of state highway funds in the amount of $135,000 to pay for that portion of the improvement which lies along the state highway section.

The Engineer exhibited a map showing the proposed layout and explained the details thereof. He estimated the cost to provide connections between the new route and Sixth Street and Seventh Street, which are one-way state highway streets, at about $65,000 and the cost of the state's share of the necessary right of way at approximately $70,000. Mr. Turnbull suggested that the state should do its portion of the work now and that the construction of the bridge and the balance of the improvement should be deferred until conditions are right and materials can be obtained. Chairman Banfield advised that this is a new matter to the Commission and that the Commission desires to give it careful study before taking any action. Commissioner Schaupp stated a desire to inspect the premises before acting. Commissioner Chessman expressed himself similarly. Chairman Banfield concluded the conference by stating that the Commission would give the matter careful consideration upon receipt of additional information from the Engineer. In any event, he said, it would be necessary to have the matter covered by a joint agreement in writing before anything at all can be done.

Mr. Larry E. Bufton, of Silica Products, Oreg. Ltd., Portland, came before the Commission regarding the improvement of an old county road which parallels the Eugene-Veneta Highway (Route F) about three miles west of Eugene, being an extension of West 11th Street. Mr. Bufton advised that his company owns about one-half mile frontage on this old road and that they propose to subdivide the property into lots, one tier of which will front on this old road, and, in order that access to the highway may be had at only two points, they have it in mind to use the old county road as a service road if the Highway Commission offers no objections thereto and will maintain the road. He explained that when the state obtained the right of way for straightening the highway at this point title was secured by the state to the south half of the old road, but the northern half of this road belongs to the Silica Products company. He offered to deed to the state the company's interests in such portion of the old road on the condition that the state will accept the company's proposal. He pointed out that the two points proposed for access to the highway would be at the extreme ends of the company's property. He also offered to deliver such pit-run gravel as may be required to improve the old road at the rate of 75 cents per cubic yard. The Engineer exhibited a map showing the proposed subdivision and the location of the old county road and the new highway. He advised that the state owns the southern half of the old road and has a provisional easement for use of the northern half. He read aloud a letter from Mr. Bufton presenting the company's offer in writing. Following discussion of this matter the Commission referred it to the Engineer and the Chief Counsel for investigation and report.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 1:30 p.m. in the same room with all Commissioners, the State Highway Engineer, the Chief Counsel, and the Secretary present.

The Engineer requested instructions relative to the repair of the ferry boat "North Beach" recently purchased from the Columbia Transportation Company to augment ferry service across the Columbia River between Astoria, Oregon, and Megler, Washington. He advised that a large amount of repair work is required before this boat can be placed in service, a preliminary investigation revealing that such reconditioning work will cost between $35,000 and $40,000, although this may be increased or decreased according to the findings of a competent inspector who is now making a detailed survey to determine the extent of needed repairs. He requested authority to advertise for bids for the repair work on a cost-plus-fixed-fee basis, which, he declared, has advantages over the lump-sum basis. Regarding the Commission's choice in the matter of selecting someone to make the repairs, the Commission's Chief Counsel advised that it is simply a matter of business judgment, that the Commission has legal authority to select any method it chooses and that judgment applies as it would in private business. He also advised that the Commission need not advertise for bids for the repair work because it is hiring service. Following further discussion of this matter the Commission decided to have the work done on the basis of the Engineer's suggestion--cost plus a fixed fee. The Engineer and the Chief Counsel were thereupon authorized to negotiate with several repair concerns which they consider are capable and reliable and report back to the Commission their findings and their recommendation as to their first, second, and third choice.

The Commission discussed a proposed agreement with the City of Port Orford concerning the construction of streets, curbs, and sidewalks in that town. The Engineer read aloud the provisions of the agreement, which, among other things, provides for the prohibition of access to the highway from certain city streets. The Chief Counsel advised that he could not recommend the acceptance of the agreement as prepared because it involves the "dead ending" of a number of streets, which places the matter in the same category as the case in Cottage Grove, which was settled adversely to the state's interests. He suggested that the property owners affected be contacted relative to the waiver of their rights of access to the highway and that it be ascertained how much they want for such waiver. In view of the advice of the Chief Counsel, the Commission decided not to execute the agreement until advised by him that it is satisfactory to do so. The matter was referred to the Chief Counsel for further handling.

The Engineer advised that the State Land Board has under consideration a plan whereby the state would take over from the Federal Government 906,000 acres of unappropriated and unreserved Federal Land and that the Board has made inquiry whether or not the State Highway Commission would have any objections to the taking over of such lands because of the effect the resultant reductions in acreage of Federal Lands might have on the funds that the state receives as Federal aid for highway construction. He advised that such reduction in Federal Land acreage would affect Federal aid in two ways; first, it would reduce future allotments of Public Lands Highway Funds approximately

six per cent, which, roughly, would be about $10,000 annually; and second, it would increase the state's matching ratio on Federal Aid Primary, Secondary, and Urban Projects from 37.96 per cent to 38.87 per cent, which, this year, would have required the state to advance approximately $184,000 additional state funds. The value of the land that the state would acquire under the proposal that the State Land Board is now considering, he said, is about $2,000,000. The total loss in highway funds, he said, would amount to a considerable sum of money over a period of years. (See letter dated May 4, 1946, directed to the Oregon State Highway Commission, and letter dated May 10, 1946, directed to Forrest E. Cooper, Lakeview, Counsel for the Public Lands Committee of the Association of Oregon Counties, in general files for additional details). The Engineer requested instructions what to reply to the State Land Board. It was the thought of the Commission that the State Land Board should be fully advised as to how the acquisition of such lands would affect the state's Federal Aid allotment for highway purposes. The Engineer was instructed to direct a letter to the Land Board giving full information.

Mr. Russell Hubbard, Reedsport, was present and renewed his request to acquire certain state-owned property adjacent to the Umpqua Highway at Reedsport, particularly some fractional lots that the state acquired in connection with negotiations for right of way for the revised location of this highway, and some lowland near the east city limits of Reedsport which lies between the new highway location and the Umpqua River. He asked the Commission to sell this property to him at an agreed price without going through the formality of taking bids, particularly the fractional city lots, which, he said, the Highway Commission at one time offered to sell to him at the rate of three cents per square foot. He was informed by Chairman Banfield that the Commission does not want to dispose of the low marsh land, and so far as disposing of the other property is concerned, it is his feeling that the sale should be based on competitive bidding, and the Commission will authorize advertising the property for sale if Mr. Hubbard desires that done. Mr. Hubbard advised that he owns the booming rights in the Umpqua River along the marsh land under discussion and needs the state's property in connection with his activities. He advised that he will not erect any building or structure on the property that would interfere with the scenic view of the River from the highway. He further stated that he owns considerable property upstream from this location, and he offered to let the state "spill" dirt material anywhere along this property that might be necessary in connection with construction of the new highway. The Engineer advised that both he and the Parks Superintendent recommend retention of the marsh land by the state in order to protect the River scenery at this point. He also said that the area may be needed for highway purposes. Mr. Hubbard again asked the Commission to consider private sale of the fractional lots. The Commission agreed to give the request consideration. (Following Mr. Hubbard's departure the Commission reconsidered the matter and decided, upon the recommendation of the Engineer and the Chief Counsel, to advertise the fractional lots for sale.)

Mr. Hubbard then asked the Highway Department to help the City of Sutherlin to clean the channel of Sutherlin Creek and another small creek at

this place as prevention of floods which occur each year during periods of high water. It was his thought that the Highway Commission would be interested because the highway is inundated during such periods. He declared that he is personally interested in the matter because he owns a mill at this place, but he also is speaking in behalf of the people of the town. He said they are attempting to obtain Federal funds with which to help finance the project. The Engineer advised that the highway at Sutherlin will have to be realigned because of numerous mills that have been constructed and that a study of the situation will have to be made. He asked Mr. Hubbard to present his request in writing, following which he will investigate the matter and report his findings to the Commission.

Mr. Otto J. Kraemer, Attorney, Portland, was present regarding a subdivision of his property located at Cannon Beach, known as the First Addition to Elk Lake Park. He advised that he is having difficulty in closing several sales of lots abutting on the east side of the highway because it appears that the people are not going to be allowed access to the highway from certain streets. Mr. Kraemer further stated that the property is level but at one point the highway passes through a cut from eight to twelve feet in depth, and rumor is to the effect that because of this cut the Highway Commission will not permit access to the highway. The Chief Counsel advised that the Highway Commission has not acquired right of access to the highway so cannot deprive anyone of such right without a waiver. He further stated that the Highway Commission will not disturb Mr. Kraemer's right of access to the highway nor his acquired rights without consulting him first. Mr. Kraemer urged a definite decision by the Commission in this matter at the earliest possible time because his purchasers are disturbed and his surveys are being held up. The Commission referred the matter to the Engineer and the Chief Counsel to discuss details with Mr. Kraemer and to report back to the Commission.

The following members of the Recreational Resources Committee of the Portland Chamber of Commerce came before the Commission regarding preservation of timber strips along the Oregon Coast Highway through the holdings of the Sparrow Interests near Elbow Lake, in Douglas County: Mr. Alfred A. Loeb, Mr. Marshall Dana, and Mr. Thornton T. Munger. They presented a letter from Mr. Eugene R. Walsh, Forest Engineer, in which he advises that the Sparrow Interests have sold the timber on their property to the Coos Bay Pulp Corporation and Crown-Zellerbach Corporation who are logging it but are leaving a strip along the highway and are willing to let it stand permanently if assured that it will not be sold or logged at some future date by the Sparrow Interests. Mr. Walsh points out that the Sparrow Interests still own the land on which the timber is standing and gave as his thought, as engineer for these Interests, that the state could acquire it along with the timber if it wanted to preserve a timber corridor along this section. He suggested, however, that the Commission should take the initiative in the matter. The members of the Committee asked the Commission to give the matter favorable consideration. Chairman Banfield stated that he has no objection to the procedure. Commissioners Schaupp and Chessman expressed themselves similarly. The matter was thereupon referred to the Chief Counsel and the Parks Superintendent to handle, it being understood that the negotiations should include the acquisition of both the land and the timber standing thereon.

Mr. Loeb inquired whether or not the State Highway Commission has given further consideration to the establishment of small "lunch spots" along state highways as previously suggested by the Recreational Resources Committee. He was informed by Chairman Banfield that the Commission has not taken further action and there is no possibility of action being taken in the near future.

Mr. H. W. Fowler, owner of the Lake Tahkenitch Resort on the Oregon Coast Highway, Lane County, was present and urged the Commission to help him clean up weed growth and cull logs in Lake Tahkenitch which, he said, are becoming very serious and within two years will close the Lake entirely for pleasure seekers unless something is done to improve conditions. He exhibited samples of weed growth and seeds and advised that the seed was planted some years ago in another part of the Lake by the U.S. Biological Survey, but the growth has spread rapidly and unless something is done to correct the situation the Lake will soon become valueless for recreational purposes. It was his thought that the State Highway Commission should be interested because of the publicity that the Commission is giving the lakes in this district through its national advertising to attract tourists. The Commission's Chief Counsel advised that the property around the Lake is not State Highway property but is owned by the State Land Board. He suggested that Mr. Fowler present his problem to such Board. Chairman Banfield advised, the Chief Counsel concurring, that the Highway Commission has no authority over this Lake or any other lake, but nevertheless, the Commission will order investigations from the advertising standpoint, but it cannot do what Mr. Fowler requests.

Mr. Fowler then requested the use of State Highway equipment to oil a driveway and parking area at his resort. He was informed by the Engineer that his request would be given consideration if presented in writing.

The Commission discussed the bids received at the morning session for highway construction work and took action thereon, as follows, by unanimous vote:

The Commission awarded the following contracts: The contract for the Hampton-Suntex-Juniper Ridge Reoiling Project on the Central Oregon and Lakeview-Burns Highways, in Deschutes, Lake, and Harney Counties, was awarded to Del R. Beebe, Eugene, the low bidder; the contract for the Dairy Rock Production Project on the Klamath Falls-Lakeview and Dairy-Bonanza Highways, in Klamath County, was awarded to A.H. Saxton & Son, Corvallis, the low bidder; the contract for grading the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County, was awarded to Parker-Schram Company, Portland, the low bidder.

The Commission rejected the bids received for the Bly-East Forest Boundary Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath and Lake Counties.

All bids received for the construction of a 120-foot Howe truss bridge with trestle approaches over Crabtree Creek on the Richardson Gap County Road, Linn County, were referred by the Commission to the County Court

of Linn County for handling, inasmuch as this is a county project which the Commission advertised in behalf of the County Court as a matter of courtesy.

No bids were received by the Commission for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, Multnomah County, and bids received by the Commission for roadbed topping, construction of a rock toe, slope protection, topsoiling, and grass seeding on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County, were ordered returned to the respective bidders, inasmuch as this project previously had been withdrawn from the letting.

The Engineer reported on the cost to obtain right of way for a proposed revision of the Pacific Highway West in North Corvallis to provide approaches to Third Street and Fourth Street. He advised that an appraisal had been made by the Right of Way Department, which estimates roughly that such right of way will cost about $50,000. He requested authority for the Chief Counsel to negotiate options as may be required for such improvement. The Commission approved the request by unanimous vote, it being strictly understood that no commitment whatsoever is being made as to the construction of this project.

At 3:00 p.m. Chairman Banfield publicly announced the awards of contracts as follows:

"Hampton-Suntex-Juniper Ridge Reoiling Project on the Central Oregon and Lakeview-Burns Highways, in Deschutes, Lake, and Harney Counties. The low bid for this project was submitted by Del R. Beebe, Eugene, at $67,884. Babler Bros., Portland, submitted the next low bid at $74,790. There were two higher bidders. The Commission has awarded the contract to the low bidder, Del R. Beebe, at his bid price.

"Dairy Rock Production Project on the Klamath Falls-Lakeview and Dairy-Bonanza Highways, in Klamath County. The Commission received two bids for this project, being those of A. H. Saxton & Son, Corvallis, at $35,532, and Oscar E. Joelson, Eugene, at $36,540. The Commission has awarded the contract to the low bidder, A.H. Saxton & Son, Corvallis, at their bid price.

"Bly-East Forest Boundary Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath and Lake Counties. The Commission received only one bid for this project, being that of A.H. Saxton & Son, Corvallis, at $40,670. This bid has been rejected.

"Construction of 120-foot Howe truss bridge with five 19-foot pile trestle approach spans over Crabtree Creek near Bohemian Hall on the Richardson Gap Road, in Linn County. The Commission received two bids for this project, being those of Lindstrom Bros., Portland, at $39,708 using concrete piers and $36,618 using pile piers, and Sleeper & Keyes, Portland, at $43,016 using concrete piers and $38,310 using pile piers. The Commission has referred the bids to the County Court of Linn County inasmuch as this is a county project which was advertised by the Commission in behalf of the County as a matter of courtesy.

"Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County. The Commission received no bids for this job.

"Roadbed topping, construction of rock toe, slope protection, topsoiling, and grass seeding on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, Multnomah County. The Commission withdrew this project from the letting prior to the opening of bids and ordered bids received returned to the bidders unopened.

"Grading the Gardner Ranch-Berger Ranch Section of the Sunset Highway, Washington County. The Commission received three bids for this project, the low one being submitted by Parker-Schram Co., Portland, at $173,640.50. The next low bid was that of R.A. Heints - Construction, Portland, at $220,482.50. The Commission has awarded the contract to the low bidder, Parker-Schram Co., at its bid price."

Mr. Elmer Bankus, Brookings, Oregon, came before the Commission regarding an exchange of timber land adjacent to the Oregon Coast Highway north of the Town of Brookings. He advised that the company he represents desires to liquidate numerous small tracts of timber in this vicinity and to that end a small lumber mill is now operating in the vicinity. Some of the heaviest and sturdiest timber, he said, is immediately adjacent to the permanent highway location in Sec. 36, T. 39 S, R. 14 W, W.M., and it was his thought that the Highway Commission would like to preserve this, and if so, would be willing to acquire it by exchange of other state land of comparable value. He advised that he has several offers for the timber in question and suggested an early investigation by the Commission so as to enable him to close a deal with one of the prospective purchasers of the property if the state is not interested. He was informed by Chairman Banfield that the Highway Commission would be pleased to investigate an exchange and he asked Mr. Bankus to present his proposition in writing. The Engineer advised that he would make the investigation and report his findings to the Commission at its meeting on August 6, 1946. He was authorized by the Commission to inform Mr. Bankus, in advance, what he intends to recommend to the Commission at such meeting.

The Secretary presented a letter from Mr. Walter Meacham, Secretary of the Old Oregon Trail Association, requesting the Highway Commission's cooperation in providing a turn-out and monument base for a marker which the Association plans to erect at the old Jesse Applegate homestead in Yoncalla honoring this pioneer. Mr. Meacham advises that the Association will furnish the boulder and a bronze plaque containing a brief outline of the early history of Mr. Applegate, whose name, he said, was a household word in Oregon for more than 40 years. The Engineer recommended approval of the request. Construction Engineer H. G. Smith, who is a member of the Memorials Committee of the Oregon Historical Society, gave as his opinion that the monument is very appropriate. The Commission referred the matter to the Engineer and the Chief Counsel to check into the feasibility of it with authority to provide such turn-out and monument base if the project is found feasible.

JULY 9, 1946

In this connection the Commission resumed discussion of the controversial Applegate Trail matter. Commissioner Chessman stated his disapproval of numerous "finger board" signs bearing the wording "Applegate Trail". He suggested that perhaps a few signs bearing the wording "Applegate Trail-Southern Route into Oregon" might be satisfactory. The Engineer recommended approval of the recommendation of the Memorials Committee of the Oregon Historical Society. Following further discussion, the Commission decided to take no action in the matter other than to ascertain whether or not a meeting of minds cannot be reached among the opposing groups. The matter was referred to the Construction Engineer, H. G. Smith, to ascertain what can be done in that respect.

Chairman Banfield brought up for discussion the question of right of way width for the Sunset Highway west of Portland. He inquired why it is now necessary for the Highway Commission to acquire right of way 200 feet wide. The Engineer explained that when construction on this section was first started prior to the war it was as a W.P.A. project, and the right of way width was limited to 80 feet, for a two-lane highway; however, later on it was decided to make this a four-lane thoroughfare, so the balance of the right of way westerly from this section was acquired on that basis, but the negotiations did not include a widening of the 80-foot right of way on the first two-mile section. Chairman Banfield inquired as to the cost of the right of way now to be purchased. The Assistant Counsel estimated such cost at $120,000 between Canyon Road and Barnes Road. The Engineer estimated the cost of right of way and construction of the grade separation project requested by Commonwealth, Inc. at $100,000 making a total cost of $220,000 to complete the right of way acquisition to the Barnes Road junction and to build the traffic separation structure.

The question of constructing the service road paralleling U.S. 99E through the Milwaukie Housing Project was introduced into the discussion. The Engineer explained that the right of way in connection with this project will be furnished without cost to the state and that the estimated cost to the state for the whole improvement would be about $65,000. The Commission desired additional information of a definite character with respect to the project before making a final decision and thereupon referred the matter to the Chief Counsel to discuss with the Milwaukie Planning Commission in order that a definite agreement may be reached among all parties concerned.

The Chief Counsel was also instructed to consult with Commonwealth, Inc. regarding the right of way for the Sunset Highway through its holdings and to report his findings to the Commission for its information.

The Commission next had under discussion projects proposed for construction during the next three years with state funds, being a resumption of the discussion held in the Imperial Hotel on the afternoon of June 25, reference being made to the list of Rural and Minicipal Projects presented by the Engineer at that time. After careful consideration of each individual project the Commission approved certain projects for immediate undertaking without reservation, and others conditionally, totaling an expenditure of approximately $5,766,500 of state money. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, heretofore, to wit: on the twenty-ninth day of May, 1945, the Commission adopted a three-year program of postwar highway construction, which action of the Commission is evidenced by a resolution duly adopted and entered in the minutes and records of the Commission; and

WHEREAS, said postwar program, while it includes Federal Aid and Forest Highway construction of general character and classification, is nevertheless not adequate to meet the needs of the general public; and

WHEREAS, many of the highways and in particular sections of some highways in the State are in need of repair, reconditioning and reconstruction because of the fact that during the war emergency ordinary highway maintenance was neglected; and

WHEREAS, the State now has or will have available during the next three-year period approximately six million dollars of state highway funds which are not needed to meet the requirements of ordinary highway maintenance, debt service, operating expense or the matching of Federal Aid and therefore said funds may be employed on a state highway construction program; and

WHEREAS, the Commission, after due consideration of all matters and of all factors involved in and essential to an adequate highway system, is of the opinion that public welfare will be served by the promotion and accomplishment of the program of highway construction hereinafter set forth; and

WHEREAS, the program of projects now proposed for adoption is integrated with and bears a progressive relationship to the major program heretofore approved and adopted by the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the proposed state highway construction program set forth in detail in the attached exhibit, consisting of five sheets, marked Exhibit A, and otherwise identified as bearing the signatures of R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary to the Commission, and the date of June twenty-seventh, 1946, and by this reference made an essential part hereof, hereby is approved and the several highway projects listed and enumerated therein hereby are each and all adopted and approved as highway projects for construction during the years 1946, 1947 and 1948, except as hereinafter provided with respect to projects identified by the letter D.

2. That the State Highway Engineer be and he hereby is authorized and instructed to make all necessary surveys and thereafter, as such surveys are completed, report the same to the Commission for approval.

3. That upon approval and adoption by the Commission of any one or more of said surveys said Engineer shall then prepare correct descriptions of all real properties needed for rights of way or other uses or purposes in connection with the accomplishment of said projects or any one of the same and deliver such descriptions to the Chief Counsel, and thereafter said Counsel shall take the necessary steps to acquire options on all real properties needed in connection with said projects or any of the same and report said options to the Commission for approval.

4. That upon approval of the survey and location of any one or more of said projects and the acquisition of the necessary rights of way therefor and the approval by the Commission of options covering such rights of way, then the Engineer shall prepare or cause to be prepared and published the call or calls for competitive bids as required by law.

5. That if any of said projects are projects promoted under a cooperative arrangement between the State and a county or the State and a city or the State and a county and a city, then before the call for bids is issued an appropriate agreement or greements shall be prepared by the Chief Counsel, submitted to the Commission for approval and thereafter executed by the county or the city, or the county and the city, as the case may be, and presented for execution by the Commission.

6. With reference to projects set forth in said Exhibit A designated or identified by the letter D it hereby is provided and ordered that until such projects and each thereof have been further considered and cleared for construction no surveys with respect thereto shall be made or other action taken, provided, however, that the sums or amounts of money allocated to such identified projects shall be held subject to the further order of this Commission.

7. That this resolution be entered in the minutes and records of the Commission as of the twenty-seventh day of June, 1946, and copies thereof delivered by the Secretary to the Public Roads Administration.

The exhibit referred to in the foregoing resolution follows:

13141

PROPOSED STATE CONSTRUCTION PROGRAM

For Performance During 1946, 1947 and 1948

June 27, 1946

Exhibit "A"

PART I - STATE RURAL PROJECTS

County	Highway	Section and Description	Construction	R/W	Total	
		Division No. 1				
Clackamas	Pacific E.	Multnomah Co. Line-Milwaukie, Channelization and Service Road	$ 65,000	$ - -	$ 65,000	B
Clackamas	Pacific E.	Oregon City-Canby, Pav't. Resurf. & Widen.	400,000	13,000	413,000	A
Multnomah	Pacific	Interstate Bridge, Electrical Work	8,400	- -	8,400	C
Multnomah	Pacific	Jantzen Beach Section Traffic Interchange	100,000	10,000	110,000	B
Washington	Wilson River	Wilson River Highway, 12.0 mi. Resurfacing	200,000	- -	200,000	A
		Total - Division No. 1	$ 773,400	$23,000	$ 796,400	
		Division No. 2				
Benton	Eddyville-Blodgett	Eddyville-Blodgett, 18.9 mi. Resurfacing	$ 172,500	$ - -	$ 172,500	C
Clatsop	Ore. Coast	Arch Cape Tunnel, Lighting	21,000	- -	21,000	A
Linn	Santiam	W. Unit, Lebanon-Sweet Home, 8.0 mi. Pav't. Resurf.	91,900	- -	91,900	C
Marion & Polk	Co. Road	Independence Bridge (State Share)	300,000	- -	300,000	B
Polk	Salmon R.	Ft. Hill Bridge & Apprs.	85,000	10,000	95,000	A
Tillamook	Netarts	Stillwell Bridge & Appr.	70,000	1,000	71,000	A
		Total - Division No. 2	$ 740,400	$11,000	$ 751,400	

A = Approved by Highway Commission
B = Approved subject to an agreement to be drawn with second party, such as a city or a county, which agreement is to be submitted to the Commission for final action
C = Contracted
D = Project not approved but money to be held in program for further study and final action by Commission.

County	Highway	Section and Description	Construction	R/W	Total
		Division No. 3			
Coos	Coos Bay-Roseburg	S. of Myrtle Point, Line Chge., Gr., Surf. & Oil	$ 15,000	$ 1,000	$ 16,000 A
Coos	Coos River	Enegren Ferry Section, Grad. and Surf.	30,000	- -	30,000 A
Douglas	Pacific	Tolo R.R. Overcrossing, Structure Widening	43,000	7,000	50,000 A
Douglas	Umpqua	Elkton Tunnel, Lighting	21,000	- -	21,000 A
Douglas	Umpqua	Reedsport Sec., Grad., Surf. & Ldscp.	10,000	- -	10,000 A
Douglas	Elkton-Sutherlin	Tyee Road-Sutherlin, Surfacing	100,000	15,000	115,000 A
Douglas	Tiller-Trail	Coffey Creek Bridge	16,600	- -	16,600 C
Jackson	Pacific	Siskiyou Slide Correction	50,000	- -	50,000 A
Jackson	Sams Valley	E. Unit of Hwy., Gr. & Surf.	100,000	- -	100,000 A
Josephine	Rogue River Loop	Robertson Br.-Redwood Hwy., 9.44 mi. Oiling	28,800	- -	28,800 C
Lane	Pacific	Junction City Bridge	36,900	- -	36,900 C
Lane	Richardson-Eugene	Noti-Richardson, Resurf.	100,000	- -	100,000 A
Lane	Territorial	Gillespie Corner-Co. Line Resurfacing	100,000	- -	100,000 A
		Total - Division No. 3	$ 651,300	$23,000	$ 674,300
		Division No. 4			
Deschutes	Cent. Oregon	Brothers-Hampton, Resurf.	$ 165,000	$ - -	$ 165,000 A
Deschutes	McKenzie	Overpass near Sisters (State Share)	7,500	- -	7,500 A
Deschutes	Co. Road	Alfalfa Co. Road., Oiling	35,000	- -	35,000 A
Hood River	Mt. Hood Loop	Bennett Pass-Cooper Spur, Grad., Surf. & Oiling	130,000	- -	130,000 D
Klamath	K. Falls-Malin	1st Ave.-Esplanade (K. Falls) Grad. & B. Mac. Surf.	330,000	- -	330,000 B
Klamath	Co. Road	Sprague River Rd., Br. & Gr.	150,000	- -	150,000 A
Lake	Warner Valley	Hwy. Jct.-Muddy Cr., Grad., Surf. & Oiling	110,000	2,000	112,000 A
Linn	Santiam	Hogg Pass, Grade Widening	75,000	- -	75,000 A
Sherman	Sherars Bridge	Sherars Grade Section, Grad., Surf. & Oiling	75,000	2,000	77,000 A
Wasco	Sherars Bridge	Deschutes River Section, Grad., Surf. & Oiling	30,000	- -	30,000 A
		Total - Division No. 4	$1,107,500	$ 4,000	$1,111,500

County	Highway	Section and Description	Construction	R/W	Total	
		Division No. 5				
Baker	Baker-Unity	Mill Gulch-Salisbury, Gr. Widening	$ 152,100	$ - -	$ 152,100	C
Gilliam	Wasco-Heppner	Hay Creek Sec., Grad., Surf. & Oiling	150,000	- -	150,000	A
Grant	Kimberly-Monument	Kimberly-Dry Creek, Oiling	70,000	- -	70,000	A
Harney	Canyon City-Burns	Trout Creek, 5 mi. Resurfacing	50,000	- -	50,000	D
Harney	Diamond Valley	Happy Valley-Diamond, Grad. and Surfacing	30,000	- -	30,000	A
Malheur	Adrian-Caldwell	Adrian-State Line, 4.4 mi. Grad., Surf. & Oil.	35,000	- -	35,000	A
Malheur	Adrian-Arena Val.	Adrian-State Line, 3.2 mi. Grad., Surf. & Oil.	35,000	- -	35,000	A
Morrow	Heppner-Spray	Rhea Creek-Hardman Hill, Grad., Surf. & Oil.	60,000	- -	60,000	A
Umatilla	Col. River	Umatilla River Bridge	32,000	- -	32,000	A
Umatilla	Pendleton-John Day	Tutuilla Creek Sec., Grad., Surf. & Oiling	50,000	3,000	53,000	A
Umatilla	Weston-Elgin	McDougall Camp-Pioneer Spur, Grad., Surf. & Oiling	230,000	- -	230,000	D
Union	Starkey	Hilgard-Starkey, Resurf.	30,000	- -	30,000	A
Wallowa	Joseph-Wall. L.	N. Unit, Joseph-Wallowa Lake, Gr., Surf. & Oil.	30,000	- -	30,000	A
		Total - Division No. 5	$ 954,100	$ 3,000	$ 957,100	

PART II - STATE MUNICIPAL PROJECTS

County	Highway	Section and Description	Construction	R/W	Total	
		Division No. 1				
Multnomah	Col. River	Parkrose Sec., Pav't Wid.	$ 20,000	$ - -	$ 20,000	A
Multnomah	Mt. Hood	Gresham Sec., Sewer and Pav't Widening	52,000	- -	52,000	B
Washington	Tualatin Valley	Forest Grove Sec., Pav't Widening	15,000	- -	15,000	A
Yamhill	Pacific W.	Newberg Sec., Pav't Widen.	50.000	- -	50,000	B
Yamhill	Tualatin Valley	Yamhill Sec., Pav't Widen.	5.000	- -	5,000	B
		Total - Division No. 1	$ 142,000	$ - -	$ 142,000	
		Division No. 2				
Benton	Pacific W.	Corvallis (Harrison St.) Pav't Wid. (State Share)	$ 15,000	$ - -	$ 15,000	B
Lincoln	Ore. Coast	Oceanlake Sec., Grad., Surf. & Bit. Mac.	146,100	44,000	190,100	C
Lincoln	Ore. Coast	Waldport Sec., Curbs & Pav't Widening	22.000	- -	22,000	B
Linn	Pacific E.	Albany Service Rd., G-S-O	60,000	20.000	80.000	D
Linn	Santiam	Lebanon Sec., Paving and Pav't Widening	86,000	25,000	111,000	B
Marion	Pacific E.	Woodburn Sec., Curbs and Pav't Widening	82,400	- -	82,400	A
Marion	Hillsboro-Silverton	Woodburn Sec., Curbs and Pav't Widening	46,300	- -	46,300	B
Yamhill	Pacific W.	Amity Sec., Gr., Surf. & Oil.	20,000	- -	20,000	A
Yamhill	Salmon R.	Sheridan Sec., G-S-B. Mac.	20,000	- -	20,000	D
		Total - Division No. 2	$ 497,800	$89,000	$ 586,800	
		Division No. 3				
Curry	Ore. Coast	Port Orford Sec., Curbs and Oil Mat Widening	$ 35,000	$ 5,000	$ 40,000	B
Douglas	Ore. Coast	Gardiner Sec., Curbs and Pav't Widening	85,000	- -	85,000	B
Josephine	Pacific	Grants Pass Sec., Curbs and Pav't Widening	10,000	- -	10,000	A
Lane	McKenzie	Springfield Sec., Curbs and Pav't Widening	110,000	- -	110,000	B
		Total - Division No. 3	$ 240,000	$ 5,000	$ 245,000	

OCT 07 1946

13145

County	Highway	Section and Description	Construction	R/W	Total	
		Division No. 4				
Deschutes	Central Oregon	Bend (Greenwood) Underpass, Regrading	$ 20,000	$ - -	$ 20,000	A
Jefferson	Dalles-Calif.	Madras Section, Sewer and Pav't. Widening	55,000	- -	55,000	B
Klamath	Dalles-Calif.	Klamath Falls, 1-way Sts., Grading and Paving	26,000	24,000	50,000	B
Klamath	K. Falls-Lakeview	Bly Section, Drainage and Widening	15,000	2,000	17,000	A
Klamath	K. Falls-Malin	Malin Section, Traf. Interchange & B. Mac. Widen.	15,000	- -	15,000	A
		Total - Division No. 4	$ 131,000	$26,000	$ 157,000	
		Division No. 5				
Baker	Baker-Unity	Baker (Dewey Ave.) Underpass & Appr. (State Share)	$ 165,000	$10,000	$ 175,000	B
Malheur	Old Oregon Trail	Ontario Section, Pav't. Widening	70,000	- -	70,000	B
Umatilla	Old Oregon Trail	Pendleton Section, 1-way Sts. Grading & Paving	75,000	25,000	100,000	A
		Total - Division No. 5	$ 310,000	$35,000	$ 345,000	

SUMMARY

	Rural Projects	Municipal Projects	Total
Division No. 1	$ 796,400	$ 142,000	$ 938,400
Division No. 2	751,400	586,800	1,338,200
Division No. 3	674,300	245,000	919,300
Division No. 4	1,111,500	157,000	1,268,500
Division No. 5	957,100	345,000	1,302,100
State Total	$4,290,700	$1,475,800	$5,766,500

Attest:

H. B. Glaisyer, Secretary

Approved:

R. H. Baldock, State Highway Engineer

Mayor Henry McKinney and City Attorney A. S. Grant, of the City of Baker, reappeared before the Commission at this time regarding their request for construction of the Dewey Avenue Undercrossing Project. They were informed by Chairman Banfield that the Commission had just passed a resolution approving construction of this project along with others and that the Engineer and the Chief Counsel have been authorized to proceed with the details.

The Engineer presented a request from the U.S. War Department that the State Highway Department conduct surveys as may be necessary in connection with the highway and county road relocation necessary around the Meridian Damsite, Lane County, which survey is to include all engineering necessary for final preparation of contract plans and specifications, but does not include engineering during actual construction operations. He estimated the cost involved at $76,500, which amount, he said, would be assumed by the War Department, which would reimburse the state in full. He recommended approval of the request. The Chief Counsel concurred. The Commission approved the recommendation by unanimous vote and thereupon signed an agreement with the U.S. War Department covering the matter.

The Chief Counsel brought up for discussion a proposed agreement with the U.S. Navy concerning the purchase of tickets for the transportation of Navy vehicles and passengers across the Columbia River at Astoria by state-owned ferries. He advised that the Navy is willing to pay 25 cents for each passenger and $1 for each car, but the proposed agreement is indefinite as to the number of each. The Navy wants to base it on its estimate of 400 passengers and 300 vehicles and reserves the right to obtain additional passages if ordered by the ordering officer. He gave as his thought that such a reservation is undesirable because there are possibilities that the privilege would be abused and suggested that the contract be revised by deleting the reservation. Following discussion the Commission referred the matter back to the Chief Counsel with instructions to negotiate such change.

The Engineer brought up for discussion a tentative plan for channelizing traffic along McLaughlin Boulevard (U.S. 99E) between Ross Island Bridge and the Milwaukie Avenue Viaduct, Portland, which necessitates widening the right of way 16 feet along the westerly side of this thoroughfare. He advised that the matter is mentioned at this time because a service station is being erected on a small triangular-shaped tract at the intersection of McLaughlin Boulevard and S.W. 8th Street, and if the Commission approves the channelization project, it would be necessary to acquire 16 feet along the frontage of this tract, which could be purchased much cheaper now than later on after the service station is completed and is in operation. The owner of the service station, he said, has agreed to deed a 16-foot strip to the state provided the state will acquire and deed to him abutting property owned by the Southern Pacific Company which will serve his purposes. This tract, he said, can be purchased from the railroad company for $1,000. He requested instructions. In the discussion that followed it was brought out that the Southern Pacific Company's tract is located in a residential zone and that one of the conditions of the exchange of properties is that the state assume the responsibility of securing a change in the zone classification so that the area could be used for commercial purposes. The Commission refused to assume

such responsibility because it would be a deviation from its established policy with respect to such matters and accordingly disapproved the project.

The Commission had under discussion the matter of raising salaries and wages of Highway Department employees in view of the increasing cost of living. Chairman Banfield asked the Chief Counsel whether or not, in his opinion, the new Civil Service Law supersedes the Chief Counsel's previous opinion that the State Highway Commission has the authority to fix the wages and salaries to be paid its employees. The Chief Counsel requested time to study the matter before replying. A general discussion of the matter followed, during which the Engineer presented and recommended for approval salary increases of $20 and $25 per month for employees in engineering classifications and an increase of $10 per month for all other employees in the Engineering Department. He also recommended an increase of six cents per hour for all employees who are paid on the hourly basis. The Chief Counsel presented and recommended a $20 per month increase for "key" employees in his Department and a $10 per month increase for remaining employees of that Department. After careful consideration the Commission approved the recommendations of the Engineer and the Chief Counsel and ordered that the increases be made effective as of June 1, 1946. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, by law the Highway Commission is charged with and there is imposed on the members thereof the duty to lay out, establish, construct, reconstruct and maintain a system of state highways and there is imposed a similar duty with respect to the acquisition, development and maintenance of state parks and recreational places; and

WHEREAS, by the same law there is imposed on the Commission a duty to cooperate with the Federal Government in all matters pertaining to the use and employment of funds made available to the State of Oregon by the Federal Government, which said cooperation often calls for and requires participation in the construction of highways which are parts of the federal highway system as well as of the state highway system; and

WHEREAS, in order to accomplish the functions of the Commission and discharge the trust imposed by legislative act, it is of vital importance that there be employed at all times a sufficient number of trained personnel; and

WHEREAS, for several years the salaries paid to all classes of highway employes, comprising not only professional service but unskilled labor, by private industry, federal agencies and the adjoining states of Washington and California are far in excess of the amounts or salaries paid by the State of Oregon for similar and like services; and

WHEREAS, the difference or differences in the rates of pay prevailing with the above named employing agencies as against similar rates of pay in the State of Oregon have become so marked as to invite and entice employes who have been in the service of the State of Oregon for many years; and

WHEREAS, it is the judgment of the Commission, after thorough study and investigati n and after consultation with the Budget Director, that circumstances and conditions warrant some increase in compensation to certain highway employes if the interests of the State are to be promoted and the highway construction program maintained without serious impairment.

NOW, THEREFORE, BE IT RESOLVED BY THE HIGHWAY COMMISSION, all members being present and voting affirmatively, as follows:

1. That the Commission does hereby recommend and approve, to be effective as of June 1, 1946, the following salary and wage schedules:

Members of Engineering Staff

Position	Adopted Scale	Present Scale	Approved rate effective June 1, 1946
State Highway Engineer		$600	
Asst. State Highway Engineer	$450-600	500	
Construction Engineer	400-500	450	$475
Maintenance Engineer	400-500	450	475
Bridge Engineer	400-500	450	475
Office Engineer	400-500	450	475
Secretary	400-450	400	425
Division Engineers	375-450	400	425
Asst. Div. Engr., Dept. Hds., Etc.	350-425	$360-400	Present Pay + $20
Asst. Dept. Heads, Etc.	325-400	320-350	" " " "
Resident Engineers	310-360	290-310	" " " "
Asst. Res. Engrs., Designers, Etc.	285-350	250-280	" " " "
Transitmen and Draftsmen	225-275	210-240	" " " "
Jr. Draftsmen, Computers, Etc.	200-250	180-200	" " " "
Chainmen, Rodmen, Etc.	160-200	145-170	" " " "

Members of Legal and Right of Way Departments

Position	Present Salary	Approved rate effective June 1, 1946
Chief Counsel	$500	
Assistant Counsel	385	$ 405
Assistant Attorney	310	330
Real Property Supervisor	385	405
Real Property Manager	335	355
Right of Way Agent (Grade 3)	335	355
Right of Way Agent (Grade 2)	310	330
Real Property Office Men (Grade 3)	235	255

1946

2. All other monthly employes not included in the foregoing classifications shall receive a pay increase of $10.00 per month, and all hourly employes shall receive a pay increase of six cents per hour.

3. That this resolution be entered in the minutes and records of the Commission as of June 27, 1946, and shall be, until revised or otherwise modified by the Commission, the applicable wage and salary schedules for the classes of employment enumerated herein.

4. That this resolution be submitted to the Budget Director for final approval.

The Commission also discussed the advisability of raising the minimum salaries to be paid by contractors in connection with state highway contract work. The Engineer advised that the present minimum rate of pay is 85 cents per hour for unskilled labor, $1 and $1.15 per hour for intermediate labor, and $1.25 per hour for skilled labor. He recommended a 15-cent-per-hour increase in each classification, which would provide a minimum wage of $1 per hour for unskilled labor, $1.15 and $1.30 per hour for intermediate labor, and $1.40 per hour for skilled labor. The Commission approved the recommendation by unanimous vote, and so ordered.

The Commission considered and signed agreements, etc., as follows:

Agreement with Clatsop County covering abandonment of a portion of the old right of way of the Astoria Naval Base Section of the Nehalem Secondary Highway.

Agreement with U.S. War Department covering the making of surveys for the relocation of highways and roads around the Meridian Damsite.

Agreement with the U.S. Forest Service covering construction of a bridge across Salt Creek opposite M.P. 49.16 on the Willamette Highway, Lane County, one end of which encroaches on the highway right of way.

Agreement with the City of Hillsboro providing for installation of traffic signals at several street intersections with the Tualatin Valley Highway.

Agreement with Oregon Electric Railway Company covering the Sunset Highway undercrossing of the Oregon Electric Railway Company near Merle, Washington County.

Permit granting to the Bonneville Power Administration authority, revokable at will, to maintain a roadway across a state-owned stockpile site in the NW¼ NW¼, Sec. 15, T. 11 S, R. 8 W, W. M., Lincoln County.

Easement agreement with Alfred Marolt and wife providing for use of a temporary roadway on property owned by the Marolts for detour purposes during construction of the Stillwell Bridge over the Trask River, Tillamook County.

"Special Release" releasing the U.S. Navy of further obligation in connection with its use of state-city-owned property bounded by S. W. Salmon Street, S. W. Harbor Drive, S.W. Main Street, and S. W. Front Avenue, Portland.

"Relinquishment of Easement" canceling the rights acquired by the state of an easement of right of way 30 feet wide for a hauling road across lands platted as Marion Acres, in Douglas County.

Lease granting to the Department of Commerce permission to maintain an airways beacon on Sand Island in the Columbia River, which island the state is now acquiring from P. J. McGowan and Sons.

Permit from the U.S. Indian Service allowing the taking of gravel from Indian Lands in $SE\frac{1}{4}$ $SE\frac{1}{4}$, Sec. 19, T. 8 S, R. 11 E, W.M., Wasco County, allotted to Senetee.

Permit from the U.S. Indian Service permitting the taking of sand and gravel from Indian Lands in the $SW\frac{1}{4}$ $SW\frac{1}{4}$, Sec. 20, T.8 S, R. 11 E, W.M., Wasco County, allotted to Elsie Simtusus Holliquilla Jacobs.

"Consent to Vacate" certain streets in Fahrenback's Addition to the City of Baker.

Bargain and sale deed conveying unto Dorothy E. Hafner the south half of Lot 10 and the north half of Lot 11 in Block 17, Seal Rock Beach Addition to Cannon Beach.

Bargain and sale deed conveying unto John T. Conchuratt Lots 15 and 16 of Block 17, Seal Rock Beach Addition to Cannon Beach.

There being no further business to come before the Commission at this time the meeting adjourned at 5:00 p.m.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Schlappi
Commissioner

Secretary

M. M. Thurman
Commissioner

Portland, Oregon
August 6, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

THREE STATE HIGHWAYS IN BENTON AND LINCOLN COUNTIES
WREN ROCK PRODUCTION PROJECT

E. C. Swaggart, Eugene	$ 30,562.50
J. N. & M. J. Conley, Portland	32,107.50

CLINE FALLS SECONDARY HIGHWAY IN DESCHUTES COUNTY
CLINE FALLS-TUMALO SECTION

T. W. Thomas, Portland	$ 123,321.50
Halvorson Constr. Co. & H. Halvorson, Salem	136,821.50
Leonard & Slate, Portland *	143,292.00
Babler Bros., Portland	147,847.00
Vernie Jarl, Gresham	158,922.00

* Bidder will not accept this project alone.

TUMALO-DESCHUTES SECONDARY HIGHWAY IN DESCHUTES COUNTY
TUMALO-DESCHUTES SECTION

T. W. Thomas, Portland **	$ 64,217.50
Del. R. Beebe Constr. Co., Eugene	69,522.00
Leonard & Slate, Portland	70,250.00
Babler Bros., Portland	71,600.00
J. N. & M. J. Conley, Portland	77,242.50
Halvorson Constr. Co. & H. Halvorson, Salem *	77,318.75
Vernie Jarl, Gresham	86,567.50

* Lump sum reduction if also awarded Cline Falls-Tumalo Project.
** Bidder will not accept this project alone.

AUG 6 1946

NORTH UMPQUA COUNTY ROAD IN DOUGLAS COUNTY
DIXONVILLE-MARKS RANCH SECTION

J. C. Compton Co., McMinnville	$ 243,791.00
Warren Northwest, Inc., Portland	276,422.50

PACIFIC HIGHWAY IN DOUGLAS COUNTY
JOHNS-GLENDALE JUNCTION SECTION

R. A. Heintz Constr., Portland	$ 299,478.50
McNutt Bros., Eugene	310,292.50
Guy F. Atkinson Co., Portland *	352,234.00
Leonard & Slate, Portland	389,175.00

* Bidder will not accept this project alone.

PACIFIC HIGHWAY IN DOUGLAS AND JOSEPHINE COUNTIES
GLENDALE JUNCTION-WOLF CREEK SECTION

McNutt Bros., Eugene	$ 877,031.00
Guy F. Atkinson Co., Portland *	884,962.00
White Bros. Co., Walla Walla, Wn.	986,875.00
Leonard & Slate, Portland	1,169,279.00

* Bidder will not accept this project alone.

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY
FRONT AVENUE (ALDER STREET-SHERIDAN STREET) SECTION

No bids received

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
SANDY BOULEVARD (12th AVE.-44th AVE.) SECTION

Porter W. Yett, Portland	$ 34,735.00
Parker-Schram Co., Portland	35,925.00

MT. HOOD HIGHWAY IN MULTNOMAH COUNTY
WEST GRESHAM SECTION

Porter W. Yett, Portland	$ 78,977.50
Parker-Schram Co., Portland	79,977.50

SUNSET HIGHWAY IN WASHINGTON COUNTY
MERLE RAILROAD GRADE SEPARATION AT MERLE
GARDNER RANCH-BERGER RANCH SECTION

No bids received

AUG 6 1946

SUNSET HIGHWAY IN WASHINGTON COUNTY
COUNTY ROAD GRADE SEPARATION AT MERLE
GARDNER RANCH-BERGER RANCH SECTION

Lockyear & Lockyear, Seattle, Wn. $ 53,728.50

The Commission by unanimous vote approved the minutes of the meeting held on June 25, 26, and 27, 1946.

The State Parks Superintendent was present and reported on the following matters:

1. Agreement with A. J. Sweet regarding the preservation of myrtle wayside strips along the Oregon Coast Highway between Coquille and Bandon: The Commission deferred its approval of this agreement pending inspection of the premises. Such inspection is to be made during the progress of the Commission's trip through Southern Oregon starting August 19, if time will permit.

2. Future use of residence building in Cape Arago State Park: The Commission deferred a decision in this matter pending inspection of the property, which inspection is to be made, if possible, during the progress of its Southern Oregon trip starting August 19.

3. Public attendance in state parks: The Parks Superintendent presented a brief oral report on this matter. The Commission took no action thereon, however, ordered that such report be made in writing.

4. Offer of Union County Court to present to the state as a gift tract of land known as "Collins Park" situate on the Union-Medical Springs Secondary Highway. The Secretary read aloud the County Court's offer. The Engineer advised that the park is a very beautiful place, having been developed for a long time. He suggested that perhaps the Commission would prefer to view the park before taking action. The Commission approved the suggestion and decided to inspect the park during the progress of its trip through Eastern Oregon in September.

5. Exchange of properties in Recreational Development Project area: The Parks Superintendent advised that President Truman vetoed a bill passed by Congress providing for an exchange of properties within the boundaries of the Silver Creek Falls R. D. P. He advised that he is not particularly concerned in this matter but considered it best to bring it to the attention of the Commission because of the press releases concerning it. The Commission took no action.

6. "Daylighting" Upper Columbia River Highway: The Parks Superintendent rendered a status report as to what is being accomplished by a crew in his employ in the "daylighting" of the Upper Columbia River Highway between Crown Point and the slide area east of Multnomah Falls

so as to permit scenic views of the Columbia River from the highway. The Commission approved the report.

7. Proposed state park acquisition at Wallowa Lake: The Commission's Chief Counsel reported on this matter on behalf of the Parks Superintendent. He advised that one of the tracts being considered is under condemnation and that satisfactory options have been received from the owners of the three remaining tracts. These owners, he said, are anxious to know whether or not the State Highway Commission intends to acquire their properties regardless of the outcome of the condemnation suit. The Parks Superintendent recommended purchase of these three tracts as a start in the acquisition of this park area, notwithstanding the final decision that may be reached with regard to the Williamson tract, which is under condemnation. Following considerable discussion of this matter the Commission decided to defer final action pending the results of the condemnation suit.

8. Agreement with U.S. of America, Department of Agriculture, relative to the use of certain Federal lands within the Central Oregon Grazing Project: There was submitted to the Commission an amendment to the original agreement executed by the Commission on December 20, 1939. The amendment has to do with the annual income and revenue derived from the property. The matter was referred to the Chief Counsel for recommendation. (The Commission approved and signed the agreement on the following day upon the recommendation of the Chief Counsel).

The Assistant Counsel requested instructions relative to the disposition of two buildings on state highway right of way at Eugene. He advised that the buildings were badly damaged by fire a few days ago, and, according to reports, the expense to repair them is not justified, particularly because the right of way will be needed in the not distant future in connection with construction of the highway. He pointed out that no private insurance is carried on the buildings and that it would not be possible to secure any benefits from the State Restoration Fund unless the buildings were restored to their original condition. The Commission decided unanimously not to repair the buildings. The Chief Counsel was instructed to ascertain whether or not it would be possible to secure a special concession from the State Board of Control which would allow the State Highway Department payment for losses of this nature notwithstanding that the property destroyed is not restored.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for the various highway improvements throughout the state. He submitted a list of such properties together with the offer that he recommended in connection with each parcel. After careful consideration of each item the Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY

12769-	Sonner, Isaac Floyd	$	$	
	Right of way			
	Option expires			
	January 22, 1947			
	1.09 acres at $100.00	109.00		
	15 shade trees at $10.00 each	150.00		
	Allowance-240 rods fence at $1.00 rod	240.00	499.00	Cozad
12767-	Nitta, Yoshi			
	Right of way and gravel pit			
	Option expires			
	January 22, 1947			
	1.66 acres at $20.00	33.20		
	0.30 acre at $100.00	30.00		
	Allowance - removing and rebuilding 190 rods fence at $1.00 rod	190.00		
	7.75 acres at $20.00	155.00	408.20	"

(Con't)

AUG 3 1946

HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY (Con't)

12786-	Faw, John E.	$	$	
	Right of way			
	Option expires			
	January 17, 1946			
	0.205 acre at $100.00	20.50		
	0.615 acre at $20.00	12.30		
	Allowance- trees, shrubbery, fencing	186.00	218.80	Cozad
	(66 rods at $1.00 rod)			
12780-	Froerer, Owen J.			
	Right of way			
	Option expires			
	January 21, 1947			
	0.65 acre at $60.00	39.00		
	Allowance- 80 rods fence at $1.00 rod	80.00	119.00	"
12782-	Swift, Charles W.			
	Right of Way			
	Option expires			
	January 21, 1947			
	0.45 acre at $100.00	45.00		
	12 rods fence at $1.00 rod	12.00	57.00	"
12784-	Graham, R. D.			
	Right of Way			
	Option expires			
	January 18, 1947			
	0.14 acre at $100.00	14.00		
	0.42 acre at $20.00	8.40		
	39 rods fence at $1.00 rod	39.00	61.40	"
12785-	Long, Jesse C.			
	Right of Way			
	Option expires			
	January 18, 1947			
	0.30 acre at $100.00	30.00		
	0.30 acre at $20.00	6.00		
	Allowance - 160 rods fence at $1 rod	160.00	196.00	"
12788-	Smith, Eugene D.			
	Right of Way			
	Option expires			
	January 18, 1947			

(Con't)

HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY (Con't)

12788-	Smith, Eugene D. (Con't)	$	$	
	0.30 acre at $100.00	30.00		
	80 rods fencing at $1.00 rod	80.00	110.00	Conad
12789-	Smith, Eugene D.			
	Right of Way			
	Option expires			
	January 18, 1947			
	0.30 acre at $100.00	30.00		
	80 rods fence at $1.00 rod	80.00	110.00	"
12775-	U. S. Bureau of Reclamation			
	Right of Way			
	0.31 acre	00.00	00.00	"
12799-	Zinie, George Z.			
	Right of Way			
	Option expires			
	January 24, 1947			
	0.20 acre at $20.00	4.00		
	1.0 acre at $100.00	100.00		
	Trees	220.00		
	160 rods fence at $1.00 rod	160.00	484.00	"
12777-	Roy, Walter C.			
	Right of Way			
	Option expires			
	January 23, 1947			
	0.60 acre at $20.00	12.00	12.00	"
12778-	Cameron, H. A.			
	Right of Way			
	Option expires			
	January 23, 1947			
	0.30 acre at $20.00	6.00		
	36 rods fence at $1.00 rod	36.00	42.00	"
12774-	Price, Irving			
	Right of Way			
	Option expires			
	January 30, 1947			
	0.38 acre at $100.00	38.00		
	80 rods fence at $1.00 rod	80.00	118.00	"

AUG 6 1946

HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY (Con't)

12763-	Russell, Estate Bernice M.	$	$	
	Right of Way			
	Option expires			
	January 25, 1947			
	1.05 acres at $20.00	21.00		Cozad
12789-	Derry, Henry Warden			
	Right of Way			
	Option expires			
	January 29, 1947			
	0.30 acre at $150.00	45.00		
	50 shade trees at $10.00 each	500.00	545.00	"
	If and when necessary the State will move fence back; later, if necessary will also move the house back			
12783-	Goslin, H. H.			
	Right of Way			
	Option expires			
	January 29, 1947			
	0.25 acre at $100.00	25.00		
	0.30 acre at $20.00	6.00		
	80 rods fencing at $1.00 rod	80.00	111.00	"
12781-	Goodwin, Leonard L.			
	Right of Way			
	Option expires			
	January 29, 1947			
	0.53 acre at $100.00	53.00		
	80 rods fence at $1.00 rod	80.00		
	17 shade trees, at $10.00	170.00		
	Allowance - rebuilding 1100 ft. private ditch, including 2 fills, ditch to be set back of fence on right of way	100.00	403.00	"
12768-	Smith, Howard B.			
	Right of Way			
	Option expires			
	January 30, 1947			
	0.03 acre	1.00	1.00	"

AUG 6 1946

HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY (Con't)

12770- Likes, James Right of Way Option expires January 30, 1947				
	0.30 acre at $100.00	30.00	30.00	Cosad
12771- Lang, George H. Right of Way Option expires January 30, 1947				
	0.30 acre at $100.00	30.00		
	20 large trees at $10.00 each	200.00		
	Allowance for shrubbery, and for removing and rebuilding 80 rods fence at $1.00 rod	95.00	325.00	"
12776- Dewey, Frank K. Right of Way Option expires January 29, 1947				
	0.45 acre at $100.00	45.00		
	0.15 acre at $20.00	3.00		
	160 rods fence at $1.00 rod	160.00	208.00	"
12773- Brown, Daniel K. Right of Way Option expires January 31, 1947				
	0.31 acre at $100.00	31.00		
	80 rods fence at $1.00 rod	80.00	111.00	"
12766- Brown, May Patterson Right of Way and gravel pit Option expires January 31, 1947				
	2.06 acres at $20.00	41.20		
	57 rods fence at $1.00 rod	57.00	98.20	"
12764- Brown, John Right of Way Option expires January 31, 1947				

HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY (Con't)

12764-	Brown, John (Con't)	$	$	
	0.86 acre at $20.00	17.20	17.20	Cozad
12765-	Miller, Jimmie H.			
	Right of Way			
	Option expires			
	January 31, 1947			
	0.52 acre at $20.00	10.40		
	30 rods fence at $1.00 rod	30.00	40.40	"
12761-	Johnson, Virgil			
	Right of Way			
	Option expires			
	February 3, 1947			
	1.37 acres at $100.00	137.00	137.00	"
13023-	Knudson, George E.			
	Right of Way			
	Option expires			
	January 31, 1947			
	0.11 acre at $10.00	11.00		
	25 rods fencing at $1.00 rod	25.00		
	12 shade trees at $10.00 each	120.00	156.00	"
12772-	Gould, Ruby and Judson Gould			
	Right of Way			
	Option expires			
	January 31, 1947			
	0.74 acre at $100.00	74.00		
	0.74 acre at $20.00	14.80		
	310 rods fence at $1.00 rod	310.00		
	41 shade trees at $10.00 each	410.00	808.00	"

COVE-UNION SECTION, COVE SECONDARY HIGHWAY

12707-	French, Robert S.	$	$	
	Right of Way			
	Option expires			
	November 29, 1946			
	0.08 acre at $150.00	12.00		
	10 rods fence at $1.00 to remove and rebuild	10.00	22.00	Cozad

AUG 1 1946

COVE-UNION SECTION, COVE SECONDARY HIGHWAY (Con't)

12710-	Garris, John H.	$	$	
	Right of Way			
	Option expires			
	December 2, 1946			
	0.62 acres at $150.0	93.00		
	Allowance- removing and rebuilding 160 rods fence at $1.00 rod	160.00	253.00	Cozad
12712-	Golay, G. L. and Edith Golay			
	Right of Way			
	Option expires			
	November 29, 1946			
	0.30 acre at $200.00	60.00		
	Remove and rebuild 80 rods fence at $1.00 rod	80.00		
	Remove and transplant shrubbery in front of house	10.00	150.00	"
12714-	Courtright, Gilbert			
	Right of Way			
	Option expires			
	December 3, 1946			
	1.65 acres at $100.00	165.00		
	Allowance- 195 rods fence at $1.00 rod	195.00	360.00	"
12715-	Elmer Brothers			
	Right of Way			
	Option expires			
	December 3, 1946			
	0.95 acre at $100.00	95.00		
	Allowance- removing and rebuilding 160 rods fence at $1.00 rod	160.00	255.00	"
12716-	Withycombe, Mabel E.			
	Right of Way			
	Option expires			
	December 13, 1946			
	1.85 acres at $125.00	231.25		
	Removing and rebuilding 489 rods fence at $1.00 rod	489.00		
	15 Trees at $10.00 each (willow)	150.00	870.25	"

COVE-UNION SECTION, COVE SECONDARY HIGHWAY (Con't)

12708-	Hill, J. O.	$	$	
	Right of Way			
	Option expires			
	December 11, 1946			
	0.46 acre at $150.00	69.00		
	Rebuilding 114 rods fence at $1.25 per rod	142.50		
	Removing and building stockguard, rebuilding nice yard fence, trees, transplanting shrubbery	314.10	525.60	Cozad
12706-	Hill, J. O.			
	Right of Way			
	Option expires			
	December 14, 1946			
	0.37 acre at $150.00	55.50		
	100 rods fence at $1.00 rod	100.00		
	Trees and berry bushes	285.00	440.50	"
12713-	Robinson, Lester			
	Right of Way and Quarry			
	Option expires			
	December 11, 1946			
	3.60 acres at $125.00	450.00		
	7.13 acres at $10.00	71.30		
	338 rods fence at $1.25 rod	422.50		
	20 rods fence at $1.00 rod	20.00		
	Move and install water system and trough	100.00		
	Allowance - lieu moving house, buildings	1,000.00		
	Allowance- lieu stock underpass	500.00	2,563.80	"
12711-	Lewis, Stella			
	Right of Way			
	Option expires			
	January 10, 1947			
	4.95 acres at $125.00	618.75		
	Allowance- 320 rods fence at $1.00 rod	320.00		
	Allowance- 182 rods fencing at $1.25 rod	227.50		
	Plus installation concrete pipe			
	Plus road approaches		1,166.25	"

AUG 6 1946

COVE-UNION SECTION, COVE HIGHWAY (Con't)

12709- Lewis, Z. R.	$	$		
Right of Way				
Option expires				
January 10, 1947				
0.61 acre at $125.00		76.25		
Allowance for 160 rods fence at $1.00 rod		160.00		
Plus road approach				
Plus cattle guard			236.25	Cozad

UNITY JUNCTION-IRONSIDE SECTION, JOHN DAY HIGHWAY

11270- Kesle, B. J.	$	$		
Stock Pile site				
Option expires				
December 31, 1946				
0.58 acre at $10.00		5.80	5.80	Cozad

WESTON-ELGIN SECTION, WESTON-ELGIN HIGHWAY

12880- Beathe, C. C.	$	$		
Stock Pile				
Option expires				
December 26, 1946				
0.94 acre		50.00	50.00	Gardiner

MILL GULCH-SALISBURY SECTION, BAKER-UNITY HIGHWAY

12726- Spencer, Warren	$	$		
Right of Way				
Option expires				
January 24, 1947				
1.27 acres at $20.00		25.40	25.40	Cozad
12883- Yeakly, Ralph P.				
Right of Way				
Option expires				
January 15, 1947				
1.57 acres at $20.00		31.40	31.40	"
Plus fencing if disturbed				

ZINTER RANCH SECTION, WASCO-HEPPNER HIGHWAY

12687- Young, Estate Jacob S.	$	$		
Right of Way				
Option expires				
October 22, 1946				
CORRECTION				

[illegible] 6 1946

(Con't)

ZINTER RANCH SECTION, WASCO-HEPPNER HIGHWAY (Con't)

12687- Young, Estate Jacob S. (Con't)	$	$		
0.45 acre at $40.00	18.00			
80 rods fence at $1.00 rod	80.00	98.00	Cozad	
Previous report:				
0.45 acre at $40.00	18.00			
40 rods fence at $1.00 rod	40.00	58.00	"	

SULLIVANS GULCH SECTION, COLUMBIA RIVER HIGHWAY

12991- State of Oregon	$	$	
Right of Way			
0.35 acre (tax lot 23, Section 35, Tp. 1 N. R. 1E, Multnomah County	2,500.00	2,500.00	Parker

WOODWORTH ACRES-PARKDALE SECTION, HOOD RIVER HIGHWAY

9861-A Farrell, Estate Evelyn	$	$	
Right of Way			
0.49 acre	100.00	100.00	McChesney

BERGER RANCH-BARNES ROAD SECTION, SUNSET HIGHWAY

5203- Guerber, Adele E.	$	$	
Right of Way			
Option expires			
(Correction)			
1.00 acre at $500.00	500.00		
Loss all fruit and shade trees, large shrubs, grape vines, etc.	1,500.00		
General damages due to cutting down acreage, leaving balance in odd shape, little room for buildings	1,500.00		
Allowance- inconvenience while moving buildings, shrubs, flowers, etc.	500.00		
Cost new well and pump	900.00		
Cost moving buildings and shrubs, etc.	7,200.00	12,100.00	Collins

(Con't)

OCT 0 1946

BERGER RANCH-BARNES ROAD SECTION, SUNSET HIGHWAY (Con't)

5203-	Querber, Adele E. (Con't)	$	$	
	Previous report:			
	1.0 acre at $500.00	500.00		
	Loss fruit and shade trees, large shrubs, grape vines, etc.	1,500.00		
	General damages- cutting down acreage, little room for buildings, odd shaped land, etc.	1,500.00		
	Allowance- inconvenience while moving buildings, shrubs, flowers, etc.	500.00		
	Estimated cost new well, pump	600.00		
	Estimated cost moving buildings, shrubs, etc.	3,000.00	7,600.00	Collins

YOUNG STREET-WOODBURN SECTION, WOODBURN-HILLSBORO HIGHWAY

12863-	Lavigeur, Heirs Adeline	$	$	
	Slope Easement			
	2,910 sq. ft. for easement only	15.00	15.00	Benson

EDDYVILLE-BENTON COUNTY LINE SECTION, NEWPORT-CORVALLIS HIGHWAY

11555-	Hunt, Bertha W. and Elmo A. Wehnert	$	$	
	Quarry site			
	15.17 acres- permit of entry, to prospect for suitable road building materials - found not suitable		50.00	McChesney

WALTON-VENETA SECTION, EUGENE-FLORENCE, ROUTE "F" HIGHWAY

* 12984-	Hale, Farmer and Loris Hale	$	$	
	Quarry and haul road			
	Option expires			
	January 20, 1947			
	Quarry - 5.23 acres - three year lease - royalty basis, 3¢ cubic yard - 0.96 acre for hauling road purposes, included in easement			Landon

[illegible] 1948

VENETA-CROW SECTION, TERRITORIAL HIGHWAY

12528-	Gates, Delmer B.	$	$	
	Right of Way			
	Option expires			
	January 24, 1947			
	0.452 acre at $75.00	33.90		
	40 rods fence at $1.00 rod	40.00		
	Plus road approach		73.90	Landon
12529-	Kosbab, Leonard			
	Right of Way			
	Option expires			
	January 24, 1947			
	2.16 acres at $50.00	108.00		
	93 rods fence at $1.00 rod	93.00		
	Plus road approach		201.00	"
12530-	Galer, Theodore A. and Herbert M. Liles			
	Right of Way			
	Option expires			
	January 23, 1947			
	0.060 acre at $100.00	6.00	6.00	"

DRY CREEK-DETROIT SECTION, NORTH SANTIAM HIGHWAY

12553-	Morris, G. W. and R. D. Morris	$	$	
	Right of Way			
	Option expires			
	December 24, 1946			
	5.05 acre at $25.00	126.25		
	Waiver of access	25.00	151.25	Benson
12839-	Oskie, R. E. and Dorothy Oskie			
	Right of Way			
	Option expires			
	December 26, 1946			
	0.32 acre at $50.00	16.00	16.00	"
12842-	Harlan, C. Max and Lucille A. Harlan			
	Right of Way			
	Option expires			
	December 24, 1946			
	0.29 acre at $100.00	29.00	29.00	"
12843-	Giebeler, James P. and Pearl M. Giebeler			
	Right of Way			
	Option expires			
	December 24, 1946			

AUG 6 1946

(Con't)

DRY CREEK-DETROIT SECTION, NORTH SANTIAM HIGHWAY (Con't)

12843- Giebeler, James P. and Pearl M. Giebeler (Con't)	$	$		
0.43 acre at $100.00		43.00	43.00	Benson
12555- Hammond Lumber Co., Right of Way Option expires January 18, 1947				
7.68 acres at $100.00		768.00		
15.74 acres at $3.00		47.22		
Waiver of access			815.22	"

LITTLE RIVER-ROCK CREEK SECTION, NORTH UMPQUA COUNTY HIGHWAY

12745- Brown, Mack and Vinnie Brown Right of Way Option expires November 16, 1946	$	$		
6.46 acres at $200.00		1,292.00		
442 rods at $2.00 per rod		884.00		
Severance damages-10%- fields cut up		700.00		
Severance damage to Lots 11, 12		274.00	3,150.00	McCallister

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA COUNTY ROAD

12885- Sanders, Virgil L. and Ara E. Sanders Right of Way Option expires December 17, 1946	$	$		
1,128 sq. ft. at 20¢ sq. ft.		225.60		
Allowance-cost price reinforced concrete foundation store building		650.00		
Allowance cost excavation in rock for cesspool		40.00		
3 fruit trees at		25.00		
Allowance-wrecking existing foundation wall		35.00	975.60	McCallister

DIXONVILLE-OAK CREEK SECTION, NORTH UMPQUA HIGHWAY

12854- Ingram, Bessie, Dale Hatfield and Norma Hatfield Right of Way Option expires January 2, 1947	$	$		

AUG 3 1946

(Con't)

DIXONVILLE-OAK CREEK SECTION, NORTH UMPQUA HIGHWAY (Con't)

12854- Ingram, Bessie, Dale Hatfield and Norma Hatfield (Con't)	$	$		
0.05 acre - (Lump Sum)				
Plus moving approx. 24 rods fence		5.00	5.00	Benson
12857- Dixon, William I.				
Right of Way				
Option expires				
January 2, 1947				
0.43 acre at $70.00		30.00	30.00	
Plus moving approx. 57 rods fence				Benson
12856- Springer, George E.				
Right of Way				
Option expires				
January 2, 1947				
0.05 acre (Lump sum)		5.00	5.00	
Plus moving fence				"
12858-Newport, A. V.				
Right of Way				
Option expires				
January 11, 1947				
0.84 acre at $70.00		58.80		
140 rods fence at $1.50		210.00		
Anchor posts		6.20	275.00	"
12859- Agee, Clifton C.				
Right of Way				
Option expires				
January 2, 1947				
0.09 acre (Lump sum)		5.00		
24 rods fence at $1.25 rod		30.00		
4 anchor posts		6.00	41.00	"

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY

11635- Schlichenmayer, Henry	$	$		
Right of Way				
Option expires				
January 21, 1947				
1,084 sq. ft.		00.00		
Moving and cutting back buildings to new right of way line		4,000.00	4,000.00	Witt

TUMALO-CLINE FALLS SECTION, CLINE FALLS HIGHWAY

12233-	Wonser, Dean	$	$	
	Right of way and Gravel pit			
	Option expires			
	January 19, 1947			
	0.40 acre	10.00	10.00	Parker
12231-	Central Oregon Irrigation District			
	Right of Way			
	Option expires			
	January 19, 1947			
	0.20 acre	1.00	1.00	"
12234-A	Deschutes County Municipal Improvement Company			
	Right of Way			
	Option expires			
	January 19, 1947			
	0.146 acre	1.00	1.00	"
12235-	McGuire Bros., (C.and L.)			
	Right of Way			
	Option expires			
	January 18, 1947			
	0.98 acre	10.00	10.00	"
12234-	Deschutes County Municipal Improvement Company			
	Right of Way			
	Option expires			
	January 19, 1947			
	3.68 acres	1.00	1.00	"
12236-	Chamberlain, James and Evelyn Chamberlain			
	Right of Way			
	Option expires			
	January 18, 1947			
	0.52 acre	10.00	10.00	"
12235-A	McGuire Bros.			
	Right of Way			
	Option expires			
	January 18, 1947			
	2.814 acres at $5.00	14.07		
	72 rods fence to move,- $1.50 rod	108.00	122.07	Parker

AUG 6 1946

TUMALO-CLINE FALLS SECTION, CLINE FALLS HIGHWAY (Con't)

12232-	Deschutes County	$	$	
	Gravel pit			
	10.0 acres	1.00		
	Fencing - 80 rods at $2.00 rod	160.00	161.00	Parker

SISTERS-TUMALO SECTION, MCKENZIE-BEND HIGHWAY

12936-	Deschutes County Municipal Improvement Company	$	$	
	Gravel Pit			
	Option expires			
	January 19, 1947			
	14.1 acres	1.00	1.00	Parker

TUMALO-DESCHUTES SECTION, TUMALO-DESCHUTES HIGHWAY

12212-	Chamberlain, James A.	$	$	
	Right of Way			
	Option expires			
	January 18, 1947			
	5.38 acres at $5.00	26.90		
	Fencing - 144 rods at $1.50 rod	216.00	242.90	Parker
12213-	Elder, James A.			
	Right of Way			
	Option expires			
	January 19, 1947			
	0.09 acre at $100.00	9.00		
	13 rods fence at $1.50- (moving)	18.50	27.50	"

MADRAS-PRINEVILLE SECTION, THE DALLES-CALIFORNIA HIGHWAY

12756-	U. S. Government	$	$	
	Gravel pit and haul road			
	(Have deed)			
	55.42 acres	00.00		
	Plus fencing and cattle guard		00.00	McChesney
12756-	U. S. Government			
	Gravel pit and haul road			
	(Have deed)			
	31.61 acres	00.00	00.00	"
	Plus fencing - 80 rods			
	2 cattle guards			

[illegible] 6 1946

JUNIPER BUTTE-CROOKED RIVER SECTION, THE DALLES-CALIFORNIA HIGHWAY

10443- Oregon Trunk Railway	$	$		
Right of Way				
Option expires				
December 24, 1946				
5.68 acres at $10.00		56.80	56.80	McChesney

THE DALLES-MILL CREEK FORKS SECTION, MILL CREEK COUNTY ROAD

12241- Miller, Carl R.	$	$		
Right of Way				
Option expires				
August 27, 1946				
(CORRECTION)				
0.10 acre at $250.00		25.00		
2 cherry trees at $15.00 each		30.00		
2 filbert trees at $5.00 each		10.00		
Concrete steps to be built by owner		75.00		
Plus road approach			140.00	Witt

Previous report:

0.10 acre at $250.00		25.00		
2 cherry trees at $15.00 each		30.00		
2 filbert trees at $5.00 each		10.00		
State to rebuild concrete steps and road approach			65.00	"

WARM SPRINGS INDIAN RESERVATION SECTION, WARM SPRINGS HIGHWAY

12388- Warm Springs Indian Reservation	$	$		
Lease				
10 year lease on 15.69 acres at $20.00 per acre		313.80	313.80	McChesney

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY (SO. 6TH ST.)

9741- Motschenbacher, Phil B.	$	$		
Right of Way				
Option expires				
January 4, 1947				
204 sq. ft. at 50¢ sq. ft.		102.00		
Allowance- for additional concrete foundation		275.00		

(Con't)

DEC 6 1946

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY (SO. 6TH ST.) (Con't)

9741- Motschenbacher, Phil B. (Con't)	$	$		
Allowance-filling in front building		11.00		
Allowance- $825.00 for moving buildings done by grantor		825.00	1,213.00	Cozad

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11386- White, Lillian E.	$	$		
Right of Way				
Option expires				
January 6, 1947				
Parcels 1 and 2, as shown in option, for right of way only, containing 3.196 acres, at $800.00 per acre less		2,500.00	2,500.00	Cozad

TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY

11953- Bissinger and Company	$	$		
Right of Way				
(Have deed)				
0.07 acre		25.00	25.00	Parker

GRESHAM SECTION, MT. HOOD HIGHWAY

12865- Kehrli, Margarete	$	$		
Easement				
Storm sewer easement over 0.13 acre		10.00	10.00	Witt
12866- School District #4 of Multnomah County				
Easement				
Storm sewer easement over 0.13 acre		00.00	00.00	"
12865- Kehrli, Andrew and Marie Kehrli				
Easement				
Storm sewer easement over 0.13 acre		10.00	10.00	"

Foot Note:

* Item No. 12984, acquisition of a quarry and hauling road from Farmer and Loris Hale in connection with the improvement of the Walton-Veneta Section of the Route "F" Highway, Lane County: The Assistant Counsel gave as his thought that this property could be purchased outright from the owners for the sum of $3,500. It was the considered thought of the Commission that the property should be owned by the state rather than leased, whereupon the Commission, by unanimous vote, approved purchase of the property for the sum mentioned by the Assistant Counsel with the understanding that if it cannot be purchased, then the property is to be leased on the royalty basis mentioned in the resolution.

The Assistant Counsel also requested authority to institute condemnation proceedings to acquire additional properties that are needed for various highway improvements, concerning which he has been unable to reach satisfactory settlements by negotiation. He submitted a list of such properties together with offers that he recommended for condemnation as follows:

			Recommended Offer
COVE-UNION SECTION OF THE COVE SECONDARY HIGHWAY			
12708-A-- (Right of Way)			
2.43 acres at $125.00	$ 303.75		
1.97 acres at $150.00	295.50		
0.69 acre at $10.00	6.90		
		606.15	
5 apple trees at $10.00	50.00		
700 rods, moving fence, at $1.00	700.00		
		750.00	
		1,356.15	1,400.00
12717--Wm. Curteman (Gravel pit)			
4.99 acres at $300.00		1,497.00	1,560.00
State to fence tract, 60 rods			
VALE-MALHEUR RIVER SECTION OF VALE-WEST SECONDARY HIGHWAY			
12759--Anna H. Swanson (Right of Way)			
Land, 0.55 acre, at $60.00 per acre		$ 33.00	$ 40.00

(Con't)

VALE-MALHEUR RIVER SECTION OF VALE-WEST SECONDARY HIGHWAY (Con't)		Recommended Offer
12758--Stanley Augustyn (Right of Way)		
Land, 1.96 acres, at $60.00	$ 117.60	
Allowance for moving and rebuilding 80 rods barbed wire fence at $1.00 per rod	80.00	
If warehouse, which sets on concrete foundation, is to be moved, estimated cost would be	875.00	
	$ 1,072.60	$ 1,100.00
12761--Virgil Johnson (Right of Way)		
Land, 1.37 acres, at $100.00 per acre	137.00	150.00
DRY CREEK-DETROIT SECTION OF NORTH SANTIAM HIGHWAY		
12548--Theron C. Hoover and Velma H. Hoover, Gates Cochran, & R. N. Hoover (Right of Way)		
2.73 acres at $50.00	$ 136.50	$ 150.00
DIXONVILLE-OAK CREEK SECTION OF NORTH UMPQUA HIGHWAY		
12855--Louis Hillman Bell (Right of Way)		
0.41 acre at $70.00	$ 28.70	
72 rods fence at $1.50	108.00	
Total	$ 136.70	$ 200.00
GARDNER RANCH BEAGER RANCH SECTION OF THE SUNSET HIGHWAY		
6507--John C. Bechen (Drainage)		
4.14 acres	$ 1,000.00	- - -

After careful consideration of each item the Commission approved the request and the recommended offers and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already

established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Theodore Dichter, et ux., which property is located in the south half ($S\frac{1}{2}$) of Section 19 and the north half ($N\frac{1}{2}$) of Section 30, Township 3 South, Range 40 East, W. M., Union County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 12708A, which property is being acquired for right of way purposes in connection with the Cove Secondary Highway; (*)

Real property owned by Wm. Curteman, which property is located in the east half ($E\frac{1}{2}$) of the southeast quarter ($SE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 7, Township 4 South, Range 40 East, W. M., Union County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 12717, which property is being acquired for the purpose of securing roadbuilding materials therefrom in connection with the Cove Secondary Highway; (*)

Real property owned by Stanley Augustyn, which property is located in the southwest quarter (SW¼) of Section 5, Township 19 South, Range 44 East, W. M., Malheur County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 12758, which property is being acquired for right of way purposes in connection with the Vale-West Secondary Highway; (*)

Real property owned by Theron C. Hoover, et al., which property is located in the northwest quarter (NW¼) of the northwest quarter (NW¼) of Section 17 and the northeast quarter (NE¼) of the northeast quarter (NE¼) of Section 18, Township 10 South, Range 6 East, W. M., Marion County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 12548, which property is being acquired for right of way purposes in connection with the North Santiam Highway; (*)

Real property owned by Louis Hillman Bell, which property is located in the northeast quarter (NE¼) of Section 23 and the northwest quarter (NW¼) of Section 24, Township 27 South, Range 5 West, W. M., Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 12855, which property is being acquired for right of way purposes in connection with the North Umpqua Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

Foot Note: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 66, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, the Highway Commission on the 14th day of May, 1945, adopted a resolution authorizing the acquisition for right of way purposes of certain real property owned by and in the possession of the John C. Bechen Estate, which real property was described in said resolution; and

WHEREAS, since said action it has been found necessary that there be acquired from said owner additional land to be used for drainage purposes in connection with the construction and maintenance of the Sunset Highway; and

WHEREAS, the Commission does now find and declare that the real property hereinafter described is required and is necessary for use in connection with the permanent construction, improvement, and maintenance of said highway, and particularly for drainage purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare that the parcel of real property hereinafter described is necessary and is needed for and in connection with the construction of the Sunset Highway, said real property being described as follows, to wit:

A parcel of land lying in the John S. White D. L. C. No. 51 in Section 23, Township 1 North, Range 2 West, W. M., Washington County, Oregon; said parcel being described as follows:

Beginning at the intersection of the east line of the Oregon Electric Railroad right of way and the south line of the John S. White D. L. C., said point being 1621.9 feet South 79° 36' East of the southwest corner of said D. L. C.; thence North 1° 14' East along said east right of way line a distance of 353.93 feet to a line which is 170 feet southerly from and parallel to the center line of the Sunset Highway (formerly Wolf Creek Highway); thence South 61° 47' East parallel to said center line a distance of 1141.97 feet to the south line of said D. L. C.; thence North 79° 36' West along said south line 1030.82 feet to the point of beginning; containing 4.14 acres.

2. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and, in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

3. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

4. This resolution shall be entered in full in the minutes and records of this Commission.

The Chief Counsel requested instructions regarding the payment of a drainage district assessment on right of way which is being purchased for the Upper Columbia River Highway at Troutdale. He advised that the property owners cannot escape payment of the assessment and recommended payment of the same with the understanding that an endeavor will be made later to seek relief from the payment of future assessments. The Commission approved the recommendation unanimously.

The Assistant Counsel presented an offer from the Bunting Tractor Company, La Grande, to purchase for the sum of $200 state-owned property situate in Block 25, Williamson's Addition to La Grande, for use in connection with construction of a modern plant for the sale and service of heavy construction equipment. The Engineer advised that the property is of no value for state highway purposes and recommended approval of the sale at the price quoted on the condition the the Company will provide off-street parking for vehicles adjacent to its buildings. The Commission approved the recommendation by unanimous vote. (A deed of conveyance was signed by the Commission on the following day.)

The Assistant Counsel requested instructions regarding payment of the claim of A. H. Thompson for damages resulting from construction of the Steiwer Hill-Santiam River Section of the Pacific Highway East, Marion County. He advised that the option secured from Mr. Thompson provided for payment for loss of crop; also, that Mr. Thompson planted the area taken by the state, but construction of the highway was begun before his crop was harvested, and as a result he suffered damages in the amount of $492.50, of which amount the sum of $240 previously was paid, leaving a balance now due of $252.50. The Chief Counsel advised the Commission that it is obligated to pay this sum. The Commission approved payment of the claim unanimously.

The Assistant Counsel requested instructions regarding the purchase of private insurance covering an old hotel building acquired jointly by the state and the City of Portland from James Faturos in connection with a right of way settlement on the Front Avenue Project, in Portland. He advised that the building presently is covered by two insurance policies with a co-insurance clause, one of which has expired. It was his thought that the building should be insured under one policy in the amount of $10,000, and he recommended cancellation of existing policies and purchase of a single one in such amount. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

Consideration was given by the Commission to a proposed assignment by Victor Chambers, Cottage Grove, only heir of J. H. Chambers, Deceased, to W. H. Daugherty, Cottage Grove, of his interests in a certain easement agreement executed by the State Highway Commission and Mr. J. H. Chambers on May 23,

1941, covering the right to construct and maintain a spur railroad track over certain state-owned property in Cottage Grove. The Chief Counsel advised that the former Highway Commission entered into an easement agreement with Mr. J. H. Chambers on the above-mentioned date. It appears now, he said, that Mr. Victor Chambers, who is the only heir to the J. H. Chambers Estate, has sold his interests to Mr. Daugherty, so it would be quite in order for the Highway Commission to consent to the transfer of interests if it so desires. He so recommended. The Commission approved the recommendation. (The "Consent" to the assignment was signed by the Commission the following day.)

The Commission discussed a request from a Garden Club of Aloha for permission to landscape a small triangular-shaped tract of state-owned land situate between the Tualatin Valley Highway and the Southern Pacific Railroad in the town of Aloha, as a memorial to boys of this town who lost their lives during World War II. The Chief Counsel, who brought the matter up, recommended approval of the request. The Engineer suggested that the matter first be passed on by the State Parks Superintendent, who is in charge of roadside development. The Commission indicated its approval but deferred definite action pending inspection and recommendation by the Parks Superintendent.

The Commission recessed for luncheon at 12 o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Chief Counsel brought up for discussion the state's claim against Sills Truck Service and Consolidated Freightways for damage to a rock wall guard rail on the Columbia River Highway at M. P. 27.50. He explained that the guard rail was damaged as a result of a collision between trucks owned by these two companies and that repairs cost the sum of $376.71, which the owners of the vehicles involved have not paid. He requested authority to institute suit to collect on the claim in the event it is not paid in the near future. The Commission approved the request unanimously.

The Chief Counsel also brought up for discussion the state's claim against DeWalt Houk and The Coastal Lumber Co. for damages to Ft. Hill Bridge on the Salmon River Highway near Valley Junction. He advised that the original claim was in the amount of $2,100, but the amount is disputed by the company which carried the insurance on the truck that did the damage; however, indications are that the company will pay $1,800 as settlement in full. Following discussion motion was made by Commissioner Schaupp that settlement in the amount of $1,800 be accepted. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission. (The Chief Counsel reported on the following day receipt of information from the insurance company to the effect that it would pay $1,800 as settlement in full for this claim.)

The Chief Counsel reported the status of the proposed contract with Mr. Walter S. Taylor covering concession privileges at Silver Creek Falls State Park. He advised that, because of complications, difficulties in securing equipment, etc., Mr. Taylor has been unable to meet the Commission's requirements. He suggested, in view thereof, that the contract be cancelled and that Mr. Taylor be relieved of his obligation with regard thereto; also,

that the deposit that he made with his bid for the purchase of the concession be returned to him without deduction. The Commission approved the suggestion and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore, in an effort to find a competent party or parties to take over and operate the concession at Silver Creek Falls, issued a call for competitive bids; and

WHEREAS, among other bids submitted was the bid of Walter S. Taylor, whose bid was deemed by the Commission the best and most satisfactory bid, and said bid was therefore accepted; and

WHEREAS, subsequent to the said call for and receipt of bids, facts have been disclosed and conditions have developed which indicate that neither the State nor the said Walter S. Taylor can procure the equipment necessary for the operation and furnishing of the service needed at said place; and

WHEREAS, because of the conditions over which neither the bidder nor the State has control, it is deemed best that the transaction be abandoned and the bidder released from his obligation, his bid bond returned, and that the bidder release the State from any obligation and liability of any kind or character;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. That the Commission's Counsel be and he hereby is instructed to prepare an appropriate instrument by which the State shall release Walter S. Taylor of any obligation with respect to his said bid and that his bid bond be returned.

2. That Walter S. Taylor release the State from any and all claims of every kind and character growing out of or resulting because of his bid submitted and its acceptance by the State.

3. That this resolution be entered in the minutes and records of the Commission.

The Chief Counsel reported on an accident involving State Highway equipment which occurred on one of the streets in Astoria resulted in damage to the state's car necessitating repairs costing $102.12. He advised that the state's car collided with one privately-owned and that the accident occurred, according to reports, because of icy pavement. The company that carried the insurance on the other party's car denies liability and refuses to pay the claim. He gave as his opinion, under the circumstances, that the state could not recover were it to resort to litigation, and he recommended that the claim be dropped unless the other party presses a claim against the state. The Commission approved the recommendation.

The Commission discussed the matter of acquiring rights of access to state highways in connection with right of way negotiations, as suggested by the Chief Counsel in his letter to the Commission dated July 29, 1946. Chairman Banfield gave as his thought that the Commission previously had adopted a general policy with regard to such matter and suggested that such policy be continued in future right of way negotiations, including the provision that no access for commercial purposes be allowed except as may be agreed upon between the Highway Commission and the property owners. The Chief Counsel read aloud the Commission's resolution of October 30, 1945, covering this feature with respect to certain state highways, following which Chairman Banfield declared that it is the desire of the Commission to secure "freeways" wherever possible regardless of the limitations set forth in the resolution; however, common sense should be used in negotiating for them. Commissioners Schaupp and Chessman concurred.

In this connection the Engineer suggested the adoption of a "system of limited access highways" and presented a map showing a recommended system for the Commission's consideration. Action on this matter was deferred by the Commission for further study.

The Commission ordered that hereafter, in submitting requests for authority to conduct surveys, there shall be incorporated therein information concerning the "freeway" feature, if that has not previously been decided by action of the Commission. The Secretary was instructed hereafter to check such requests and other material, including construction data, maps, etc., against the original records of the Commission and to ascertain if they vary therefrom in any respect--in the event changes or alterations in the Commission's original authorization are contemplated, then the Secretary shall bring such changes to the attention of the members of the Commission by letter and shall present them to the Commission for discussion at its next regular meeting. If the Commission approves the changes, such approval shall be by appropriate resolution, using the same procedure and formality that was used in the adoption of the original authorization.

The Chief Counsel requested instructions relative to the Commission's claim against W. M. Shiffer, Hood River, for removal of a quantity of crushed rock maintenance material from a stockpile at M. P. 5.71 on the Hood River Secondary Highway. He advised that, according to reports, Mr. Shiffer took approximately 12 yards of material for use in constructing a driveway to his residence nearby, whereas Mr. Shiffer, upon being contacted, admitted removal of only two yards of material. This material, he stated, is valued at $2.09 a cubic yard, making a total amount of approximately $25.08 due from Mr. Shiffer. The Commission, following discussion, considered it advisable to prosecute this man and instructed the Chief Counsel accordingly.

The Chief Counsel also requested instructions relative to the Commission's claim against Mr. Dave Levander, Joseph, Oregon, for the theft of some snow fence materials which he appropriated for his own private use. He advised that, according to a report from George M. Rogers, State Police Sergeant, Mr. Levander admitted taking the fence material but stated that he intended to return it this fall. The question arises now, he said, whether

or not the man should be prosecuted for a criminal offense. The Commission decided the man should be prosecuted and so ordered.

The Commission by unanimous vote adopted the following resolution relative to the appointment of Mr. G. W. Neuner to serve as the Commission's Assistant Counsel:

> WHEREAS, the Commission's Counsel has recommended the employment of G. W. Neuner to serve as an Assistant Counsel and that the compensation be $385.00 a month, plus the increase of $20.00 a month recently approved by the Commission;
>
> NOW, THEREFORE, the Commission's Counsel is authorized to employ G. W. Neuner to serve as Assistant Counsel to the Commission and that his compensation, until otherwise changed by order of the Commission, shall be the sum of $405.00 per month.

The Engineer reported results of investigations for an historical marker designating the Old Barlow Road on Mt. Hood as requested by the Old Oregon Trail Association. He advised that the location suggested by the Association on the Mt. Hood Highway at Laurel Hill overlooking Yocum Falls is entirely satisfactory and recommended approval of the same by the Commission and that he be authorized to erect a suitable marker, which he estimated would cost about $250, installed. The Commission approved the report and authorized the erection of the marker as recommended.

A letter was presented from Northwest Fabricators, Inc., Albany, Oregon, requesting the privilege of taking water from Waverly Lake, Albany, to fill its sawmill pond nearby and to maintain a constant water level in the pond. The Engineer advised that careful examination of the situation reveals that there is not enough water flowing through the lake to handle evaporation and to furnish the Nebergall Meat Company one second foot of water for which it has a prior right. He real aloud a letter from the Northwest Fabricators, Inc. and his reply thereto and recommended denial of the request. Following discussion, during which the Commission expressed its desire to preserve Waverly Lake, the Commission denied the request. The matter was referred by the Commission to the Chief Counsel for further handling.

The Engineer reported an inquiry from the Coos Bay Lumber Company whether or not the State Highway Commission would have objections to the company dumping logs into the Middle Fork of the Coquille River near the town of Remote and floating them down the river to Coquille by means of flash dams. He pointed out that a similar procedure was followed some 15 years ago which resulted in damage to the highway and gave as his thought that the company should not be permitted to move its logs in such manner if it can be prevented. On the other hand, if the company proceeds with its plan, then every precaution should be taken by the State Highway Department to protect the highway, including the taking of pictures before and after operations

begin so that pictorial evidence will be available in the event that damage occurs and difficulties are encountered in securing reimbursement for repair expense. He quoted the Commission's Chief Counsel to the effect that, in his estimation, the control of the logging operations is more of a matter for the State Fish Commission to decide than for the State Highway Commission. The Commission concurred in the viewpoint of the Engineer and thereupon referred the matter to the Chief Counsel to handle legally and to protect the Highway Commission's rights and authority with respect to the highway. The Chief Counsel was authorized to appear before the Fish Commission, if necessary, to accomplish such objective.

The Engineer reported an agreement reached with log haulers and others interested in the truck hauling of logs over the Mt. Hood Highway from Barlow Pass to the City of Hood River, which agreement provides for the transportation of logs over this highway under certain conditions during certain hours of the day and free use of the highway by the general public during other periods. (See report in general files for details) The Commission approved the report, thus confirming the telephonic authority heretofore given the Engineer by the Commission to approve such solution to the problem.

In this connection the Engineer also reported that some of the log haulers are making a sincere effort to comply with the rules and regulations, but it appears that one hauler, by the name of Louis Zeman, is not paying much regard to or respect for the rules and has been observed on a number of occasions transporting logs over this highway in direct violation of the prescribed rules. The Commission ordered that this hauler be given a warning that if he does not comply with the rules his permit will be cancelled and he will not be permitted the use of the highway thereafter.

The question arose as to the duties of the deputy sheriffs who, according to the agreement, have been assigned to protect travel on the highway during the time logging operations are under way. The Commission ordered that the agreement with the log haulers be modified to provide that the duties of the deputy sheriffs shall be to protect the entire traveling public rather than log haulers only. The Engineer was instructed to see to it that the deputy sheriffs receive instructions to that effect.

The Engineer brought to the Commission's attention a number of log-hauling violations committed by operators in the employ of Ernest Organ, logging contractor, John Day, Oregon, the particular violation being the transportation of loads of greater width and height than is permitted by law. He advised that Mr. Organ has been warned several times to keep loads within the legal limits, but the warnings appear to be of no avail, as the violations continue, the principal offender being an operator named Eugene Arthur Negus. In this connection a letter was presented from Mr. Organ admitting neglect in loading his equipment and stating that hereafter more care will be taken so that the loads will comply with the requirements. Following discussion, the Secretary was instructed to again warn Mr. Organ that any further violations will result in the cancellation of his P.U.C. permit.

The Commission had under discussion a written offer from the City of Gresham regarding the proposed widening and pavement resurfacing project on the West Gresham Section of the Mt. Hood Highway, bids for which were received at this meeting, wherein the city agrees to cooperate with the Commission by doing certain things and contributing certain funds toward the cost of the work. (See "Option for Cooperative Construction Project" filed in Contract No. 2826) The Commission's Chief Counsel advised that he has examined this offer and is of the opinion that it meets the understanding previously had with the city on this subject. The Commission thereupon accepted the offer by unanimous vote.

The Commission discussed with the Engineer the bids received at the morning session for highway construction work and took the following action thereon by unanimous vote:

Contracts for the following projects were awarded to the low bidder in each instance: Wren Rock Production Project on three state highways, in Benton and Lincoln Counties, E. C. Swaggart, Eugene, low bidder; widening and paving the Dixonville-Marks Ranch Section of the North Umpqua County Road, in Douglas County, J. C. Compton Co., McMinnville, low bidder; pavement resurfacing on the Sandy Boulevard (12th Ave. - 44th Ave.) Section of the Columbia River Highway, in Portland, Porter W. Yett, Portland, low bidder; widening and paving the West Gresham Section of the Mt. Hood Highway, in Multnomah County, Porter W. Yett, Portland, low bidder.

Bids received for the following projects were referred by the Commission to the Engineer with authority to award the contract to the low bidder in each instance when certain conditions have been satisfied: Regrading, surfacing and oiling Cline Falls-Tumalo Section of the Cline Falls Secondary Highway, Deschutes County, T. W. Thomas, low bidder; regrading, surfacing, and oiling Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway, Deschutes County, T. W. Thomas, low bidder.

The Commission decided to hold for further study all bids received for the grading and topping of the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County, and for grading and construction of bridges on the Glendale Junction-Wolf Creek Section of the Pacific Highway, in Douglas and Josephine Counties. Announcement of the disposition of bids is to be made within 30 days.

The Commission rejected the one bid received for the County Road Grade Separation Project at Merle on the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County.

No bids were received by the Commission for the Merle Railroad Grade Separation Project on the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County, or for the furnishing and placing of topsoil cover material on the Front Avenue (Alder Street-Sheridan Street) Section of the Pacific Highway West, in Multnomah County.

At 3:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Wren Rock Production Project on three state highways in Benton and Lincoln Counties. The Commission received two bids for this project, the low one being that of E. C. Swaggart, Eugene, at $30,562.50. The other bid was submitted by J. N. & M. J. Conley, Portland, at $32,107.50. The contract has been awarded to the low bidder, E. C. Swaggart.

"Regrading, surfacing, and oiling the Cline Falls-Tumalo Section of the Cline Falls Secondary Highway, Deschutes County. T. W. Thomas, Portland, submitted the low bid for this work at $123,321.50. Halvorson Construction Co. and H. Halvorson, Salem, submitted the next low bid at $136,821.50. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, T. W. Thomas, when certain conditions have been satisfied.

"Regrading, surfacing, and oiling the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway, Deschutes County. The low bidder for this work was T. W. Thomas, Portland at $64,217.50. The next low bidder was Del R. Beebe Construction Co., Eugene, at $69,522. There were five higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, T. W. Thomas, when certain conditions have been satisfied.

"Highway widening and paving on the Dixonville-Marks Ranch Section of the North Umpqua County Road, Douglas County. J. C. Compton Co., McMinnville, submitted the low bid for this work at $243,791. The only other bid was submitted by Warren Northwest, Inc., Portland, at $276,422.50. The Commission has awarded the contract to the low bidder, J. C. Compton Co., at its bid price.

"Grading and topping on the Johns-Glendale Junction Section of the Pacific Highway, Douglas County. The low bid for this work was submitted by R. A. Heintz Construction at $299,478.50. McNutt Bros., Eugene, submitted the next low bid at $310,292.50. There were two higher bids. The Commission has deferred the award of this contract pending further study but will announce its decision within the next 30 days.

"Grading and bridge construction on the Glendale Junction-Wolf Creek Section of the Pacific Highway, Douglas and Josephine Counties. McNutt Bros., Eugene, submitted the low bid for this work in the amount of $877,031. Guy F. Atkinson Co., Portland, submitted the next low bid at $884,962. There were two higher bidders. The award of this contract has been deferred by the Commission pending further study; however, the disposition of the bids will be announced within the next 30 days.

"Furnishing and placing topsoil covering material on the Front Avenue (Alder Street-Sheridan Street, Portland) Section of the Pacific Highway West, Multnomah County. The Commission received no bids for this work.

"Pavement resurfacing on Sandy Boulevard (12th Ave. - 44th Ave., Portland) Section of the Columbia River Highway, Multnomah County. The Commission received two bids for this work, the low one being submitted by Porter W. Yett, Portland, at $34,735. The other bid was submitted by Parker-Schram Co., Portland, in the amount of $35,925. The contract has been awarded to the low bidder, Porter W. Yett, at his bid price.

"Highway widening and paving on the West Gresham Section of the Mt. Hood Highway, in Multnomah County. Porter W. Yett, Portland, submitted the low bid for this work in the amount of $78,977.50. The only other bid was submitted by Parker-Schram Co., Portland, at $79,977.50. The contract has been awarded to the low bidder, Porter W. Yett, at his bid price.

"Construction of the Merle Grade Separation Project at Merle on the Gardner Ranch-Berger Ranch Section of the Sunset Highway in Washington County. The Commission received no bids for this work.

"Construction of a County Road Grade Separation Project at Merle on the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County. The Commission received one bid for this work being that of Lockyear & Lockyear, Seattle, Washington, in the amount of $53,728.50. The bid has been rejected."

The Engineer reported the results of the taking of bids in Salem on July 29, 1946, for the sale of state-owned property in the town of Reedsport and for the sale of "down" timber in Van Duzer Corridor along the Salmon River Highway in Tillamook County, as follows:

SALE OF LAND IN REEDSPORT

Item No. 1, Fractional Lot 16, Block 80

Roy G. Cairns, Reedsport	$ 110.00
James W. Ford Jr., Gardiner	55.00
Russel J. Hubbard, Reedsport	30.00

Item No. 2, Fractional Lots 1 to 6, Block 1

Russel J. Hubbard, Reedsport	$ 821.00
Roy G. Cairns, Reedsport	130.00
James W. Ford Jr., Gardiner	105.00

Item No. 3, Fractional Lots 1, 2 & 3, Block 2

Russel J. Hubbard, Reedsport	$ 80.00
Roy G. Cairns, Reedsport	50.00

Item No. 4, Fractional Lots 4, 5 & 6, Block 2

Russel J. Hubbard, Reedsport	$ 230.00
Roy G. Cairns, Reedsport	25.00

(Con't)

SALE OF LAND IN REEDSPORT (Con't)

Item No. 5, Fractional Lot 4, Block 5

Russel J. Hubbard, Reedsport	$ 40.00
Roy G. Cairns, Reedsport	25.00

SALE OF DOWN TIMBER ON
SALMON RIVER HIGHWAY IN TILLAMOOK COUNTY

No bids received

The Engineer recommended rejection of all bids received. The Chief Counsel concurred in the recommendation, however, added that the City of Reedsport is desirous of having some control over the property so as to prevent "spot" zoning. Commissioner Schaupp suggested that it would be proper to cooperate with the city in this matter, whereupon the Commission, by unanimous vote, rejected the bids and referred the matter to the Chief Counsel to discuss with the city officials. He is to report back to the Commission the results of the conference.

The Engineer reported on a request from the Seaside City Council for the installation of a traffic signal at the junction of the Oregon Coast Highway and Roosevelt Drive near the north city limits. He advised that the matter has been very carefully studied by the Acting Traffic Engineer who recommends against the installation of the signal, but who also recommends, as an alternate plan of treatment, the channelization of traffic at this point which would cost approximately $400. The Engineer advised that he concurs in this recommendation. Following discussion the Commission approved the recommendation by unanimous vote as a trial proposition.

The Engineer reported on a plan of traffic control for the prevention of accidents on the Astor St. - Taylor Ave. Section of the Oregon Coast Highway, Astoria, which plan provides for the installation of a median strip with handrail fence to prevent cross travel. The Astoria City Council, he said, at one time tentatively approved the project, and it was his intention to include the work in a contract for which bids are to be received in September, but objections to such type of construction have been filed with the City Council by the West End Development League of Astoria, in view of which the city has gone on record against this feature of the improvement pending further study. He inquired as to the wishes of the Highway Commission in the matter and asked for instructions whether or not to proceed with the advertising of the work in conjunction with the other project. Commissioner Chessman advised that the City of Astoria for several years has been trying to get something done to prevent accidents along this thoroughfare. He suggested, in view of the circumstances, that the responsibility for safeguarding the public should be placed directly with the City Council. The Chief Counsel gave as his opinion that the Commission should not proceed with the traffic control work unless the city adopts an ordinance approving the plan for the same.

AUG 6 1946

The matter was discussed at considerable length, and as a result thereof, the Commission authorized the advertising of the traffic control project along with the adjacent Federal Aid widening project, alternate bids to be received both with and without the traffic control section. If the City of Astoria, in the meantime, approves the traffic control project, then the Commission will consider the award of the contract on the basis of the alternate bid that includes such project.

The Engineer reported the results of investigations relative to the proposed bridge across the Willamette River at Independence. He exhibited a map showing the alternate routes investigated and explained the details of each. He suggested adoption of a site a short distance upstream from the present ferry crossing where it is feasible to construct a new road approach from the Marion County side where it would be least affected by flood waters. He advised that the people of Independence do not object to such location, but the county courts have not expressed themselves relative thereto. He estimated the cost of the structure, based on present-day conditions, at $640,000, which is some $40,000 in excess of his previous estimate, and advised that, according to a previous understanding, this expense would be paid 50 percent by the state and 50 percent by both counties, each county to pay one half of such share. Marion County, he said, will pay its share of the cost in one lump sum; however, Polk County wants to stretch its payment out over a period of 12 years by assigning a portion of the monies that it receives annually from state highway revenues. He suggested that the counties should pass resolutions adopting the recommended location, following which the definite location survey should be authorized, then a three-party agreement should be prepared covering the matter of payment of costs. Chairman Banfield gave as his thought that a survey should not be undertaken unless and until there is a meeting of minds with respect to the location and the total expense involved. Following further discussion the Commission ordered preparation of an agreement covering the entire matter, it being understood that when this is executed by all parties the Commission will authorize the making of necessary surveys. The Chief Counsel and the Engineer were instructed to proceed on such basis and report back to the Commission.

The Engineer reported on a request from the City of Sandy for the oiling of First Street from Main Street to Proctor Street which is being damaged by log-hauling traffic. The Engineer advised that this particular block will be the new route of the Woodburn-Sandy Secondary Highway when this highway is improved which improvement is scheduled for the second postwar year's undertaking. In view of this report, the Commission instructed the Secretary to inform the city that the state cannot immediately do what it asks but will give consideration to the project in the construction program for the second postwar year.

A letter was presented from Theron R. Howser, Secretary of the Portland City Planning Commission regarding a proposed highway that will by-pass the City of Portland and extend northerly from a connection with the Pacific Highway West at some point near Tigard to a connection with the Sunset Highway near the Commonwealth Inc. subdivision, and ultimately will connect with the Lower Columbia River Highway through Cornelius Pass. Mr. Howser desires information concerning such highway for use in connection with the Planning Commission's studies for the control of subdivisions in this

district. The Engineer exhibited a map showing the proposed highway alignment and its proximity to the large subdivisions that are being developed west of Portland. He recalled that the Commission some time ago had this matter under discussion but turned it down, but he considered it advisable to bring it to the Commission's attention again because of Mr. Howser's letter and because, in his estimation, the idea is a good one. He suggested, if the Commission approves the project, that a survey be authorized to determine a definite location for the road. Chairman Banfield gave as his opinion that, if anything is done at all the highway should skirt the Commonwealth and Kaiser developments in order to avoid future conflicts. Commissioner Schaupp declared that he is not in favor of the road. Commissioner Chessman gave as his thought that the road will have to be built some time. The Engineer estimated the cost of a reconnaissance survey to determine the approximate location at about $1,000. The Assistant Counsel estimated that it would cost about $200 to appraise the right of way. Chairman Banfield expressed himself in favor of the expenditure of $1,200 to secure a rough estimate of what is needed without any obligation whatsoever to do more. Commissioners Schaupp and Chessman also approved such expenditure and it was so ordered.

Consideration was given by the Commission to a request from the Aurora School Board and the Aurora Lutheran Brotherhood for sidewalk construction along the Beaverton-Aurora Secondary Highway from the town of Aurora to the Aurora Public School, a distance of about 0.4 mile, for the benefit and safety of school children. The Engineer suggested, in view of the many requests for projects of this kind, that the Commission might wish to budget a certain sum annually for such purpose and construct each year those projects which have the highest merit rating. He suggested a budget of $50,000. The Commission deferred action on the entire matter pending the establishment of a policy with respect thereto.

The Engineer reported on a request from the City of Willamina for the paving of the shoulders adjacent to the Salmon River Highway along Main Street through this town. He estimated the cost of the improvement, including storm drain, curbs, and pavement, at $36,300. The Commission denied the request.

A petition was presented from residents of Glendale and vicinity urging reconstruction of the Pacific Highway along the present location through the agricultural area between Stage Road Pass and Canyon Creek Pass, Douglas County, rather than on the proposed new alignment. The Commission deferred action on this matter for the time being. The location is to be inspected during the Commission's inspection trip through southern Oregon later in the month.

The Engineer reported that the Willamette National Lumber Company is erecting a large mill adjacent to the Santiam Highway east of the town of Foster and in connection therewith is constructing a railroad spur track which crosses the highway. This matter, he said, has been before the Public Utilities Commissioner, who has made an order which provides that the state highway shall be depressed under the railroad at this point to avoid a grade crossing, and also provides that the State Highway Department shall surface and oil the reconstructed highway, which is estimated to cost about $7,000.

He further stated that in order to provide a proper improvement and to safeguard traffic additional work, consisting of widening for four lanes of traffic, should be done. He estimated the cost of such additional work at $16,000, making a total estimated cost of $23,000 for the entire improvement. He requested authority to include this project in the construction program for state funds which the Commission adopted at the previous meeting. The question arose whether or not the improvement meets with the approval of the lumber company. The Engineer was instructed to ascertain such information and report full facts concerning the project to the Commission at its next meeting.

A petition was presented from residents of Summit, Oregon, complaining about the condition of the Eddyville-Blodgett Secondary Highway through this town and urging the construction of an oiled surface thereon in order to alleviate the dust nuisance. The Engineer advised that this highway is now under contract for surfacing, but it will not be possible to do the oiling work until next year. He recommended, in the meantime, that the road be sprinkled with water until the oiling work can be done. Motion was made by Commissioner Schaupp that the road be sprinkled as long as necessary this fall and that no action be taken with regard to oiling it. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission. The Engineer was instructed to keep a record of the sprinkling expense for future information.

A letter was presented from Mary Louise Steere, Kernville, complaining that the Siletz Secondary Highway beyond the end of the paved section is in an "intolerable" condition and urging immediate improvement. The Engineer advised that there are 18 miles of unoiled macadam road between Kernville and the town of Siletz, also, that no provision has been made in the maintenance budget for the oiling of this section nor are there any plans for grading and oiling it in the construction program. Moreover, the project is too big to consider at this time. The Secretary was instructed to inform Miss Steere that there are no funds available to immediately finance the improvement that she has requested but that the Commission will analyze the project later on.

The Engineer brought up for discussion a proposed compromise settlement of the claim of Morrison-Knudsen Company, Inc. arising out of this company's contract with the state for surfacing, oiling, and production of maintenance materials on the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, in Malheur County, State Highway Contract No. 2649. The Engineer explained that the contractor lost $250,000 on this job but submitted a claim for only $14,964.67, which represents expenses incurred in connection with the opening up of a quarry that did not prove satisfactory. Careful consideration of the items making up the claim, he said, reveal justification for payment of $10,076.50, which sum the contractor has agreed to accept as payment in full for its claim. He recommended settlement with the contractor on such basis. Following discussion, motion was made by Commissioner Chessman that settlement of this claim for $10,076.50 be authorized. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission. (The agreement with Morrison-Knudsen Company, Inc. covering the matter was signed by the Commission on the following day).

The Chief Counsel brought up for discussion the action taken by the Commission at the previous meeting declaring White Bros. Co. in default in connection with the contract awarded to them by the Commission on May 16, 1946, for the excavation of materials on the Oneonta Section of the Columbia River Highway, in Multnomah County, and ordering recovery on the proposal bond furnished by the company. He advised that it would be of advantage to him, if the case goes to court, if the Commission would confirm its action by formal resolution, and he recommended that that be done. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, the Commission on the twenty-ninth day of April, 1946, called for bids and on the sixteenth day of May, 1946, received a bid by White Bros. Company, a limited partnership doing business at Third and Sumach, Walla Walla, Washington, for certain excavation of materials on the Oneonta Section of the Columbia River Highway in Multnomah County; and

WHEREAS, the bid of said White Bros. Company in the sum of $93,600 was deemed by the Commission a satisfactory bid and was therefore accepted and the contract awarded to said bidder; and

WHEREAS, in connection with said bid the bidder filed with the Commission a bidder's bond in the sum of $4,680, with the Maryland Casualty Company as surety, to insure the execution of the contract and the performance bond, the amount of which bond was computed on five per cent of the amount of the bid; and

WHEREAS, said contract form and bond form were prepared and delivered to the said White Bros. Company, but said White Bros. Company refused to execute said contract and refused to furnish and provide the performance bond required, but instead returned the said contract and the said bond unexecuted and refused to execute the contract or bond;

NOW, THEREFORE, BE IT RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That the said White Bros. Company hereby is declared to be in default with respect to the execution of said contract and bond.

2. The Commission does hereby find and determine, based upon the conduct and acts of the said company, that the bidder has abandoned the contract and under the provisions of his bid and bidder's bond has forfeited the amount of the security fixed in said bidder's bond.

3. That the Commission's Chief Counsel is hereby authorized to collect and recover from the bidder and the bidder's bondsman or surety the said sum of $4,680.

4. That if Counsel is unable to recover or collect said sum without litigation, then Counsel hereby is instructed to institute and prosecute such suit or action as may be necessary to accomplish the recovery and collection of said sum of $4,680.

In this connection the Engineer advised that this project has been advertised for bids on two different occasions, the first time resulting in the award of the contract to White Bros. Co., who now have defaulted, and the second time resulting in no bids whatsoever. He suggested that the work be done on a force account basis and recommended such a contract with Berke Bros., contractors, Portland, who are interested and who have stated a willingness to enter into such a contract if the state will pay them actual cost of doing the work plus a 15-percent premium for labor and a five-percent premium for materials used, and in addition thereto they will expect the state to pay the insurance and bond premiums, which are estimated to cost about $6,500 on the basis of furnishing $50,000/$100,000 public liability and property damage insurance. He explained that this contractor wants the state to relieve him from liability in case of an accident resulting in damages greater than the amount of the bond. The matter was discussed at some length, but because of the lateness of the hour, a decision relative thereto was deferred until the following day. (See ahead for final decision)

The meeting adjourned at 5:00 p.m. to reconvene the following morning at 9:00 a.m. in the same room.

Portland, Oregon
August 7, 1946

The State Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building with the following persons present and participating:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids for construction work, as follows, were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contract would be made at 3:00 p.m. in the same room:

POWELL BUTTE SECONDARY HIGHWAY AND
ALFALFA COUNTY ROAD IN DESCHUTES COUNTY
ALFALFA MARKET ROAD SECTION

Babler Bros., Portland	$ 23,885.00
Del R. Beebe Constr. Co., Eugene	26,865.00
Harr & Horton, Portland	28,116.00

KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH AND LAKE COUNTIES
BLY-EAST FOREST BOUNDARY ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene	$ 39,816.00
A. H. Saxton & Sons, Corvallis	40,670.00
M. C. Lininger & Sons, Medford	41,440.00

TERRITORIAL SECONDARY HIGHWAY IN LANE COUNTY
SMITHFIELD-ELMIRA SECTION

	Using Asphalt	Using Tar
Del R. Beebe Constr. Co., Eugene *	$ 98,204.00	$ - - -
J. N. & M. J. Conley, Portland	112,440.00	- - -
O. C. Yocom Co., McMinnville **	112,657.50	- - -
A. H. Saxton & Sons, Corvallis	118,063.50	- - -

* Bidder will not accept this project alone.
** Reduction of $3,000.00 if also awarded Veneta-Crow Project.

TERRITORIAL SECONDARY HIGHWAY IN LANE COUNTY
VENETA-CROW SECTION

	Using Asphalt	Using Tar
Del R. Beebe Constr. Co., Eugene *	$ 94,935.00	$ - - -
A. H. Saxton & Sons, Corvallis	99,500.50	- - -
O. C. Yocom, McMinnville	104,233.00	- - -

* Bidder will not accept this project alone.

SANTIAM HIGHWAY IN LINN COUNTY
HOGG ROCK SECTION

Lloyd Calkins, Ocean Lake	$ 48,295.00
Del R. Beebe Constr. Co., Eugene	58,500.00
Sleeper & Keyes, Bend	63,225.00
F. L. Somers, Klamath Falls	63,350.00
White Bros. Co., Walla Walla, Wn.	71,500.00
R. A. Heintz Constr., Portland	72,650.00
J. N. & M. J. Conley, Portland	76,000.00
Natt McDougal Co., Portland	78,700.00
John A. Logan, Portland	89,700.00

VALE-WEST SECONDARY HIGHWAY IN MALHEUR COUNTY
HOPE-DERRY RANCH SECTION

K. F. Jacobsen & Co. Inc., Portland	$ 122,796.50
Leonard & Slate, Portland	122,965.00
J. C. Compton Co. & Duffey E. Reed, McMinnville	126,939.50

DALLAS-COAST SECONDARY HIGHWAY NEAR BUELL IN POLK COUNTY
RECONSTRUCT EXISTING BRIDGE OVER MILL CREEK

Philpott & Buckingham, Portland	$ 38,960.00
Archie R. Averill, Portland	39,895.00
C. W. Manning, Oakland	43,770.00

WILSON RIVER HIGHWAY IN TILLAMOOK AND WASHINGTON COUNTIES
McNAMAR'S CAMP-WASHBURN SECTION

Warren Northwest, Inc., Portland	$ 224,540.00
Parker-Schram Co., Portland	226,260.00
J. C. Compton Co., McMinnville	234,465.00
Sound Constr. & Engr. Co., Seattle, Wn.	272,867.50

COVE SECONDARY HIGHWAY IN UNION COUNTY
COVE-UNION SECTION

Morrison-Knudsen Co., Inc., Boise, Idaho	$ 209,422.00
E. C. Hall Co., Portland	212,500.50
Leonard & Slate, Portland	237,390.00

SUNSET HIGHWAY IN WASHINGTON COUNTY
BRIDGE OVER ROCK CREEK ON GARDNER RANCH-BERGER RANCH SECTION

Lockyear & Lockyear, Seattle, Wn.	$ 24,855.00

WILSON RIVER AND NEHALEM SECONDARY HIGHWAYS IN WASHINGTON COUNTY
FOREST GROVE (MAIN STREET AND COLLEGE WAY) SECTION

No bids received

The Commission resumed discussion of the proposed force account contract with Berke Bros. for the removal of slide materials on the Oneonta Section of the Columbia River Highway, Multnomah County. The Engineer recommended, if the Commission decides to enter into such a contract, that the amount of the insurance be increased to $75,000/$250,000 so as to avoid the state's being obligated to pay any damages whatsoever should an accident occur. Chairman Banfield suggested that such contract be awarded to Berke Bros. on the basis outlined by the Engineer, subject to the condition that adequate insurance shall be purchased to properly protect the state. Motion

to that effect was offered by Commissioner Chessman, seconded by Commissioner Schaupp, and carried by the unanimous vote of the Commission. The matter was thereupon referred to the Engineer and the Chief Counsel for further handling.

The Engineer advised that the City of Lexington has fulfilled the requirements with respect to the expenditure of State Tax Street Funds that the city received in 1944 from 1943 highway revenues and that the plans of the city for expenditure of the money have been examined and found satisfactory. He recommended, in view thereof, approval of the plans by the Commission in order to meet the legal requirements. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by the Oregon State Highway Commission apportioned to the city hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the sum or amount set opposite the name of said city:

Lexington - - - - - - - - - - - - - - - - - $306.28

AND, WHEREAS, said city has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify said city for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following street in the following named city:

Lexington - "B" Street (bridge repair)

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named city hereby are approved.

3. That the action taken by said city as evidenced by appropriate resolutions adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city so as to qualify said city to receive and use the funds apportioned to said city.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in said city a duly certified copy of the resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 7th day of August, 1946.

The Engineer also reported that the cities of Lexington and Oakland have met the legal requirements with respect to the expenditure of State Tax Street Funds that they received in 1945 from 1944 revenues and that the plans of these cities for the expenditure of such funds have been examined and found satisfactory. He recommended approval of the plans in order to meet the legal requirements. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Lexington - - - - - - - - - - - - - - - - - -	$311.70
Oakland - - - - - - - - - - - - - - - - - - -	512.97

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Lexington - "B" Street (bridge repair)
Oakland - Maple Street from 3rd Avenue to intersection at Locust Street, Oak Street from 1st to 5th Streets

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 7th day of August, 1946.

A similar report was rendered by the Engineer with respect to the expenditure by the following cities and towns of State Tax Street Funds received by them in 1946 from 1945 revenues:

Creswell	Joseph	Lexington	Mosier
Halfway	Lakeview	Lostine	Paisley

The plans of the respective cities for the expenditure of the funds, he said, have been examined and found satisfactory. He recommended approval of the same by the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Creswell	$ 746.50
Halfway	624.84
Joseph	890.69
Lakeview	3,703.96
Lexington	334.95
Lostine	306.41
Mosier	324.43
Paisley	355.98

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Creswell - 1st Street, 2nd Street, "C" Street, "D" Street, 5th Street, Oregon Street

Halfway - Bell Street, Dawson Street, Church Street, Center Street

Joseph - Mill Street, River Street, also newly opened road from Alder Street across O.W.R. & N. Co. right of way to the northern edge thereof

Lakeview - "B" Street South, South Street, Third Street South, Fourth Street South, "H" Street, First Street North, Second Street North

Lexington - "B" Street (bridge repair)

Lostine - Elizabeth Street, College Street, Cole Street, Roswell Street, Wallowa Street, Resort Street

Mosier - Washington Street, Third Avenue

Paisley - Mill Street, John Street, Chewaucan Street, Green Street, Willow Street, Main Street, West Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 7th day of August, 1946.

The Engineer reported that in conformity with authority previously given him by the Commission he has awarded the following contracts, bids for which were received by the Commission at its meeting on June 26, 1946, the conditions of the awards being satisfied:

Prineville Railway Undercrossing Section of the Madras-Prineville Secondary Highway, Crook County; contract awarded July 2, 1946, to John A. Logan, low bidder.

Construction of the Woodburn Section of the Pacific Highway East and the Hillsboro-Silverton Secondary Highway, Marion County; contract awarded on July 24, 1946, to Warren Northwest, Inc., low bidder.

The Commission by unanimous vote confirmed the awards as reported.

A letter was presented from Mrs. Mabel F. Campbell, Waldport, Oregon, requesting permission to construct an additional driveway entrance to her property on the west side of the Oregon Coast Highway just south of Waldport. The Engineer advised that Mrs. Campbell now has an approach to her property on a graded and surfaced street leading west from the highway and that to authorize another approach at the location she wants would necessitate an excavation through a cut bank between eight feet and ten feet high, which would create a very undesirable condition from a traffic standpoint unless the whole cut were removed. He recommended that the request be denied. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Commission had under consideration the following requests for extensions of time within which to complete highway construction contracts:

Oscar E. Joelson, Contract No. 2729, for furnishing crushed materials in stockpiles for the Hoffman Bridge Rock Production Project on the Coos Bay-Roseburg and Powers Highways, in Coos County, requested an additional extension of time, from December 31, 1945, to July 3, 1946, within which to complete this job. He attributed his failure to complete the project within the previously-extended time limit to exceedingly heavy rains which flooded the gravel bar from which he was securing his materials, and to the impossibility of retaining a crew on the job because of the unsteadiness of the work. The Engineer advised that the contractor had exceedingly bad luck with both high water and engine trouble. It was his thought, in view thereof, that the extension of time requested should be granted without penalty, and he so recommended, notwithstanding that the state has incurred some extra expense for engineering supervision. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman.

Archie R. Averill, Contract No. 2755, for construction of bridges on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, Multnomah County, requested an extension of time of 45 days, from July 31, 1946, to September 14, 1946, within which to complete this job. He attributed his failure to complete the project within the specified time limit to scarcity of materials. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct and he recommended, in view of the circumstances, that the extension of time

requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Philpott & Buckhingham, Contract No. 2781 for placing new timbers on the Vine Maple Bridge over the Nehalem River on the Fishhawk Falls Secondary Highway, Clatsop County, requested an extension of time of 30 days, from July 31, 1946, to August 31, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather and slow delivery of materials. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that Contracts Nos. 2721, 2729, 2751, 2759, 2765, and 2763 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2721, with Rogers Construction Co., for furnishing crushed rock in stockpiles on the Chemult-Beaver Marsh Section of The Dalles-California Highway and East Diamond Lake Secondary Highway in Klamath County; completed on June 15, 1946.

Contract No. 2729, with Oscar E. Joelson, for furnishing crushed material in stockpiles on the Hoffman Bridge Section of the Coos Bay-Roseburg Highway and Powers Secondary Highway in Coos County; completed on July 3, 1946.

Contract No. 2751, with J. N. and M. J. Conley, for bituminous macadam surfacing work on the Madras-Juniper Butte Section of The Dalles-California Highway in Jefferson County; completed on June 26, 1946.

Contract No. 2759, with Newport, Kern & Kibbe, for furnishing crushed material in stockpiles on the Vale Section of the Central Oregon and John Day Highways in Malheur County; completed on July 5, 1946.

Contract No. 2765, with Vernie Jarl, for furnishing crushed rock in stockpiles on the Mitchell-John Day River Section of the Ochoco Highway in Grant and Wheeler Counties; completed on May 31, 1946.

Contract No. 2763, with E. C. Hall Co., for grading, surfacing, oiling and rock production on the Ruckles Creek-Middle Bridge Section of the Baker-Homestead Highway in Baker County; completed on June 27, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

A letter was presented from the Amity City Council requesting installation of flashing beacons over the Pacific Highway West at its intersections with Church Street and Fifth Street in Amity; also, requesting the erection of signs at highway entrances into the city, school caution signs, and the painting of parking strips. The Engineer advised that this matter has been carefully investigated by the Acting Traffic Engineer, who recommends against the installation of the flashing beacons but who suggests, in lieu thereof, that the matter be taken care of by appropriate signs and the painting of crosswalks on the highway pavement. He declared his concurrence in the recommendation. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp.

The Engineer reported that there no longer is need for the reduced load limit ordered by the Commission on April 4, 1946, for the Eddyville-Blodgett Secondary State Highway between M. P. 7.6, near the old "Edwards' place", and M. P. 11.7 at Nashville, Lincoln County. He recommended the lifting of such reduced load limit. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, on the 4th day of April, 1946, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the maximum load limit on the

EDDYVILLE-BLODGETT SECONDARY STATE HIGHWAY NO. 180 from M. P. 07.6, near the "old Edwards' place", to M. P. 11.7, at Nashville, in Lincoln County;

and

WHEREAS, subsequest to the passage of said resolution, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said above-named highway;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission, reducing the maximum permissible load limit on the

EDDYVILLE-BLODGETT SECONDARY STATE HIGHWAY NO. 180 from M. P. 07.6, near the "old Edwards' place", to M. P. 11.7, at Nashville, in Lincoln County,

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said section of said highway hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerk of Lincoln County, in which county said section of said highway is located, and the Superintendent of the Department of State Police for his information.

Dated this 7th day of August, 1946.

The Engineer also recommended the lifting of the reduced load limit which was adopted by the Commission on February 16, 1944, for the I.O.N. Secondary State Highway No. 456 and the Jordan Valley Secondary State Highway No. 458, in Malheur County. He advised that this is a perfunctory matter simply to clarify the records. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, on the 16th day of February, 1944, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the maximum load limit on the

I.O.N. SECONDARY STATE HIGHWAY NO. 456, and the JORDAN VALLEY SECONDARY STATE HIGHWAY NO. 458

and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said above-named highways;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission, reducing the maximum permissible load limit on the

L.O.N. SECONDARY STATE HIGHWAY NO. 456 from the Idaho state line near Malloy Ranch, Oregon, to the Nevada state line near McDermit, Nevada, in Malheur County, and on the

JORDAN VALLEY SECONDARY STATE HIGHWAY NO. 458 from its junction with the I.O.N. Secondary State Highway north of Jordan Valley to its junction with the I.O.N. Secondary State Highway west of Jordan Valley, in Malheur County,

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said sections of said highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerk of Malheur County, in which county said sections of said highways are located, and the Superintendent of the Department of State Police for his information.

Dated this 7th day of August, 1946.

The Engineer brought to the attention of the Commission the need for designation of speed-limit zones for log haulers on the Elkton-Sutherlin Secondary Highway. He advised that permits now being issued to operators on this highway contain provisions for reduced speed limits, but State Police will not enforce this provision unless the Highway Commission formally orders reduced speeds and posts the highway accordingly. He recommended adoption of a 25-miles-per-hour speed limit between M. P. 13.44 and M. P. 18.01 and between M. P. 22.84 and the junction with the Pacific Highway in Sutherlin. He also recommended a speed limit of 15 miles per hour between M. P. 18.01 and M. P. 22.84. The Chief Counsel gave as his opinion that the Commission is without authority to designate reduced speeds for one class of traffic to the exclusion of others, in view of which, the Commission deferred action on this recommendation. The matter was referred by the Commission to the Chief Counsel to work out a solution for the problem, if it is possible.

The Commission discussed the adoption of a resolution designating as a state secondary highway the old route of U.S. 97 (The Dalles-California Highway) from a point near the town of Chemult to its junction with the Crater Lake Highway because of the rerouting of this highway on the east side of Sun Mountain. The Engineer advised that the new highway has not been completed, although it is under contract. In view thereof, the Commission decided to defer action on the designation until the new road is completed and open to public use.

A letter was presented from Mr. L. M. Christensen, Yachats, Oregon, requesting permission to remove sand from the ocean beach at Yachats, Lincoln

AUG 7 1946

County, for use in connection with the construction of homes and buildings at this place. Mr. Christensen asked for this privilege for a five-year period and agreed not to take any sands during the months of June and July of any year. He declared that there is no other sand supply available nearer than Foley Creek at Newport, which sand cannot be delivered to Yachats from that place at reasonable cost. The Chief Counsel read aloud Mr. Christensen's letter. He advised that there is a question as to the Commission's authority to control the beach area, inasmuch as the shore of the ocean was designated a public road before the Legislature created the State Highway Department; nevertheless, he gave as his thought that the Commission should assume some authority in the matter and recommended the granting of Mr. Christensen's request on the condition that he will not remove the sands from this beach during the spawning period of smelt, which, according to information received from the State Master Fish Warden, is during the months of June and July and early August. The Secretary presented a letter from Mr. Arnie J. Suomela, Master Fish Warden, in which Mr. Suomela suggests that "in order that ample protection be given these food fish it is desired that no sand be removed from the beach during the period May 15 - August 31. By not removing sand during the period referred to above will protect the early spawners and also give ample protection for the eggs to hatch, and at the same time give the young fish an opportunity to leave the area". Following discussion, motion was made by Commissioner Chessman that Mr. Christensen be allowed to remove the sand from this beach area subject to the restrictions mentioned by the Master Fish Warden. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission. The Chief Counsel was instructed to prepare an appropriate agreement with Mr. Christensen covering the matter.

County Judge Nelson B. Higgs, of Harney County, and Mr. A. A. Bardwell, of the Burns Chamber of Commerce, were present in the interests of the John Day-Burns Highway (U.S. 395), particularly, the section which extends southerly from the Grant-Harney County line to the national forest boundary. Judge Higgs mentioned that the Commission has budgeted the sum of $195,000 for improvements on this section, however, gave as his understanding that the proposed project does not include the worst section of the highway at the south end where the road is badly cut up and is in a muddy condition. He urged the Commission to extend the project to include this section, which he estimated would cost about $50,000. The Engineer advised that the muddy section to which Judge Higgs refers is mainly in the forest area, and it is planned to improve this section as a forest highway project, but the program for the funds has not been prepared. He mentioned that the $50,000 requested by Judge Higgs would not finance the entire section. Chairman Banfield advised that the Commission is not in position to increase the allotment at this time. He pointed out that there are numerous jobs of a similar nature throughout the state which the Commission cannot undertake because of lack of funds. It was his thought that the Burns area has been pretty well taken care of. Commissioners Schaupp and Chessman concurred. Judge Higgs then asked the Commission to revive the contract for the improvement of this highway between Sylvies and Seneca, Grant County, which contract was awarded before the war but was canceled because of wartime restrictions. He was informed by Chairman Banfield that the Commission is now doing all that it can in this district and cannot lend much encouragement at this time. Mr. Bardwell inquired as to the possibilities of securing

forest highway funds and was informed by Chairman Banfield that there are possibilities later on but nothing definite with regard thereto can be said at this time because it needs the action of the three agencies--the state, the Public Roads Administration, and the Forest Service.

Judge Higgs then asked for a survey of a stub county road extending from the Central Oregon Highway at Drewsy to a place called Griffin Creek. He gave as his understanding that this road is on the Federal Aid Secondary Highway System and advised that the county has in mind to spend some county money to repair it but first wants to be sure that the road is in the proper location. The Engineer advised that the road is included in the tentative Federal Aid Highway System but is not scheduled for improvement in the post-war program. He estimated that it would cost about $1,500 to make the survey. The Commission authorized the Engineer to make the survey as soon as he can spare a survey crew.

A delegation from Depoe Bay representing the Depoe Bay Boosters Club and consisting of Ernest Smith, Lincoln Beach; Hollis Smith, Mayor of Dallas; C. L. Marsters, City Attorney and President of the Dallas Chamber of Commerce; J. C. Pepper, Manager of the Columbia River Packers Association, Depoe Bay; and Buell Grady, realtor, Portland, was present and asked the Commission to construct a new highway from Salem to the coast in the vicinity of Depoe Bay, which, they thought, would greatly shorten the distance between these points. Mr. Ernest Smith was spokesman for the group. He outlined briefly what the delegation had in mind. Chairman Banfield advised that a rough preliminary engineering investigation of the proposed road reveals that there would be practically no saving whatsoever in mileage between these common points and that it would cost about $2,500,000 to build the road. All that would be accomplished, he said, would be to open up a new road with no saving in distance. The Commission, he added, could not give any encouragement to the project because it is a big undertaking and there is no money available to finance it. Mr. Smith stated that the thing of most importance to them is to secure a shortcut to the valley from Depoe Bay through the town of Siletz, the present route being long and circuitous. Inquiry was made if the Commission has considered recently a proposed road from Siletz to Salem via Valsetz. Chairman Banfield advised that this road has not been considered in the past three years, but the Commission will ask the Engineer for a report on it, although that cannot be given in a short time. Mr. Pepper asked for a survey of this road within the next three or four years and was informed that the Commission could not authorize such survey until it has more detailed information of a preliminary nature, which the Commission will ask the Engineer to furnish. This concluded the conference.

Following departure of the group, the Commission instructed the Engineer to make a written report to the Commission on the subject.

Messrs. A. L. Greenwalt, President, and Walter Meacham, Secretary of the Old Oregon Trail Association, came before the Commission with further reference to the naming of the southern pioneer route into Oregon. Mr. Greenwalt stated that, as a result of contacting people throughout the state concerning this matter, he is convinced that 95 percent of the people of the

state desire that this route be named the "Applegate Trail" and that Mr. Jesse Applegate, who headed the group that found the route, should be honored in this manner. He also declared that the name "Applegate Trail" has been accepted nationally. Mr. Greenwalt gave as his understanding that when the matter of naming this trail was referred by the Commission to the Oregon Historical Society it was with the intention that such Society would invite the Old Oregon Trail Association to be present at a meeting to discuss their differences; however, such invitation was not extended and, naturally, they feel rather upset about it.

Mr. Meacham referred to a letter written by Jesse Applegate at Ft. Hall, a letter from the Portland Chamber of Commerce, and numerous newspaper items, all of which, he said, favor the use of the name "Applegate Trail" for this route. He also said that the Old Oregon Trail Association would be satisfied if the Highway Commission will approve the name "Applegate Trail--Southern Route to Oregon". Chairman Banfield advised that the Commission cares not to be placed in an "in-between" position in this matter because of its controversial nature or to take sides; moreover, the Commission is not obligated to take a middle stand or to even mark the trails but is willing to erect the markers when the differences between the two factions have been ironed out to the Commission's satisfaction. Commissioner Chessman stated that he could see no objection to asking the Oregon Historical Society to meet with the committee of the Old Oregon Trail Association to iron out this matter and moved that such a letter be directed to Mr. Phil Metschan, Chairman of the Memorials Committee, representing the Oregon Historical Society, asking him to arrange for a meeting soon. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

Mr. Meacham then brought up for discussion the erection of a marker on the Old Barlow Trail in the Mt. Hood area. He mentioned a suitable site on Laurel Hill overlooking Yocum Falls. He was informed that the Commission discussed this matter previously at this meeting and approved the erection of such a marker and the location of the same and that the marker would be erected as soon as that could be done conveniently.

Mr. Paul L. Patterson, Attorney, Hillsboro, came before the Commission in behalf of Fred C. and Ernest Zurcher, from whom the Commission is acquiring right of way for the Sunset Highway, in Washington County. It appears that an option to purchase this right of way has been obtained from the Zurchers, which option provides that they shall have two farm crossings and access to the highway at one point because the highway bisects their farm, which has a frontage on the highway one mile long. It further appears that payment of the purchase price has not been effected and that the Zurchers are desirous of having the option agreement modified because of changed conditions. Mr. Patterson urged such a modification of the agreement by eliminating one of the farm crossings and substituting therefor a single access road on the south side of the highway at one point and a double entrance, allowing access on both north and south sides of the highway, at another point. He explained in detail the reasons for this request. The matter was discussed at some length, but a decision thereon was deferred by the Commission pending further study and consultation with the Engineer and the Chief Counsel. Mr. Patterson was

informed that he would be given an answer as soon as possible.

The Commission resumed discussion of the matter following departure of Mr. Patterson, at which time the Chief Counsel advised that when the option was secured from the Zurchers evidentally no thought was given by them as to the value of the property for commercial purposes; however, conditions have changed and now they are able to sell their property for commercial purposes at a price considerably higher than they realized at the time of signing the option, provided the Highway Commission would allow right of access at additional points. He pointed out that the option agreement provided for payment of $6,000 to the Zurchers as severance damages because of the bisecting of their property. The Engineer recommended that the Zurchers be allowed right of access at two points in lieu of the farm crossing on the condition that the access roadways will not be used for commercial purposes, and provided further that the Zurchers will agree to a reduction in the amount allowed them for severance damages. The Commission took no definite action on the matter but referred it to the Chief Counsel to discuss with the Zurchers and their attorney to ascertain what can be done in that respect.

Mr. C. Meachem, Warm Springs, Oregon, and his attorney, Mr. John F. Steelhammer, Salem, came before the Commission regarding the truck hauling of logs over the Warm Springs Highway. Mr. Steelhammer advised that Mr. Meachem and his brothers have purchased some Army equipment for the purpose of engaging in log hauling and have committed themselves to make certain payments, but it appears that they cannot meet their obligation unless they are allowed to transport loads weighing 66,000 pounds gross. They are asking the Commission to grant them this privilege as they cannot operate without it. He pointed out that for the most part the operation is over roads in the Warm Springs Indian Reservation, but they travel over about five miles of state highway, only one and one-half miles of which has an oiled surface, which they have been given to understand is sufficiently strong to hold up under traffic of this kind without damage. Chairman Banfield advised that, according to the Engineer's report, this road is not strong enough to stand up under the excess weight; moreover, he said, the Highway Commission does not have authority to increase the weight limits that have been set by the Legislature and, even if it did have the authority, it would work to the state's disadvantage because if the privilege were granted in this instance it would have to be extended to cover the entire state. He further stated that the Commission would take the matter under advisement, but it is not likely that the Commission will change its attitude with respect thereto.

Mr. Elmer Bankus, Brookings, came before the Commission with regard to his offer to exchange timber lands along the Oregon Coast Highway near Brookings. He exhibited a map showing the location of the privately-owned tracts, one of which is located in Sec. 36, T. 39 S., R. 14 W., and contains about 70 acres of land, and the other containing about 60 acres of land being located in Sec. 23, T. 39 S., R. 14 W. He advised that the 70-acre tract contains one of the best stands of timber in this district, and he offered to exchange both tracts for 230 acres of state-owned land which the state doesn't need. The Engineer read aloud a report from the Parks Department on the proposed exchange (see report in the general office files for details) and recom-

mended favorable consideration of the exchange, in principle, with deferment of a final decision until an appraisal of the timber values has been made. Mr. Bankus urged that the investigations be expedited because he has a definite commitment to sell the timber in the 70-acre tract if the state doesn't want it. The Commission thereupon ordered the inspection made at once and the report rendered to the Commission on August 19, 1946.

The Commission recessed for luncheon at 12 o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Clackamas County Court, represented by County Judge E. L. Pope and County Commissioner George Randall, was present and urged the Commission to take over and maintain as a state secondary highway the county road which extends from Eagle Creek to Milwaukie via Barton. Others present in regard to this matter were Mr. Charles Covey, Logging Superintendent, Vancouver Plywood Co; Mr. A. J. Dwyer, Vice President, Southeast Portland Lumber Co.; O. F. Ericson, Assistant Regional Forester, U. S. Forest Service; and V. V. Church, Logging Engineer, U. S. Forest Service. Judge Pope was principal spokesman. He advised that there are approximately 48 billion feet of timber to be taken out of the Clackamas River district as a continuing proposition and that presently from 80 to 100 truck loads of logs are hauled over this road daily. The road is going to pieces, he said, and the county is absolutely unable financially to bear the burden of maintenance. He further stated that if the state or some other organization will not assume this maintenance responsibility then the county will have to order a reduced load limit of such an extent that it will force all log hauling to stop. Chairman Banfield pointed out that this is a county road and that the state has no special obligation to keep it in repair for private interests; also, that if the Commission would assume the obligation then it would be necessary to take over many other roads throughout the state where similar conditions obtain, which the Highway Commission cannot do because it does not have sufficient funds at its disposal to assume such added responsibilities. Commissioners Schaupp and Chessman concurred in the remarks of the Chairman. There followed a general discussion of the matter in which Messrs. Dwyer, Covey, and Ericson expressed themselves in favor of the project. Mr. Dwyer stated that if the state cannot help out the situation it would be their sentiment to go to the Legislature and secure for the counties a larger percentage of state highway revenues than they now receive. Mr. Covey said that the Vancouver Plywood Company will have to close down its plant if it cannot get the timber from this district. Mr. Ericson stated that the Forest Service has funds to build access roads within the forest area but that would not help unless suitable road facilities are provided outside of the district over which to transport the logs. He estimated that ultimately 125 million feet of timber will be marketed from this district annually. Chairman Banfield pointed out that the Highway Commission has just recently authorized an allotment of state funds to finance the improvement of the Pacific Highway East between Oregon City and Canby. He inquired whether or not the County Court would prefer that a portion of this money be spent for the Eagle Creek

Road improvement, which would necessarily reduce the amount of work that could be done on the Pacific Highway. "If you approve such transfer," he said, "let the Highway Commission know and the matter will be discussed." Judge Pope indicated that the County Court would not approve reducing the allocation for the Oregon City-Canby project. The conference was concluded by a warning from Judge Pope that if the State Highway Commission and the U. S. Forest Service doesn't do something to remedy the situation the County Court will stop all log hauling over this road.

The Commission discussed a letter from the Columbia River Fishermen's Protective Union and the Columbia River Salmon and Tuna Packers Association requesting revision of the schedule of the state-owned ferry that operates between Astoria, Oregon, and Megler, Washington, for the benefit of gillnet fishermen who operate floater type gillnets in the river at the point where the ferry crosses. They alleged that the area where the ferries navigate when crossing the river is the most popular and concentrated fishing area in the Columbia River during the month of August and until the summer season closes on August 26, and also for about a week from September 10 to 17. They also stated that unless the ferry schedule is changed to eliminate evening trips after the fishermen have set their nets, serious damage will result to the fishing equipment, costing many thousands of dollars. The Commission was requested to immediately revise the schedule so that the last ferry would leave Megler not later than 7:45 p.m. on all nights except Saturday from August 1 to August 26, and not later than 7:45 p.m. from September 10 to September 17. This matter had been given considerable thought by the members of the Commission prior to this meeting, and certain revisions in the schedule were mutually agreed upon. The Commission, by unanimous vote, confirmed such revisions, which provide that during the period beginning August 4 and ending August 26 the ferry schedule is to be changed so that the last boat will leave Astoria at 7:45 p.m. and will leave Megler at 8:30 p.m., except on Saturdays. It also provides an extra morning service which will leave Astoria at 6:15 a.m., or at such other time as in the opinion of the Commission may seem best; however, no change is to be made in the present schedule during the period September 10 to September 17, 1946, unless authorized later. The Commission thereupon signed a letter directed to the Columbia River Fishermen's Protective Union dated August 7, 1946, explaining the matter in detail and ordered that copies of this letter be sent to the Columbia River Salmon and Tuna Packers Association and others interested. (See letter in general files for further details)

The Commission discussed with the Engineer the bids received at the morning session for construction work and took the following action thereon:

The Commission by unanimous vote awarded the following contracts: Oiling Alfalfa Market Road Section of the Powell Butte Secondary Highway and the Alfalfa County Road, Deschutes County, awarded to Babler Bros., Portland, the low bidder; slide correction on the Hogg Rock Section of the Santiam Highway, in Linn County, awarded to Loyd Calkins, Oceanlake, low bidder; pavement resurfacing on the McNamar's Camp-Washburn Section of the Wilson River Highway, in Tillamook and Washington Counties, awarded to Warren Northwest, Inc., Portland, low bidder.

The Commission referred bids received for the following projects to the Engineer with authority to award the contracts to the low bidder in each instance when certain conditions have been satisfied: Surfacing and oiling Smithfield-Elmira Section of the Territorial Secondary Highway, Lane County, low bidder, Del R. Beebe Constr. Co., Eugene; regrading, surfacing, and oiling on the Veneta-Crow Section of the Territorial Secondary Highway, in Lane County, low bidder, Del R. Beebe Constr. Co., Eugene; regrading, surfacing, and oiling the Hope-Derry Ranch Section of the Vale-West Secondary Highway, Malheur County, K. F. Jacobsen Co., Inc., Portland, low bidder; reconstruct existing bridge over Mill Creek on the Dallas-Coast Secondary Highway near Buell, Polk County, low bidder, Philpott & Buckingham, Portland.

The Commission rejected all bids received for the following projects: Bly-East Forest Boundary Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath and Lake Counties; regrading, surfacing, and oiling the Cove-Union Section of the Cove Secondary Highway, Union County; construction of a bridge over Rock Creek on the Gardner Ranch-Berger Ranch Section of the Sunset Highway, Washington County.

At 3:00 p.m. Chairman Banfield publicly announced the awards of contracts, as follows:

"Oiling Alfalfa Market Road Section of the Powell Butte Secondary Highway and Alfalfa County Road, Deschutes County. The Commission received three bids for this project, the low one being that submitted by Babler Bros., Portland, at $23,885. Del R. Beebe Construction Company, Eugene, submitted the next low bid in the amount of $26,865. The Commission has awarded the contract to the low bidder, Babler Bros., at their bid price.

"Bly-East Forest Boundary Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath and Lake Counties. Oscar E. Joelson, Eugene, submitted the low bid for this work at $39,816. The next low bid was that submitted by A. H. Saxton & Sons, Corvallis, at $40,670. There was one higher bidder. The Commission has rejected all bids received for this job.

"Surfacing and oiling the Smithfield-Elmira Section of the Territorial Highway, Lane County. Del R. Beebe Construction Co., Eugene, submitted the low bid for this work in the amount of $98,204 based on the use of asphalt. The contractor qualified his bid by stating that he would not accept the award of this contract unless also awarded the contract for construction of the Veneta-Crow Section of this highway. The next low bid was received from J. N. & M. J. Conley, Portland, at $112,440 based on the use of asphalt. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Del R. Beebe Construction Co., at its bid price when certain conditions have been satisfied, this contractor also being the low bidder for the other project.

"Regrading, surfacing and oiling the Veneta-Crow Section of the Territorial Secondary Highway, in Lane County. Del R. Beebe Construction Co., Eugene, submitted the low bid for this work in the amount of $94,935 based on the use of asphalt. The contractor qualified his bid by stating that he would not accept the award of this contract unless also awarded the contract for the Smithfield-Elmira Project. A. H. Saxton & Sons, Corvallis, submitted the next low bid in the amount of $99,500.50 based on the use of asphalt. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Del R. Beebe Construction Co., when certain conditions have been satisfied, this contractor being the low bidder on the Smithfield-Elmira Project.

"Slide correction on the Hogg Rock Section of the Santiam Highway, Linn County. Loyd Calkins, Oceanlake, submitted the low bid for this work in the amount of $48,295. Del R. Beebe Construction Co., Eugene, submitted the next low bid in the amount of $58,500. There were seven higher bidders. The Commission has awarded the contract to the low bidder, Loyd Calkins, at his bid price.

"Regrading, surfacing, and oiling the Hope-Derry Ranch Section of the Vale-West Secondary Highway, Malheur County. K. F. Jacobsen & Co., Inc., Portland, submitted the low bid for this work in the amount of $122,976.50. Leonard & Slate, Portland, submitted the next low bid in the amount of $112,965. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Reconstruction of an existing bridge over Mill Creek on the Dallas-Coast Secondary Highway near Buell, Polk County. The Commission received three bids for this project, the low one being that of Philpott & Buckingham, Portland, at $38,960. The next low bid was that of Archie R. Averill, Portland, at $39,895. The bids have been referred by the Commission to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Pavement resurfacing on the McNamar's Camp-Washburn Section of the Wilson River Highway, in Tillamook and Washington Counties. Warren Northwest, Inc., Portland, submitted the low bid for this work at $224,540. The next low bid was submitted by Parker-Schram Co., Portland, at $226,260. There were two higher bidders. The contract has been awarded to the low bidder, Warren Northwest, Inc., at its bid price.

"Regrading, surfacing, and oiling the Cove-Union Section of the Cove Secondary Highway, Union County. Morrison-Knudsen Co., Inc., Boise, Idaho, submitted the low bid for this work in the amount of $209,422. The next low bid was submitted by E. C. Hall Co., Portland, at $212,500.50. There was one higher bidder. The Commission has rejected all bids received for this project.

"Construction of a bridge over Rock Creek on the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County. The Commission received only one bid for this work, being that of Lockyear and Lockyear, Seattle, Washington, at $24,855. The bid has been rejected.

"Pavement widening on the Forest Grove (Main Street and College Way) Section of the Wilson River and Nehalem Secondary Highways, in Washington County. The Commission received no bids for this job."

The matter of extending the hospitalization contract with the National Hospital Association through the year 1947 had the attention of the Commission. The Engineer advised that he has been in consultation with a representative of this company but is not ready to make a recommendation, although he expects to be able to do that some time during the Commission's inspection trip which starts on September 9.

A letter was presented from Karl L. Janouch, Supervisor of the Rogue River National Forest, advising that the U. S. Forest Service contemplates the sale of approximately 13,000,000 feet of timber along Mill Creek about six miles northeast of Prospect, Jackson County, and inquiring whether or not the successful bidder for this timber will be allowed to truck haul the logs over the Crater Lake Highway to Prospect or possibly to Medford. The Engineer advised that this section of highway has been under log haul for many years and, in his estimation, the additional hauling would not be objectionable provided the loads were kept within the legal weight limits and tolerance allowances and if the length were kept within the legal length limit of 50 feet. In view of this report, the Commission approved the truck hauling of logs over this highway.

A letter was also presented from M. M. Nelson, Forest Supervisor of the Umpqua National Forest, advising that the U. S. Forest Service contemplates the sale of timber in the Diamond Lake District which will necessitate the truck hauling of approximately 20,000,000 feet of logs annually over the Diamond Lake Secondary Highway to the railroad reload point near the junction of this highway with The Dalles-California Highway. He inquired whether or not the Highway Commission has any objection to the transportation of the logs over this road. The Engineer advised that this road was built in the first instance by the U. S. Forest Service for recreational purposes and is not strong enough to hold up under the continuous stresses to which it would be subjected by log-hauling operations without considerable extra maintenance work and expense. He recommended, however, that such traffic be allowed the use of this road provided that the loads do not exceed the statutory weight and dimension limits and provided further that the U. S. Forest Service will agree to pay one-half of the additional cost of maintaining the highway, which may be necessary as a result of these operations. The Commission approved the recommendation.

In this connection telegrams were presented from the Shaw Lumber Company and the Modoc Lumber Company, Klamath Falls, advising that the U. S. Forest Service cannot cooperate in the maintenance of the highway and urging, nevertheless, that the Highway Commission give the matter favorable consideration. The Engineer advised that the Forest Service has been advised of the

requirements but no reply has been received from them relative thereto. He was instructed by the Commission to discuss the matter with the Regional Forester, Mr. H. G. Andrews.

A letter was presented from Charles D. Simpson, Forest Supervisor of the Whitman National Forest, advising that the U. S. Forest Service contemplates the sale of national forest timber which will necessitate the truck hauling of logs over the Old Oregon Trail from North Powder to Union, over the Sumpter Valley Secondary Highway and the Baker Unity Highway from McEwen to Baker, and over the John Day Highway from East Camp Creek to Unity. The Engineer recommended approval of these operations insofar as they pertain to the Old Oregon Trail and the John Day Highway without any special restrictions. He also recommended approval of the operations over the other route, from McEwen to Baker, subject to the condition that the operations will be conducted under an approved system of flagging so as to protect the general traveling public, particularly where they are over the Sumpter Valley Secondary Highway which is narrow and crooked. The Commission approved the recommendations unanimously.

A letter was presented from Mr. Charles R. Stark, Manager of the Klamath County Chamber of Commerce urging the erection of a "Keep Oregon Green" marker on U.S. 97 (The Dalles-California Highway) at the Oregon-California state line. The Commission approved the request unanimously and assigned Commissioner Schaupp to represent the Commission at the dedication ceremonies.

The Engineer brought up for discussion the matter of purchasing or renting trailer houses for the use of State Highway Department employees who are temporarily assigned to locations where housing facilities are at a premium. He advised that in an instant case one of the employees who owns a camp trailer desired to have it towed from place to place behind a state-owned car so as to provide him overnight accommodations when traveling in isolated sections; however, the matter of insurance was involved, and inquiry revealed that the trailer could not be insured as state equipment unless it was actually owned or leased by the state. Moreover, it appears that insurance does not cover a state car when towing a privately-owned vehicle. He cited another instance which involves a weighmaster who is to be assigned to the Klamath Falls District. This man, it appears, has purchased a house trailer to provide him and his family with living accommodations, but he has no personal automobile to move it from place to place so will have to depend on a state car or truck to tow it. The Engineer suggested that a solution would be for the state to purchase or rent house trailers for the use of its employees in such cases. He was instructed by the Commission to investigate the matter and report his findings during the Commission's inspection trip which starts August 19.

The Engineer requested authority for Mr. F. B. Crandall, Acting Traffic Engineer, to attend the annual meeting of the Institute of Traffic Engineers in Columbus, Ohio, during October 3, 4, and 5, 1946, at state expense. He estimated such expense at $275. The request was denied.

The Commission had under discussion the selection of the persons who are to represent the State Highway Department at the annual meeting of the American Association of State Highway Officials which is to be held in Los Angeles, California, during December 17 to 20, 1946. The Commission authorized the State Highway Engineer and the Chief Counsel to attend this meeting at state expense subject to approval by Governor Snell.

The Commission discussed a date for its next regular meeting for the receiving of bids and the hearing of delegations and decided to hold such meeting in Portland on Monday and Tuesday, September 23 and 24, 1946. The Secretary was instructed to make the usual arrangements for the use of the auditorium in the Public Service Building.

The Chief Counsel brought up for discussion and recommended approval of an increase in salary for Mr. S. B. Gillette, State Purchasing Agent, who does the buying of all equipment, materials, and supplies for the State Highway Department. He advised that, for the most part, Mr. Gillette's salary is paid by the State Highway Department, he being carried on the payroll of this department for such purpose. He also advised that Mr. Gillette did not receive the benefit of the salary increase recently approved by the Commission for State Highway Department employees and gave as his thought that Mr. Gillette is entitled to such increase because of the efficient and faithful service that he has rendered. The Commission, by unanimous vote, approved a $20-per-month increase for Mr. Gillette starting July 1, 1946, it being understood that $10 of such amount would be paid by the State Highway Department and the balance by the State Board of Control, if the increase is approved by the Board.

The attention of the Commission was directed to a number of items of unfinished business from previous meetings but took no action thereon because the reports ordered from the Engineer and the Chief Counsel were not ready for presentation.

The Assistant Counsel, Mr. George Neuner, reported on the proposed agreement with the City of Port Orford covering construction of curbs and sidewalks and the improvement of the Oregon Coast Highway in this town. He advised that, pursuant to the instructions of the Commission at the previous meeting, a letter was directed to the City Council requesting that the city take action to vacate certain streets in order to stop traffic from entering the highway at such points, and a reply has been received to the effect that the city will not vacate the streets but will agree to the erection of barricades barring entrance to the highway. He requested instructions, however, suggested that the Engineer should make a recommendation with respect thereto. Following discussion, the Commission ordered that the city be informed that unless it conforms with the wishes of the State Highway Commission with respect to such improvement the improvement will not be undertaken.

W. H. Lynch, Division Engineer, Public Roads Administration, was present and discussed with the Commission matters pertaining to the Forest Highway Program. He was accompanied by Dr. L. I. Hewes, Chief of Western Headquarters, Public Roads Administration, San Francisco; T. M. Davis, District

Engineer, P. R. A., Portland; F. E. Andrews, Principal Highway Engineer, P. R. A., Portland; and Robert N. Kellogg, P. R. A., Portland. Mr. Lynch proposed the transfer of $1,000,000 set up in the 1946 program for grading and topping the Wahkeena-Dodson Section of the Upper Columbia River Highway from this project to the North Umpqua Forest Highway Project in Douglas County in order to expedite completion of the latter-mentioned project, which is now scheduled for construction on a three-year basis. He advised that this request is made because of the unsatisfactory bids that have been received for the Columbia River Highway Project and in order to facilitate the movement of logs from the districts served by the North Umpqua road. He pointed out that the North Umpqua road is an access road to timber so is exempt from the Government's recent order deferring projects financed with Federal funds. Chairman Banfield expressed himself as being not in favor of transferring this money out of Multnomah County except on a loan basis only. Mr. Lynch assured him that the $1,000,000 would be restored to Multnomah County in the 1947 program and advised that the Commission could qualify its approval of the transfer by letter or otherwise on the basis that such approval is given only on the condition that the money will be restored to Multnomah County. In view of this assurance, the Commission voted unanimously to approve the transfer.

Mr. Lynch also asked the Commission to approve the transfer to other forest highway projects of the funds allocated in the Forest Highway Program for the improvement of the ZigZag-Rhododendron Section of the Mt. Hood Highway. He advised that difficulties are being encountered in connection with the ZigZag Project which indicate that it cannot go forward as rapidly as was originally anticipated so funds provided for this work will not be needed as soon as it was first thought; whereas, they can be used to good advantage in financing other forest highway projects were funds are short. He requested the Commission's approval of such transfer. Following discussion, the Commission approved the request by unanimous vote on assurance that the funds will be restored to the ZigZag Project in next year's program.

Mr. Lynch next brought up for discussion the bids received for the construction of the North Santiam Highway Project between Niagara and Detroit. He advised that the bids are extremely high, being in the amount of $5,500,000; whereas, the estimated cost is $3,600,000. Accordingly, it appears, if the contract is to be awarded, that the state will have to approve an additional contribution of $900,000 of state and forest highway funds; otherwise, the bids will have to be rejected unless the Army Engineers can find some way to finance the job. Following a full discussion of this matter the Commission by unanimous vote refused to assume the additional obligation and to underwrite the excess payment, thus placing the obligation to finance the project in the hands of the Army Engineers. It was the expressed opinion of the Commission that the bids should be rejected.

The Chief Counsel reported on the proposed amendment to the agreement with the U. S. Government concerning revenues from The Cove Palisades State Park which was presented by the State Parks Superintendent on the previous day. He advised that he has examined this amendment and finds it satisfactory for acceptance. He recommended that the agreement be signed by the

Commission. The Commission approved the recommendation.

The Commission discussed with the Engineer matters pertaining to the award of the contracts for the improvement of the Pacific Highway between Johns and Glendale Junction, in Douglas County, and Glendale Junction and Wolf Creek, in Douglas and Josephine Counties, bids for which were received by the Commission at this meeting. It was recalled that the Commission announced that a decision would be made within the next 30 days. The question arose whether or not a decision with respect thereto could be reached within such 30-day period. In view thereof, the Engineer was instructed to contact the low bidder for each of these jobs and ascertain whether or not it would be agreeable with them to extend the time limit for the award of the contracts beyond the 30-day limit.

The Commission considered and signed agreements, etc., as follows:

Bargain and sale deed conveying to Bunting Tractor Company, La Grande, state-owned property in Block 25, Williamson's Addition to La Grande.

Bargain and sale deed transferring property in Klamath County to Swan Lake Moulding Company.

"Consent to Assignment of Easement" from Victor Chambers to W. H. Daugherty covering maintenance of railroad track on state property, Lane County.

Affidavit in connection with acquisition of land in Jefferson Water Conservancy District, Madras.

Release of claim against Dewalt Houk and The Coastal Lumber Co. for damage to Ft. Hill Bridge.

Agreement with Morrison-Knudsen Co. covering extra compensation in connection with contract for construction of Malloy Ranch-Hooker Creek Section of the I.O.M. Highway.

Agreement with City of Portland covering use of parking area between S.W. Front Avenue and S.W. Harbor Drive and extending from S.W. Salmon Street to S.W. Main Street.

Agreement with City of Woodburn covering the improvement of the Young Street Section of the Hillsboro-Silverton Secondary Highway in Woodburn, Contract No. 2822, and stipulating portion to be paid by the city.

Agreement with Astoria North Beach Ferry Company and Columbia Transportation Company, Clatsop County, City of Astoria, and Pacific County, Washington, regarding the Astoria-Megler Ferry operation.

Amendment to agreement covering acquisition from the Federal Government of 1150 acres of land in Jefferson County known as The Cove-Palisades State Park.

Contract No. 2822 with Warren Northwest, Inc. covering pavement widening on the Woodburn Section of the Pacific Highway East and Hillsboro-Silverton Secondary Highway, Marion County.

There being no further business to come before the Commission at this time the meeting adjourned at 4:30 p.m.

T. H. Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Lakeview, Oregon
August 22, 1946

The State Highway Commission held a short business session at 11:00 a.m. at "Hunter's Lodge" during the progress of an inspection trip which started Monday, August 19, 1946, which included inspection of highway conditions in general, construction projects in progress, wayside strips, parks, etc. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

1946

The petition heretofore filed with the Commission by property owners and taxpayers of Glendale and Azalea, Douglas County, protesting the proposed relocation of the Pacific Highway as proposed through the agricultural area north of Stage Road Pass had the attention of the Commission. Chairman Banfield stated that as the result of personal inspection of the proposed relocation by members of the Commission on Tuesday, August 20, and subsequent discussion of the matter, the Commission decided unanimously as follows: That the Engineer shall analyze the petition thoroughly and report back to the Commission the cost to acquire right of way and to construct the highway on the proposed new alignment, as compared with the cost to acquire a standard-width right of way and to construct a standard highway improvement on the present alignment, including the cost to provide suitable detours to accommodate traffic during the time that construction is under way; further, that the petitioners are to be informed of the facts involved by letter, which letter is to be forwarded to the petitioners when approved by the Commission; also, that the petitioners shall be given the privilege of appearing before the Commission at its next regular meeting on September 24, in behalf of their protests, if they so desire. Chairman Banfield further stated that the Engineer has been instructed to prepare descriptions of the land needed as right of way along the relocated line and to deliver such descriptions to the Chief Counsel who has been authorized to institute condemnation proceedings to acquire such right of way as cannot be acquired at reasonable cost by negotiation; however, no definite offer for acquisition of such right of way by purchase or condemnation shall be made by the Chief Counsel unless and until such offer has been first authorized by the Commission by telephone or otherwise.

The Chief Counsel thereupon presented the following offers for use in connection with condemnation proceedings and recommended approval of the same:

Johns-Wolf Creek Section of the Pacific Highway		Recommended Offer
12206	Mabel D. Winkleman	$ 2,500.00
12207	J. B. Moore	5,250.00
12187	W. O. Condray	2,250.00
12196	Union Central Life Ins. Co. - B.G. Johnson, Contract Purchaser	3,000.00
12196-A	Thomas M. Martin	2,700.00
12199	Virgil McCollum	2,700.00
12201	C. E. Lovell, et al.	2,000.00
12208	Chester A. Smith and Harold E. Smith	1,500.00
11779	Percy Williams	2,500.00

Johns-Wolf Creek Section of the Pacific Highway (Cont)		Recommended Offer
12098	Elsie J. Rock, et al.	$ 100.00
12120	Daniel R. Hanna	40.00
12124	Edward Holland	2,500.00
12113	Letha Jacques	400.00
12103	George R. Watson	300.00
12114-A	W. R. Garrett, et al.	800.00
13004	Lydia Emma Forsythe	750.00
12118	H. W. Sanders	150.00
13024	William Ashby	300.00
12117	Wylie Schultz	400.00
12119	Joseph M. Poe	850.00
12121	Fred O. Ellis	125.00
12122	George W. Klein	350.00
12104	Milo Kline	300.00

After consideration the Commission approved such offers and by unanimous vote adopted the following resolution authorizing the Chief Counsel to commence the condemnation proceedings:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so

as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway (State Highway No. 1, U.S. Route No. 99) is a state highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of said highway known as the Johns-Wolf Creek Section, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Pacific Highway, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that wherever possible access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that all of the properties hereinafter described are needed and required for use in connection with the construction and maintenance of the section of the Pacific Highway known and designated as the Johns-Wolf Creek Section.

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described.

3. That all of said real properties are needed and the acquisition of the same is necessary for the specific purpose stated in the description of each ownership.

4. That the section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury.

5. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described hereinafter in this resolution, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the parcels of real property herein described and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission.

6. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

7. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission,

and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

8. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

9. The real properties sought to be acquired are described on the attached sheets, consisting of 25 pages, and on which sheets are shown the respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties; said parcels or real property are otherwise identified as Parcels 1 to 34, inclusive. (*)

10. This resolution shall be entered in full in the minutes and records of this Commission.

Footnote: (*)

The names of the property owners and the detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 67, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein,

---

The matter of awarding the contracts for the construction of the Johns-Glendale and Glendale-Wolf Creek Sections of the Pacific Highway, bids for which were received by the Commission on August 6, 1946, both of which involve construction of the section protested by the petitioners, was mentioned. Chairman Banfield advised that the Commission has decided unanimously to withhold the award of both contracts until its next regular meeting so as to give the petitioners an opportunity to be heard in the matter if they so desire.

Consideration was given by the Commission to a suggestion from the State Parks Superintendent that the State Highway Department pay the expenses incident to the National Park Association's convention which is to be held in Oregon during the period September 29 to October 1, inclusive, 1946, which expense is estimated will not exceed $350. The suggestion was approved by the Commission by unanimous vote, with the understanding that the expense will be paid out of the Travel and Information Department budget which will be reimbursed later on if necessary.

The Engineer reported the results of investigations conducted by the State Parks Department concerning the proposed exchange of timber land with Mr. Elmer Bankus, Brookings, Oregon, along the Oregon Coast Highway in Curry County. He exhibited a map showing the tracts under consideration and explained details of the proposed exchange. Decision in this matter was deferred by the Commission, pending an additional report which is to be rendered during the progress of the Commission's inspection trip that is scheduled for the week commencing September 9, 1946. The Engineer was instructed in the meantime to employ Mr. Eugene Walsh, Forest Engineer, Portland, to make a general inspection of the properties involved and to advise his recommendation with respect to the value of the several tracts under exchange consideration.

The meeting adjourned at 11:30 a.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Prineville, Oregon
August 23, 1946

The State Highway Commission convened for a short session at 11:45 a.m. in "Sonny's Casino" for disposal of a number of accumulated routine matters appearing on its inspection trip agenda. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

A letter was presented from the Cannon Beach Commercial Club suggesting that certain state-owned property situate at the junction of the old and new highway locations in Cannon Beach be developed as a state park. The Engineer advised that this matter has been investigated by the State Parks Superintendent who recommends against such use of the property because it is not suitable for state park development. He advised that he concurs in the recommendation. The Commission approved the recommendation unanimously.

The Commission confirmed the action taken at its meeting at Lakeview on August 22 with respect to the proposed exchange of timber lands with Elmer Bankus along the Oregon Coast Highway in Curry County. (See minutes of meeting held in Lakeview for details.)

The question of future use of the residence building situate in Cape Arago State Park, which was reported by the State Parks Superintendent at the previous meeting as being in need of considerable repair, was discussed. Chairman Banfield advised that the Commission inspected this building enroute to the City of Coos Bay on Tuesday, August 20, 1946, and decided at that time that it should take no definite action with respect thereto until a more detailed report has been received from the State Parks Superintendent with respect to the conditions that exist and the need of the repairs. The Engineer was instructed to see that such report is rendered.

The proposed establishment of a myrtle tree wayside strip on the Oregon Coast Highway between Coquille and Bandon was also discussed. The Commission decided unanimously not to take any action at this time to preserve myrtle trees growing along this section of highway, it being the considered opinion of the Commission that the project that is now under way along the Coos Bay-Roseburg Highway between Coquille and Myrtle Point is sufficient.

The question of requiring tenants of a privately-owned building in Cascy State Park to vacate the premises was given consideration. The Commission inspected the property on Wednesday, August 21, enroute from Grants Pass to Chemult and Klamath Falls, and as a result thereof ordered a report from the State Parks Superintendent as to his plans for the development of this park and the necessity for the removal of the building. In the event

there are no plans for such development and there appears to be no special reason why the building should be removed, then the property on which the building is located, comprising about one acre of land, either shall be leased to the owner of the building or sold to him outright. The Commission by unanimous vote confirmed such understanding of the matter.

The Engineer submitted a plan for the relief of traffic conjestion on Jefferson Street, Portland, (route of the Tualatin Valley Highway) from S. W. 18th Avenue to S. W. 4th Avenue, which plan includes the designation of Jefferson Street and Columbia Street as one-way traffic streets, westbound traffic being directed along Jefferson Street and eastbound traffic along Columbia Street. He pointed out that if such plan is adopted it would necessitate designation of Columbia Street as a state highway route and the assumption of the maintenance of the same by the state. The Commission discussed the matter briefly but deferred a decision with respect thereto until its next meeting in order to give the Commission time to analyze the proposition.

The Engineer reported that the U.S. Army Engineers are working up plans to control flood waters at the town of Drain in Lane County and at the town of Sutherlin in Douglas County, which will involve considerable expense by the State Highway Department. He explained briefly what the Army Engineers have in mind at both places. The Commission decided after discussion to do nothing whatsoever at either place at the present time, however, declared its intention to join with the Army Engineers in the undertaking at both places if and when the Army undertakes its work.

The Engineer brought up for discussion certain projects tentatively approved by the Commission for construction in the state construction program for 1946-47 and 1948 which was adopted by the Commission at its June meeting, particularly the following projects which are on the Forest Highway System:

1. Grading, surfacing and oiling Bennett Pass-Cooper Spur Section of the Mt. Hood Highway in Hood River County. Estimated cost, $130,000.

2. Grading, surfacing and oiling the McDougal Camp-Pioneer Spur Section of the Weston-Elgin Secondary Highway in Umatilla County. Estimated cost, $230,000.

3. Resurfacing the Trout Creek Section of the Canyon City-Burns Highway (five miles) in Harney County. Estimated cost, $50,000.

He recalled that the Commission tentatively approved construction of such projects in this program, subject to the condition that they would be given further study and that an attempt would be made to secure aid from the U.S. Forest Service in payment of the costs involved, inasmuch as it was believed that these sections were within the National Forest areas. Inquiry reveals, he said, that the first two of the above-mentioned projects are

within the forest boundaries but there are no funds available under the jurisdiction of the Regional Forester to apply on this work, so it appears that if the improvements are to be made they will have to be paid for either with Forest Highway funds, Federal Aid funds, or with state money. He requested instructions from the Commission in regard thereto. As to the proposed improvement of the Trout Creek Section, the Engineer advised that this project is not within the Forest Reserve so it is not eligible for Forest Highway funds, in view of which it appears that the project was placed in the tentative category by mistake. He suggested, in view thereof, that the $50,000 tentatively approved by the Commission for this improvement be definitely added to the $195,000 heretofore approved for expenditure in the third postwar year Federal Aid Program, and that the project be advanced from the third postwar year to the second postwar year in order to expedite completion of the project and to insure the strengthening of weak roadbed north of the National Forest boundary. He advised that fifty percent of the expense would be paid with Federal Aid funds and approximately $5,000 of the state's contribution would be applied to the elimination of mud holes complained of by County Judge Nelson B. Higgs at the August 7 meeting of the Commission. The Commission discussed the matter at considerable length, during which Chairman Banfield expressed his disapproval of making quick changes in the program as suggested. It was his thought that such changes should not be made on short notice and that the Public Roads Administration and the Forest Service should present the proposed changes to the Commission in person and allow the Commission sufficient time to analyze them thoroughly before making its decision. The Commission approved by unanimous vote the changes suggested by the Engineer for the Trout Creek Section and authorized the Engineer to advertise the project accordingly, it being understood, however, that further changes in the program shall be the result of conference among the Commission, Public Roads Administration, and the U. S. Forest Service.

With respect to the projects on the Bennet Pass-Cooper Spur Section of the Mt. Hood Highway and on the McDougal Camp-Pioneer Spur Section of the Weston-Elgin Secondary Highway, the Commission ordered that the amounts set up for these projects in the state construction program be left in such program for the time being without alterations.

In this connection the Engineer was instructed to keep the members of the Commission fully advised of any changes that are made in the adopted program.

The Engineer and the Chief Counsel reported on the request of Silica Products, Oreg. Ltd., for the designation of a service road about one-half mile in length along the front of its property adjacent to the Richardson-Eugene Secondary Highway (Route "F") about three miles west of Eugene. The Engineer recalled that a permanent highway has been constructed along this section immediately adjacent to the county road, one-half of which is owned by the state and the other half by the company, also, that the company desires that this old road be designated a service road for use by the people of its subdivision and has stated its willingness to deed its share of the old road to the state and to relinquish its right of access to the permanent highway along the entire frontage, except at each end, if the state will surface the

road. He advised that he personally examined the premises and finds that the old road could be oil-surfaced for about $2,000. He recommended approval of the expenditure on the basis that the company will deed its share of the old road to the state and will relinquish its right of access to the new highway except at each end of its property. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Engineer brought up for discussion the proposed improvement of the Santiam Highway near Foster, necessitated by the construction of a railroad spur track across this highway by the Willamette National Lumber Company in connection with a plant development that it is making at this place. He recalled that the order of the Public Utilities Commissioner with respect to the railroad crossing requires the State Highway Commission to do certain work which is estimated to cost $7,000 and that the Commission approved such expenditure over the telephone. He requested confirmation of the authorization. The Commission by unanimous vote approved the expenditure of the $7,000 mentioned by the Engineer but held in abeyance its approval of the expenditure of an additional $16,000 which the Engineer recommended at the previous meeting as necessary to provide the complete improvement. The Engineer was instructed to report at the next meeting details with respect thereto.

The Engineer reported that, in conformity with authority previously granted to him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission on August 7, 1946, the conditions of the awards having been satisfied:

1. Grading, surfacing and oiling of the Veneta-Crow Section of the Territorial Secondary Highway, Lane County; contract awarded August 14, 1946, to Del R. Beebe, low bidder.

2. Surfacing and oiling the Smithfield-Elmira Section of the Territorial Secondary Highway, Lane County; contract awarded on August 14, 1946, to Del R. Beebe, the low bidder.

The Commission by unanimous vote approved the awards of these contracts.

The Engineer reported receipt of an inquiry from the Secretary of State whether or not the State Highway Commission is willing to operate a joint booth with him at the State Fair, as has been done in the past, to disseminate information about highway signs and signals and to impress the public with the necessity for safe driving to avoid traffic accidents. He estimated the cost of operating such joint booth at about $400, which would be paid $200 by each department, and recommended approval of the expenditure. The Commission approved the recommendation by unanimous vote.

Consideration was given by the Commission to changing the schedule of the Astoria-Megler ferry during the period September 10 to 17, as heretofore requested by the Columbia River Fishermen's Protective Union and the

Columbia River Salmon and Tuna Packer's Association, for the accommodation of gillnet fishermen. A decision in the matter was deferred by the Commission pending advice from Commissioner Chessman as to the results of a similar change approved by the Commission at its previous meeting covering the period August 4 to August 25, 1946.

A letter was presented from M. F. Ohman, a tourist of Pittsburg, California, complaining of the condition of the highways leading into the "Lake O' Woods" area, Klamath County, and inquiring as to the plans of the Commission to improve the road conditions prior to the next vacation season. The Secretary was instructed to inform Mr. Ohman that there are no plans for the improvement of these roads at the present time.

A bill was presented from the Western Association of State Highway Officials covering Oregon's membership fee in that Association for 1946, amounting to $25. The Commission by unanimous vote approved payment of the fee. In this connection the Commission cautioned the Engineer and the Chief Counsel to hold to a minimum the attendance of personnel at all out-of-state meetings.

Consideration was given by the Commission to a letter from Mr. John A. Laing, Chairman of the Special Committee of the Portland Chamber of Commerce on Portland's Guest Center, to Mr. William A. Bowes, Commissioner of Public Works, and to a letter from Mr. Bowes to the Oregon State Highway Commission, concerning the establishment of a "Guest Center" on certain state-city-owned property situate immediately south of the Portland Public Market Building and being bounded by S. W. Salmon Street, S. W. Main Street, S. W. Front Avenue, and S. W. Harbor Drive. It appears from Mr. Laing's letter that the Chamber of Commerce has raised approximately $80,000 from Portland businessmen to finance construction of a suitable building on this site, which is considered by the committee to be the most desirable location available that will accomplish the desired objective. Mr. Bowes advises that the Portland City Council has informally approved the use of the property for such purpose at a nominal charge of $1 per year and inquires as to the attitude of the State Highway Commission relative thereto. The matter was discussed by the Commission at some length but a decision was deferred pending receipt of an official letter from the City Council setting forth all the facts in the case.

A letter was presented from the City of Redmond advising that the city is planning to improve "E" Street (Route of the Ochoco Highway) between 5th Street and the right of way of the Central Oregon Irrigation District canal by installing curbs, gutters and drainage facilities, and inquiring if the State Highway Department will cooperate by paving the street full width between curbs so as to eliminate mud holes and improve traffic conditions. In a second letter presented from the City of Redmond, the City renews its request for the designation of 5th and 6th Streets as one-way traffic streets in order to eliminate traffic conjestion on 6th Street, route of The Dalles-California Highway.

The Engineer advised that the first of the above-mentioned projects consists of oil-surfacing two blocks of state highway on "E" Street between

6th and 4th Streets, which is estimated to cost about $2,500. The estimated cost to improve 5th and 6th Streets as one-way streets for state highway traffic, he said, is about $60,000. The Commission deferred its decision with respect to both projects pending adoption of its 1947 budget.

The Engineer requested instructions relative to the removal of a log jam in Dobbins Creek just above the bridge over this creek on the South Santiam Highway near Cascadia, in Linn County. He advised that this log jam is endangering the bridge structure and, unless it is removed, the bridge will be seriously damaged. He further advised that the Powers-Davis Lumber Company, of Sweet Home, which owns the logs, has been requested to remove them, but to date the company has taken no action to that end and apparently is not going to do anything about it. The Chief Counsel suggested that the facts of the case should be brought to the company's attention again, and if the company still refuses to remove the logs that the Engineer be authorized to remove them as a bridge-protection proposition and that the company be required to pay the expense involved and damages. The Commission approved the suggestion by unanimous vote and so ordered.

Commissioner Chessman reported a suggestion from Brigadier General Thomas E. Rilea, Adjutant General for Oregon and Assistant Commander of the 41st Division of the U.S. Army, that the Sunset Highway be dedicated in honor of the 41st Division and as a memorial to the members of that division who lost their lives during the recent war. General Rilea, he said, suggests the erection of an appropriate monument on this highway at Necanicum Junction and that it be dedicated with appropriate ceremonies either on the anniversary of the induction of the 41st Division into the Army, about the middle of September, or on Armistice Day. The Commission approved the suggestion by unanimous vote and referred the matter to Commissioner Chessman and the Engineer to work up the details.

The meeting adjourned at 1:15 p.m.

T. H. Banfield
Chairman

State Highway Engineer

A. W. Schaupp
Commissioner

Secretary

C. H. Chessman
Commissioner

Enroute Prineville to Salem
August 23, 1946

Following the short business meeting in Prineville, Commissioner Schaupp returned to Klamath Falls. Chairman Banfield and Commissioner Chessman motored to Salem and inspected the North Santiam Highway project enroute. They were accompanied by the Engineer on this portion of the trip.

The Commission discussed with the Engineer the advisability of continuing the use of Federal funds in the purchase of right of way needed for Federal Aid projects. The Engineer suggested that such practice be discontinued and that state funds entirely should be used for this purpose in order to avoid confusion in meeting the requirements of the Federal Government and to avoid delays incident to the securing of the Federal funds. He explained that the state would not lose any of the Federal funds by so doing because they could be used to finance construction of the Federal Aid projects rather than for right of way purchases. Following discussion, the Commission unanimously approved the recommendation and authorized the use of state funds only, at least for the time being, for the purchase of right of way needed for the Federal projects.

This concluded the business transacted by the Commission on this inspection trip, which terminated at 5:00 p.m. in Salem.

T. H. Banfield
Chairman

State Highway Engineer

M. K. Chessman
Commissioner

Secretary

AUG 23 1946

VOLUME 31

PART II

PART 2

OF

VOLUME XXXI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

AUGUST 24, 1946

THROUGH

NOVEMBER 26, 1946

- - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
M. R. Chessman, Commissioner until October 1, 1946
Ben R. Chandler, Commissioner from October 1, 1946
A. W. Schaupp, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1946	Subject
13232	Sept.23	Minutes. August 6 and 7 minutes approved.
		Parks. Parks Supt. reports on following:
		Union County. Medical Springs Secdy. Hwy. Gift by county of park on Catherine Creek accepted conditionally.
		Wallowa County. Proposed park at Wallowa Lake. Renewal
13233		of options approved. Operation of concessions approved.
		Casey Park. Removal of privately owned cabin authorized. Referred to Chief Counsel for further handling.
		Wayside strips. Coos County. Oregon Coast Hwy. Coquille-Bandon Sec. Establishment of myrtle tree wayside strip
13234		approved.
		Columbia River Hwy. Crown Point-Cascade Locks Sec. Unexpended funds for all clearing operations in 1946 to be added to 1947 budget.
		Polk County. Salem-Dallas Hwy. F. D. Errion to be prosecuted for destruction of oak tree.
13235		Silver Creek Falls Park. Concession privileges. Chief Counsel and Parks Supt. to negotiate with prospective concessionaires.
		Washington County. Aloha. Landscaping tract of land as memorial to boys of World War II. Action postponed.
		Real property. Acquisition authorized. Resolution adopted.
13257		Condemnation. Offers approved. Resolution adopted.
13261		Multnomah County. Portland. Northeast Portland Secdy. Hwy. Right of access near N.E. 52nd Ave. by J. E. Craven denied.
		Sale of down timber. Washington County. North Plains. Offer of Thomas R. Ellis to pay $2 each for fallen trees. No action.
		Sale of buildings. Troutdale. Offer of Sullivan Wrecking Co. to pay $1,451 for buildings accepted.
13262		Sale of buildings. Union. Offer of J. C. Wilson to pay $205 for residence building accepted.
		Sale of used equipment and scrap material:
13263		Salem. Offers of high bidders accepted.
		Coquille. Offers of high bidders accepted.
13264		LaGrande. Offers of high bidders accepted.
13265		Klamath Falls. Offers of high bidders accepted.
		Equipment. Trailer houses. Authority given Engineer to purchase five trailer houses.
		Snow removal. Baker and Grant Counties. Sumpter-Granite County road. Request of Calif. and Pacific Utilities Co. to keep road open denied.
		Umatilla County. McNary Dam. Construction of bridge on dam.
13266		Letter requesting construction to be sent P.R.A.

Page	Date 1946	Subject
13266	Sept.23	Equipment. Engineer instructed to make purchase of surplus war stocks on short notice and to report.
		Equipment. Surplus war equipment. E. F. Halik authorized to examine equipment and expedite purchases.
		Commission recessed at 12:00 noon to reconvene at 2:30 p.m.
13267		Clackamas County. Molalla. Request for oiling south end of Lola Avenue denied.
		Coos County. Seven Devils Road. Request for construction between Coos Bay and Bandon denied.
		Marion and Clackamas Counties. Gates-Marquam. Construction of new highway denied.
		Lincoln County. Oregon Coast Hwy. Otter Rock-Agate Beach Sec. Construction of two pedestrian underpasses authorized.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Mt. Angel. Widening of pavement through city denied for immediate construction.
13268		Lane County. Springfield-Creswell Secdy. Hwy. Grading, surfacing and oiling. Engineer to investigate and report.
		Douglas County. Roseburg. Winchester St. Request for state maintenance again denied.
		Klamath County. Chemult Maintenance Station. Construction of cabin for use of personnel authorized.
		Equipment sheds. Cave Jct., Dufur and Dexter. Construction of buildings from salvaged lumber as emergency proposition authorized.
		Marion County. Pacific Hwy. Woodburn. Request for extension of improvements to north city limits denied.
13269		Jackson County. Crater Lake Hwy. Modification of original agreement with P.R.A. re maintenance expenses approved.
		Lane and Klamath Counties. Forest Service road from Willamette Hwy. to Cascade Summit. Request for snow removal denied.
		Linn County. Sweet Home. Sidewalk construction in 1947 budget. Engr. to report.
		Sidewalks and footpaths. Engineer to prepare list of projects. $150,000 to be included in 1947 budget.
		Linn County. Hoodoo Ski Bowl. Construction of road to ski
13270		bowl and removal of snow requested. Request denied.
		Lane County. Fox Hollow Secdy. Hwy. improvement requested. Engineer to report.
		1947 Minor Betterment Budget. $1,000,000 expenditure for improvement of suburban roads. Action deferred.
		State Tax Street Funds. Resolution adopted.
13271		State Tax Street Funds. Resolution adopted.
13273		State Tax Street Funds. Resolution adopted.
13274		Awards. Engr.'s award of following contracts confirmed: Cline Falls-Tumalo Sec. Tumalo Sec. Bridge over Mill Creek. Hope-Derry Ranch Sec.

Page	Date 1946	Subject
13275	Sept.23	Surveys ordered by Engineer approved. Resolution adopted.
13276		Extensions of time granted as follows: Contracts Nos. 2504, 2718, 2724, 2744, 2755, 2760 (2), 2770, 2773, and 2788.
13278		Contracts completed and accepted as follows: Contracts Nos. 2504, 2752, 2769, 2782, and 2827. Resolution adopted.
13279		Klamath County. Klamath Falls. So. 6th St. Complaints re completion of construction work. Engr. to investigate.
		Lake County. Warner Secdy. Hwy. Construction of turn-around. Engr. to report.
		Postwar Construction Program. Proposed revisions since May 29,
13280		1945, approved. Resolution adopted amending original reso.
13329		Postwar Construction Program. "Cushion" fund approved for financing above amounts originally budgeted.
		Washington County. Sunset Hwy. Tualatin Valley Hwy.-West. Four-lane construction. Engr. to submit report on total cost.
		Umatilla County. Old Oregon Trail. Echo-Umatilla Sec. Revision of hwy. Engr. to negotiate with P.R.A.
		Construction Program. Proposed revisions. Action deferred.
		1947 Budget. Tentative budget. Engr. to make changes and resubmit budget at next meeting.
		Meeting adjourned at 5:15 p.m. until following day.
13330	Sept.24	Bids received on following projects:
		Astoria (Bond St.-Commercial St. & Taylor Ave.-Astor St.) Section
		Enegren Ferry Section
		Madras-Prineville Section
		Ashland (Water St.-Oak St.) Section
		Front Avenue (Alder St.-Sheridan St.) Section
		Deschutes River-Sherars Summit Section
13331		Tygh Valley-Deschutes River Section
		Forest Grove (Main St. and College Way) Section
		Davies-North Plains Section
		Ferry Service across Willamette River at Wilsonville
13332		West Portland-Hubbard Hwy. Completion of hwy. rather than
13333		improvement of Oregon City-Canby Sec. of Pacific Hwy. urged. No action.
		Hood River County. Columbia River Hwy. Improvement of dangerous points in hwy. requested. Engr. to investigate and report.
		Hood River County. Columbia River Hwy. Herman Cr. area. Acquisition of timber land along hwy. requested. No action.
		Hood River County. Columbia River Hwy. Permanent location of
13334		hwy. through Hood River. County Court and City Council to agree on location.

Page	Date 1946	Subject
13334	Sept.24	Klamath and Jackson Counties. Lake of the Woods. Improvement
13335		of road requested. Matter taken under consideration.
		Three Flags Hwy. Ass'n. John Day-Burns Hwy. Improvements to hwy. and advice re tourist advertising requested. No action.
		Multnomah County. Columbia River Hwy. Oneonta Sec. White
13336		Bros. Co. requests return of bond. Decision deferred.
		Sunset Hwy. Portland-Davies Sec. Early completion requested.
13337		Delegation advised completion anticipated within 18 months.
		Commission recessed at 12:10 p.m. to reconvene at 2:00 p.m.
		Yamhill County. Three Mile Lane Secdy. Hwy. Acquisition of r/w and construction of bridge over So. Yamhill River.
13338		Engr. and Chief Counsel to report.
		Log hauling. E. K. Wood Lumber Co. advised further overweight
13339		violations will result in cancellation of hauling permit.
		Log hauling. Permits of C. R. Staples, Sweet Home; Donald R. Smith, Estacada; and Sykes and Burr, Coquille, canceled.
		Bids received at morning session discussed.
13340		Awards. Chairman Banfield announces award of contracts.
13342		Awards. Commission confirms awards of following contracts: Johns-Glendale Jct. Sec. Glendale Jct.-Wolf Creek Sec.
		Washington County. By-pass hwy. from Tigard to Burlington.
13343		Objections presented. No action.
		Pendleton-John Day and John Day-Burns Hwys. Improvements requested by Herman Oliver. All projects requested are in construction program.
		Forest Hwy. Program for 1947. Budget adopted. Program letter sent to Chief, Forest Service, and Commissioner of Public Roads, Wash., D.C.
13349		Astoria Ferry. Revision of ferry schedules confirmed.
		Astoria Ferry. Maximum overall width, height, weight, and fees for truck and trailer combinations established.
		Astoria Ferry. Increase of insurance approved. Babbidge and Holt to pay half the cost of $450 premium charge.
13350		Clatsop County. Astoria. Foster & Kleiser Co. Lease of state property in connection with sign erection. Chief Counsel to report.
		National Hospital Ass'n. and Oregon Physician's Service. 1947 contracts approved conditionally.
		Signals. Josephine County. Grants Pass. Sixth St. (Pacific Hwy.) Installation of traffic signals approved.
		Signals. Multnomah County. Parkrose District. Sandy Blvd. Traffic signal installation approved.
		Signals. Lane County. Eugene. Sixth & Seventh Ave. inter-
13351		sections with Blair Blvd. Signal installations approved.
		Lincoln County. Oregon Coast Hwy. Waldport. Remodeling flashing beacon at Alsea Bay Bridge approved.

Page	Date 1946	Subject
13351	Sept.24	Signals. Marion County. Salem. Mission and Commercial Street intersection. Flashing beacon installation approved.
13352		"No Parking" zone. Clatsop County. Oregon Coast Hwy. Cannon Beach. Resolution adopted.
		"No Parking" zone. Marion County. Hillsboro-Silverton Secdy. Hwy. Silverton. Resolution adopted.
13353		"No Parking" zone. Polk County. Salem-Dallas Hwy. West Salem. Resolution adopted.
13354		"No Parking" zone. Linn County. Albany. First St. at Willamette River Bridge. Resolution adopted.
13355		Linn County. Albany-Lyons Secdy. Hwy. Crabtree-Scio Section.
13356		Abandonment approved. Resolution adopted.
		Linn County. Linn County Pioneer Ass'n. Installation of marker near site of first schoolhouse approved. State to construct turn-out.
		Log hauling. Springfield-Creswell Secdy. Hwy. Hauling logs
13357		over hwy. and use of No. Fork Willamette River Bridge at Jasper approved conditionally.
		Permit. Jackson County. Pacific Hwy. Voorhies-Phoenix Sec. Temporary permit issued to J.C. Rodger to operate Hyster Lift truck.
		Wilsonville Ferry. Request for closed period for log raft traffic to avoid delays in operation of ferry denied.
		Log hauling. Springfield-Creswell Secdy. Hwy. Booth-Kelly Lumber Co. authorized to truck haul logs across hwy.
		Load limit. Clatsop County. Fishhawk Falls Secdy. Hwy. Vine Maple Bridge. Reduced load limit lifted. Resolution
13358		adopted.
		G. S. Paxson and E. M. Booth. Authority to attend conference with Washington Hwy. Dept. officials re McNary Dam confirmed.
		Manley Robison. Trips to three conventions approved.
13359		Redwood Empire Ass'n. 26th Annual Banquet. Hoberg's, Calif. Commission regrets cannot attend.
		Oregon Coast Ass'n. Annual Banquet. Gearhart. Commission regrets cannot attend.
		Deschutes County. Maintenance of recreational area highway markers. Engr. to report.
		Southern Route to Oregon. Name of route approved. Engr. to erect markers.
		Historic sites and routes. Bernard DeVoto's article in Sept. issue of Harper's Magazine noted and ordered filed.
		Pacific International Livestock Exposition. Joint operation of booth with Secty. of State approved.
13360		Wages and Salaries. Rolando Jose Porras. Salary raise approved.
		Coos County. Shingle House Slough. Installation of tide gate. Agreement with property owners approved.
		Insurance. Purchase of PL and PD insurance for Interstate Bridge deferred because of law suit.

Page	Date 1946	Subject
13360	Sept.24	State Construction Program. Amendment to resolution adopted
13361		June 27, 1946, approved. Resolution adopted.
13364		Douglas and Klamath Counties. West & East Diamond Lake Secdy. Hwys. Request of Rex Russell to cut evergreen trees denied.
		Parks. Cascadia State Park. Request of Ben F. Phillips to lease portion of park denied.
13365		Coos County. Ore. Coast Hwy. North Bend. Complaint of Weyerhauser Tmbr. Co. re dumping of waste materials. No action.
		Meeting date. October 28 and 29 set for next regular meeting.
		Agreements, etc. approved and signed.
13366		Meeting adjourned at 5:00 p.m.
13367	Oct. 28	Parks. Parks Supt. reports on following:
		Lincoln County. Depoe Bay. Cliff House. Parks Supt. to ascertain cost of property for state park,
		Curry County. Ore. Coast Hwy. Proposed exchange of timber land with Elmer Bankus abandoned.
		Dabney State Park. Addition of one-acre tract next to Sandy River Bridge approved.
		Champoeg State Park. Renewal of lease with Henry Zorn approved conditionally.
		Multnomah County. Crown Point. Vista House concession. Advertising for sale of concession privileges approved.
		Sunset Hwy. Quartz Creek. R.C. Moulton's offer to salvage
13368		burned standing timber approved.
		Deschutes County. Painted Hills. Proposed acquisition for park purposes. Area provided for in State Parks Budget.
		Overnight Camping in state parks. Parks Supt. to report what other states are doing.
		Waysides and parking areas. Parks Supt. to present projects separately for consideration.
		Sodaville Mineral Springs. Proposed acquisition as state park. Decision deferred. Engr. to investigate.
13369		Lincoln County. Ore. Coast Hwy. Waldport. Proposed acquisition of 32-acre park tract. No action. (See P. 13425)
		Wayside strips. Coos County. Coos Bay-Roseburg Hwy. and Ore. Coast Hwy. Myrtle-tree waysides established. Resolution adopted.
13374		Real property. Acquisition authorized. Resolution adopted.
13388		Survey. Grant County. Kimberly-Long Creek Secdy. Hwy. Dry Creek-Monument Sec. Resolution adopted.
13389		Condemnation. Offers approved. Resolution adopted.
13392		Permits. Excess state properties. Present policy re issuance
13393		of permits for use to be continued.
		Sunset Hwy. Request to purchase state-owned property adjacent to hwy. for homesite denied.
		Multnomah County. Portland. Guest Center. Establishment of guest center on city-state-owned property approved.
13394		Condemnation. West Portland-Hubbard Secdy. Hwy. Aurora Flight Strip Sec. Offer approved. Amended resolution adopted.

Page	Date 1946	Subject
13395	Oct. 28	Condemnation. Douglas County. Pacific Hwy. Amended resolution adopted.
13405		Clackamas County. Pacific Hwy. E. Oregon City. Purchase of land by E. C. Latourette. Decision deferred.
13406		Lincoln County. Yaquina Bay. Sale of state-owned property to Port of Newport approved.
		Hood River County. Columbia River Hwy. Hood River. Lease of Sutton Property to Luke Nichols disapproved.
		Restricted access. Acquisition of restricted access to existing highways. Decision deferred.
		Travel & Information Dept. Budget for 1947 approved.
13407		Travel & Information Dept. Advisory Committee on Travel Matters. Recommendation that Merle R. Chessman be reappointed member taken under advisement.
		Clatsop County. Astoria. Erection of platform on state-owned property by Foster & Kleiser Co. Chief Counsel to investigate and report.
		Claim. Lester Wilkins. Damage to well on Arlington-Condon Sec., John Day Hwy. $150 settlement approved.
		Monmouth-Independence Hwy. Cutting of oak tree by employees of Mountain States Power Co. Referred to Chief Counsel for
13408		recommendation.
		Polk County. Salem-Dallas Hwy. Oak Knoll Golf Course. Cutting of tree by F.D. Errion. Mr. Errion to be prosecuted.
		Monmouth-Independence Hwy. Cutting of oak tree by Mountain States Power Co. No prosecution.
		Curry County. Ore. Coast Hwy. Port Orford. Improvement to be abandoned until city cooperates.
		Astoria Ferry. Repairs to present equipment or purchase of new
13409		boat. Engr. to secure data from marine architects.
		Meeting recessed at noon for luncheon and reconvened at 2:00 p.m.
		Bids received on following projects:
		West Unit, Love Bridge-Black Bridge Section
		Ocean Lake Section
		Sanderson Bridge Revetment Section
13410		Jantzen Beach Section
		Tutuilla Section
		Cove-Union Section
		Multnomah County. Columbia River Hwy. Oneonta Borrow Pit Sec.
13412		White Bros. Co. request release of bid bond. Action deferred.
13413		Clatsop County. Warrenton. County road from Ore. Coast Hwy. to Ft. Stevens and old route of Ore. Coast Hwy. State requested to designate these sections as secdy. hwys. Action deferred.
		Clatsop County. Warrenton. Fifth Street. State requested to maintain one-block sec. used by log haulers. Action deferred.
		Clatsop County. Cannon Beach. Complaints re contractors scattering debris along beach. Chief Counsel to warn guilty parties,

Page	Date 1946	Subject
13413	Oct. 28	Log hauling. Commission confirms reinstatement of following permits on probationary basis: Wm. L. Hansen, Scottsburg Wm. Ulam, Milo C. R. Staples, Cascadia Donald R. Smith, Estacada
		Log hauling. Roy Jackson. Granting of permit confirmed.
		Log hauling. "Lay out" violations. Warning letters written to following log haulers:
13415		Roy Howard, Donald Howard, Fay Howard, Robert Trenholme, and Galen West, all of McMinnville.
		Log hauling. Gustave E. Martin to appear at next meeting re "laying out" violation.
		Weighmasters. Authority given weighmasters to weigh any vehicle they consider overloaded.
		Log hauling. Mitchell Pine Lmbr. Co. to appear at next meeting
13416		re overweight violations.
		Deschutes County. Central Oregon Recreational Area. Rustic sign erections on state hwys. Engr. and Chief Counsel to review and report.
		Wages and salaries. Employees working for other state depts. and paid in part by Hwy. Dept. to have salary schedule set by those depts.
		Lake County. Warner Secdy. Hwy. Turn-around construction for benefit of Fremont Highlanders Ski Club approved.
		Lane County. Springfield-Creswell Secdy. Hwy. Jasper-Pleasant
13417		Hill Sec. Request for improvement denied.
		Yamhill County. Three Mile Lane Secdy. Hwy. McMinnville. Chief Counsel authorized to secure option from Cyrus Forell for Catholic School.
13418		Survey. Yamhill County. Three Mile Lane Secdy. Hwy. McMinnville. Approved. (See page 13437)
		Bids received earlier in session discussed.
		Yamhill County. Hillsboro-Silverton Secdy. Hwy. Newburg. Re-
13419		routing of hwy. over 4th & College Sts. approved. Agreement to be prepared.
		Coos County. Cape Arago State Park. Repair of residence bldg. approved.
		Marion and Polk Counties. Willamette River Bridge at Independence. Agreement covering construction approved.
		Awards. Chairman announces awards of contracts.
13420		Meeting adjourned at 5:00 p.m. to reconvene following day at 9:00 a.
13421	Oct. 29	Bids received on following projects: Lapine Rock Production Project Canyon City-Soda Mountain Rock Production Project Kimberly-Dry Creek Section Dry Creek-Monument Section
13422		North Unit, Grant County Line-Crow Flat Section

Page	Date 1946	Subject
13422	Oct. 29	Bids received on following projects (cont.): Construct 189' concrete bridge over Buck Hollow Creek North Unit, Fulton Canyon Section North Plains-Barnes Road Section Service Creek-Kimberly Rock Production Project
13423		Log hauling. Cecil Hammond. Reinstatement of log-hauling permit approved. (Page 13428)
13424		Log hauling. Ronald Burr. Reinstatement of log-hauling permit approved. (Page 13429)
		Douglas County. Pacific Hwy. Sutherlin. Request for completion of survey for proposed location denied. Engr. to investigate and report.
13425		Parks. Lincoln County. Ore. Coast Hwy. Waldport. Purchase of 32-acre tract as park site. Action deferred. Parks Supt. to report further details. (See page 13369)
		Budget - 1946. Increase of $40,000 approved.
13426		Clatsop County. Warrenton. Designation and maintenance of old route Ore. Coast Hwy. through town and of Ft. Stevens Rd. approved. City and county to adopt appropriate resolutions.
		Meeting recessed for luncheon at noon and reconvened at 2:00 p.m.
		Minutes of September 23 and 24, 1946, approved.
		Multnomah County. Portland. Jefferson St. and Columbia St. designated as one-way streets. Commission's share of cost in improving streets established.
13427		Multnomah County. Portland. Barbur Blvd. Signalization and channelization on 50-50 basis with city. Action deferred. Engr. to investigate and report.
13428		Multnomah County. Portland. McLaughlin Blvd. Signalization and channelization. Action deferred. Engr. to report.
		Log hauling. Cecil Hammond. Reinstatement of permit approved conditionally. (See page 13423)
13429		Log hauling. Ronald Burr. Reinstatement of permit approved conditionally. (See Page 13423)
		Multnomah and Washington Counties. Sunset Hwy. Davies-Portland Sec. Increase of $600,000 in program for completion of sec. approved.
13430		Bids received at morning session discussed.
		Awards. Chairman announces award of contracts.
13432		Travel & Information Dept. Advisory Board. Appointment of Merle R. Chessman as member. Action deferred pending report from Chief Counsel.
		Polk County. Mountain States Power Co. Cutting of trees on state hwy. r/w. Action dismissed.
		Polk County. F.D. Errion to be prosecuted for cutting trees on state hwy. r/w.
13433		Crook County. Proposed hwy. connecting old and new routes of Madras-Prineville Secdy. Hwy. Request denied.

Page	Date 1946	Subject
13433	Oct. 29	Klamath County. West Side Klamath Lake Secdy. Hwy. and Lake of the Woods Road. Improvement in next program to be considered without obligation.
		Linn County. Santiam Hwy. Sweet Home. Sidewalk construction to be considered in 1947 Minor Betterment Budget.
		Washington County. Bertha-Beaverton Hwy. Westdale Addn. Beaverton. Sidewalk construction to be considered in 1947 Minor Betterment Budget.
		State Tax Street Funds. Resolution adopted.
13434		State Tax Street Funds. Resolution adopted.
13435		Umatilla County. Columbia River. McNary Dam. Request for construction of a bridge separate from dam denied.
13436		Klamath County. Klamath Falls-Midland Secdy. Hwy. Oiling of 3.47 miles requested. Petition referred to Klamath Co. Ct.
		Grant County. Kimberly-Long Creek Secdy. Hwy. Monument. Improvement on new alignment. Acquisition of options for r/w approved. Action deferred on construction.
		Surveys ordered by Engr. since last meeting approved. Resolution adopted.
13438		Extensions of time granted as follows: Contracts Nos. 2737, 2749, 2750, 2757, 2772, 2775, 2778, 2779, 2801, 2810, 2818, 2825, 2826, and 2830.
13442		Contracts completed and accepted as follows: Contracts Nos. 2718, 2724, 2730, 2750, 2755, 2756, 2787, 2798, 2807, and 2825. Resolution adopted.
13444		Lane County. Meridian Damsite. Cessation of survey for relocation of roads and highways approved.
		Multnomah County. Swift Secdy. Hwy. Request to close highway for short time to land two airplanes denied.
		Permit. Interstate Bridge. Multnomah County Council, American Legion, granted permission to transport six airplanes across bridge.
		Speed Zones. Lane County. Willamette Hwy. Coast Fork, Willamette River Bridge. Speed limit established.
		Sale of used equipment. Salem. Bid deposit for purchase of equipment forfeited by Anderson Bros.
		Southern Pioneer Route to Oregon. Commission confirms action approving name.
		Memorials Committee. Oregon Council, American Pioneer Trails Assoc. suggests different selection of Committee members. Commission confirms action setting up Memorials Committee.
13445		Hood River County. Mt. Hood Hwy. Barlow Trail Marker. Oregon Council, American Pioneer Trails Assoc. objection to wording on marker overruled.
		Claim. Union Pacific R.R. Columbia River Hwy. Damage to facilities at Oneonta. Claim of $134,571 denied.
		Mark H. Astrup authorized to attend meeting of National Conference of State Parks, Eureka, Calif., at state expense.

Page	Date 1946	Subject
13445	Oct. 29	Meeting date. Nov. 25 and 26, Dec. 30 and 31, 1947; and Feb. 3 and 4, 1948, scheduled for next three regular meetings.
		Unfinished business discussed as follows:
		1947 Minor Betterment Budget. No action. Engr. to report.
		Hood River County. Columbia River Hwy. Improvement at three points. No action. Engr. to report.
		Insurance. Interstate Bridge. Purchase deferred pending
13446		outcome of damage case.
		Clatsop County. Ore. Coast Hwy. Seaside. Report on re-routing not ready.
		Clackamas County. Milwaukie. Kellogg Park Housing Proj. Acquisition of r/w for proposed service road. No report.
		Coos County. Coos Bay. R/W negotiations along waterfront. Survey for permanent location authorized.
		C. B. McCullough. Naming bridge in his honor. No report.
		Clatsop County. Ore. Coast Hwy. Cannon Beach. Access to Kraemer subdivision. Matter deleted from agenda.
		Lane County. Pacific Hwy. Goshen-Judkins Pt. Sec. Acquisition of r/w across Gonyea property. No report.
		Lane County. Pacific Hwy. Rerouting on Eugene Mill Race Sec. No report.
		State Restoration Fund. Reimbursement for property damages. No report.
13447		Lane County. Fox Hollow Secdy. Hwy. Improvement from Eugene south. No report.
		Multnomah County. Columbia River Hwy. Oneonta Borrow Pit Sec. Default of contract by White Bros. Co. Action deferred.
		Lincoln County. Ore. Coast Hwy. Newport-Waldport Sec. Acquisition of wayside tracts. Decision deferred pending outcome of condemnation case against E.C. Newell for similar tract.
		Lane County. Pacific Hwy. Springfield Jct. Turn-around
13448		under Willamette River Bridge. Action deferred pending acquisition by E.L. Dickson of necessary rights of way.
		Agreements, etc. approved and signed.
13449		Meeting adjourned at 5:00 p.m.
13450	Nov. 25	Parks. Parks Supt. reports on following:
		Sodaville State Park. Assumption of jurisdiction over park approved if Legislature makes transfer.
		Jackson County. Acquisition of 200-ft. freeway along Rogue
13451		River and Butte Creek, Camp White. Commission to withdraw application and accept 25-ft. freeway if satisfactory to Gen. Ira Eaker.
		Joaquin Miller State Park. Offer of exchange of cut-over lands for standing timber declined.
		Overnight Camping. Parks Supt. to report on what other states are doing in this regard.

Page	Date 1946	Subject
13451	Nov. 25	Parks: (Cont.)
		Lincoln County. Ore. Coast Hwy. Waldport. Purchase of tract for proposed park disapproved.
		Clatsop County. Sunset Hwy. near Quartz Cr. Bridge. Request of R.C. Moulton to remove down and burned timber granted.
13452		Wayside strips. Acquisition of timbered and scenic wayside strips. Matter referred to Parks Supt.
		Budget. 1947 Parks Dept. budget adopted.
13453		Budget. 1947 budget adopted.
13458		Douglas County. Tiller-Trail Secdy. Hwy. Compromise settlement of $100 to acquire gravel bar approved.
		Grant County. Kimberly-Long Cr. Secdy. Hwy. Acquisition of r/w by option and condemnation and removal of buildings. Matter referred to Chief Counsel.
		Meeting recessed at noon to reconvene at 2:00 p.m.
13459		Real property. Acquisition authorized. Resolution adopted.
13466		Parks. Wallowa Lake Park. Settlement of $17,500 with T.H. Williamson for 55 acres approved.
		Acquisition of property from Mrs. Wiggans. Referred to Chief Counsel to work out details.
		Lincoln County. Ore. Coast Hwy. Siletz Bay-Newport Sec. L.K. Pearson to use state property until Com. needs it. Consideration for property to be paid now.
		Surveys. Umatilla County. Old Oregon Trail. Umatilla-Hermiston Sec. Resolution adopted.
13467		Condemnation. Offers approved. Resolutions adopted.
13473		Benton and Polk Counties. Camp Adair. Secy. authorized to execute papers for acquisition of Gov. real property. Reso. adopted.
		Restricted access. Establishment of policy deferred pending report from Chief Counsel.
		Polk County. Monmouth-Independence Hwy. Letter re destruction of oak tree by Mt. States Power Co. approved.
		Curry County. Ore. Coast Hwy. Gold Beach. Three-party agreement
13474		covering moving of bldgs. and involving Curry County Bank and E.W. Lebeck & Son approved.
		Travel Matters. Appointment of M.R. Chessman to Advisory Com. Action deferred.
		Guest Center. Portland. Agreement re use of city-state-owned land signed following day.
		Parks. Casey State Park. Offer of $500 to E.H. Lamport for bldg. approved.
		Signs. Central Ore. Recreational Area. Signs to designate area
13475		approved. Referred to Chief Counsel and Engr.
		Hood River County. Columbia River Hwy. Cascade Locks-Herman Cr. Sec., Shell Rock Mt.-Warren Cr. Sec., and one-mile sec. east from Viento. Improvement request denied.
		Sale of buildings. Cannon Beach. No bids received.
		Clatsop County. Astoria. Additional ferry service discussed. Decision deferred. (See pages 13493 and 13498)

Page	Date 1946	Subject
13475	Nov. 25	Hood River County. Hood River. Columbia River Hwy. New location recommended. Communication ordered filed.
		Clackamas County. Estacada-Milwaukie Co. Rd. Designation as state secdy. hwy. deferred. Com's. equipment needs to be conveyed to Federal Housing Authority.
		Umatilla County. Umatilla. Columbia River Hwy. Survey for
13477		widening hwy. to four lanes authorized.
		Parks. Landscaping projects. List of projects to be financed with Fed. Aid Funds referred to Parks Dept.
		Awards. Engr's. award of contracts confirmed.
		Tillamook County. US101. Request for construction of cattle-pass 9 miles south of Tillamook denied.
		Yamhill County. McMinnville. Pacific Hwy. W. Additional
13478		improvements requested. Denied.
		Lane County. Alsea-Deadwood Secdy. Hwy. Repair to hwy. to permit log hauling. Decision deferred.
		Extensions of time granted as follows: Contracts Nos. 2748, 2760, 2791, 2817, and 2800.
13480		Contracts completed and accepted as follows: Contracts Nos. 2757, 2760, 2781, 2783, 2784, 2811, and 2828. Resolution adopted.
		Purchase of buildings. Camp Adair. Authority to purchase, move, and re-erect bldgs. confirmed.
13481		Klamath County. The Dalles-Calif. Hwy. Erection of marker near Algoma re Upper Klamath Lake referred to Oregon Historical Soc.
		State Tax Street Funds. Resolution adopted.
13482		Clackamas County. Sandy. Woodburn-Sandy Secdy. Hwy. rerouted
13483		from Main St. to First Ave. Resolution adopted.
		Clackamas County. Woodburn-Sandy Secdy. Hwy. Abandonment of
13484		portions of old r/w approved.
13485		Linn County. Waverly Lake. Use for 1947 Timber Carnival authorized.
		Speed zones. Douglas County. Roseburg and Twin Rocks. Action deferred.
		"No Parking" zones. Lane County. Eugene. Action deferred.
		Log hauling. Refusal of W.H. Hawes to allow his load to be weighed. Weighmasters to follow through on violations observed
		Gilliam County. Wasco-Heppner Secdy. Hwy. Abandonment approved. Execution of agreement deferred pending execution by Gilliam County.
		Permits. Weight concession granted petroleum products trans-
13486		porters rescinded. All permits ordered cancelled Jan. 1,1947.
		Meeting dates. Dec. 30 and 31, 1946; and tentatively Feb. 3 and 4, 1947.
		Report. 17th Biennial Report discussed. Action deferred pending study.
		Meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. following day.

Page	Date 1946	Subject
13486	Nov. 26	Bids received for following construction projects:
		Birkenfeld-Washington County Line Rock Prod. Proj.
13487		Enegren Ferry Section
		Cow Creek and Quines Creek Bridges
		Hay Creek-Condon Section
		Canyon City-Soda Mountain Rock Prod. Proj.
		John Day Rock Prod. Proj.
13488		Siskiyou Junction-Long Prairie Creek Rock Prod. Proj.
		Jordan Creek-Rock Creek Rock Prod. Proj.
		Hardman Hill Section
		Cove-Union Section
		Multnomah County. Columbia River Hwy. Oneonta Borrow Pit Sec. Release of White Bros. Co. bid bond refused.
		Douglas County. Pacific Hwy. Sutherlin. Construction of logging railroad across hwy. by Weyerhaeuser Tbr. Co. Decision deferred.
		Clackamas County. Oregon City. Purchase of property between
13489		Pacific Hwy. E. and Willamette River. Offer of Judge Latourette refused.
		Multnomah County. Portland. Columbia Street. Commission assumes no responsibility for maintenance as one-way street for hwy. traffic.
		Parks. Champoeg State Park. Rental of property by Henry Zorn approved. Agreement to be revised.
		Lincoln County. Ore. Coast Hwy. Improvement of hwy. and acquisition of r/a to property south of Waldport. Report from Engr.
13490		and Chief Counsel ordered.
		Budget. 1947 Minor Betterment.
		Lane County. Fox Hollow Secdy. Hwy. Improvement south from Eugene four miles.
		Linn County. Santiam Hwy. Sweet Home. Sidewalk construction.
		Washington County. Bertha-Beaverton Hwy. Sidewalk construction from Westdale Add. to Beaverton.
		Clackamas County. Beaverton-Aurora Secdy. Hwy. Sidewalk construction from Aurora westerly one-half mile.
		Log hauling. Gustave E. Martin appeared re violations of rules
13491		and regulations. To write letter promising to comply.
		Log hauling. Vancouver Plywood Corp. To appear at next meeting re overloads.
		Log hauling. Weighmasters directed to check trucks "laying out".
		Hood River County. Columbia River Hwy. Hood River. Location of hwy. north of U.P.R.R. tracks. Referred to Chief Counsel for report.
13492		Columbia River Hwy. Hood River-Columbia Gorge Hotel Sec. Engr. to investigate alternate routes.
		Columbia River Hwy. Improvement of Herman Cr. Sec., east end of Shell Rock Mt. Sec. and sec. one mile long east from Vionto requested. Request denied.

Page	Date 1946	Subject
13492	Nov. 26	Hood River County. Wayside strips. Columbia River Hwy. Preservation of standing timber by acquisition. No action.
		Lane County. Pacific Hwy. Eugene. Rerouting along Mill Race from Broadway to 6th Ave. Financial aspect to be studied further.
13493		Survey. Lane County. Fed. Secdy. Hwy. between Coburg Rd. Jct. and Marcola. Survey authorized.
13494		Clatsop County. Astoria Ferry. Offer of L.S. Baier and Assocs. to design and construct new ferry boat. Action deferred.
		Clatsop County. Astoria Ferry. Offer of Albina Mchne. and Engine Works, Inc. to design and construct new ferry boat. Action deferred.
		H. G. Smith, E. A. Collier, G. S. Paxson, and F. B. Crandall authorized to attend meeting of American Assoc. of State Hwy. Officials at Los Angeles in December.
		Meeting recessed at 12:15 p.m. to reconvene at 2:00 p.m.
13495		Lane County. Pacific Hwy. Jct. with McKenzie Hwy. south of Eugene. Changes requested by E. L. Dickson to be investigated by Engr. and Chief Counsel. (See page 13501)
13496		Clackamas County. Estacada-Milwaukie Co. Rd. Designation and maintenance as secdy. hwy. approved conditionally. Survey authorized.
		Josephine County. Pacific Hwy. Johns-Glendale Jct. Sec. R/A requested. Action deferred.
13497		Bids received at morning session discussed.
13498		Awards. Chairman Banfield announces awards of contracts.
13499		Clatsop County. Astoria Ferry. Offer of Kaiser Co., Inc. to design and construct new ferry boat. Action deferred.
		Wayside strips. Preservation of timbered and scenic waysides. Resolution adopted by Portland C. of C. presented. Referred to Parks Supt.
13500		Parks. Naming a park for Mr. Boardman suggested. Matter taken under advisement.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Canyon Sec. Further improvement requested. Improvement included in Three Year Postwar Program.
		Gilliam County. Wasco-Heppner Secdy. Hwy. John Day River Br. Engr. instructed to investigate unsafe condition and report.
		Permit. Bureau of Community Facilities. Moving of bldgs. from Camp Adair to O.S.C. campus, Corvallis. Engr. to investigate and report.
13501		Lane County. Pacific Hwy. Eugene. Final position of city and county to be determined.
		Lane County. Pacific Hwy. McKenzie Hwy. Jct. West Springfield. Engr. and Chief Counsel to investigate changes in improvement and report at next meeting.
		Right of way for turn around under bridge. Chief Counsel to examine agreements secured by E. L. Dickson.

Page	Date 1946	Subject
13501	Nov. 26	Clatsop County. Astoria Ferry. Engr. to investigate construction of new ferry and report.
13502		Bridge maintenance - minor betterment. Authority granted Engr. to continue work.
		Josephine County. Pacific Hwy. Johns-Glendale Jct. Sec. Commercial access. Chief Counsel to negotiate with property owners.
		Linn County. Santiam Hwy. Sweet Home. Condemnation proceedings for r/w authorized. City to join in expense.
		Agreements, etc. approved and signed.
13503		Meeting adjourned at 5:00 p.m.

Portland, Oregon
September 23, 1946

The State Highway Commission met in regular session at 9:00 a.m. in Room 715, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of the meeting of the Commission held on August 6 and 7, 1946, and the minutes of special meetings held during the progress of its inspection trip, August 19 - 23, inclusive.

The State Parks Superintendent was present and reported on the following park matters:

1. Request of County Judge C. K. McCormick, Union County, that the state assume control and jurisdiction over a county park located on Catherine Creek on the Medical Springs State Secondary Highway about eight miles east of the town of Union: The Parks Superintendent advised that this is a lovely park containing 160 acres of land, and he recommended that it be taken over by the Commission as a state park. He estimated that it would cost about $2,000 to clean up the premises, which have not been taken care of during the wartime period, and, in addition thereto, it would be necessary to maintain a caretaker in the park during the summer season. He pointed out that there are no state parks in Union County at the present time. The State Highway Engineer concurred in the Parks Superintendent's recommendation. Following discussion, during which Chairman Banfield gave as his thought that if the state takes over this park, money should be provided to maintain and develop it, motion was made by Commissioner Schaupp that the Commission accept this gift on the condition that the county will convey it to the state free of all encumbrances. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

2. Report on proposed state park at Wallowa Lake: The Commission's Chief Counsel reported on this matter. He advised that he recently visited this place in connection with the condemnation action that he is conducting to acquire a portion of the area, and he ascertained that the local people are fearful that if the state takes over jurisdiction of the park certain facilities which are now furnished by private individuals will not be furnished by the state. He gave as his thought that he should be able to say, when the case comes to trial, just what the State Highway Commission expects to do and will do along that line, particularly with respect to the furnishing of cabins, the furnishing of boats, and the operation of concessions. He pointed out that the trial has been set for

November 19 and, in the meantime, options which have been obtained for the acquisition of two other tracts of land that are included in the proposed park area will expire. He requested instructions whether or not to renew the options and as to what statement he should make at the trial with respect to the facilities. In the discussion, Chairman Banfield expressed a desire to know how much it would cost to furnish the facilities in the first instance and how much it would cost to operate them. He also inquired whether or not the Highway Commission has legal authority to expend state funds for such purposes. He was informed by the Chief Counsel that the Commission has full legal authority to spend state funds for purposes of this kind if it so desires, and that the law leaves it entirely to the discretion of the Commission without limit; in fact, there is no more limitation placed on the Commission with respect to the maintenance and operation of state parks than is placed on the construction and maintenance of highways. In view of the Chief Counsel's statement Chairman Banfield gave as his thought that if and when the Commission acquires state parks it should consider and make provision for their development. Commissioner Chessman expressed himself similarly. He also gave as his thought that the Chief Counsel should so state in his condemnation suit, which would probably relieve the minds of people who have raised the question. Motion was thereupon made by Commissioner Schaupp that the options referred to by the Chief Counsel be renewed and that the Chief Counsel be authorized to make it clear during the condemnation trial that it is the intention of the Commission to provide the facilities that are now being furnished by the private individuals. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission.

3. Report on plans for the development of Casey State Park: The Parks Superintendent explained in considerable detail his plans for the development of this park, particularly that portion on which a privately-owned cabin is being maintained. He pointed out that the cabin is located directly in front of one of the best fishing holes in the Rogue River, and were it disposed of to private interests the general public would be prohibited from the use of this fishing hole. He also called attention to a provision in the deed by which the Commission acquired the property from the Federal Government that if the property is used for purposes other than public park purposes for a period of five years the property will revert to the Government. He urgently recommended that action be taken to secure the removal of the cabin from this property. The Chief Counsel concurred in the recommendation and suggested definite action by the Commission to that end. Following discussion, motion was made by Commissioner Schaupp that the Commission take such action as may be necessary to secure the removal of this privately-owned cabin from the state's property. The motion was seconded by Commissioner Chessman and carried by the unanimous vote of the Commission. The matter was referred to the Chief Counsel for further handling.

4. Establishment of a myrtle tree wayside strip along the Oregon Coast Highway between Coquille and Bandon: The Parks Superintendent asked the Commission to reconsider its action taken at the previous meet-

ing refusing his request for the establishment of such a wayside strip. In support of his request he pointed out that this tract is located along the Oregon Coast Highway, being one of the main routes of travel through the State of Oregon, where travel is much greater than along the Coos Bay-Roseburg Highway, which is secondary in nature, and where a similar wayside strip has already been approved by the Commission. He also pointed out that the 16-acre tract owned by Mr. A. J. Sweet, five miles south of the City of Coquille, is the only tract along the Oregon Coast Highway which contains a good stand of myrtle trees. It was his thought that this should be preserved. He pointed out that Mr. Sweet is of the same mind and has signed an agreement providing for the trees' preservation. He estimated that it would cost about $50 to do the necessary clearing work around the trees, and he strongly urged the Commission to approve the agreement with Mr. Sweet. After careful consideration the Commission by unanimous vote approved the request and thereupon authorized the completion of an appropriate agreement with Mr. Sweet covering the matter.

5. Clearing operations on the Columbia River Highway between Crown Point and Cascade Locks: The State Parks Superintendent submitted a status report on these operations, which was approved by the Commission. In this connection Chairman Banfield pointed out that, whereas each year the Commission budgets a certain amount for state park operations, off times, for some reason or other, the amounts budgeted are not spent, and the operation for which the funds were provided is not completed. He particularly pointed out that such a condition obtains this year because of a shortage of men and equipment, and, as a result, the proposed park improvements are behind schedule. He suggested, in view of the circumstances, that the unexpended balances contained in the park improvement budget for 1946 be carried over for the expenditure in 1947 in addition to the amount that the Commission may provide for such purposes in its regular budget for 1947. Commissioners Schaupp and Chessman approved Chairman Banfield's suggestion, making the decision unanimous, and it was so ordered.

6. Destruction of an oak tree growing on the Salem-Dallas Highway near Oak Knoll Golf Course: The Parks Superintendent advised that Mr. F. D. Errion, Independence, is subdividing his property which fronts on the highway at this point and deliberately cut down this oak tree, which, he alleges, interfered with access to the highway from one of the streets that he has laid out in this subdivision, regardless of the fact that there was at least 120 feet of highway frontage available in each direction where he could have planned his street entrances without interfering with tree growth. This tree, he said, was 82 years old according to ring count, was 48 feet high, in good health, and was of an undeformed shape. It was his thought that Mr. Errion should be prosecuted. The Chief Counsel advised that Mr. Errion is guilty of a misdeamor by destroying the tree in this manner and pointed out that the law specifies a penalty in cases of this kind. It was the thought of the Commission that Mr. Errion should be prosecuted to the full extent of the law, and it was so ordered by the unanimous vote of the Commission. The matter was referred by the Commission to the Chief Counsel for further handling.

SEP 23 1946

7. Sale of concession in Silver Creek Falls State Park: The Chief Counsel reported on this subject in behalf of the Parks Superintendent. He recalled that the Commission, earlier in the year, sold this concession to a Mr. Walter S. Taylor as a result of competitive bidding, but it later developed that Mr. Taylor could not comply with requirements because of difficulties in securing necessary equipment and supplies, in view of which, the Commission relieved him of his obligation and ordered the return of his proposal deposit. He suggested, if the Commission is still desirous of operating a concession in this park, that plans for the same should be started now to assure that the concession would be in operation next year. He advised that the operator of the concession at Multnomah Falls is interested in the proposition and suggested that the Commission authorize negotiations with this man and others who may be interested in the project. Following discussion, the Commission approved the suggestion and authorized the Chief Counsel and the Parks Superintendent to negotiate with prospective concessionaires for the concession privileges in this park.

8. Request of the Garden Club of Aloha to landscape a small tract of state-owned land at Aloha: The Engineer reported on this matter in behalf of the Parks Superintendent. He advised that, pursuant to instructions from the Commission at the previous meeting, the Parks Superintendent made an inspection of the premises and discussed the matter with a Mr. Gordon Grimm, who is handling the matter in behalf of the Garden Club, and that Mr. Grimm admitted that the proposed location at the west entrance to Aloha was unsatisfactory and too small for the purposes intended. He also said that Mr. Grimm is investigating another location at the east end of their town which will better suit their purposes. It is the recommendation of the Parks Superintendent, he said, that action on the original request be indefinitely postponed unless and until some future action is initiated by the Garden Club. The Commission approved the recommendation unanimously.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties, together with the purchase offer that he recommended for each parcel. Following discussion and careful consideration of each item on the list, the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further inprovement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

JOHNS-GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY

12190-	Schmid, L. D. and Bessie M. Schmid			
	Right of Way	$	$	Parker
	Option expires			
	January 31, 1947			
	5.79 acres at $200.00	1,158.00		
	154 rods fence at $2.00 rod	308.00		
	Severance-4.0 acre, 20% on $2,000.00	400.00		
	Farm Crossing 10647'5		1,866.00	"
13022-	Waltemire, O'Steen, Morse and Garner			
	Right of Way			
	Option expires			
	January 30, 1947			
	0.61 acre at $250.00	152.50		
	25 rods fence at $2.00 rod	50.00	202.50	"
	Private access 84+85 to 60' road			
12184-	Chedwick, E. L. and L. S. Johns and C. L. Chedwick			
	Right of Way			
	Option expires			
	January 31, 1947			
	8.44 acres at $250.00	2,110.00		
	256 rods fence at $2.00 rod	512.00		
	Trees	100.00	2,722.00	"
	Private access only on East side Station 574			

(con't)

SEP 03 1946

JOHNS-GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY (Con't)

12185-	Johns, E. L. et al Right of Way Option expires January 31, 1940	$	$	Parker
	4.76 acres at $250.00	1,190.00		
	111 rods fence at $2.00 rod	222.00		
	Barn	200.00	1,612.00	"
	Access on County road only			
12186-	Johns, C. E. Right of Way Option expires January 31, 1947			
	5.89 acres at $250.00	1,472.50		
	143 rods fence at $2.00 rod	286.00	1,758.50	"
	Private access East 76+00			
12188-	Oldenberg, John et al Right of Way, Haul Road, Gravel Bar			
	1.77 acres at $250	442.50		
	2.60 acres gravel bar. at $100.00	260.00		
	1.91 acres-haul road at 1/3 $250.00, 2/3 at $100.00 acre	286.00		
	Small triangular-150 sq. ft.	5.00		
	Fruit trees, grapes, feed shed, concrete water trough, corral fence (new) -hog house-fence,	1,554.00		
	Estimated cost moving, reconstructing barn, with lean-to	1,000.00		
	Water pipe to new building site	200.00	3,749.50	"
	State to re-establish drain ditch, place irrigation pipes, correct irrigation ditch, if necessary, construct approach road			
	Private access 88+00			

(Con't)

JOHNS-GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY (Con't)

12189-	Griffin, Harry			Parker
	Right of Way	$	$	
	Option expires			
	January 31, 1947			
	7.90 acres at $250.00	1,975.00		
	186 rods fence at $2.00 rod	372.00	2,347.00	"
	State to install 6 foot pipe at Station 89+30 Farm crossing 89+50			
12191-	Fisher, Frank			
	Right of Way			Parker McCallister
	Option expires			
	February 7, 1947			
	9.41 acres at $50.00	470.50		
	3.50 acres at $150.00	525.00		
	Fencing- 217 rods at $2.00 rod	434.00		
	Barn and Shed	200.00	1,629.50	"
	Limited access			
	1 point of access on South-east Station 119	)Private		
	2 point of access on North-west Station 112+120	)Farm)Crossings		
12192-	Gilham, Freda			
	Right of Way			
	Option expires			
	February 7, 1947			
	7.75 acres at $35.00	271.25		
	Fencing- 71 rods at $2.00 rod	142.00	413.25	"
	Limited access			
	20 foot approach 125+50, private			
12193-	Ashcraft, N. B.			
	Right of Way			
	Option expires			
	February 8, 1947			
	8.48 acres at $200.00	1,696.00		
	8.47 acres at $50.00	423.50		
	Fencing- 168 rods at $2.00 rod	336.00	2,455.50	"
	Farm approach 150+00, private			
	Limited access			

(Con't)

SEP 23 1946

JOHNS-GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY (Con't)

		$	$	Parker McCallister
12197-	Frank, John Right of Way Option expires February 8, 1947			
	4.11 acres at $200.00	822.00		
	57 rods fence at $2.00 rod	114.00	936.00	"
	State to construct road approach Private access			
12209-	Newman, Paul Gravel Pit Option expires February 8, 1947			
	4.62 acres at $100.00	462.00	462.00	"
12210-	Jackson, John J. Gravel Bar Option expires February 8, 1947			
	3.37 acres at $100.00	337.00	337.00	"
13025-	Van Valkenburg, F. H. Right of Way Option expires February 8, 1947			
	4.69 acres at $50.00	234.50		
	2.42 acres at $200.00	484.00		
	133½ rods fence at $2.00 rod	267.00	985.00	"
	Private access 157+50 State to construct farm approach			
12194-	Tanner, Susan E. Right of Way Option expires February 14, 1947			
	1.8 acres at $50.00	90.00		
	36 rods fencing at $2.00 rod	72.00	162.00	"
	Access by county road, Station 160+00			
12200-	The Robert Dollar Company Right of Way Option expires February 15, 1947			

SEP 23 1946

(Con't)

JOHNS-GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY (Con't)

12200- The Robert Dollar Company (Con't)				Parker McCallister
3.73 acres at $20.00	$ 74.60	$		
Waiver of access at all points	25.40	100.00	"	
No access				
12203- Eldred, Paul				
Right of Way and Gravel Pit				
18.65 acres at $350.00 (River bottom)	6,527.50			
7.24 acres at $100.00 (Gravel pit)	724.00			
519 rods fencing at $2.00 rod	1,038.00	8,289.50	"	
Private access, North 282+12				
Private access, South 291+35				
Farm Crossing 291+35				
12204- Booth, Isaac W.				
Gravel Bar				
Option expires				
February 14, 1947				
5.36 acres at $100.00	536.00	536.00	"	
12205- Ross, Charles D.				
Right of Way				
Option expires				
February 16, 1947				
6.05 acres at $200.00	1,210.00			
160 rods fencing at $2.00 rod	320.00			
Waiver of access	70.00	1,600.00	"	
Farm crossing 310+10				
Priva te access on South side 317+50				
12195- Bigelow, Glen				
Right of Way				
Option expires				
February 22, 1947				
Parcel #1- 1.16 acres				
Parcel #2- 0.55 acres				
1.71 acres at $25.00 per acre	42.76	42.76	"	
Waiver of access				
Private approach south side 30 feet wide Station 402+00				

(Con't)

SEP 23 1946

JOHNS-GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY (Con't)

		$	$	
12195-	Bigelow, Glen (Con't)			Parker McCallister
	Private approach south side 20 feet wide Station 420+50			
12202-	Kuypstra, Ben			
	Right of Way			
	Option expires			
	February 19, 1947			
	1.31 acres at $200.00 per acre	262.00		
	33 rods fencing at $2.00 rod	66.00	328.00	"
	Waiver of access			
	State to construct farm approach on south side 266+65			

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY

12094-	Patterson, Isaiah D. and Estella M. Patterson			McCallister
	Right of Way			
	Option expires			
	December 19, 1946			
	0.60 acre at $116.67	70.00		
	Private access 624+75	10.00	80.00	"
12109-	Hopper, G. W. and B. M. Hopper			
	Right of Way			
	Option expires			
	January 17, 1947			
	0.59 acre at $200.00	118.00		
	Trees and allowance for moving shrubs, flowers	115.00		
	Moving 15 rods fence at $1.50 rod	22.50		
	Moving buildings, estimated	3,800.00	4,055.50	"
	Business access 630+632			
12990-	Wolf Creek Lumber Company			
	Right of Way			
	Option expires			
	January 17, 1947			
	0.37 acre at $100.00	37.00		
	Business access 201+25	1.00	38.00	"
12099-	Cronau, Johanna (Cronau) and Elmer W Cronau			
	Right of Way			

SEP 23 1946 (Con't.)

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (Con't)

		$	$	McCallister
12099-	Cronau, Johanna (Cronau) and Elmer W. Cronau (Con't) Option expires January 20, 1947			
	2.65 acres at $100.00	265.00		
	Private access 638	10.00	275.00	"
	State to move 71 rods fence			
12095-A	Weaver, George F. and Bernadine J. Weaver Right of Way Option expires December 13, 1946			
	0.66 acre at $300.00	198.00		
	Apple trees, limited access approach	61.00	259.00	
	Moving buildings estimated at		1,650.00	
			1,909.00	"
	Private access 622			
12093-	Lang, J. J. and Adeline B. Lang Right of Way Option expires December 20, 1946			
	0.73 acre at $100.00	73.00		
	Private access 618+75	10.00	83.00	"
12092-	Hindman, Thomas P. and Elsie Mae Hindman Right of Way Option expires December 26, 1946			
	1.77 acres at $150.00	265.50		
	Moving 56 rods fence at $1.50 rod	84.00		
	Private access 621+70	1.00	350.50	"
12091-	Quinn, Francis B. and Margaret F. Quinn Right of Way Option expires December 28, 1946			
	0.75 acre at $150.00	112.50		
	Moving fence 38 rods at $1.50 rod	57.00	169.50	"
	Private access 612			

(Con't.)

SEP 03 1946

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (Con't)

12102-	Bacon, Charles A. and Anna E. Bacon	$	$	McCallister
	Right of Way			
	Option expires			
	December 26, 1946			
	1.36 acres at $150.00	204.00		
	20 rods fence at $2.00 rod	40.00		
	Grape arbor and limited access	21.00	265.00	"
	Private access 658			
12097-A	Easton, William J. and Jean Easton			
	Right of Way			
	Option expires			
	January 1, 1947			
	0.88 acre at $150.00	132.00		
	Moving 20 rods fence at $1.50 rod	30.00		
	Limited access road	5.00	167.00	"
	Private access 670			
12097-	Weaver, George F. and Bernadine J. Weaver			
	Right of Way			
	Option expires			
	December 13, 1946			
	1.06 acres at $150.00	159.00		
	Moving 24 rods fence at $1.50 rod	36.00		
	Limited access road	1.00		
	Drilling new well, estimated	150.00	346.00	"
	Business access 630+632			
12096-	Weaver, George F. and Bernadine J. Weaver			
	Right of Way			
	Option expires			
	December 13, 1946			
	1.36 acres at $150.00	204.00		
	Moving 28 rods fence at $1.50 rod	42.00		
	Limited access road	5.00	251.00	"
	Private access 628			
12090-	Ashby, Lily M.			
	Right of Way			
	Option expires			
	December 20, 1946			

SEP 23 1946 (Con't.)

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (Con't)

12090- Ashby, Lily M. (Con't)				McCallister
	2.64 acres at $75.00	198.00		
	Fencing- 50 rods at $1.50 rod	75.00		
	Moving or wrecking cabin, and limited access road	27.00	300.00	"
	Private access 605			
12116- Douglas County				
Right of Way				
	8.09 acres	1.00	1.00	"
12123- Box, Eleanor, and Erma Holland and Edward Holland				
Right of Way				
Option expires				
January 11, 1947				
	1.63 acres at $35.00 less	57.00		
	1.0 acre, spring, pipe line	100.00		
	Allowance- 4-room house	310.00		
	Severance damage, limited access road	60.00	527.00	"
	Business access, East 568+50			
	Private, West, 562+75			
12115- Brite, Roy W. and Cecil M. Brite				
Right of Way				
Option expires				
January 11, 1947				
	30.0 acres at $30.00	900.00		
	10.0 acres at $200.00	2,000.00		
	Service station, pumps, tanks, store, apartment	4,500.00		
	Buildings, etc., (heating plant in basement)	7,600.00	15,000.00	"
12112- Andes, John H. and Mary E. Andes, and O. V. Howard				
Right of Way				
Option expires				
January 2, 1947				
	1.65 acres	00.00		
	Limited access road approach	1.00	1.00	"
	Business access 203+00			

(Con't.)

SEP 23 1946

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (Con't)

12107-	Tissot, Clarence L. and Grace E. Tissot			McCallister
	Right of Way	$	$	
	Option Expires			
	December 19, 1946			
	2.88 acres at $300.00	864.00		
	Trees, grapes, shrub, berries, allowance moving pumphouse, cider mill house, 46 rods fence at $2.00 rod	889.50		
	Limited access road	25.00	1,778.50	"
	Business access 630+00 and 632+00			
13002-	Steward, F. Billie and Sylvia P. Steward			
	Right of Way			
	Option expires			
	January 19, 1947			
	0.44 acre at $150.00	66.00		
	8.15 acres at $80.00	652.00		
	152 rods fencing at $2.00 rod	304.00	1,022.00	"
	Business access, East 582+00			
	Private access, West 592+00			
12110-	Porter, John C. and Robert B. Morse			
	Right of Way			
	Option expires			
	February 1, 1947			
	1.34 acres	00.00	00.00	
	State to construct and gravel oil approaches, service road			
	Also, to relocate picket fence, move entrance sign to new location.			
	Business access 695+00 and 698+50			
12106-	Loban, Earl E. and Florence Loban			
	Right of Way			
	Option expires			
	December 15, 1946			
	1.92 acres at $200.00	384.00		
	Allowance-moving shrubbery, flower beds,-fruit trees, old garage, woodshed, grape arbor, waiver access,			

SEP 23 1946

(Con't.)

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (Con't)

12106-	Loban, Earl E. and Florence Loban (Con't)			
	grading lawn, seeding	$	$	McCallister
	same,	285.00		
	30 rods fencing at $2.00 rod	60.00		
	Moving house, outbuildings, estimated	1,750.00	2,479.00	"
	Private access 680			
12100-	Converse, Wilber D. and Helen E. Converse			
	Right of Way			
	Option expires			
	December 28, 1946			
	0.02 acre at $	1.00		
	Limited access approach	10.00	11.00	"
	Private access 650			
12101-	Keto, T. W. and M. E. Keto			
	Right of Way			
	Option expires			
	January 2, 1947			
	6.44 acres at $100.00	644.00		
	60 rods fence at $1.50 rod	90.00		
	Limited access	10.00		
	Drilling new well, est'd at	200.00	944.00	"
	Business access 650-both sides			
12111-	Hindman, T. P. and Elsie Mae Hindman			
	Right of Way			
	Option expires			
	January 31, 1947			
	0.10 acre at $100.00	10.00		
	6 rods fence at $2.00 rod	12.00		
	Waiver access, complete	50.00	72.00	"
12108-	Strong, V. L.			
	Right of Way			
	Option expires			
	January 30, 1947			
	0.77 acre	00.00		
	Limited access	00.00		
	State to move house, estimated cost	100.00		
	State to construct and gravel service road			
	State to lay 2 inch water pipe across highway	———	100.00	"
	Business access 690+50, 694+00 and 692+00			

(Con't.)

SEP 23 1946

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (Con't)

12089-	Miller, Don A. Miller and Myrtle I. Miller			
	Right of Way	$	$	McCallister
	Option expires			
	January 29, 1947			
	5.0 acres at $150.00	750.00		
	5.0 acres at $50.00	250.00	1,000.00	"
12105-	Lichtenberger, William and Mattie Lichtenberger			
	Right of Way			
	Option expires			
	February 9, 1947			
	1.94 acres at $200.00	388.00		
	1 cherry tree at $10.00	10.00		
	3 apple trees at $7.50	22.50		
	Shrubbery	100.00		
	Allowance for seeding lawn	75.00		
	Wood Shed	25.00		
	Limited access	10.00		
	Estimate on moving house	1,750.00		
	Estimate on drilling well	200.00	2,580.50	"
	Private access at Station 680+25 on South			
	Private access at Station 675+00 on South			
12104-	Kline, Milo S. and Edna E. Kline			
	Right of Way			
	Option expires			
	February 27, 1947			
	0.85 acre at $150.00	127.50		
	Moving 20 rods fencing at $1.50 per rod	30.00		
	Waiver of access - South side at Station 670+20	10.00	167.50	"
11779-	Williams, Percy			
	Right of Way			
	Option expires			
	March 19, 1947			
	7.50 acres at $100.00	750.00		
	1.55 acres at $200.00	310.00		
	Allowance - old barn	350.00		
	Allowance - garage and chicken coop	100.00		
	204 rods fence at $2.00 rod	408.00		
	General damage by reason severance	500.00		

SEP 23 1946

(Con't)

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (Con't)

		$	$	
11779-	Williams, Percy (Con't)			McCallister
	~~x~~ Plus access *****			
	Plus (Commission's offer to balance)	82.00	2,500.00	"
	***** Business access-East side-Stations 708+00, 713+50 and 704+50			
	Business access-West side-Station 705+70			
13004-	Forsyth, Lydia Esma, and M. H. Davis Gravel Pit			
	7.0 acres - 4 year lease-basis 3¢ cu. yard. truck load measurement			McCallister Parker
12124-	Holland, Edward J.			
	Right of Way			
	No option taken			
	(Revised)			
	3.50 acres at $50.00	175.00		
	1.0 acre at $100.00	100.00		
	4-room house, shrubbery to be moved by owner	2,100.00		
	21 rods fence at $1.50 to be moved	31.50		
	Limited access	43.50	2,500.00	"
	Private access-west side-Station 569+00			
	Private access-east side-Station 572+00			

ZIGZAG-RHODODENDRON SECTION, MT. HOOD HIGHWAY

12371-	Sammons, L. H.			
	Right of Way			
	Option expires			
	February 19, 1947			
	0.073 acre	50.00		
	100 feet iron fence at $1.00 foot	100.00	150.00	Witt
12372-	Kearns, Wm. A.			
	Right of Way			
	Option expires			
	February 6, 1947			
	0.06 acre	00.00		
	0.56 acre	1,000.00		

(Con't.)

SEP 23 1946

ZIGZAG-RHODODENDRON SECTION, MT. HOOD HIGHWAY (Con't)

12372-	Kearns, Wm. A. (Con't)	$	$	Witt
	6-room dwelling, large fireplace	3,000.00		
	Rocked-in fountain	250.00		
	Large garage	250.00	4,500.00	"
12373-	Francis, George A. and Lois A. Francis			
	Right of Way			
	Option expires			
	February 21, 1947			
	0.50 acre at $1500.00	750.00		
	0.12 acre Government leased land	250.00		
	Cost remodeling house and rebuilding garage and loss of bridge	1,000.00	2,000.00	"
12374-	Haas, Chas. G. and Jean Machado			
	Right of Way			
	Option expires			
	February 7, 1947			
	0.48 acre	1,000.00		
	Cost of wrecking large double garage and re-building same	500.00	1,500.00	"
12375-	Reid, Wilbur P.			
	Right of Way			
	Option expires			
	February 1, 1947			
	0.077 acre (3,353 sq. ft. at 20 ¢ sq. ft.)	67.06		
	Rebuilding log rail fence	10.00	77.06	"
	State to rebuild driveway, and cut large fir tree and leave for owner			
12376-	Franzetti, Susette			
	Right of Way			
	Option expires			
	February 14, 1947			
	Lots 14, 19, Blk A, Rhodo-dendron at $350.00 each	700.00		
	Lot 20, Blk. A, Rhodo-dendron	450.00		
	Lot 23, Blk. A, Rhodo-dendron	500.00		
	Lots 24, 25, Blk. A, Rho-dodendron	1,250.00		

ZIGZAG-RHODODENDRON SECTION, MT. HOOD HIGHWAY (Con't)

12376-	Franzetti, Susette (Con't)		$	Witt
	2614 sq. ft., Blk. B, at 15¢ sq. ft.	392.00	3,292.00	"
12377-	Cosby, Osmund T. and Ruth C. Cosby, and Claudia E. Ross			
	Right of Way			
	Option expires			
	December 16, 1946			
	Lot 15, Blk. A, Rhododendron (4,180 sq. ft.)	00.00		
	Allowance-moving dwelling, estimated	950.00		
	Estimated cost purchasing Lot 14, Blk. A, Rhododendron, to convey to owner	400.00	1,350.00	"
12379-	Cochran, Agnes			
	6,098.4 sq. ft. at 15¢ sq. ft.	914.70		
	Allowance-rebuilding entrances and rearranging rockeries, flowers, etc.	75.00	989.70	"
12378-	Core, William W. and Georgia M. Core			
	Right of Way			
	Option expires			
	January 11, 1947			
	13,068 sq. ft. at 10¢ less sq. ft.	1,200.00		
	Cost moving chicken house, pen, lumber, other material	200.00	1,400.00	"
	State to build driveway highway to owner's cabinet shop			
12380-	Krebs, Maude and Alice Scales			
	Right of Way			
	Option expires			
	December 16, 1946			
	2,046 sq. ft. at 15¢ sq. ft. plus	307.00	307.00	"
12828-	Franzetti, Susette, and Alan B. Olson			
	Right of Way			
	Option expires			
	December 16, 1946			

(Con't)

SEP 23 1946

ZIGZAG-RHODODENDRON SECTION, MT. HOOD HIGHWAY (Con't)

12828- Franzetti, Susette, and Alan B. Olson				Witt
	3,790 sq. ft. at 10¢ sq. ft.	$ 379.00	$	
	Allowance for loss 25 trees at $4 each	100.00	479.00	"
	State to repair steps to office building, if necessary, and construct 2 driveways.			
FAIRVIEW TO TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY				
11124- Schmidt, J. Frank and Edna Y. Schmidt				
Right of Way				
CORRECTION				
	0.50 acre at $1,000.00	500.00		
	Miscellaneous items	714.20		
	Moving buildings, low bid	5600.00	6,814.20	
Previous report:				
	Land and miscellaneous items	1,214.20		
	Moving buildings, estimated	2,500.00		
		3,714.20		Parker
HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY				
12769-A Sonner, Isaac Floyd and Maude E. Sonner				
Right of Way				
Option expires				
September 23, 1947				
	0.11 acre at $100.00	11.00	11.00	Van Scoy
12758- Augustyn, Stanley				
Right of Way				
Option expires				
March 8, 1947				
	1.89 acres at $60.00	113.40	113.40	Cozad
	Plus any necessary fencing			
12761- Johnson, Virgil				
Right of Way				
Option expires				
February 4, 1947				
(CORRECTION)				
	1.41 acres at $100.00	141.00	141.00	
Previous report:				
	1.37 acres at $100.00	137.00	137.00	"

SEP 23 1946

COURT STREET-DORION STREET SECTION, OLD OREGON TRAIL

12684-	McKee, Jess and Pearl McKee	$	$	Gardiner
	Right of Way			
	Option expires			
	December 10, 1946			
	138 sq. ft. at 30¢ sq. ft.	41.40		
	Allowance-general damages	58.60	100.00	"
12677-	Pendleton, City of			
	Right of Way			
	Option expires			
	November 6, 1946			
	0.58 acre	00.00	00.00	"
12680-	Umatilla County, Pauline Plamondon, Gladys Mims, Matlock Mims			
	Right of Way			
	No option			
	5,900 sq. ft. at 25¢ sq. ft.	1,475.00		
	Credit: 3,958 sq. ft. at 25¢ sq. ft. to be conveyed by State to owners	989.50		
	Balance - 1,942 sq. ft. to be paid for at 25¢ sq. ft.	485.50	485.50	"
12884-	Pioneer Educational Society			
	Right of Way			
	Option expires			
	February 1, 1947			
	260 sq. ft. at 45¢ sq. ft.	117.00		
	1 shade tree	25.00	142.00	"
12683-	Anderson, C. G.			
	Right of Way			
	Option expires			
	March 3, 1947			
	3,560 sq. ft. at 30¢ sq. ft.	1,068.00		
	Replacement of building and equipment	7,644.00	8,712.00	"

(Con't.)

SEP 23 1946

COURT STREET-DORION STREET SECTION, OLD OREGON TRAIL (Con't)

12681-	Northwest Cities Gas Company	$	$	Gardiner
	Right of Way			
	Have Deed			
	4,909 sq. ft. at 10¢ sq. ft.	490.90	490.90	"

TYGH VALLEY TO SHERARS SUMMIT SECTION, SHERARS BRIDGE HIGHWAY

12228-	Brown, George L.			
	Right of Way			
	Option expires			
	March 8, 1947			
	2.0 acres at $50.00	100.00		
	11.58 acres at $4.00	46.32		
	570 rods fence to move at $1.00 rod	570.00	716.32	Benson
11218-	Deschutes Falls Power Company			
	Right of Way			
	8.70 acres at $4.00	34.80	34.80	"
11219-	Webb, Ernest			
	Right of Way			
	Option expires			
	March 9, 1947			
	8.59 acres at $5.00	42.95		
	Allowance-6 room house and 2 cabins to be taken off right of way	2,000.00	2,042.95	"

ENEGREN FERRY SECTION, COOS RIVER SECONDARY HIGHWAY

13047-	McIlroy, George P. and Maude McIlroy			
	Right of Way			
	Option expires			
	March 3, 1947			
	0.04 acre	1.00	1.00	"

HARDMAN HILL SECTION, HEPPNER-SPRAY HIGHWAY

12663-	Stephens, Otha C. and Arthur Stephens			
	Right of Way			
	Option expires			
	February 19, 1947			
	0.35 acre	00.00		
	194 rods fence to move at $1.00 per rod	194.00	194.00	"

SEP 23 1946

(Con't.)

HARDMAN HILL SECTION, HEPPNER-SPRAY HIGHWAY (Con't)

12662-	Stephens, O. C. and Arthur Stephens	$	$	Benson
	Right of Way			
	Option expires			
	February 19, 1947			
	0.53 acre	00.00		
	240 rods fence to move at $1.00 rod	240.00	240.00	"
12664-	Wright, Walter W.			
	Right of Way			
	Option expires			
	February 19, 1947			
	1.23 acres	00.00		
	650 rods fence to move at $1.00 rod	650.00	650.00	"
12666-	Morrow County			
	Right of Way			
	Have Deed			
	30.0 approx. acres	00.00	00.00	"
12665-	Craber, J. E.			
	Right of Way			
	Option expires			
	February 19, 1947			
	0.18 acre	00.00		
	100 rods fence to move at $1.00 rod	100.00	100.00	"

CITY LIMITS, USRS CANAL SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

12171-	Stough, Ed. W.			
	Slope and drain easement			
	Option expires			
	November 15, 1946			
	489 sq. ft. (Easement for slope and drain pipe)	00.00	00.00	Whitmore

KIRK-SPRING CREEK SECTION, THE DALLES-CALIFORNIA HIGHWAY

11911-	Pitts, O. S.			
	Right of Way			
	Option expires			
	February 14, 1947			
	0.64 acre at $15.00 less	9.50	9.50	Cozad

SEP 03 1946

OCEAN LAKE-DELAKE SECTION, OREGON COAST HIGHWAY

11656-	Dodd, Rubert and Bessie Dodd			
	Right of Way	$	$	
	(CORRECTION)			
	285 sq. ft.	00.00		
	Wrecking addition to building	200.00		
	Moving building-low bid	1,009.50	1,209.50	Witt
	Previous report:			
	285 sq. ft.	00.00		
	Wrecking addition to building	200.00		
	Moving building, est'd.	900.00		
		1,100.00		"
6734-	Hostetler, H. A.			
	Right of Way			
	Option expires March 9, 1947			
	0.473 acre at $400.00 plus	200.00	200.00	"
11643-	Warrington, Chelsey D. and Florence V. Warrington			
	Right of Way			
	(SECOND CORRECTION)			
	551 Sq. ft. sidewalk and building area	00.00		
	560 sq. ft.-vacant lot	00.00		
	State to rebuild present concrete sidewalk	62.20	62.20	
	State to provide proper drainage from roof and marquee drain			
	State to move building, and re-establish plumbing, heating and sewer connections			
	Aug. 30, 1945 authorization cost	2,250.00		
	Low bid submitted by A. C. Baumback	2,259.90	9.90	
			72.10	"

UNITY JUNCTION-MILL GULCH SECTION, BAKER-UNITY HIGHWAY

13005-	Sword, Ephraim			
	Stock Pile site			
	Option expires February 7, 1947			
	1.38 acres at $5.00	6.90	6.90	Cozad

SEP 03 1946

TAFT-SILETZ RIVER SECTION, OREGON COAST HIGHWAY

11592- Reid, Ralph Right of Way Option expires March 18, 1947		$	$	
	1.59 acres at $250.00	397.50	397.50	Witt

HUELL-SALT CREEK SECTION, DALLAS-COAST HIGHWAY

13050- Anna E. Eisele Endres Right of Way Option expires March 1, 1947				
	0.151 acre at $75.00	11.32	11.32	Benson

GATES-NIAGARA SECTION, NORTH SANTIAM HIGHWAY

12142-A Ambers, C. L. and R. S. Ballou Stock pile and Drainage Outlet Option expires February 7, 1947				
	0.42 acre at $100.00 per acre	42.00		
	Plus 2 road approaches	———	42.00	"
12145-A Stone, Fred C. and Amy Stone Right of Way Option expires February 15, 1947				
	0.14 acre	5.00		
	Access	———	5.00	Benner

ASTORIA-NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

11470- Nurnberg, Adolph A. Right of Way (CORRECTION)				
	0.63 acre at $200.00	126.00		
	State to convey to grantor all that portion of R/W outside relocated R/W			
	State to reconstruct driveway, and remove gravel from abandoned R/W			
	State to take care of any disturbed fencing		126.00	Landon
Previous report:				
	0.84 acre at $200.00	168.00		
	State to convey 0.50 acre at $50.00 per acre (CREDIT)	25.00	143.00	

SEP 23" 1946

WARM SPRINGS SECTION, MADRAS HIGHWAY

12140-	Andrus, H. P.			
	Stockpile site	$	$	
	Renewal lease - 1 year			
	1.17 acres	30.00	30.00	Witt

MONMOUTH-SUVER SECTION, PACIFIC HIGHWAY WEST

10362-A	Wiest, Mary H. and William A. Wiest			
	Right of Way			
	Option expires			
	February 4, 1947			
	0.46 acre at $150.00	69.00		
	Allowance for damages	81.00	150.00	McChesney

FISHER'S POINT-MANZANITA SECTION, OREGON COAST HIGHWAY

13044-	Bourke, R. L. and Lois H. Bourke			
	Right of Way			
	Option expires			
	February 28, 1947			
	2.20 acres	1.00	1.00	Benson

SANDY RIVER SECTION, COLUMBIA RIVER HIGHWAY

8758-B	State Land Board			
	Park			
	2.0 acres at $75.00	150.00	150.00	Parker

JUDKINS POINT-SPRINGFIELD SECTION, PACIFIC HIGHWAY

13062-	Seaver, W.J. and Thora A. Seaver			
	Right of Way			
	Option expires			
	March 16, 1947			
	(0.085 acre) 3,702 sq. ft. at $0.025 sq. ft.	92.55	92.55	Landon

---

The Assistant Counsel also requested authority to institute condemnation proceedings to acquire additional properties that are needed as right of way for certain highway improvements. He submitted a list of such properties and the offer that he recommended for each parcel, as follows:

		Recommended Offer
ENEGREN FERRY SECTION OF COOS RIVER SECONDARY HIGHWAY		
13045-	Charles Enegren, et ux.	$1,075.00
13045-	Charles J. Austin and Sarah Davis	1,800.00

TAFT-SILETZ RIVER SECTION OF THE OREGON COAST HIGHWAY	Recommended Offer
11593- Millard I. Bony and Guy Duncan	$ 120.00
SHERAR'S BRIDGE SECTION OF THE SHERAR'S BRIDGE SECONDARY HIGHWAY	
11218- Deschutes Falls Power Co.	34.80
11217- Oregon Trunk Railroad Co.	10.00
DONALDSON CREEK SECTION OF THE WILSON RIVER HIGHWAY	
12319- Warren A. McMinimee	225.00

Following discussion and careful consideration of each of the items, the Commission approved the request and the offers recommended and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purcase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

SEP 03 1946

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the the same are being acquired are described as follows, to wit:

Real property owned by Charles Enegren, et ux., which property is located in Government Lot 7 of Section 27, Township 25, South, Range 12 West, W. M., Coos County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 13045, which property is being acquired for right of way purposes in connection with the Coos River Secondary Highway; (*) (**)

Real property owned by Charlie J. Austin and Sarah Davis, which property is located in Government Lot 6 of Section 27, Township 25 South, Range 12 West, W. M., Coos County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 13046, which property is being acquired for right of way purposes in connection with the Coos River Secondary Highway; (*) (**)

Real property owned by Millard I. Bony and Guy Duncan, which property is located in Government Lot 8 ($NW\frac{1}{4}$ $SW\frac{1}{4}$) of Section 2, Township 8 South, Range 11 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as File R 11593, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway; (*)

Real property owned by Oregon Trunk Railway, which property is located in the west half ($W\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 3, Township 4 South, Range 14 East, and in the southwest quarter ($SW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 34, Township 3 South, Range 14 East, W. M., and in the southeast quarter ($SE\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) and the southwest quarter ($SW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 3, Township 4 South, Range 14 East, W. M., Wasco County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 4 and 5, and is further identified in the records of the Highway Commission as File R 11217, which property is being acquired for right of way purposes in connection with the Sherars Bridge Secondary Highway; (*)

Real property owned by Deschutes Falls Power Company, which property is located in the west half ($W\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 3, Township 4 South, Range 14 East, and in the southeast quarter ($SE\frac{1}{4}$) of Section 34, and in the north half ($N\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 35, Township 3 South, Range 14 East, W. M., Wasco and Sherman Counties, Oregon, and in the southeast quarter ($SE\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 3, Township 4 South, Range 14 East, W. M., Wasco County,

Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 6 and 7, and is further identified in the records of the Highway Commission as file R 11218, which property is being acquired for right of way purposes in connection with the Sherars Bridge Secondary Highway; (*)

Real property owned by Warren A. McMinimee, which property is located in Lot 13 ($SW\frac{1}{4}$ $SW\frac{1}{4}$) of Section 23, Township 1 South, Range 9 West, W. M., Tillamook County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 8, and is further identified in the records of the Highway Commission as file R 12319, which property is being acquired for right of way purposes in connection with the Wilson River Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or

court procedure connected with or prosecuted for the acquisition of said properties or interest therein as i his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this commission.

Foot Notes:

(*) The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 68, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

(**) The Commission approved the recommended offers in connection with the condemnation of the Enegren and Austin properties needed for the Enegren Ferry Section of the Coos River Secondary Highway but decided, in view of a question as to the title of the existing road, to defer the award of the contract for the improvement of this section, bids for which are to be received on the following day, until such time as the right of way question has been clarified satisfactorily.

The Assistant Counsel brought up for discussion an inquiry from Mr. J. E. Craven, Portland, as to the possibilities of acquiring right of access to the Northeast Portland Secondary Highway from property sold by the Commission to Mr. E. F. Wilson, near N. E. 52nd Avenue. He advised that Mr. Craven contemplates the purchase of a portion of Mr. Wilson's property, but the deed the Commission gave to Mr. Wilson contains provision for limited access to the highway. Mr. Craven is inquiring, if he purchases a portion of this property, will the Highway Commission allow him access to the highway therefrom. The Commission voted unanimously not to allow access to the highway other than that provided for in the deed given to Mr. Wilson.

The Commission had under consideration the offer of Mr. Thomas R. Ellis, Portland, to pay $2 each for fallen trees situated on state-owned property in the town of North Plains. The Engineer advised that repeated efforts have been made to contact Mr. Ellis and to ascertain the location of the property so that inspection of the premises could be made, but Mr. Ellis cannot be located. The Commission took no action in the matter.

The Engineer reported the results of the taking of bids in Salem on August 26, 1946, for the sale of buildings at Troutdale and at Union, and for the sale of accumulations of scrap materials and obsolete equipment at the Salem, Coquille, La Grande, and Klamath Falls Shops. He presented a list of the high bidders in each instance, as follows, and recommended acceptance of

the offers for the purchase of the buildings at the prices bid and acceptance of the offers of the high bidders for the scrap materials and obsolete equipment as indicated:

SALE OF BUILDINGS AT TROUTDALE

1.	Sullivan Wrecking Co., Portland	$ 1,451.00
2.	T. J. Schulte, Troutdale	1,005.00
3.	Marion F. Butler, Portland	650.00
4.	M. B. McGinnis, Troutdale	505.00
5.	Chas. L. Abbett, Troutdale	450.00

SALE OF RESIDENCE BUILDING AT UNION

1.	J. C. Wilson, Union	$ 205.00
2.	Arthur Bronson, Union	201.00
3.	E. H. Delaney, Union	130.00
4.	Paul Hibbeln, Union	130.00
5.	Fred M. Miller, Adams	75.00
6.	Porter Payne, Union	60.00

SALE OF USED EQUIPMENT AT SALEM
Tabulation of High Bidders

Item No.	Item	High Bidder	Total Bid	Engr's Recom.
1	Oliver mower Dept. No. 35-641	Anderson Bros. Portland	$ 1.55	Reject
2	McCormick " " " 34-637	" " " (*)	7.55	"
3	" " " " 22	" " "	2.55	"
4	Oliver " " " 38-639	" " "	5.55	"
5	McCormick " " " 34-639	" " "	1.55	"
6	Oliver " " " 35-645	" " "	7.55	"
7	McCormick " " " 36-636	" " "	3.28	"
8	" " " " 41	" " "	3.28	"
9	" " " " 37-649	" " "	2.28	"
10	50-gal. Asphalt Kettle Dept. No. 27-539	" " "	21.55	Accept
11	200-gal. Asphalt Kettle Dept. No. 88	" " "	1.55	Reject
12	100-gal. Asphalt Kettle Dept. No. 29-538	" " "	1.55	"
13	200-gal. Asphalt Kettle Dept. No. 37-541	" " "	1.55	"
14	200-gal. Asphalt Kettle Dept. No. 29-543	" " "	27.55	Accept
15	165-gal. Asphalt Kettle Dept. No. 29-539	" " "	27.55	"
16	8 obsolete gas pumps	T. L. Kuhns, Salem	75.00	"

(*) Anderson Bros., Portland, submitted an alternate bid of $160.00 for all items.

SEP 03 1946

13263

SALE OF SCRAP MATERIALS AT SALEM
Tabulation of High Bidders

Item No.	Item	High Bidder	Quantity	Unit Bid	Total Bid	Engr's Recom.
1	Scrap Steel	Sam Kline Junk Co., Salem	20 tons	$ 6.88	$137.60	Accept
2	Scrap Cast Iron	Sam Kline Junk Co., Salem	8 tons	14.55	116.40	"
3	Scrap Heavy Bronze	Anderson Bros., Portland	600 lbs.	.0906	54.36	"
4	Scrap Aluminum	Sam Kline Junk Co., Salem	500 lbs.	.0355	17.75	"
5	Scrap Radiator Cores	Sam Kline Junk Co., Salem	12 only	2.18	26.16	"
6	Scrap Batteries	Sam Kline Junk Co., Salem	200 only	.765	153.00	"
7	Scrap Pneumatic Tires	Anderson Bros., Portland	40 tons	7.08	283.20	"
8	Scrap Inner Tubes	Anderson Bros., Portland	1200 lbs.	.0428	51.36	"

SALE OF SCRAP MATERIALS AT COQUILLE
Tabulation of High Bidders

Item No.	Item	High Bidder	Quantity	Unit Bid	Total Bid	Engr's Recom.
1	Scrap Steel	- - - - - - - - - - -	3 tons	No bids received		- - - -
2	Scrap Cast Iron	- - - - - - - - - - -	1/2 ton	" "	"	- - - -
3	Scrap Bronze	- - - - - - - - - - -	200 lbs.	" "	"	- - - -
4	Large Radiator Cores	- - - - - - - - - - -	7 only	" "	"	- - - -
5	Small Radiator Cores	- - - - - - - - - - -	3 only	" "	"	- - - -
6	Scrap Batteries	- - - - - - - - - - -	30 only	" "	"	- - - -
7	Scrap Pneumatic Tires	- - - - - - - - - - -	1½ tons	" "	"	- - - -
8	16-Foot Boat	Chas. Pullen, Coquille	1 only	$10.00	$10.00	Accept

SEP 23 1946

SALE OF SCRAP MATERIALS AT LA GRANDE
Tabulation of High Bidders

Item No.	Item	High Bidder	Quantity	Unit Bid	Total Bid	Engr's Recom.
1	Scrap Steel	Max Turn, La Grande	20 tons	$ 4.50	$ 90.00	Accept
2	Scrap Cast Iron	" " " "	1 ton	9.00	9.00	"
3	Scrap Brass	C. Jermulowske, La Grande	200 lbs.	.06	12.00	"
4	Scrap Radiator Cores	C. Jermulowske, La Grande	15 only	1.50	22.50	"
5	Scrap Batteries	C. Jermulowske, La Grande	190 only	.71	134.90	"
6	Scrap Pneumatic Tires	Wm. C. Alexander, La Grande	20 tons	2.00	40.00	"
7	Scrap Inner Tubes	Anderson Bros., Portland	500 lbs.	.0225	11.25	"
8	Baled Scrap Paper	- - - - - - - - - -	3/4 ton	No bids received		- - -
9	Galion Patrol Grader	A. J. Bushnel, La Grande	1 only	65.00	65.00	Reject

SALE OF USED EQUIPMENT AT KLAMATH FALLS
Tabulation of High Bidders

Item No.	Item	High Bidder	High Bid	Engr's Recom.
1	Russed patrol grader Dept. No. 29-594	Anderson Bros., Portland	$ 52.50	Accept
2	Galion " " " " 29-608	Town of Eagle Point	251.50	"
3	" " " " " 29-619	Anderson Bros., Portland	187.50	"
4	S. H. P. Horizontal gasoline engine, Dept. No. 21-656	Anderson Bros., Portland	1.51	Reject
5	McCormick team mower Dept. No. 37-637	No bid received	- - - -	- - -
6	60-gallon asphalt kettle Dept. No. 27-540	Modoc Point Planing Mill, Klamath Falls	30.00	Accept

SEP 13 1946

SALE OF SCRAP MATERIALS AT KLAMATH FALLS
Tabulation of High Bidders

Item No.	Item	High Bidder	Quantity	Unit Bid	Total Bid	Engr's Recom.
1	Scrap Steel	- - - - - - - - - - -	7 tons	No bids	received	- - -
2	Scrap Cast Iron	- - - - - - - - - - -	1 ton	" "	"	- - -
3	Scrap Batteries	- - - - - - - - - - -	90 only	" "	"	- - -
4	Scrap Pneumatic Tires	- - - - - - - - - - -	2 tons	" "	"	- - -

After due consideration the Commission approved the Engineer's recommendations by unanimous vote.

The Engineer reported that, in conformity with telephonic authority given him by Chairman Banfield and Commissioner Chessman, he has ordered five trailer houses for emergency use by State Highway Department employees whose duties necessitate their temporary residence in parts of the state where housing facilities are at a premium. He advised that two of these trailer houses are of the large size — eight feet wide by twenty-four feet long, priced at $2,750 each — and that three are of the small size — eight feet wide by sixteen feet long, priced at $1,600 each — all being purchased from Travel House, Inc., Portland. He asked the Commission to confirm these purchases. Following discussion, the Commission by unanimous vote approved the purchase of such trailer houses as an emergency proposition only.

The Commission discussed a letter from Mr. L. E. Wiggans, Superintendent for California and Pacific Utilities Company, Baker, Oregon, urgently requesting that the Commission authorize snow-removal operations on the road which extends from Sumpter, Baker County, to Granite, in Grant County, so that this road may be available for local travel throughout the winter season. The Engineer advised that it would cost between $6,000 and $7,500 to keep this road open during the winter months were equipment available, but it would not be possible to assign equipment to this work without handicapping similar operations on the Pacific Highway through the Siskiyou Mountains. He also pointed out that the road is not a state highway but is under the jurisdiction and control of the County Courts of Baker and Grant Counties, and he recommended that the request be denied unless the counties and the power company are willing to pay the entire cost of the operations. In view of the Engineer's report, the Commission voted unanimously to deny the request.

The Engineer reported on a proposal for the construction of a bridge across the Columbia River on McNary Dam near the town of Umatilla. He advised that Congress has made available under Section 4 of Public Law 562, 79th Congress, approved July 29, 1946, Federal funds in the amount of $10,000,000 to finance construction of public highway bridges upon and across

Government-owned and controlled dams provided the Public Roads Administration will certify that the bridge is economically desirable and needed as a link in the state or Federal Aid highway systems. He suggested that the Commission join with the Director of Highways of the State of Washington in an application for a portion of such funds to finance a bridge on McNary Dam, which would form a link between the highway systems of both states and, which according to law, would cost the states nothing except for roadway approaches. Insofar as the State of Oregon is concerned, the approach would require only about 2,000 feet of roadway construction, which, it is understood, the Army Engineers will build in order to provide roadway access to the dam construction for workmen employed thereon. He further advised that this matter has been discussed with the highway officials of the State of Washington, who have approved the project from the standpoint of that state and who have prepared a letter directed to Mr. W. H. Lynch, Division Engineer, Public Roads Administration, for the joint signatures of both Highway Departments for an allocation of a portion of the funds that may be necessary to finance this work. He presented the letter for the Commission's consideration and pointed out that it already has been signed by Mr. Clarence B. Shain, Director of Highways of the State of Washington. He strongly recommended approval of the letter by the State Highway Commission. He also requested authority to work out the details with the Army Engineers in the event the Commission approves the project. Following considerable discussion, the Commission approved the project by unanimous vote on motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman, and thereupon signed the letter. The Engineer was authorized to work up the details with the Army Engineers.

The Commission had under consideration the matter of replacing equipment that was worn out during the wartime period, and the purchase of additional equipment to build up the equipment inventory to a point where highway work can be carried on with maximum efficiency. The Engineer explained the need for additional equipment, and advised that to restore the equipment inventory to normal will require an expenditure of about $1,000,000. He suggested that advantage should be taken of the present opportunity to purchase surplus war stocks and that he be given authority to establish a "floating" fund to finance the purchases on short notice. The question arose whether or not the Commission can legally authorize an expenditure of a certain sum for equipment purchases. The Chief Counsel advised that the Commission has such authority if it desires to exercise it. In view of this advice and the apparent need for purchase of the equipment, the Commission approved the expenditure of $150,000 for such purpose. The Engineer was authorized to make purchases of surplus war stocks on short notice. He was instructed to render to the Commission at frequent intervals a statement of equipment ordered and equipment received under this setup.

In this connection, the Engineer requested blanket authority for Mr. E. F. Halik, Master Mechanic, to make trips to war supply centers for the purpose of examining available equipment and of expediting the completion of purchases. The Commission approved the request by unanimous vote.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:30 p.m. in the same room with all Commissioners, the State Highway Engineer, the Chief Counsel and the Secretary present.

The Commission considered and denied a request from the City of Molalla for the oiling of the south end of Lola Avenue, which, they allege, is being damaged by log-hauling traffic. It appeared to the Commission that it already has fulfilled its obligation to the City of Molalla as covered by previous understanding and a written agreement dated December 11, 1943.

A resolution was presented from Westmost Grange No. 884, Coos County, urging the construction of the Seven Devils Road as a main trunk highway between Coos Bay and Bandon. The Engineer advised that this is an improvement which, ten years ago, was estimated to cost $2,500,000 and is a project which is planned for a long time in the future. He recommended that the request be denied. The Commission approved the recommendation.

A letter was presented from Mr. Cornelius O'Donovan, Portland, requesting that the Commission give consideration, in the formulation of its next postwar program, to the construction of a new highway extending from Gates on the North Santiam Highway to the town of Marquam, thence to Portland. The Commission denied the request because this would require construction of an entirely new highway between Gates and Marquam, for which funds are not now available and will not be available for a long time in the future.

A petition was presented from numerous residents of Lincoln County requesting the construction of pedestrian underpasses across the Oregon Coast Highway at numerous points between Otter Rock and Agate Beach, where it is now under construction, for the benefit and safety of people who reside on the east side of the highway and who have to cross the highway when going to the beach. The Engineer estimated the cost of constructing such underpasses at $2,000 each, using corrugated iron pipe, and at $4,000 each, using concrete. He questioned the justification for the expense because there is very little development on the east side of the highway along this section. He pointed out, however, that if the Commission favored the construction there are only about two places along the entire section where the underpasses might be used beneficially, one of which is at Beverly Beach. Chairman Banfield agreed that there is no justification for constructing underpasses at all of the points mentioned by the petitioners; however, he gave as his thought that it would be advisable to install such facilities at the two points mentioned by the Engineer, which could be done now while the highway is under construction at less expense than later on. It was his thought that if the state provided the underpasses then it would be relieved of responsibility in case of accidents if they were not used. The matter was discussed at some length, during which Commissioners Schaupp and Chessman expressed concurrence in the viewpoint of Chairman Banfield. Accordingly, the Engineer was authorized and instructed to construct two underpasses as a trial proposition at the points mentioned, using the corrugated iron pipe type.

A letter was presented from the City of Mt. Angel requesting the improvement of the Hillsboro-Silverton Secondary State Highway through this town, by widening the pavement full width between curbs and constructing necessary drainage facilities. The Commission denied the request by unanimous vote because of insufficient funds in the state construction program to finance the work, however, agreed to give it further consideration at some future time.

SEP 13 1940

A resolution was presented from Jasper Grange No. 532, Lane County, and a petition signed by numerous residents and freeholders of Lane County who reside adjacent to the Springfield-Creswell Secondary Highway, requesting the grading, surfacing and oiling of this highway between Jasper and Pleasant Hill.

The Engineer advised that the section referred to is about three miles in length and that to place it in good condition would cost from $10,000 to $15,000 per mile. The Commission indicated a favorable attitude toward the project but deferred a definite decision with regard thereto pending additional information. The Engineer was instructed to make further investigations and to report back to the Commission whether the work should be done as a betterment project or as new construction.

A letter was presented from the City of Roseburg requesting reconsideration of the Commission's decision denying the city's request for state maintenance of Winchester Street, in Roseburg, which they allege is being damaged by log-hauling traffic. The Engineer suggested that the Commission might co-operate with the city to the extent of contributing $2,500 toward the cost of the work, as was done in the case of the City of Tillamook where similar conditions obtained. Chairman Banfield gave as his thought that the state is now doing all that it can for the City of Roseburg without assuming additional obligations. He favored the retention of the previous decision. Commissioner Schaupp concurred. The Commission thereupon voted unanimously denying the city's request for this improvement.

The Engineer requested authority to construct a cabin at Chemult Maintenance Station for the use and accomodation of an assistant to the Section Foreman who is located at that place. He estimated the cost at $2,000 and advised that the building would be constructed by a bridge maintenance crew which will be available in November, using lumber that is available at the Maintenance Headquarters at Brothers for part of the construction work. He also requested authority to construct equipment sheds at the Maintenance Headquarters located at Cave Junction, Dufur and Dexter, each of which he estimated would cost about $2,000, using salvaged lumber from certain dismantled bridges over Looking Glass Creek, Douglas County, and from dismantled buildings at Camp Adair if it can be obtained. These buildings, he said, would be temporary structures to house equipment until permanent buildings could be constructed. He assured the Commission that the permanent buildings would not be erected until full value has been obtained from the temporary structures. The Commission, by unanimous vote, approved the construction of all four buildings as an emergency proposition.

A petition was presented from residents of Woodburn requesting that the Pacific Highway improvement that is now under way in their city be extended northerly from its present terminus at Lincoln Street to Hardcastle Street at the north city limits of Woodburn. The Engineer estimated the cost of such improvement at $35,000 and recommended that the request be denied because there is no apparent need for the improvement at this time, there being very little culture on the west side of the highway at this point. The Commission considered that there are many other places where the money can be spent to much better advantage and thereupon, by unanimous vote, approved the Engineer's recommendation.

The Commission discussed a proposed modification of the project agreement with the Public Roads Administration pertaining to the access road project under which the state performed certain surface stabilization work and maintenance work for the Federal Government on the Crater Lake Highway between M.P. 9.75 and M.P. 59.25. The Engineer advised that, according to the original arrangement, the state was to perform the maintenance work for a period of one year — November 20, 1944, to November 20, 1945 — however, when the agreement was drawn the period was described as being from October 25, 1944, to October 25, 1945, so, in order to secure reimbursement for expenses incurred during the period October 25 to November 20, 1945, amounting to approximately $800, it is now necessary to modify the original agreement so as to correct the error in dates. The Commission approved the modification by unanimous vote.

The Commission discussed a petition from residents of Cascade Summit in which the state is requested to maintain travel during the winter season over the road which extends from the Willamette Highway to the railroad station at Cascade Summit. The Engineer advised that this is a forest service road about two and one-half miles in length, and its condition is such that it would be impossible to operate a "Snow-Go" over it, although it could be kept open with a tractor and dozer. He further stated that the road is not on the state highway system, and, in his estimation, it is the obligation of either the county or the U.S. Forest Service to maintain it and to keep it open for travel. He recommended that the request be denied. The Commission approved the recommendation.

A letter was presented from the City of Sweet Home requesting construction of a sidewalk along the Santiam Highway for a distance of about one and one-quarter mile for the benefit and safety of school children and other pedestrians. The Engineer advised that there is no question that a definite hazard exists at this location, the records showing that the weekday traffic averages 3,500 vehicles and 332 pedestrians, and that the vehicular traffic, which consists largely of logging trucks, passes over this section at a high rate of speed. He pointed out that the hazard is emphasized because of three deep cuts with sloping shoulders where pedestrians are forced to walk on the pavement. He estimated the cost to construct the sidewalk along this section at $5,600 and recommended approval of the project in the 1947 budget.

In this connection Chairman Banfield gave as his thought that the Commission should budget a sum of $100,000 or $150,000 for purposes of this kind and should construct such projects as are recommended by the Engineer as being of most importance. Commissioners Schaupp and Chessman concurred. Motion was thereupon made, duly seconded, and adopted by the unanimous vote of the Commission that $150,000 of state highway funds be included in the 1947 budget for construction of sidewalks and pedestrian footpaths. The Engineer was instructed to prepare a list of projects of this nature for consideration by the Commission.

A letter was presented from Mr. Arthur Boeschen, Santiam Lodge, Sisters, Oregon, requesting the construction of a road-way extending from the Santiam Highway to Hoodoo Ski Bowl located at the summit of Santiam Pass, and that provision be made for snow removal from this roadway during the

winter season for convenience of people who patronize this recreational area. The Engineer advised that the roadway referred to would be about one mile in length and that it would cost about $50,000 to build it; also, that it would cost about $1,000 to keep it open for travel during the winter season. The Commission denied the request by unanimous vote because of the costs involved.

The Commission discussed a letter from Mr. Frank I. Kinney, who represents the Oregon Settlement Association, Eugene, in which Mr. Kinney urges the improvement of the Fox Hollow Secondary Highway south from the City of Eugene to a G.I. suburban projedt where some 600 houses are being constructed. Mr. Kinney alleges that this road is in deplorable condition and badly in need of repair, being, in his estimation, the poorest road leading from the City of Eugene to the outlying farms and suburban areas. The Engineer advised that this matter has been investigated and, while the condition of the road is hardly as bad as reported by Mr. Kinney, it is a graveled road and not adequate to carry a great amount of suburban traffic. He recommended the resurfacing and oiling of a four-mile section of the road in the 1947 program at an estimated cost of $50,000. The Commission ordered a more detailed report on the project and instructed the Engineer to bring such report to the Commission's attention for consideration in the preparation of the Minor Betterment Budget for 1947.

In this connection Chairman Banfield suggested that it would be advisable to authorize in the 1947 Minor Betterment Budget an expenditure of $1,000,000 to finance improvements of this nature, subject to the understanding that when said projedts arise, the Engineer will get them cleared through the Commission before beginning work. Commissioners Schaupp and Chessman concurred. The matter is to be given final action in the discussion of the budget for 1947.

The Engineer reported that the cities of Granite and Scotts Mills have satisfied the requirements with respect to the State Tax Street Funds that they received in 1944 from 1943 state highway revenues and that the plans furnished by these cities for the expenditure of monies available have been examined and found satisfactory. He recommended approval of the plans by the Commission in order to satisfy the legal requirements. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1944 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Granite	$118.11
Scotts Mills	311.77

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

SEP 23 1946

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Granite - Main Street, Center Street
Scotts Mills - Grand View Avenue

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 23rd day of September, 1946.

The Engineer also reported that the cities of Arlington, Central Point, Elgin, Granite, Glendale, Gresham, Scotts Mills, Shaniko, and Weston have satisfied the legal requirements with respect to the expenditure of 1944 State Tax Street Funds that they received in 1945, and that the plans submitted for the improvements proposed to be financed with such monies have been examined and found satisfactory. He recommended approval of the plans in order to meet the legal requirements. The Commission approved the recommendation and by unanimous vote adopted the following resolution in regard thereto, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Arlington	$ 851.23
Central Point	1,266.36
Elgin	1,393.55
Glendale	778.55

Granite	$ 120.21
Gresham	2,727.01
Scotts Mills	317.29
Shaniko	76.88
Weston	696.08

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Arlington - 1st Street, "A" Street, "B" Street, "C" Street, "D" Street, Columbia Street
Central Point - Ninth Street, Fifth Street, Sixth Street, Ash Street, Haskell Street, First Street, Bush Street, Grand Avenue.
Elgin - Wallowa Avenue, Elgin Street, "D" Street, Main Street
Glendale - Pacific Avenue, Molly Street
Granite - Main Street, Center Street
Gresham - 5th Street, 4th Street, 3rd Street, 2nd Street, N.E. Kelly Street, 1st Street, N.W. Florence Street, N.W. Wilson Street, N.W. Ava Street, Miller Street, 13th Street
Scotts Mills - Grand View Avenue
Shaniko - "E" Street, 4th Street
Weston - Depot Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Weston and approved by the State Highway Commission on August 31, 1945, shall be canceled, in accordance with the request of the City of Weston on file in the records of the Oregon State Highway Department, and Resolution Form 3 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 23rd day of September, 1946.

A similar report was rendered by the Engineer relative to the plans furnished by the Cities of Cascade Locks, Central Point, Shaniko, Sodaville, Umatilla, and Wasco with respect to expenditure of 1945 State Tax Street Funds received by them in 1946. He advised that the plans have been examined and found satisfactory, and he recommended approval of them by the Commission. The Commission approved the recommendation and adopted the following resolution relative thereto by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chessman:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Cascade Locks	$1,055.91
Central Point	1,736.32
Shaniko	82.61
Sodaville	148.70
Umatilla	555.41
Wasco	455.11

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Cascade Locks - All city streets, and new street to city garbage dump.
Central Point - 9th Street, 5th Street, 6th Street, Ash Street, Haskell Street, First Street, Bush Street, Grand Avenue.

Shaniko - "E" Street, 4th Street
Sodaville - Cottage Street, Washington Street, Rock Street, Pine Street, St. Louis Street
Umatilla - "I" Street, Water Street, "G" Street, 1st Street
Wasco - Davis Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 23rd day of September, 1946.

The Engineer reported that, under authority previously given him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission at its meeting on August 6 and 7, 1946, the conditions of the award having been satisfied:

Regrading, surfacing and oiling Cline Falls-Tumalo Section of Cline Falls Secondary Highway, Deschutes County. Bids received August 6; contract awarded August 24 to T. W. Thomas, low bidder.

Regrading, surfacing and oiling Tumalo Section of the Tumalo-Deschutes Secondary Highway, Deschutes County. Bids received August 6; contract awarded August 24 to T. W. Thomas, low bidder.

Reconstruct existing bridge over Mill Creek on the Dallas-Coast Secondary Highway, Polk County. Bids received August 7; contract awarded August 24 to Philpott and Buckingham, low bidder.

Grading, surfacing and oiling Hope-Derry Ranch Section of the Vale-West Secondary Highway, Malheur County. Bids received August 7; contract awarded September 13 to K. F. Jacobsen & Co., Inc., low bidder.

The Commission by unanimous vote approved the awards as reported.

The Engineer reported the following location surveys completed and recommended approval of the same by the Commission.

SEP 23 1946

Location survey for the Enegren Ferry Section of the Coos River Secondary Highway, Coos County.

Location survey for proposed revision of Tutuilla Creek Section of the Pendleton-John Day Highway, Umatilla County.

After careful consideration, the Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the following sections of state highways, to wit:

Enegren Ferry Section of the Coos River Secondary Highway, in Coos County;

Tutuilla Creek Section of the Pendelton-John Day Highway, in Umatilla County,

and in connection therewith to prepare maps showing the route and location of said sections of highways and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the surveys of the above-mentioned sections of state highways, together with the maps, which for identification purposes bear the map File Nos. 6B-20-6 and 6B-20-17, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of September, 1946.

OCT 13 1941

The Commission considered the following requests for extensions of time within which to complete highway contracts:

Porter W. Yett, Contract No. 2504, for grading and construction of bituminous macadam on the Banzer Bridge-East Section of the Nehalem Secondary Highway, Columbia County, requested an additional extension of time of 264 days, from October 30, 1945, to July 21, 1946, within which to complete this job. He attributed his failure to complete the project within the specified time limit to instructions received from the Division Engineer to defer the construction of the oil-mat surface until the season of 1946. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct, such instructions having been given to him because of the possibility of slides occurring and the probable need for drainage correction. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Guerin Bros., Contract No. 2718, for the Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways, in Jackson County, requested an additional extension of time of 99 days, from May 1, 1946, to August 7, 1946, within which to complete this job. They alleged that their rock plant was washed out during the winter season, necessitating the rebuilding of the plant before they could start crushing operations, and they gave that reason for their failure to complete the contract within the previously-extended time limit. The Engineer advised that the reason given by the contractor for overrunning the time limit is substantially correct; however, in addition thereto, the contractor experienced labor troubles and difficulties in obtaining machinery parts. The delay increased inspection costs somewhat but did not interfere with the production of sufficient rock for maintenance needs. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Tom Lillebo, Contract No. 2724, for reconstruction of a bridge over Duval Creek on the Willamette Highway, in Lane County, requested an extension of time of 425 days, from June 30, 1945, to August 25, 1946, within which to complete this job. Mr. Lillebo alleged that it was impossible to secure timbers of the sizes and grades specified for this work until the latter part of September, 1945, and when this timber was received he immediately installed it, and the bridge was open to traffic shortly thereafter, the only work remaining to be done being the painting of the handrail, which work the Engineer ordered postponed until the following season when weather conditions were favorable. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct and recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Slate Construction Company, Contract No. 2744, for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County, requested an additional extension of time of 92 days, from July

31, 1946, to October 31, 1946, within which to complete this job. He gave the following reasons for overrunning the previously extended time limit: Shortage of materials and labor, inclement weather, instability of embankment materials, and fire hazard. The Engineer recommended the granting of this extension of time without penalty because of the difficulties experienced by the contractor in securing labor and equipment. The Commission approved the recommendation by unanimous vote.

Archie R. Averill, Contract No. 2755, for the construction of bridges on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County, requested an additional extension of time of 30 days, from September 14 to October 14, 1946, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing cement for the concrete work. The Engineer advised that the reason given by the contractor for failure to complete the project within the previously-extended time limit is correct, that it was not the fault of the contractor that the delay occurred. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Del R. Beebe, Contract No. 2760, for re-oiling and rock production on the Flight Strip-McDermitt Section of the I.O.N. Highway, in Malheur County, requested an extension of time of 40 days, from July 31 to September 10, 1946, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in obtaining certain equipment and to extreme labor problems. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are substantially as stated. He further advised that the delay has caused no inconvenience to traffic and that the state has not incurred much extra expense for engineering supervision. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Del R. Beebe, Contract No. 2760, for re-oiling and rock production on the Flight Strip-McDermit Section of the I.O.N. Highway, Malheur County, requested an additional extension of time of 30 days, from September 10 to October 10, 1946, within which to complete this job. He advised that he was unable to complete the project within the previously-extended time limit for reasons previously given -- difficulties in securing equipment and the impossibility to hire efficient skilled labor. The Engineer advised that the reasons given by the contractor for overrunning the time limit on this job are correct, and he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Struss and McCoy, Contract No. 2770, for the Redmond Rock Production Project on the McKenzie, The Dalles-California, Ochoco, and O'Neill Highways, in Crook and Deschutes Counties, requested an extension of time

from August 31, 1946, to December 31, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to shortage of help and difficulties encountered in working their gravel pit. The Engineer advised that the contractor has worked diligently at this project, but he has a small-capacity plant and accordingly was unable to complete the work within the specified time limit, although, in his estimation, the work would be done before the material is needed next year. He recommended that the extension of time requested be granted without penalty, notwithstanding that the state will incur some extra expense for engineering supervision. The Commission approved the recommendation unanimously.

C. J. Eldon, Contract No. 2773, for the construction of a trestle bridge over McKay Creek on the Sunset (Wolf Creek) Highway, Washington County, requested an extension of time from September 30, 1946, to December 31, 1946, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in obtaining materials such as lumber, nails, steel, etc., and to shortage of labor. The Engineer advised that the reasons given by the contractor for failure to complete this job within the specified time limit are substantially correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

C. J. Eldon, Contract No. 2788, for construction of a bridge over Coffey Creek on the Tiller-Trail Secondary Highway, in Douglas County, requested an extension of time from October 31, 1946, to July 31, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in obtaining materials and labor. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct and recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

The Engineer reported that contracts Nos. 2504, 2752, 2769, 2782, and 2827 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2504, with Porter W. Yett, for grading and bituminous macadam surfacing on the Banzer Bridge-East Section of the Nehalem Secondary Highway in Columbia County; completed July 21, 1946.

Contract No. 2752, with M. C. Lininger & Sons, for furnishing crushed gravel in stockpile on the Alkali Lake-Fort Creek Section of the Lakeview-Burns Highway in Lake County, completed June 26, 1946.

Contract No. 2769, with J. S. Risley, for furnishing crushed rock in stockpiles on The Dalles-Maupin Section of The Dalles-California Highway, in Wasco County; completed July 15, 1946.

Contract No. 2782, with Warren Northwest, Inc., for pavement resurfacing on the West Unit, Lebanon-Sweet Home Section of the Santiam Highway in Linn County, completed on July 16, 1946.

Contract No. 2827, with Babler Bros., for oiling work performed on the Alfalfa Market Road Section of the Powell Butte Secondary Highway and Alfalfa County Road in Deschutes County; completed August 29, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

Commissioner Schaupp presented a number of telegrams received from people conducting business along South Sixth Street in Klamath Falls complaining of delays in completing the highway construction work at this place. The telegrams were referred by the Commission to the Engineer to check into the matter at once so that the wires can be answered. He was also instructed to see what can be done to speed up construction work.

A letter was presented from Mr. Jack Mayne, Manager, Lake County Chamber of Commerce, requesting construction of a turn-around for vehicles on the Warner Secondary Highway at the ski grounds of the Fremont Highlanders Ski Club about four miles east of the Fremont Highway. The Engineer advised that it has been determined by investigation that the work would cost upwards of $2,500. He pointed out that the construction program contains an item for widening and surfacing a section of this road next year, and he gave as his thought that, if the Commission approves, the turn-around can be constructed under that contract and adequate provision can be made for the parking of cars. The Commission deferred a definite decision pending additional information. The Engineer was instructed to obtain a close estimate of the cost to construct the turn-around and to report such information to the Commission, together with information as to how it will affect other jobs of a similar nature.

The Commission had under discussion a number of proposed revisions in the Postwar Construction Program which was adopted by the Commission by

resolution at its meeting on May 29, 1945. After careful consideration, the Commission approved the revisions and by unanimous vote adopted the following resolution amending the original resolution of May 29, 1945, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chessman:

WHEREAS, the Commission on the twenty-ninth day of May, 1945, approved and by resolution adopted a postwar program of highway construction of projects consisting of:

(a) Primary Federal Aid Projects;
(b) Urban Projects;
(c) Secondary Federal Aid Projects; and
(d) Federal Aid Secondary and Feeder Roads; and

WHEREAS, the projects named above under (a), (b) and (c) are all set forth in particular and are designated in Exhibit A attached to and made a part of said resolution of May 29, 1945; and

WHEREAS, the highways and roads designated above under (d) are all set out and designated in Exhibit B attached to and made a part of said resolution of May 29, 1945, all of which said highways enumerated in said Exhibit B were approved by the Highway Commission and the respective county courts but had not been approved by the Public Roads Administration at the time of the adoption of said resolution; and

WHEREAS, since the adoption of said postwar program circumstances and conditions have developed which require and warrant some changes in and additions to the projects enumerated and defined in said Exhibit A; and

WHEREAS, since the adoption of said resolution of May 29, 1945, the Public Roads Administration has approved a system of federal aid secondary and feeder roads, which system includes most, but not all, of the roads enumerated and defined in said Exhibit B, which said system of federal aid secondary and feeder roads approved by the Public Roads Administration are set out and defined in an exhibit designated as Exhibit B-1, which is attached hereto and by this reference made a part hereof; and (*)

WHEREAS, when said postwar program was adopted on May 29, 1945, it was then the purpose and plan of the Commission to accept and employ for the acquisition of rights of way under the provisions of the Federal Aid Highway Act federal funds made available for such purpose; and

WHEREAS, since the adoption of said resolution, it has been

found and determined by the Commission that public interests in Oregon can be best served by using and employing only state funds for the purchase of rights of way needed in connection with said postwar program, thereby releasing for construction purposes all federal funds which have been allocated to Oregon under the provisions of said Federal Aid Highway Act;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That Exhibit A, which is attached to said resolution of May 29, 1945, and made a part thereof, be and the same hereby is amended and revised in the manner, to the extent and for the purposes set out, defined and provided for in Exhibit A-1, which is attached hereto and by this reference made a part hereof, and said changes, modifications and additions set out in said Exhibit A-1 hereby are approved and adopted and shall become a part of the said postwar program. (*)

2. That all rights of way required in connection with the accomplishment of the State's said postwar program shall be acquired and purchased with state funds, and that all federal funds available under the provisions of said Federal Aid Highway Act for the acquisition of rights of way shall be used and employed for purposes of highway construction.

3. That the federal aid secondary and feeder road system approved by the Public Roads Administration and set out and defined in Exhibit B-1, which is attached hereto and by this reference made a part hereof, hereby is approved and adopted as the system of highways which shall constitute the federal aid secondary and feeder roads which are to be constructed as a part of the State's postwar program. (*)

4. There is attached hereto, marked Exhibit B and by this reference made a part hereof, a map or print on which are shown all of the highways constituting the federal aid secondary and feeder road system designated and defined in Exhibit B-1 (**)

5. There is attached hereto and made a part hereof a map or print on which are shown all of the projects named and designated in Exhibit A which is a part of the postwar program adopted May 29, 1945. There are also shown on said print the projects or highways added and those deleted and those changed as to year of construction, all of which additions, deletions and changes are provided for in Exhibit A-1 which is a part of this resolution. The print herein referred to is

SEP 03 1946

designated as Exhibit F and by this reference made a part hereof. (**)

6. Except as revised or amended by this resolution and specially set forth herein, the provisions of said resolution of May 29, 1945, shall remain in full force and effect and shall constitute the findings, declarations, acts and purposes of this Commission with respect to said postwar program.

7. Any changes, modifications or alterations of said postwar program as disclosed and established in said original resolution and in this amendatory resolution shall be considered and disposed of by this Commission by resolution or other official act properly identified with said programs duly adopted and entered in the minutes of the Commission.

8. This resolution shall be entered in the minutes and records of the Commission as of September 23, 1946, and a complete copy thereof delivered to the Public Roads Administration.

Footnotes:

(*) Exhibit A-1, consisting of four pages, and Exhibit B-1, consisting of forty-one pages mentioned in the above resolution, follow.

(**) The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 5, under the heading "Special Matters" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

SEP 23 1946

13283

CHANGES IN FEDERAL AID PROGRAMS

SUBSEQUENT TO PASSAGE OF RESOLUTION MAY 29, 1945

County	Section and Description	Estimated Construction Cost	Year
	I. PROJECTS TO BE ADDED IN PRIMARY FEDERAL AID PROGRAM		
U. S. Route No. 30 (Columbia & Old Oregon Trail):			
Columbia	Rainier-Goble, 5.6 Mi. Grad., Surf., Paving & Bridge	$800,000	3
State Route No. 2 (Wolf Creek or Sunset):			
Washington	Commonwealth Traffic Interchange	$ 46,500	2
Washington	Austin Road Grade Separation	$ 26,000	2
Washington	Cemetery Road Grade Separation	$ 25,000	2
	II. PROJECTS TO BE ADDED IN SECONDARY FEDERAL AID PROGRAM		
Baker-Unity, Primary 13:			
Baker	Unity Jct.-Mill Gulch, 21.24 Mi. Grad., Surf. & Oiling (Substituted for Salisbury-McEwan Project)	$296,000	1
U. S. Route No. 20 (Central Oregon):			
Malheur	Nyssa Section, Sta. 23+31-44, 0.43 Mi. Paving (Transferred from Primary F. A. Program as project is not on Primary F. A. System)	$ 40,000	2

SEP 18 1946

County	Section and Description	Estimated Construction Cost	Year
	II. PROJECTS TO BE ADDED IN SECONDARY FEDERAL AID PROGRAM - CONT.		
John Day-Burns, Primary 395:			
Harney	Crant Co. Line-Forest Bdry., Grad., Surf. and Oil in addition to work originally contemplated. (Substituted for Trout Creek Project originally included in State Project)	$ 50,000	2
Bonanza-Malin, Co. Rd.			
Klamath	Bonanza-Malin, Grad., Surf. & Oil, 14.8 Miles (Substituted for Olene-Poe Valley Project)	$250,000	3
	III. PROJECTS TO BE ELIMINATED FROM PRIMARY FEDERAL AID PROGRAM		
U. S. Route No. 101 (Oregon Coast):			
Lincoln	Oceanlake Section, Sta. 879+13-922, 0.8 Mi. Grad. & Bit. Macadam (Transferred to State Program)	$ 50,000	3
U. S. Route No. 20 (Central Oregon):			
Malheur	Nyssa Section, Sta. 23+31-44, 0.43 Mi. Paving (Transferred to Secondary F. A. Program as project is not on Primary F. A. System)	$ 40,000	2
	IV. PROJECTS TO BE ELIMINATED FROM SECONDARY FEDERAL AID PROGRAM		
Adrian Spurs (3), Secondary			
Malheur	Adrian-Parma, 0-9, 2.77 Miles	$ 11,000	3

SEP 13 1946

County	Section and Description	Estimated Construction Cost	Year
	IV. PROJECTS TO BE ELIMINATED FROM SECONDARY FEDERAL AID PROGRAM CONT.		
Adrian Spurs (3), Secondary (Cont.)			
Malheur	Adrian-Arena Valley, Grad., Surf. & O-9, 3.19 Miles	$ 18,000	3
Malheur	Adrian-Caldwell, Grad., Surf. & O-9, 4.4 Miles	$ 46,000	3
	(Above projects transferred to State Program as Adrian Spurs were not approved by P.R.A. as parts of Secondary F. A. System)		
Sumpter Valley, Sec.-220			
Baker	Salisbury-McEwan, Grad., Surf. & Oil	$360,000	2
	(Replaced by Unity Jct.-Mill Gulch Project)		
Olene-Poe Valley, Co. Rd.			
Klamath	Olene-Poe Valley, Grad., Surf., & Oil, 10.0 Miles (Replaced by Bonanza-Malin Project)	$250,000	3
	V. PROJECTS TO BE TRANSFERRED FROM FIRST YEAR TO SECOND YEAR		
Cornelius Pass, Co. Rd.			
Washington	Orenco Section, Grad., Surf. & Oil, Sta. 330+00-717+00, 3.66 Mi. (Transferred to permit advancing Unity Jct.-Mill Gulch Project to first year)	$190,000	2

SEP 23 1946

County	Section and Description	Estimated Construction Cost	Year
	VI. PROJECTS TO BE TRANSFERRED FROM THIRD YEAR TO SECOND YEAR		
John Day-Burns, Primary 395			
Harney	Grant Co. Line-Forest Bdry., Surf. & Oil, M.P. 39.7-47.0, 7.3 Mi. (Transferred to permit earlier contracting)	$195,000	2

MAR 13 1946

13287

EXHIBIT B-1

FEDERAL AID SECONDARY HIGHWAYS
APPROVED BY THE COMMISSIONER OF PUBLIC ROADS

As of January 29, 1946

BAKER COUNTY

Primary State Highways:		FAS No.	Miles
Baker-Homestead	From FA Route 1 in Baker via Richland to junction with State Highway No. 55 east of Richland	505	50.95
Baker-Homestead	From junction with State Highway No. 55 (FAS 505) east of Richland via Robinette to Brownlee	500	10.81
Halfway	From junction with State Highway No. 12 (FAS 505) east of Richland to Halfway	505	11.15
Baker-Unity	From FA Route 5 approximately 2.5 miles north of Unity to FA Route 1 in Baker	501	46.31
	Sub-total		119.22
Secondary State Highways:			
Halfway-Cornucopia	From State Highway No. 55 (FAS 505) at Halfway to Cornucopia	505	11.52
Pine Creek	From State Highway No. 55 (FAS 505) at Halfway to a road junction in Section 7, T. 8 S., R. 47 E., W. M.	504	3.72
Sumpter Valley	From a road junction near the north city limits of Sumpter to State Highway No. 13 (FAS 501) at Salisbury	502	19.86
Haines-Anthony	From FA Route 1 near Haines northwesterly to a road junction in Section 5, T. 7 S., R. 38 E., W. M.	503	11.30
Medical Springs	From State Highway No. 12 (FAS 505) near the north city limits of Baker to the Baker-Union County line near Pondosa	486	19.83
	Sub-total		66.23

SEP 23 1946

County Roads:		FAS No.	Miles
Baker-Goodrich Creek-Pine Creek-Wingville	From FA Route 1 at north city limits of Baker Northwesterly to a road junction near Pine Creek; thence easterly via Wingville to FA Route 1 approximately 3 miles northwest of Baker	506	13.60
Haines-Rock Creek Loop	From FA Route 1 at Haines westerly to Rock Creek; thence north 0.5 mile; thence east 3 miles to Secondary State Highway No. 411 (FAS 503)	507	8.70
Muddy Creek	From Secondary State Highway No. 411 (FAS 503), approximately 3.5 miles northwest of Haines, west and south to FAS 507, 0.5 mile north of Rock Creek	508	4.40
Baker-Homestead Highway-Keating	From State Highway No. 12 (FAS 505) in Section 29, T. 8 S., R. 42 E., W. M., northerly to the village of Keating	509	3.20
Richland-New Bridge	From State Highway No. 12 (FAS 505) at Richland northwesterly to New Bridge	510	2.10
Richland-South	From State Highway No. 12 (FAS 505) at Richland southerly to a county road junction in Section 36, T. 9 S., R. 45 E., W. M.	511	3.00
Halfway-North	From State Secondary Highway No. 413 (FAS 505) at Halfway north to a county road junction in Section 29, T. 7 S., R. 46 E., W.M.	512	3.00
North Powder-Haines-Anthony Secondary State Highway	From Secondary State Highway No. 411 (FAS 503) approximately 7 miles northwest of Haines to the Union-Baker County line	488	0.30
	Sub-total		38.30
	Total Miles, Baker County		223.75

1946

BENTON COUNTY

		FAS No.	Miles
Primary State Highways:			
Alsea	From FA Route 22 near Philomath via Alsea to the Benton-Lincoln County line	144	29.57
	Sub-total		29.57
Secondary State Highways:			
Eddyville-Blodgett	From FA Route 22 at Blodgett via Summit to the Benton-Lincoln County line	145	6.47
Kings Valley	From FA Route 22 near Wren via Kings Valley to the Benton-Polk County line	190	9.82
Territorial	From FA Route 9 in Monroe to the Benton-Lane County line	200	2.02
Corvallis-Eastside	From FA Route 9 in Corvallis to the Benton-Linn County line	202	0.13
	Sub-total		18.44
County Roads:			
North Albany-Granger Road	From FA Route 10 in North Albany to the Benton-Polk County line	193	8.60
Granger-Independence	From FA Route 10 at Granger to a junction with FAS 193 approximately 1½ miles northeast of Wells	205	5.60
Greenberry-Beaver Creek	From FA Route 9 at Greenberry to a junction with a county road in Section 11, T. 13 S., R. 6 W., W. M.	206	5.50
Bellfountain-Dawson	From FA Route 9 approximately 3 miles north of Monroe to Dawson	207	6.40
	Sub-total		26.10
	Total miles, Benton County		74.11

CLACKAMAS COUNTY

Primary State Highways:			
Mt. Hood	From FA Route 24 southeast of Government Camp to the Clackamas-Hood River County line	115	2.90
	Sub-total		2.90

SEP 13 1944

CLACKAMAS COUNTY - Continued

Secondary State Highways:		FAS No.	Miles
Woodburn-Sandy	From FA Route 24 at Sandy southwesterly via Eagle Creek to junction with FAS 140 approximately 1 mile southeast of Eagle Creek	141	7.68
Woodburn-Sandy	From FAS 141 approximately 1 mile southeast of Eagle Creek southerly via Estacada, Springwater, and Colton; thence southwesterly via Molalla to the Clackamas-Marion County line	140	36.35
Cascade	From FA Route 26 in Oregon City, via Mulino and Marquam, to the Clackamas-Marion County line	147	24.20
Canby-Marquam	From FA Route 3 in Canby to a junction with FAS 140	117	8.02
Beaverton-Aurora	From the Clackamas-Marion County line via Wilsonville to the Clackamas-Washington County line	22	5.59
	Sub-total		81.84
County Roads:			
Eagle Creek-Roy Corner-Mt. Hood Highway	From FA Route 24 approximately 1.8 miles east of Sandy via Dover to State Secondary Highway No. 161 (FAS 140)	140	9.50
S. E. 82nd Street-Damascus	From FAS 129 at Damascus to the Clackamas-Multnomah County line	39	3.50
Clackamas-Boring	From FA Route 41 at Clackamas, via Damascus and Boring, to junction with FA Route 24	129	12.80
Rock Creek-Carver-Barton-Eagle Creek	From FAS 129 near Rock Creek, via Carver and Barton, to junction with State Secondary Highway No. 161 (FAS 141) at Eagle Creek	132	9.80
Parkplace-Springwater	From FA Route 41 at Parkplace, via Logan, to junction with State Secondary Highway No. 161 (FAS 140) near Estacada	131	17.20
Milwaukie-Gladstone	From a county road junction near the south city limits of Milwaukie southeasterly to FA Route 41 in Gladstone	119	5.90

1346

CLACKAMAS COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
West Linn-Oswego-Wilsonville Road	From FA Route 3 in West Linn southwesterly and northwesterly to FAS 122 approximately 2 miles southwest of Oswego	120	5.10
Oswego-Wilsonville-Yamhill County line	From FA Route 3, via Wilsonville, to the Clackamas-Yamhill County line	122	16.50
Liberal-Molalla-Wilhoit	From State Secondary Highway No. 160 (FAS 147) at Liberal, via Molalla, to a junction with county road approximately one mile northwest of Wilhoit	118	9.00
	Sub-total		89.30
	Total Miles, Clackamas County		174.04

CLATSOP COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Nehalem	From FA Route 2 in Astoria southeasterly via Jewell and Vesper to the Clatsop-Columbia County line	1	37.72
Fishhawk Falls	From FA Route 27, approximately 2 miles northwest of Elsie, northeasterly to FAS 1, approximately 4 miles northwest of Jewell	3	5.86
	Sub-total		43.58
County Roads:			
Warrenton-Fort Stevens	From FA Route 2 in Warrenton northwesterly through Warrenton and Hammond to the east boundary of the Fort Stevens U. S. Military Reservation	2	4.50
Warrenton-Chapman Street	From FA Route 2 in Warrenton north and west to FAS 2 in Warrenton	5	1.80
Jewell-Elsie	From FA Route 27, approximately 1.5 miles east of Elsie, northeasterly to FAS 1 at Jewell	6	8.70

SEP 23 1946

CLATSOP COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Youngs Bay-Melville	From Melville on the Lewis and Clark River northerly to FA Route 2 south of Astoria	8	7.20
	Sub-Total		22.20
	Total Miles, Clatsop County		65.78

COLUMBIA COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Nehalem	From the Columbia-Clatsop County line, via Birkenfeld, Mist, Vernonia, to the Columbia-Washington County line	1	30.14
Mist-Clatskanie	From FAS 1 at Mist northerly to FA Route 1 at Clatskanie	4	11.90
	Sub-total		42.04
County Roads:			
Pittsburg-Scappoose	From FAS 1 at Pittsburg southeasterly to FA Route 1 north of Scappoose	9	21.00
Inglis-Mayger	From FA Route 1, approximately 1 mile south of Quincy, northeasterly to Mayger	10	4.40
Treharne-Sunset Camp	From FAS 1, approximately 1.7 miles southwest of Vernonia, to the Columbia-Washington County line	12	7.00
	Sub-total		32.40
	Total Miles, Columbia County		74.44

COOS COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Cape Arago	From Cape Arago State Park southwest of Charleston northeasterly to FA Route 2 in North Bend	263	14.25

SEP 23 1946

COOS COUNTY - Continued

Secondary State Highways: (Con.)		FAS No.	Miles
Empire-Coos Bay	From FAS 263 near the east city limits of Empire southeasterly to FA Route 2 in Coos Bay	246	3.55
Coos River	From FA Route 2 near Coos Bay northeasterly via Allegany to a road junction approximately 5 miles northeast of Allegany	262	18.86
Powers	From Powers northerly to FA Route 14 approximately 1.5 miles southeast of Myrtle Point	247	18.62
	Sub-total		55.28
County Roads:			
Lakeside Road	From FA Route 2 in Section 13, T. 23 S., R. 13 W., W. M., southeasterly to Lakeside	248	1.10
North End Bay Bridge-Jordan Point	From FA Route 2 at the north end of the Coos Bay Bridge southeasterly to a road junction at Jordan Point	249	2.80
Coquille-Fairview	From State Highway No. 9 in Coquille northeasterly to a road junction near Fairview	250	8.00
Coquille-Myrtle Point (South Side)	From FA Route 14 at Myrtle Point northwesterly to FA Route 14 south of Coquille	251	13.10
Myrtle Point-Gravelford	From FA Route 14 at Myrtle Point northeasterly to a road junction at Gravelford	252	8.00
Enegren Ferry-Delwood	From FAS 262 at Enegren Ferry easterly to Delwood, in Section 29, T. 25 S., R. 11 W., W. M.	255	8.00
	Sub-total		41.00
	Total Miles, Coos County		96.28

CROOK COUNTY

Primary State Highways:		FAS No.	Miles
Crooked River	From a junction with State Secondary Highway No. 380 in Section 13, T. 17 S., R. 16 E., W. M., northerly to FA Route 5 in Prineville	321	21.44
	Sub-total		21.44

SEP 23 1946

CROOK COUNTY - Continued

Secondary State Highways:		FAS No.	Miles
O'Neil	From FA Route 5 at Prineville westerly to the Crook-Deschutes County line	320	13.97
Madras-Prineville	From FA Route 5 in Prineville northwesterly to the Crook-Jefferson County line	385	10.70
Powell Butte	From FA Route 5 approximately one mile west of Powell Butte, southerly to a county road junction at the southeast corner of Section 17, T. 16 S., R. 14 E., W. M.	404	5.72
Paulina	From a junction with FAS 402 in Section 13, T. 16 S., R. 17 E., W. M., easterly to Paulina	403	39.53
	Sub-total		69.92
County Roads:			
Prineville-Davis Ranch	From FAS 403 in T. 16 S., R. 17 E., W. M., northwesterly to FA Route 5 in Prineville	402	17.50
O'Neil-Lone Pine School	From FAS 320 in T. 14 S., R. 14 E., W. M., northeasterly to a county road junction at the southeast corner of Section 5, T. 14 S., R. 14 E., W. M.	400	4.40
Prineville-Upper McKay Creek School	From FA Route 5 in Prineville, northeasterly to a county road junction in T. 13 S., R. 16 E., W. M.	401	8.60
Terrebonne-O'Neil	From FAS 400 near O'Neil to the Crook-Deschutes County line	322	1.30
	Sub-total		31.80
	Total Miles, Crook County		123.16

CURRY COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Port Orford	From FA Route 2 at Port Orford southwesterly to the U. S. Coast Gaurd Station	256	0.79
	Sub-total		0.79

DEC 13 1946

CURRY COUNTY - Continued

County Roads:		FAS No.	Miles
Sixes-Dry Creek	From FA Route 2 at Sixes, easterly to a county road junction in Section 7, T. 32 S., R. 14 W., W.M.	257	6.10
Gold Beach-Bagnall Ferry	From FA Route 2 at Gold Beach, northeasterly to old Bagnall Ferry	258	4.90
Brookings-Mill Creek (North Side Chetco River)	From FA Route 2 at Brookings, northeasterly to a county road junction in T. 40 S., R. 13 W., W. M.	259	5.80
	Sub-total		16.80
	Total Miles, Curry County		17.59

DESCHUTES COUNTY

Primary State Highways:		FAS No.	Miles
McKenzie-Bend	From FA Route 4 near the north city limits of Bend, northwesterly to FA Route 5 near Sisters	319	20.07
	Sub-total		20.07
Secondary State Highways:			
O'Neil	From FA Route 4 at Prineville Junction, easterly to the Deschutes-Crook County line	320	3.84
Cline Falls	From FAS 319 at Tumalo, northeasterly to FA Route 5 near Cline Falls	324	10.13
Redmond-Bend	From FAS 319 approximately two miles north of Bend, northeasterly to FA Route 4 at Redmond	326	13.53
Tumalo-Deschutes	From FAS 324 at Tumalo, easterly to a county road junction at Deschutes	325	3.90
Powell Butte	From FAS 398 approximately 4.5 miles east of Bend, northerly to a county road junction at the southwest corner of Section 17, T. 17 S., R. 13 E., W. M.	397	2.03
Powell Butte	From FA Route 21 approximately 3 miles east of Bend, northeasterly to FAS 397	398	1.00
	Sub-total		34.43

DESCHUTES COUNTY - Continued

County Roads:		FAS No.	Miles
Terrebonne-Lower Bridge	From a county road junction near Lower Bridge, in T. 14 S., R. 12 E., W. M., easterly to FA Route 4 approximately 1 mile north of Terrebonne	395	6.80
Terrebonne-O'Neil	From FA Route 4 at Terrebonne easterly to the Deschutes-Crook County line	322	3.80
Cloverdale-McKenzie-Bend Highway	From FAS 319 approximately 4.5 miles southeast of Sisters, northeasterly to FA Route 5 at Cloverdale	327	4.50
Gerkhing Corner-North	From FAS 319 approximately 0.5 mile northwest of Tumalo, north 2.3 miles to a county road junction	329	2.30
Bend-Butler Ranch	From FA Route 21 in Bend, northeasterly to a county road junction at the southeast corner of Section 18, T. 17 S., R. 13 E., W. M.	397	6.30
Powell Butte Secondary Highway-Alfalfa	From State Secondary Highway No. 371 approximately 1 mile northeast of FA Route 21, easterly to a county road junction at Alfalfa	398	9.40
Carroll Acres-Southeast	From FA Route 4 near the south city limits of Bend, southeasterly to a county road junction at the southeast corner of Section 16, T. 18 S., R. 12 E., W. M.	330	2.20
	Sub-total		35.30
	Total Miles, Deschutes County		89.80

DOUGLAS COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Elkton-Sutherlin	From FA Route 3 in Sutherlin northwesterly to FA Route 20 at Elkton	232	27.57
Elkton-Sutherlin	From FAS 232 near the west city limits of Sutherlin, southerly to FA Route 3 approximately 0.8 mile south of Sutherlin	233	1.69

SEP 13 1946

DOUGLAS COUNTY - Continued

Secondary State Highways: (Con.)		FAS No.	Miles
Tiller-Trail	From FA Route 3 at Canyonville easterly to Tiller	234	23.51
	Sub-total		52.77
County Roads:			
Yoncalla-Scotts Valley	From FA Route 3 near the south city limits of Yoncalla, easterly to a county road junction in Section 3, T. 23 S., R. 4 W., W. M.	239	7.10
Roseburg-Melrose-Cleveland	From FA Route 3 in Roseburg northwesterly, via Melrose, to Cleveland	241	12.80
Roseburg-Rock Creek (North Umpqua)	From FA Route 3 in Roseburg, northeasterly via Glide to a county road junction at Rock Creek	253	23.30
Pacific Highway-Riddle	From FA Route 3 approximately 4.5 miles south of Myrtle Creek, southwesterly to Riddle	244	3.00
Azalea-Anchor	From FA Route 3 at Azalea northeasterly to Anchor	243	6.30
Pacific Highway-Glendale	From FA Route 3 approximately 3 miles northeast of Glendale, southwesterly to a county road junction in Glendale	245	3.70
Sutherlin-Nonpareil	From FA Route 3 in Sutherlin northeasterly to Nonpareil	240	8.60
	Sub-total		64.80
	Total Miles, Douglas County		117.57

GILLIAM COUNTY

Primary State Highways:		FAS No.	Miles
Heppner	From FA Route 1 at Heppner Junction southeasterly to the Gilliam-Morrow County line	439	9.59
	Sub-total		9.59
Secondary State Highways:			
Wasco-Heppner	From the Gilliam-Sherman County line southeasterly, via Condon, to the Gilliam-Morrow County line	397	42.28
	Sub-total		42.28

GILLIAM COUNTY - Continued

		FAS No.	Miles
County Roads:			
Sherman Highway-Mikkalo	From FA Route 6 approximately 3 miles south of Olex, westerly to Mikkalo	440	2.30
Lonerock Road	From a county road junction at Lonerock, northwesterly to FAS 378 approximately 4.5 miles southeast of Condon	441	14.00
	Sub-total		16.30
	Total Miles, Gilliam County		68.17

GRANT COUNTY

		FAS No.	Miles
Primary State Highways:			
John Day-Burns	From FA Route 5 in John Day southerly to the Grant-Harney County line	447	39.70
John Day (Austin Spur)	From FA Route 5 south of Austin, northerly to a county road junction in Austin	448	2.69
	Sub-total		42.39
Secondary State Highways:			
Kimberly-Long Creek	From FA Route 6 at Kimberly easterly and southeasterly, via Monument, Hamilton, to FA Route 30 in Long Creek	437	35.85
Beech Creek	From FA Route 5 at Mt. Vernon northeasterly to FA Route 30, in Section 7, T. 13 S., R. 31 E., W. M.	449	5.35
	Sub-total		41.20
County Roads:			
Long Creek	From FA Route 30 in Long Creek, southeasterly to a county road junction approximately 3 miles east of the Malheur National Forest Boundary	437	12.00
Prairie City-Blue Mountain Springs	From FA Route 5 in Prairie City, southeasterly to a point in Section 13, T. 14 S., R. 34 E., W. M.	452	13.00

SEP 23 1946

GRANT COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Logdell Road	From a road junction at Logdell northeasterly to FAS 447 approximately 8 miles northwest of Seneca	453	7.10
	Sub-total		32.10
	Total Miles, Grant County		115.69

HARNEY COUNTY

Primary State Highways:		FAS No.	Miles
John Day-Burns	From FA Route 31 approximately 2 miles northeast of Burns, northerly to the Harney-Grant County line	447	27.35
Lakeview-Burns	From FA Route 21 in Section 29, T. 23 S., R. 27 E., W. M., southwesterly to the Harney-Lake County line	405	32.71
Burns-Crane	From FA Route 21 in Burns southeasterly to Crane	457	28.89
	Sub-total		88.95

Secondary State Highways:			
Frenchglen	From FAS 457 approximately one mile east of the east city limits of Burns, southerly to Frenchglen	450	62.00
Diamond Valley	From FAS 457 at the west city limits of Crane, southerly and westerly to Diamond	456	36.18
Rome-Princeton	From FAS 456 approximately 4.5 miles north of Princeton, southeasterly to the Harney-Malheur County line	455	24.30
	Sub-total		122.48

County Roads:			
Central Oregon Highway-Drewsey	From FA Route 31 approximately two miles southeast of Drewsey, northwesterly to a road junction at Drewsey	458	2.60
Burns-Curry Garden Creek	From FA Route 31 in Burns northerly to a county road junction near Silvies River, in T. 22 S., R. 30 E., W. M.	459	5.50

1046

HARNEY COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Diamond-Grain Camp	From State Secondary Highway No. 441 (FAS 456) at Diamond, westerly to FAS 450 at Grain Camp	456	13.00
	Sub-total		21.10
	Total Miles, Harney County		232.53

HOOD RIVER COUNTY

Primary State Highways:		FAS No.	Miles
Mt. Hood	From FA Route 1 near the east city limits of Hood River, southerly to the Hood River-Clackamas County line	115	41.90
	Sub-total		41.90
Secondary State Highways:			
Odell	From the Mt. Hood Loop Highway (FAS 115) approximately one mile east of Odell, westerly and northerly to FAS 356 near Tucker Bridge	300	3.51
Hood River	From the Mt. Hood Loop Highway (FAS 115) approximately 0.5 mile east of Parkdale, westerly to Parkdale and northerly to FA Route 1 in Hood River	356	18.14
	Sub-total		21.65
County Roads:			
Dee-Lost Lake Road	From FAS 356 at Dee northwesterly and southerly to the westerly county road junction in Section 13, T. 1 N., R. 9 E., W. M.	306	2.70
Windmaster Corner-Oak Grove	From FAS 302 in Oak Grove easterly to FAS 356 approximately 2.5 miles south of Hood River	303	2.00
Cider Mill-Rockford	From a county road junction approximately 0.5 mile southwest of Oak Grove, northeasterly to FA Route 1 approximately 1.5 miles west of the west city limits of Hood River	302	4.25

SEP 23 1946

HOOD RIVER COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Schenck Corner-Van Horn	From FAS 300 approximately 1.5 miles north of Odell northeasterly to FAS 115 near Van Horn	301	2.00
Odell School-Fikes Crossing	From FAS 356 approximately 0.5 mile west of Summit southeasterly to FAS 300 approximately 0.7 mile north of Odell	305	2.25
	Sub-total		13.20
	Total Miles, Hood River County		76.75

JACKSON COUNTY

Primary State Highways:		FAS No.	Miles
Crater Lake	From FA Route 3 at the north city limits of Medford northerly and northeasterly via Eagle Point, Prospect, and Union Creek to the Jackson-Klamath County line	269	65.43
	Sub-total		65.43
Secondary State Highways:			
Sams Valley	From FA Route 3 in Gold Hill, northeasterly via Sams Valley to the Crater Lake Highway (FAS 269) approximately 9 miles south of Trail	271	17.25
Medford-Provolt	From FAS 280 at Provolt (Jackson-Josephine County line) southeasterly and northeasterly via Applegate and Jacksonville to FA Route 3 in Medford	268	25.42
Little Butte	From the Crater Lake Highway (FAS 269) in Eagle Point, easterly and southeasterly via Brownsboro to Lakecreek	288	11.43
	Sub-total		54.10
County Roads:			
Crater Lake Highway Butte Falls	From the Crater Lake Highway (FAS 269) approximately 8 miles south of Trail, easterly to Butte Falls	287	15.40

JACKSON COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Rogue River-Wimer	From FA Route 3 at Rogue River, northerly to a county road junction at Wimer, in Section 10, T. 35 S., R. 4 W., W. M.	276	7.80
Medford-Sams Valley	From FA Route 3 near the north city limits of Medford, northerly and northwesterly to FAS 271 in Sams Valley	273	12.10
Jacksonville-Central Point-Crater Lake Highway	From FAS 268 in Jacksonville, northeasterly via Central Point to FAS 269 approximately 4 miles north of Medford	274	9.30
Phoenix-Veorhies	From FA Route 3 in Phoenix, westerly and northerly to FA Route 3 approximately 2 miles southeast of Medford	278	3.10
Dead Indian Road	From FA Route 15, 2 miles east of the east city limits of Ashland, northeasterly to a county road junction in Section 27, T. 38 S., R. 2 E., W. M.	277	6.50
	Sub-total		54.20
	Total Miles, Jackson County		173.73

JEFFERSON COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Madras-Prineville	From FA Route 4 south of Madras to the Jefferson-Crook County line	385	19.37
	Sub-total		19.37
County Roads:			
The Dalles California Highway-Ashwood	From FA Route 4 approximately 1 mile northeast of Willowdale, southeasterly to a county road junction in Ashwood	314	12.00
	Sub-total		12.00
	Total Miles, Jefferson County		31.37

1946

JOSEPHINE COUNTY

		FAS No.	Miles
Primary State Highways:			
Oregon Caves	From FA Route 17 at Cave Junction southeasterly to the Oregon Caves National Monument	260	19.70
	Sub-total		19.70
Secondary State Highways:			
Rogue River Loop	From FA Route 17 approximately 1 mile northeast of Wilderville, northerly along the west side of the Rogue River to a point in Section 26, T. 35 S., R. 7 W., W. M.; thence southeasterly and easterly to FA Route 3 in Grants Pass	261	23.00
Williams	From a county road junction approximately 3 miles southwest of Williams, northerly via Williams and Provolt to FA Route 3 near Grants Pass	280	23.13
	Sub-total		46.13
County Roads:			
Hugo-Merlin-Pacific Highway	From FA Route 3 approximately 4 miles north of Grants Pass, northwesterly via Merlin and northeasterly to FA Route 3 South of Hugo	265	9.30
Grants Pass-West	From FAS 261 approximately 4 miles west of the west city limits of Grants Pass, northeasterly and easterly to FAS 261 near the west city limits of Grants Pass	264	4.50
Williams Secondary Highway-Wilderville	From FA Route 17 at Wilderville southeasterly and northeasterly to FAS 280 approximately 2 miles southwest of Grants Pass	266	10.50
Caves Highway-Holland-Spence School	From FAS 260 approximately 2 miles southeast of Caves Junction, southeasterly to Holland; thence northerly to FAS 260 approximately 5.5 miles east of Cave Junction	267	6.20
	Sub-total		30.50
	Total Miles, Josephine County		96.33

SEP 13 1946

KLAMATH COUNTY

		FAS No.	Miles
Primary State Highways:			
Klamath Falls-Lakeview	From FA Route 4 in Klamath Falls easterly via Beatty and Bly to the Klamath-Lake County line	410	62.84
Dairy-Bonanza	From FAS 410 at Dairy, southeasterly to a junction with FAS 418 and 430 in Bonanza	416	7.02
Klamath Falls-Malin	From FAS 410 approximately 3 miles southeast of Klamath Falls, southeasterly via Merrill and Malin to the Oregon-California State line	419	27.14
Crater Lake	From the Klamath-Jackson County line to the west boundary of Crater Lake National Park	269	1.17
	Sub-total		98.17
Secondary State Highways:			
Klamath Lake	From FA Route 4 in Klamath Falls, northwesterly along the west side of Klamath Lake to State Primary Highway No. 22 at Fort Klamath	420	49.70
Modoc Point	From FA Route 4 at Modoc Point, northwesterly to State Primary Highway No. 22 approximately 0.5 mile south of Klamath Agency	425	12.90
Chiloquin	From FA Route 4 approximately 8 miles northwest of Modoc Point, northeasterly to FAS 24 at Chiloquin	421	3.89
Chiloquin	From FAS 425 approximately 1.5 miles southeast of Klamath Agency, southeasterly to Chiloquin	424	4.60
Midland	From FA Route 33 approximately 1.5 miles north of Midland, easterly and northerly to FAS 410 near Altamont	427	5.61
Lower Klamath	From FA Route 33 south of Midland, easterly to FAS 419 approximately 1 mile west of Dehlinger	428	7.55
Hatfield	From FAS 419 approximately 3 miles east of Merrill, southeasterly to the Oregon-California State line	423	2.51
	Sub-total		86.76

1346

KLAMATH COUNTY - Continued

County Roads:		FAS No.	Miles
Klamath Falls-Lakeview Highway-Sprague River	From a county road junction at Sprague River, southeasterly to FAS 410 approximately 4 miles southwest of Beatty	429	9.30
Olene-Poe Valley	From FAS 410 near Olene, southeasterly to FAS 417 approximately 5 miles southwest of Bonanza	431	10.00
Keno-Worden	From FA Route 33 near Worden, northwesterly to FA Route 15 at Keno	432	7.20
Altamont-Mock Corner	From FAS 428 approximately 3 miles west of Dehlinger, northwesterly to FAS 427 approximately 1.5 miles south of Klamath Falls	434	7.00
Bonanza-Malin	From FAS 419 approximately 2 miles west of Malin, northerly to FAS 416 at Bonanza	417	14.80
Bonanza-Langell Valley-Lorella	From FAS 417 approximately 1 mile south of Bonanza, southeasterly to Langell Valley; thence northerly to Lorella; thence northwesterly to FAS 416 at Bonanza	430	19.20
Malone-Oregon-California State Line	From FAS 419 approximately 2 miles east of Merrill, south to the Oregon-California State line	422	1.80
Bonanza;Lorenz Mill	From FAS 416 at Bonanza, northerly to FAS 410 in Section 3, T. 38 S., R. 11 E., W. M.	418	8.00
		Sub-total	77.30
		Total Miles, Klamath County	262.23

LAKE COUNTY

Primary State Highways:		FAS No.	Miles
Klamath Falls-Lakeview	From the Lake-Klamath County line to FA Route 16 in Lakeview	410	33.00
Lakeview-Burns	From the Lake-Harney County line to FA Route 16 at Valley Falls	405	57.39
		Sub-total	90.39

SEP 23 1949

LAKE COUNTY - Continued

Secondary State Highways:		FAS No.	Miles
Warner	From FA Route 16 approximately 3.5 miles north of Lakeview, easterly to Adel; thence northerly to a county road junction at Plush	406	46.21
	Sub-total		46.21
County Roads:			
Fremont Highway-Fort Rock	From FA Route 16 on the south line of T. 25 S., R. 13 E., W. M., easterly to a county road junction at Fort Rock	414	6.50
Maddox Corner-Thomas Creek	From FAS 410 approximately 3.25 miles west of Lakeview, westerly and northerly to a road junction on section line between Sections 24 and 25, T. 38 S., R. 19 E., W. M.	411	5.40
Klamath Falls-Lakeview Highway-1½ miles north of West Side	From FAS 410 approximately 5 miles west of Lakeview, south 3 miles and west 2 miles to FAS 407	408	5.00
West Side Road	From a road junction near the center of Section 19, T. 40 S., R. 19 E., W. M., northeasterly to a junction with FAS 408 approximately 1.5 miles north of West Side	407	5.15
	Sub-total		22.05
	Total Miles, Lake County		158.65

LANE COUNTY

Primary State Highways:		FAS No.	Miles
	Mono		
Secondary State Highways:			
Territorial	From the Lane-Benton County line southerly to FA Route 25 at Cheshire	200	6.64
Territorial	From FA Route 25 approximately 1 mile southwest of Cheshire, southerly to Hadleyville	201	15.58
Eugene-Richardson	From a road junction at Walton, easterly via Noti to FAS 201 south of Elmira; thence easterly to FA Route 3 in Eugene	238	27.13

SEP 03 1946

LANE COUNTY - Continued

Secondary State Highways: (Con.)		FAS No.	Miles
Junction City-Eugene	From FA Route 3 in Eugene, northerly via Santa Clara to FA Route 3 in Junction City	219	13.52
Fox Hollow	From FA Route 3 approximately 2 miles north of Walker, northwesterly to FA Route 3 in Eugene	223	15.50
Springfield-Creswell	From FA Route 29 approximately 1 mile east of Pleasant Hill, north to Jasper; thence northwesterly to FA Route 5 approximately 1.5 miles east of Springfield	222	8.30
Springfield-Creswell	From FA Route 3 at Creswell, easterly and northerly to FA Route 29 approximately 1.5 miles northwest of Pleasant Hill	221	7.22
Alsea-Deadwood	From FA Route 25 approximately 6 miles northeast of Swisshome, northerly via Alpha to Paris	225	19.45
	Sub-total		113.34
County Roads:			
Junction City-Lewis Ranch	From FA Route 3 in Junction City, westerly to a county road junction in Section 5, T. 16 S., R. 5 W., W. M.	227	6.20
Eugene-Gillespie Corner	From FA Route 3 in Eugene to junction with State Secondary Highway No. 200 at Gillespie Corner	229	16.50
Eugene-Coburg-Linn County line	From FA Route 3 in Eugene, northerly via Coburg to the Lane-Linn County line	210	14.40
Coburg Road Junction-Marcola	From FAS 210 approximately 1 mile northeast of Eugene, easterly and northeasterly to Marcola	228	15.80
Jasper-Lowell	From FA Route 29 at Lowell, northwesterly via Fall Creek to FAS 22 at Jasper	230	11.60
Coast Highway-Canary	From FA Route 2 approximately 2.5 miles south of Florence, easterly to a county road junction at Canary	226	5.60

[illegible] 1944

LANE COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Cottage Grove-Culp Creek	From FA Route 3 in Cottage Grove, southeasterly via Dorena to a county road junction at Culp Creek	231	19.20
	Sub-total		89.30
	Total Miles, Lane County		202.64

LINCOLN COUNTY

Primary State Highways:		FAS No.	Miles
Alsea	From FA Route 2 at Waldport, easterly to the Lincoln-Benton County line	144	29.54
	Sub-total		29.54
Secondary State Highways:			
Eddyville-Blodgett	From the Lincoln-Benton County line, northwesterly to a road junction at Nashville	145	0.80
Siletz	From FA Route 22 approximately 0.8 mile north of Toledo, northerly via Siletz to FA Route 2 at Kernville	196	31.86
	Sub-total		32.66
County Roads:			
Otis-Rose Lodge	From FA Route 2 at Otis, southeasterly to FA Route 23 at Rose Lodge	146	4.10
Schooner Creek Road	From FA Route 2 at Taft, northeasterly to a county road junction in Section 25, T. 7 S., R. 11 W., W. M.	149	2.50
Siletz-Orton	From FAS 196 at Siletz, northeasterly to a county road junction at Orton	150	8.00
Burnt Woods-Harlan	From a county road junction at Harlan, northeasterly to FA Route 22 at Burnt Woods	151	8.50
Yachats River Road	From FA Route 2 at Yachats, southeasterly to a county road junction in Section 35, T. 14 S., R. 11 W., W. M.	152	6.50
	Sub-total		29.60
	Total Miles, Lincoln County		91.80

SP 23 1346

13309

LINN COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
North Santiam	From the Linn-Marion County line, southerly to a junction with FA Route 37, in T. 13 S., R. 7 E., W. M.	121	20.61
Mehama-Mill City	From the Linn-Marion County line, via Lyons, to the Linn-Marion County line at Mill City	124	8.52
Albany-Lyons	From FA Route 37 approximately 7 miles east of Albany, northeasterly via Crabtree and Scio to FAS 124 at Lyons	220	24.68
Albany Airport	From FA Route 37 approximately 1 mile east of Albany, northerly to FA Route 3 at the Albany Airport	208	1.07
Corvallis-Eastside	From FA Route 3 at the south city limits of Albany, southwesterly to the Linn-Benton County line	202	10.06
Jefferson	From FA Route 3 approximately 2.5 miles southwest of Jefferson, northeasterly to the Linn-Marion County line	125	2.60
Halsey-Sweet Home	From FA Route 3 in Halsey, easterly through Brownsville and Crawfordsville to FA Route 37 in Sweet Home	215	21.51
	Sub-total		89.05
County Roads:			
Greens Bridge-Scio	From FAS 220 at Scio, via West Scio, to the Linn-Marion County line	126	6.80
Orleans-Lebanon	From FAS 202 at Orleans, easterly to FA Route 37 in Lebanon	216	15.00
Crabtree Corner-Lebanon	From FA Route 37 in Lebanon, northerly to FAS 220 approximately 2 miles east of Crabtree	212	8.20
Brewster-Lacomb	From FAS 212 approximately 3 miles northeast of Lebanon, easterly to Lacomb	213	6.70

SEP 05 1946

LINN COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Lebanon-Berlin	From FAS 212 near the east city limits of Lebanon, southeasterly to Berlin	214	9.00
Foster-Sweet Home	From FA Route 37 at Sweet Home, northeasterly to FA Route 37 at Foster	217	4.00
Holley-Rice School	From FAS 219 near Holley, southeasterly to Rice School, in Section 32, T. 14 S., R. 1 E., W. M.	218	4.50
Harrisburg-Lane County line	From FA Route 3 in Harrisburg, southeasterly to the Linn-Lane County line	210	5.70
	Sub-total		59.90
	Total Miles, Linn County		148.95

MALHEUR COUNTY

Primary State Highways:		FAS No.	Miles
Weiser Spur	From FA Route 1 approximately 2 miles south of Weiser, northerly to the Oregon-Idaho State line near Weiser	516	1.99
Payette Spur	From the Oregon-Idaho State line near Payette, northerly approximately 1.5 miles to FA Route 1	517	1.67
Cairo-Nyssa	From the Oregon-Idaho State line east of Nyssa, west and north via Nyssa to FA Route 5 at Cairo Junction	514	8.64
	Sub-total		12.30

Secondary State Highways:

Vale-West	From FA Route 31 approximately 6 miles southwest of Vale, northerly approximately 3 miles; thence east to FA Route 31 at Vale	519	10.72
Nyssa-Adrian	From the Oregon-Idaho State line approximately 9 miles south of Adrian, westerly and northerly to FAS 514 in Nyssa	518	22.90
Adrian-Parma	From FAS 518 near Adrian, easterly to the Oregon-Idaho State line	520	2.77
Rome-Princeton	From the Malheur-Harney County line via Folleyfarm, to FAS 513 approximately 12 miles southwest of Rome	455	37.41

SEP 23 1946

MALHEUR COUNTY - Continued

Secondary State Highways: (Con.)		FAS No.	Miles
I. O. N.	From the Oregon-Nevada State line at McDermitt, northerly via Rome and Jordon Valley to the Oregon-Idaho State line, near the southeast corner of Section 36, T. 26 S., R. 46 E., W. M.	513	116.80
Jordan Valley	From FAS 513 approximately 5 miles west of Jordan Valley, easterly to Jordan Valley; thence northerly to FAS 513 approximately 5 miles north of Jordan Valley	524	10.18
	Sub-total		200.78
County Roads:			
Oregon Slope	From FA Route 1 approximately 5 miles north of Payette Junction, easterly 1 mile; thence southerly 2 miles; thence westerly to FA Route 1 approximately 3 miles north of Payette Junction	535	3.70
Ironside-South	From FA Route 5 at Ironside, southwesterly to a county road junction on the east section line of Section 7, T. 15 S., R. 39 E., W. M.	536	3.80
Juntura-Beulah	From FA Route 31 at Juntura, northwesterly to Beulah	537	14.50
Harper Loop	From FAS 525 at Harper, northerly 1 mile, westerly 1 mile, southerly approximately 2.5 miles; thence northeasterly approximately 1.5 miles to FAS 525 at Harper	523	6.30
Harper-Little Valley	From FA Route 31 approximately 1 mile south of Harper, northerly to Harper; thence northeasterly via Little Valley to FA Route 31 approximately 1 mile southeast of Little Valley	525	9.20
Ontario-Cox Corner	From FA Route 5 approximately 3 miles west of Cairo, northerly 1.5 miles; thence easterly approximately 4 miles; thence northerly 1 mile to FA Route 5 approximately 0.5 mile west of Ontario	527	6.60

SEP 3 1946

MALHEUR COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Ontario-Morgan Avenue	From FAS 514 approximately 2.5 miles south of Cairo, northerly to FAS 527 and from a point on FAS 527 northeasterly to FA Route 5 in Ontario	528	6.40
Morgan Avenue-Nyssa	From FAS 514 near Nyssa, westerly and northerly to road junction on township line T. 18 S., approximately 3 miles southwest of Ontario	529	6.10
Philips Corner-East Cow Hollow (Enterprise Avenue)	From FAS 515 near the southeast corner of Section 4, T. 20 S., R. 46 E., W. M., easterly to FAS 518 approximately 2.5 miles southwest of Nyssa	530	3.90
Owyhee-East Cow Hollow	From FAS 518 at Owyhee, west 2.0 miles; thence northerly to the irrigation canal in Section 5, T. 20 S., R. 46 E., W. M.	515	7.50
Oregon Trail School-Lapin Corner	From FAS 515 near the east quarter corner of Section 21, T. 20 S., R. 46 E., W. M., northerly and easterly to FAS 518 approximately 1 mile west of Kingman	532	2.30
Owyhee School Rock Spring Canyon	From a county road junction at the northwest corner of Section 36, T. 20 S., R. 45 E., W. M., easterly to FAS 515 approximately 2 miles west of Owyhee	533	4.00
	Sub-total		74.30
	Total Miles, Malheur County		287.38

MARION COUNTY

Primary State Highways:		FAS No.	Miles
Salem-Dallas	From FA Route 3 in Salem to the Marion-Polk County line	123	0.37
	Sub-total		0.37

Secondary State Highways:

North Santiam	From FAS 127 approximately 7 miles southeast of Salem, southeasterly via Aumsville, Sublimity, Stayton, Mehama, Mill City, Gates, and Detroit to the Marion Linn County line	121	56.77

SEP 03 1946

MARION COUNTY - Continued

Secondary State Highways: (Con.)		FAS No.	Miles
Hillsboro-Silverton	From FAS 147 in Silverton, northwesterly via Mt. Angel and Woodburn to the Marion-Yamhill County line	102	30.48
Silver Creek Falls	From FA Route 3 in Salem, southeasterly and easterly to Silver Creek Falls State Park; thence northwesterly to FAS 147 in Silverton	127	40.82
Jefferson	From FA Route 3 at Steiwer Hill, southeasterly via Jefferson, to the Marion-Linn County line	125	6.00
Cascade	From FAS 102 in Silverton, northeasterly to the Marion-Clackamas County line	147	5.55
Beaverton-Aurora	From FA Route 3 at Aurora, northerly to the Marion-Clackamas County line	22	2.16
Woodburn-Sandy	From FA Route 3 north of Woodburn, easterly to the Marion-Clackamas County line	140	2.64
Mehama-Mill City	From FAS 121 at Mehama, southerly to the Marion-Linn County line	124	0.19
Mehama-Mill City	From FAS 121 at Mill City, southerly to the Marion-Linn County line	124	0.12
	Sub-total		144.73
County Roads:			
Yergen Corner-Auror	From FAS 102 approximately 2 miles south of Newberg, southeasterly to FAS 22 at Aurora	128	11.90
Salem-Brassel Corner	From FAS 123 in Salem, northeasterly to FAS 102 approximately 3.5 miles northwest of Woodburn	159	16.60
Salem-Silverton	From FA Route 3 near the north city limits of Salem, northeasterly to FAS 127 in Silverton	147	12.40
Silverton-Sublimity	From FAS 121 in Sublimity, northerly to FAS 147 in Silverton	130	13.20
Salem-Independence	From FA Route 3 in Salem, southwesterly to the Marion-Polk County line near Independence	176	10.70

1040

MARION COUNTY - Continued

		FAS No.	Miles
County Roads: (Con.)			
Jefferson-Scio	From FAS 125 at Jefferson, easterly to the Marion-Linn County line	126	2.40
	Sub-total		67.20
	Total Miles, Marion County		212.30

MORROW COUNTY

		FAS No.	Miles
Primary State Highways:			
Heppner	From the Morrow-Gilliam County line southeasterly via Ione, Lexington, and Heppner to the Morrow-Umatilla County line	439	64.27
	Sub-total		64.27
Secondary State Highways:			
Lexington-Echo	From FAS 439 at Lexington, northeasterly to the Morrow-Umatilla County line	443	20.06
Wasco-Heppner	From the Morrow-Gilliam County line, via Eightmile, to FAS 439, in Heppner	378	29.54
Heppner-Spray	From FAS 378 approximately 10 miles southwest of Heppner, southerly to a road junction approximately 4.5 miles southeast of Hardman	317	14.92
	Sub-total		64.52
County Roads:			
Ione-Morgan Ranch	From a county road junction in Section 25, T. 2 S., R. 23 E., W. M., northeasterly to Fas 439 at Ione	444	9.70
	Sub-total		9.70
	Total Miles, Morrow County		138.49

MULTNOMAH COUNTY

		FAS No.	Miles
Primary State Highways:			
Beaverton-Hillsdale	From FA Route 9 in Portland (junction of Slaven Road and Barbur Boulevard), westerly to the Multnomah-Washington County line	25	3.27
	Sub-total		3.27

[illegible] 1946

MULTNOMAH COUNTY - Continued

		FAS No.	Miles
Secondary State Highways:			
Sun Dial	From FA Route 1 at Fairview, north to a junction with a county road near Sun Dial Lake	37	1.25
	Sub-total		1.25
County Roads:			
N. E. 82nd Avenue-Portland Nursery (N. E. Glisan Street)	From FA Route 41 at N. E. Glisan Street in Portland, easterly to a junction with Base Line Road approximately 1.5 miles south of Troutdale	38	9.70
S. E. 82nd Avenue-Damascus (S. E. Foster Road)	From FA Route 41 in Portland (S. E. 82nd Avenue), southeasterly via Foster Road to the Multnomah-Clackamas County line	39	5.50
Cornelius Pass Road	From FA Route 1 approximately 0.5 mile northwest of Burlington, southwest to the Multnomah-Washington County line	32	4.10
Sauvies Island-West Side	From FA Route 1 approximately 1 mile northwest of the north city limits of Portland, easterly across Multnomah Channel; thence northwesterly to a junction with FAS 44 approximately 0.5 mile northeast of Burlington	43	2.50
Sauvies Island-Central	From FAS 43 in Section 17, T. 2 N., R. 1 W., W. M., northeasterly approximately 4.5 miles; thence southerly to FAS 43 in Section 28, T. 2 N., R. 1 W., W. M.	44	10.40
Sauvies Island (Oak Island Road)	From FAS 44 in Section 9, T. 2 N., R. 1 W., W. M., northwesterly along the west side of Little Sturgeon Lake to a point in Section 32, T. 3 N., R. 1 W., W. M.	45	3.00
Cornell Road-Burnside Street-Washington County Line	From FA Route 1 in Portland, Via Cornell Road to the Multnomah-Washington County line	35	4.80
	Sub-total		40.00
	Total Miles, Multnomah County		44.52

POLK COUNTY

Primary State Highways:		FAS No.	Miles
Salem-Dallas	From a junction with FAS 190 in Dallas, easterly via West Salem to the Polk-Marion County line	123	14.55
Monmouth-Independence	From FA Route 9 in Monmouth, easterly to a junction with FAS 142 and FAS 193 in Independence	138	2.37
	Sub-total		16.92
Secondary State Highways:			
Salem-Dayton	From FAS 123 at West Salem, northerly to the Polk-Yamhill County line	116	9.60
Dallas-Coast	From FA Route 11 approximately 4 miles east of Valley Junction, southeasterly to a junction with FAS 123 in Dallas	137	15.19
Monmouth	From FAS 190 approximately 5.5 miles south of Dallas, easterly to FA Route 9 at Monmouth	139	7.20
Independence	From FAS 176 in Independence, northeasterly to FAS 123, approximately 1 mile west of Eola	142	6.38
Kings Valley	From FAS 123 in Dallas, southerly via Pedee to the Polk-Benton County line	190	18.23
	Sub-total		56.60
County Roads:			
Salem-Independence	From FAS 142 in Independence, easterly to the Polk-Marion County line	176	0.30
Independence-Benton County Line (Granger Road)	From FAS 138 in Independence, southerly to the Polk-Benton County line	193	10.00
	Sub-total		10.30
	Total Miles, Polk County		83.82

SHERMAN COUNTY

Primary State Highways:		FAS No.	Miles
	None		

SEP 13 1946

SHERMAN COUNTY - Continued

Secondary State Highways:		FAS No.	Miles
Shorars Bridge	From FA Route 12 at Grass Valley, westerly and southwesterly to the Sherman-Wasco County line	307	20.31
Fulton Canyon-Wasco	From FA Route 1 approximately 1 mile northeast of Miller, southeasterly to a connection with the Wasco-Fulton Canyon County Road	378	1.50
Wasco-Heppner	From FA Route 12 easterly and southeasterly, via Klondike and Hay Canyon, to the Sherman-Gilliam County line	378	18.76
	Sub-total		40.57
County Roads:			
Rufus-Scott Canyon	From FA Route 1 at Rufus, southeasterly to the Scott Canyon County Road junction	313	3.20
Fulton Canyon-Wasco	From a connection with State Secondary Highway No. 301 in Fulton Canyon, southeasterly and easterly to FA Route 12 in Wasco	378	9.90
	Sub-total		13.10
	Total Miles, Sherman County		53.67

TILLAMOOK COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Netarts	From Oceanside southeasterly via Netarts and northeasterly to FA Route 2 in Tillamook	16	9.15
Little Nestucca	From FA Route 2 approximately 3.5 miles southeast of Cloverdale, southeasterly to FA Route 11 at Dolph	14	9.40
	Sub-total		18.55
County Roads:			
Miami-Barnsdale School	From FA Route 2 near Garibaldi, northeasterly to a county road junction near Barnsdale	15	7.60

1046

TILLAMOOK COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Peltz Corner-Trask River	From FA Route 2 approximately 2 miles southeast of Tillamook, easterly to FAS 20 in Section 3, T. 2 S., R. 9 W., W. M.	19	2.00
Fairview-Clements Corner	From FA Route 2 approximately 4 miles southeast of Tillamook, northerly to FA Route 35 approximately 2 miles east of Tillamook	20	5.50
Hemlock-Sand Lake	From a road junction at Sand Lake, northerly and northeasterly to FA Route 2 near Hemlock	18	5.90
Coast Highway-Pacific City-Woods	From FA Route 2 approximately 2 miles southwest of Cloverdale, northwesterly via Pacific City to a county road junction near Woods	21	3.70
	Sub-total		24.70
	Total Miles, Tillamook County		43.25

UMATILLA COUNTY

Primary State Highways:		FAS No.	Miles
Hoppner	From FA Route 30 at Nye, southwesterly via Vinson to the Umatilla-Morrow County line	439	10.51
Pendleton-Cold Springs	From FA Route 1 in Pendleton, northerly and northwesterly via Holdman to FA Route 18 near Cold Springs	461	30.54
Old Oregon Trail (Umatilla-Echo Section)	From FA Route 1 approximately 1 mile south of Stanfield, northwesterly to FA Route 18 east of Umatilla	462	13.05
	Sub-total		54.10
Secondary State Highways:			
Sunnyside-Umapine	From the former route of the Oregon-Washington Highway 1 mile north of the north city limits of Freewater, westerly and northerly via Umapine to a road junction at the Oregon-Washington State line 1.5 miles north of Umapine	464	7.25
Athena-Holdman	From FA Route 19 at Athena, westerly to FAS 467 approximately 2 miles south of Helix	465	7.98

SEP 23 1946

UMATILLA COUNTY - Continued

Secondary State Highways: (Con.)		FAS No.	Miles
Athena-Holdman	From FAS 461 approximately 6 miles southeast of Holdman, easterly to FAS 467 approximately 3 miles south of Helix	466	8.46
Havana-Helix	From a county road junction at Havana, northerly to a county road junction in Helix	467	8.90
Weston-Elgin	From FA Route 19 at Weston, easterly to the Umatilla-Union County line	469	21.60
Ordnance Depot	From FA Route 1 in Section 27, T. 4 N., R. 27 E., W. M., northerly to the entrance of the Umatilla Ordnance Depot	463	0.41
Hermiston	From FAS 462 in Hermiston, northeasterly to FA Route 18 approximately 2 miles southwest of Cold Springs	454	7.16
Hermisten	From FAS 443 approximately 9 miles southwest of Echo, northeasterly to FAS 462 in Hermiston	433	10.63
Lexington-Echo	From FA Route 1 approximately 3.5 miles east of Echo, westerly via Echo; thence southwesterly to the Umatilla-Morrow County line	443	19.50
Stanfield-Pendleton	From FA Route 1 approximately 1 mile south of Stanfield, southeasterly to FA Route 1 near the west city limits of Pendleton	470	24.65
Airport	From FA Route 1 near the west city limits of Pendleton, northwesterly to the Pendleton Airport	468	1.36
	Sub-total		117.90
County Roads:			
Milton-South Fork of the Walla Walla River	From FA Route 19 near the south city limits of Milton, southeasterly to a power plant on the South Fork of the Walla Walla River	471	8.40
Helix-Stanton	From a junction with State Secondary Highway No. 335 at Helix, northwesterly to a county road junction at Stanton	467	5.30
Athena-Bergvin School	From FAS 472 approximately 6 miles southeast of Adams, northerly to FA Route 19 at Athena	474	8.20

1946

UMATILLA COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Adams-Thornhollow-Cayuse	From FAS 473 at Cayuse, northeasterly to Thornhollow; thence northerly and northwesterly to FA Route 19 at Adams	472	15.60
Adams-Cayuse-Mission	From FA Route 1 approximately 1 mile east of Mission, easterly and northerly via Cayuse to FA Route 19 at Adams	473	13.60
Mission-Thompson Ranch	From a road intersection at the southwest corner of Section 3, T. 1 N., R. 33 E., W. M., northerly to FA Route 1 at Mission	475	5.90
	Sub-total		57.00
	Total Miles, Umatilla County		229.00

UNION COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Weston-Elgin	From FA Route 7 at Elgin, westerly and northwesterly to the Union-Umatilla County line	469	19.79
Starkey	From Starkey northeasterly to FA Route 1 approximately 7 miles west of La Grande	477	17.00
Cove	From FA Route 7 at Island City, easterly to Cove; thence southerly to FA Route 1 at Union	483	22.16
Medical Springs	From FA Route 1 in Union, southeasterly via Medical Springs to the Union-Baker County line	486	22.84
	Sub-total		81.79
County Roads:			
Island City-Summerville-Imbler	From FA Route 7 at Island City, northerly and easterly to Summerville; thence southeasterly to FA Route 7 at Imbler	481	17.40

1946

UNION COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
La Grande-Iowa School (Mt. Glen Road)	From FA Route 7 in La Grande, northeasterly to FAS 481 at Iowa School, approximately 4.5 miles north of Island City	478	6.20
Alicel-Grande Ronde River (Lower Cove Road)	From FA Route 7 approximately 1.5 miles southwest of Alicel, easterly to a county road junction in Section 13, T. 2 S., R. 39 E., W. M.	479	5.50
North Powder-Anthony Lakes Junction	From FA Route 1 in North Powder, southwesterly to the Union-Baker County line	488	4.70
	Sub-total		33.80
	Total Miles, Union County		115.59

WALLOWA COUNTY

Primary State Highways:		FAS No.	Miles
Enterprise-Lewiston	From FA Route 7 in Enterprise, northerly to the Oregon-Washington State line	490	45.28
Wallowa Lake	From FA Route 7 in Enterprise, southeasterly to State Secondary Highway No. 351 in Joseph	480	6.35
	Sub-total		51.63
Secondary State Highways:			
Little Sheep Creek	From FAS 480 in Joseph, southeasterly to Little Sheep Creek; thence northeasterly to Imnaha	482	30.42
Joseph-Wallowa Lake	From State Primary Highway No. 10 in Joseph, southerly to the south end of Wallowa Lake	480	6.46
	Sub-total		36.88
County Roads:			
Johnson Ranch-Wallowa	From FA Route 7 in Wallowa, northwesterly to FA Route 7 approximately 2.5 miles northwest of Wallowa	491	3.70
Wallowa-Marvin Ranch (Whiskey Creek Road)	From FA Route 7 in Wallowa, northeasterly to a county road junction in Section 3, T. 1 N., R. 43 E., W. M.	487	7.00

WALLOWA COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Whiskey Creek-Lostine	From FAS 487 approximately 1 mile east of Wallowa, southeasterly to FA Route 7 at Lostine	489	6.80
Enterprise-Alder Slope	From a county road junction approximately 3 miles south of Enterprise, northerly and northeasterly to FAS 480 in Enterprise	484	3.50
Enterprise-Joseph (Hurricane Creek Road)	From FAS 480 in Joseph westerly to Hurricane Creek; thence northerly to FAS 480 in Enterprise	497	7.50
Prairie Creek-Zumwalt Road	From FAS 480 approximately 3 miles north of Joseph, northeasterly to a road junction near the east section line of Section 2, T. 2 S., R. 45 E., W. M.	485	5.00
	Sub-total		33.50
	Total Miles, Wallowa County		122.01

WASCO COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Sherars Bridge	From FA Route 4 approximately 0.5 mile north of Tygh Valley, easterly to the Wasco-Sherman County line	307	8.66
Shaniko-Fossil	From FA Route 12 at Shaniko, southerly to Antelope; thence easterly to the Wasco-Wheeler County line at Clarno	308	23.32
	Sub-total		31.98
County Roads:			
The Dalles-Brown Creek	From FA Route 1 in The Dalles, northwesterly to a county road intersection approximately 2.5 miles northwest of The Dalles	365	3.00
The Dalles-Mill Creek	From a county road junction in Section 28, T. 1 N., R. 12 E., W. M., northeasterly to FAS 365 in The Dalles	309	8.00

1046

WASCO COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Petersburg-Fairbanks	From FA Route 4 near Petersburg, northeasterly to a county road junction at Fairbanks	369	7.00
Dufur-Atkinson Ranch	From FA Route 4 at Dufur, northeasterly via Boyd to FA Route 4 approximately 0.5 mile northwest of Boyd	310	5.00
Tygh Valley-Pinehurst School	From a county road junction near the center of Section 22, T. 4 S., R. 12 E., W. M., easterly and northerly via Wamic to FA Route 4 at Tygh Valley	311	7.90
Maupin-Shaniko (Bakeoven Road)	From FA Route 4 at Maupin, northeasterly to a county road junction in Section 26, T. 4 S., R. 14 E., W. M.	312	5.00
	Sub-total		35.90
	Total Miles, Wasco County		67.88

WASHINGTON COUNTY

Primary State Highways:		FAS No.	Miles
Beaverton-Hillsdale	From FA Route 32 in Beaverton, easterly to the Washington-Multnomah County line	25	3.45
	Sub-total		3.45
Secondary State Highways:			
Nehalem	From FA Route 27 approximately 0.5 mile south of Buxton, northerly to the Washington-Columbia County line	1	8.29
Nehalem	From FA Route 27 approximately 0.5 mile northwest of Davies, southeasterly and southerly via Banks to FA Route 32 in Forest Grove	23	9.24
Hillsboro-Silverton	From FA Route 32 in Hillsboro, southerly via Midway and Scholls to the Washington-Yamhill County line	50	15.06
Farmington	From FAS 50 approximately 5 miles south of Hillsboro, northeasterly to FAS 22 in Beaverton	26	9.89

1946

WASHINGTON COUNTY - Continued

Secondary State Highways: (Con.)		FAS No.	Miles
Scholls	From FAS 50 at Scholls, northeasterly to FAS 25 approximately 2.5 miles east of Beaverton	27	12.40
Beaverton-Aurora	From FAS 25 at Beaverton, southerly via Tualatin to the Washington-Clackamas County line	22	13.06
	Sub-total		67.94
County Roads:			
Hillsboro-North Plains-Shadybrook	From FA Route 32 in Hillsboro, northerly via North Plains to a county road junction at Shadybrook	29	8.80
Hillsboro-Cornelius Pass	From FA Route 32 in Hillsboro, easterly and northerly via Orenco to the Washington-Multnomah County line	32	10.00
Forest Grove-Balm Grove	From FA Route 32 in Forest Grove, northwesterly to FA Route 35 approximately 1 mile northwest of Gales Creek	24	9.30
Sunset Camp-Columbia County Line	From FA Route 27 at old Sunset Camp, northeasterly to the Washington-Columbia County line	12	2.50
Cornelius-Blooming	From a county road junction approximately 1.5 miles south of Blooming, northerly via Blooming to FA Route 32 in Cornelius	31	3.70
Wolf Creek Highway-Cedar Mill-Multnomah County Line (Cedar Mill Road)	From FA Route 27 approximately 2.5 miles east of Orenco, easterly via Cedar Mill to the Washington-Multnomah County line	35	4.00
Hillsboro-Farmington-North Scholls	From FAS 27 approximately 1 mile north of North Scholls, northwesterly to FA Route 32 near Hillsboro	33	8.20
Six Corners-Sherwood-Tualatin	From FA Route 9 at Six Corners, southeasterly to Sherwood; thence northeasterly to FAS 22 at Tualatin	34	5.00
	Sub-total		51.50
	Total Miles, Washington County		122.89

1946

WHEELER COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Shaniko-Fossil	From FA Route 6 in Fossil, southerly and westerly to the Wheeler-Wasco County line at Clarno	308	20.33
Service Creek-Mitchell	From FA Route 5 at Mitchell, northeasterly to FA Route 6 at Service Creek	316	24.85
	Sub-total		45.18
County Roads:			
John Day Highway-Kinzua	From FA Route 6 approximately 3.5 miles southeast of Fossil, easterly to a county road junction at Kinzua	390	7.00
Spray-Waterman	From a county road junction at Waterman, northeasterly to FA Route 6 at Spray	318	13.00
	Sub-total		20.00
	Total Miles, Wheeler County		65.18

YAMHILL COUNTY

Primary State Highways:		FAS No.	Miles
	None		
Secondary State Highways:			
Hillsboro-Silverton	From FA Route 9 in Newberg, northerly to the Yamhill-Washington County line	50	5.98
Yamhill-Newberg	From FA Route 32 in Yamhill, southeasterly to FA Route 9 in Newberg	101	11.65
Three Mile Lane	From FA Route 9 in McMinnville, easterly and northeasterly via Dayton to FA Route 9 approximately 2.5 miles east of Lafayette	100	8.46
Salem-Dayton	From FAS 100 in Dayton, southerly to the Yamhill-Polk County line	116	10.50
Hillsboro-Silverton	From FA Route 9 in Newberg, southerly to the Yamhill-Marion County line	102	0.67

YAMHILL COUNTY - Continued

Secondary State Highways: (Con.)		FAS No.	Miles
Amity-Dayton	From FA Route 9 approximately 1.5 miles north of Amity, northeasterly to FAS 100 approximately 4 miles east of McMinnville	105	7.03
Lafayette	From FAS 103 approximately 2 miles northwest of Hopewell, northerly to FAS 105 approximately 4 miles east of McMinnville	104	5.75
Bellevue-Hopewell	From FA Route 11 at Bellevue, easterly via Amity and Hopewell to FAS 116 approximately 1.5 miles east of Hopewell	103	14.89
	Sub-total		64.93
County Roads:			
Pacific Highway West-Springbrook-Chehalem Mountain	From FA Route 9 approximately 1 mile northeast of the city limits of Newberg, northerly and westerly to FAS 50 near Chehalem Mountains	108	3.00
Carlton-Chehalem Creek	From FA Route 32 in Carlton, northeasterly to FAS 101 approximately 5 miles northwest of Newberg	109	5.20

1246

YAMHILL COUNTY - Continued

County Roads: (Con.)		FAS No.	Miles
Carlton-McMinnville	From FAS 112 approximately 0.25 mile north of the north city limits of McMinnville, northerly and easterly to FA Route 32 in Carlton	111	6.30
Pike-Yamhill	From a county road junction near Pike, southeasterly to FA Route 32 in Yamhill	110	4.90
Baker Creek-McMinnville	From a county road junction in Section 4, T. 4 S., R. 5 W., W. M., southeasterly to Fa Route 9 at McMinnville	112	6.30
Pacific Highway West-Clackamas County Line	From FA Route 9 approximately 1 mile northeast of Newberg, southeasterly to the Yamhill-Clackamas County line	122	7.40
Willamina-Coast Creek	From FA Route 11 in Willamina, northerly to a county road junction in Section 12, T. 5 S., R. 7 W., W. M.	114	6.30
Salmon River Highway- Gopher Valley	From F, Route 11 approximately 2 miles east of Sheridan, northwesterly to a county road intersection near Gopher	113	4.50
	Sub-total		43.90
	Total Miles, Yamhill County		108.83

1946

Total Miles, Primary State Highways	885.57
Total Miles, Secondary State Highways	2,154.15
Total Miles, County Roads	1,370.45
Grand Total	4,410.17

1946

In the discussion of the above resolution Chairman Banfield suggested that the Commission should provide a "cushion" fund for use in connection with the financing of jobs that cost more than the amounts originally budget for them. The suggestion was approved by Commissioners Schaupp and Chessman.

The matter of constructing the Sunset Highway adjacent to the Commonwealth subdivision west of Portland was also discussed. The Engineer advised that the amounts contained in the program as shown in the resolution for the Commonwealth traffic interchange and for the Austin Road and Cemetery Road grade separations represent only a portion of the total cost to provide a four-lane highway along the 2.4-mile section west from the Tualatin Valley Highway at Sylvan. He estimated that the total cost of such section at approximately $600,000. The Commission instructed the Engineer to render a complete report on this subject. In the meantime, the program will remain the same as adopted.

Regarding the proposed revision of the Old Oregon Trail between Echo and Umatilla, the Engineer advised that such revision is necessary in order to connect with the Umatilla River Dam. The County Court of Umatilla County, he said, has approved the change. He requested authority to negotiate approval of the change by the Public Roads Administration. The Commission approved the request by unanimous vote.

The Commission discussed briefly proposed revisions in the construction program recently adopted for state funds but deferred a decision thereon until the following day.

The Commission had under discussion adoption of a budget for the year 1947, and in this connection the Engineer submitted for the Commission's consideration a tentative budget covering all activities of the State Highway Department. This was given very careful consideration by the Commission, which ordered a number of changes and additions. The Engineer was instructed to make the changes as outlined by the Commission and to resubmit the budget in final form for adoption by the Commission at its next regular meeting.

The meeting adjourned at 5:15 p.m. to reconvene at 9:00 a.m. on the following day in the auditorium of the Public Service Building.

Portland, Oregon
September 24, 1946

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work and for the operation of the Wilsonville Ferry across the Willamette River were opened and read in conformity with previously-published notices, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

COLUMBIA RIVER AND OREGON COAST HIGHWAYS IN CLATSOP COUNTY
ASTORIA (BOND ST.-COMMERCIAL ST. AND TAYLOR AVE.-ASTOR ST.) SECTION

Grimstad and Vanderveldt, Astoria	$ 68,209.50

COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY
ENEGREN FERRY SECTION

Coos Bay Dredging Co., Inc., Coos Bay	$ 46,394.00

MADRAS-PRINEVILLE SECONDARY HIGHWAY IN CROOK AND JEFFERSON COUNTIES
MADRAS-PRINEVILLE SECTION

Rogers Constr. Co., Portland	$407,668.00
J. N. & M. J. Conley, Portland	409,360.00
E. C. Hall Co., Portland	425,185.50
Edwin C. Gerber, Oregon City	425,959.00
Sound Constr. & Engr. Co., Seattle, Wn.	431,591.50
J. A. Terteling & Son, Boise, Idaho	505,751.50
Morrison-Knudsen Co., Inc., Boise, Idaho	516,263.00
McNutt Bros., Eugene	595,051.00

PACIFIC HIGHWAY IN JACKSON COUNTY
ASHLAND (WATER ST.-OAK ST.) SECTION

No bids received

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY
FRONT AVENUE (ALDER ST.-SHERIDAN ST.) SECTION

Edlefson Weygandt Co., Portland	$ 16,455.00
Miner and Co., Portland	17,304.00

SHERARS BRIDGE SECONDARY HIGHWAY IN SHERMAN AND WASCO COUNTIES
DESCHUTES RIVER-SHERARS SUMMIT SECTION

O. C. Yocom Co., McMinnville*	$100,751.00
Babler Bros., Portland	115,166.00
E. C. Hall Co., Portland *	137,624.00

* Bidder will not accept this project alone.

SHERARS BRIDGE SECONDARY HIGHWAY IN WASCO COUNTY
TYGH VALLEY-DESCHUTES RIVER SECTION

O. C. Yocom Co., McMinnville * **	$ 98,620.50
E. C. Hall Co., Portland **	107,856.50
Babler Bros., Portland	107,982.00
Vernie Jarl, Gresham	111,887.00

* If also awarded the Deschutes River-Sherars Summit Project, the bidder will make a "lump sum reduction" of 5% in the sum of the amounts bid for the two projects.

** Bidder will not accept this project alone.

COMBINATION BIDS FOR ABOVE TWO PROJECTS

	(1)	(2)	Reduc.	Comb. Bid
O. C. Yocom Co.	$100,751.00	$ 98,620.50	$9,968.58	$189,402.92
E. C. Hall Co.	137,624.00	107,856.50	None	245,480.50
Babler Bros.	115,166.00	107,982.00	None	223,148.00

WILSON RIVER AND NEHALEM SECONDARY HIGHWAYS IN WASHINGTON COUNTY
FOREST GROVE (MAIN STREET AND COLLEGE WAY) SECTION

Harr and Horton, Portland	$ 18,997.00
O. C. Yocom Co., McMinnville	19,837.00

SUNSET HIGHWAY IN WASHINGTON COUNTY
DAVIES-NORTH PLAINS SECTION

	Using Tar	Using Asphalt
Rogers Constr. Co., Portland	- - - - -	$359,982.50
Babler Bros., Portland	- - - - -	362,030.00
Edwin C. Gerber, Oregon City	- - - - -	434,866.50
E. C. Hall Co., Portland	- - - - -	448,624.00
Sound Constr. & Engr. Co., Seattle, Wn.	- - - - -	457,128.00
J. N. & M. J. Conley, Portland	- - - - -	457,411.50
Porter W. Yett, Portland	- - - - -	463,752.00
J. A. Terteling & Son, Boise, Idaho	- - - - -	477,862.50
McNutt Bros., Eugene	- - - - -	550,650.00

FURNISHING FERRY SERVICE ACROSS WILLAMETTE RIVER
AT WILSONVILLE

Theodore E. Bruck, Wilsonville	$ 2,390.00 per month

Mr. Charles A. Sprague, Member of the Highway Committee of the Salem Chamber of Commerce, headed a delegation which urged the Commission to complete the construction of the West Portland-Hubbard Highway, including a bridge over the Willamette River near Wilsonville. Others in the delegation were E. A. Miller, W. L. Phillips, members of the Highway Committee of the Salem Chamber of Commerce; Charles W. Smith, Secretary, Woodburn Chamber of Commerce; A. R. Trombly, Chairman, Roads and Highways Committee of the Portland Chamber of Commerce, C. C. Boozier and Floyd L. Martin, members of the Roads and Highways Committee of the Portland Chamber of Commerce.

Mr. Sprague presented petitions signed by 2,343 people residing at various points in the Willamette Valley south of the town of Hubbard who urgently requested this improvement. He recited the history of this project and gave statistics to show the economic justification for the early completion of the road, which, he said, would provide a new route from Willamette Valley points to Portland that would be four miles shorter in distance than the existing route of the Pacific Highway East and would contain grades and curvature that would provide easier and safer travel. He gave as their understanding that the Commission has authorized an expenditure of $400,000 for the improvement of the Pacific Highway East between Oregon City and Canby and gave as their thought that the completion of the West Portland-Hubbard Highway should be given preference in the expenditure of such funds, although he admitted that the Oregon City-Canby Section should be widened.

Mr. Boozier advised that the Highway Committee of the Portland Chamber of Commerce has gone on record in support of the request of the Salem Chamber of Commerce for the early completion of the West Portland-Hubbard Highway. Mr. Tromley also spoke in behalf of the improvement of this road.

Chairman Banfield advised that the West Portland-Hubbard Highway Project is not in the Commission's Three Year Postwar Construction Program and that even were it in this program, the Commission would be unable to complete it because of the inability to secure materials with which to construct necessary bridges. He pointed out that there are now two highways available between Salem and Portland and advised that, whereas the Commission appreciates that the West Portland-Hubbard Highway is desirable and would shorten the distance into Portland from the south, there are other places where the Commission feels it should spend the money because of the difficulties which exist in getting into and out of some of the cities. He mentioned the City of Hood River in this category. Chairman Banfield also advised that it would take about three years to complete the West Portland-Hubbard Highway and that the Commission undoubtedly will give the project consideration when other important projects have been taken care of; that the Commission will discuss it in the formulation of its next postwar program. He declared that the proposed improvement of the present highway between Oregon City and Canby is just as essential as the construction of the West Portland-Hubbard Highway and stated that spending $400,000 for this improvement has not handicapped construction of the "Wilsonville Cut-Off" at all.

The Engineer estimated the cost to complete the West Portland-Hubbard Highway at $2,250,000, including the bridge over the Willamette River at Wilsonville which is estimated to cost $1,138,000. Commissioner Schaupp

gave as his thought that the Highway Commission is fully justified in straightening and widening the present highway in preference to the constructing of the West Portland-Hubbard Highway because of the volume of traffic which it carries, and for the further reason that it is a long-established road which will always be traveled by many people. Commissioner Chessman stated that he considers the improvement of the Oregon City-Canby Section of the present highway of primary importance because of the many complaints that have been received concerning it, however, expressed appreciation of the desirability of the Wilsonville Cut-Off Project for the reasons stated by Mr. Sprague. Chairman Banfield concluded the discussion by stating that, while the Commission has not programmed the construction of the West Portland-Hubbard Highway in conformity with the desires of the people represented by the delegation, it is not because the Commission has not given it consideration, but the Commission has deferred it for reasons stated. He assured the delegation that the Commission will give it consideration later on when the time is propitious.

A delegation from Hood River, consisting of C. O. Bunell, President of the Hood River Chamber of Commerce; R. E. Steele, Secretary of the Chamber of Commerce; and C. M. Hurlburt, County Engineer, representing the County Court of Hood River County, appeared before the Commission in the interests of the Columbia River Highway. Mr. Steele headed the group. He urged the Commission to improve what he termed three dangerous points in the existing highway by widening and eliminating curves, one of the points being at Herman Creek where there is a sharp curve and a narrow bridge. The second point is at the east end of Shell Rock Mountain, and the third point is a section about one and one-quarter mile long just east of Viento. He advised that, as they understand it, the improvements would fit in with the plans of the Highway Commission for the major improvement of this highway and that the total length of the three improvements now requested is only about three miles long. He pointed out that the three points are above the railroad so would require no dredging work and that the work would consist of light construction. The Engineer was instructed to investigate the conditions at these points and to report back to the Commission.

Mr. Steele also suggested that the Highway Commission acquire strips of timber land along the Columbia River Highway in the Herman Creek area so as to prevent logging operations and insure the preservation of the timber stand. He gave as his thought that the purchase price would be insignificant compared with the values received by the state. He was informed by Chairman Banfield that such matters are under the supervision of the State Parks Superintendent, Mr. S. H. Boardman, who keeps in close touch with all matters of this kind; further, that the Commission has received no reports from the Parks Department that the acquisition of timber strips along this highway is essential and will be an asset to the State Parks system, and until such report has been received the Commission does not feel like taking action.

Mr. Steele then asked the Commission to make a decision relative to the permanent location of the Columbia River Highway, in Hood River, as an aid to the city in subdividing and developing a six-acre tract of land just east of the State Highway Department's maintenance site. He explained that the city owns this tract and wishes to subdivide it in cooperation with the

county. The plan calls for a street lay-out on the contour basis and the sale of the lots to returned soldiers for not over $200 each, but it is essential, before the project can proceed, to know just where the highway will be located. Chairman Banfield advised that the Commission is waiting for the city to express itself concerning the highway location because of the controversial nature of the subject. The Commission, he said, will make its decision when the local people have decided what they want and probably will do something if and when it will satisfy the majority of the people of this community. He stated that the Commission will do nothing until it receives expressions of the attitude of the County Court of Hood River County and the Hood River City Council relative to this matter. Such expressions, he said, should be in the form of resolutions. This concluded the conference.

A delegation from Klamath and Jackson Counties was present regarding the improvement of a road leading to the Lake of the Woods recreational area. Mr. William H. Fluhrer, President, Jackson County Chamber of Commerce, headed the delegation, which included County Judge U. E. Reeder, Klamath County; Charles R. Stark, Secretary, Klamath County Chamber of Commerce; Jack A. Dutcher, Klamath Falls, resort operator at the Lake of the Woods; Paul Rynning, County Engineer, Jackson County; and Tom Neeley, Medford, resort operator. Mr. Fluhrer urged the improvement of this road as a primary highway route between Medford and Klamath Falls. He declared that this route could be constructed to primary highway standards for less money than it would take to modernize the present highway (Green Springs Highway) between Ashland and Klamath Falls. He stressed the improvement of the road from the standpoint of opening up additional farm lands that are now isolated, from the recreational and tourist standpoint, and from the standpoint of making the Lake of the Woods area accessible for people who maintain summer homes at that place and for groups, such as Boy Scouts, etc., who conduct camps at the Lake of the Woods each year. He also urged favorable consideration from the standpoint of providing road facilities for the marketing of timber in the district which is now inaccessible because of lack of such facilities.

Chairman Banfield advised that the Commission a couple of years ago formulated a construction program for available funds based on the recommendation of the Klamath County Court and the Chamber of Commerce and that such program was prepared in good faith. Mr. Stark advised that they do not wish to divert from that program. He suggested that the Commission authorize a survey of the road so that engineering data will be available if and when construction can proceed on a timber-access-road basis. He confirmed Mr. Fluhrer's remarks relative to timber, much of which, he said, is ripe and must be marketed. He also stressed the recreational features of the Lake of the Woods area and filed with the Commission a letter in support of his arguments. Judge Reeder urged the Commission to make a survey as suggested by Mr. Stark.

Chairman Banfield pointed out that from a recreational standpoint the delegation is asking for a $2,000,000 project and for a $3,000,000 project from the logging standpoint. He explained that the Highway Commission does not authorize a survey of any project until it is placed in the construction program and in this particular instance such procedure is con-

tingent upon joint decision among the Public Roads Administration, the U.S. Forest Service, and the Highway Commission because a considerable portion of the road is within the National Forest area. Forest Highway Funds, he said, are allocated one year at a time. He pointed out that the project under discussion is only one of many where similar conditions exist, and while the Commission is not in position to make any commitment at this time, the matter will be taken under consideration.

In this connection the Secretary presented numerous letters from people who have visited the Lake of the Woods recreational area during the past season, all of whom complain of the road conditions and urge improvements.

A delegation representing the Three Flags Highway Association appeared before the Commission and urged additional improvements on U.S. Highway No. 395, which extends from the California State line, near Lakeview, northerly through Burns, Canyon City, and Pendleton to the Washington State line, near Wallula. Included in the delegation were the following: Nelson B. Higgs, Burns, County Judge, Harney County; P.W. Hotchkiss, Lakeview, County Commissioner, Lake County; William R. Meiners, Pendleton, County Commissioner, Umatilla County; C.W. Ogle, Lakeview, Vice-President, Lake County Chamber of Commerce; and Jack Mayne, Lakeview, Manager, Three Flags Highway Association. Mr. Mayne headed the group.

Mr. Mayne inquired as to the Commission's plans for the improvement of the highway between Burns and John Day, such information being needed, he said, because of the large expenditure that is contemplated for tourist advertising purposes. He advised that the State of California has available for expenditure for such purposes before June, 1947, the sum of $195,000 and the question arises whether or not this money should be spent on an intensive program of tourist promotion now or whether they should wait a year or so. Chairman Banfield advised that the Commission has authorized an expenditure of approximately $945,000 for improvements on this highway route, consisting of $50,000 for the improvement of the Tutuilla Creek Section, near Pendleton; $150,000 for the improvement of the Beech Creek Section , north of John Day; $500,000 for the improvement of the Soda Mountain-Harney County Line Section; and $245,000 for the improvement of the Grant County Line-Forest Boundary Section. He added that these projects are definitely in the Commission's program and will be contracted as rapidly as possible, although some of them may have to be postponed because of conditions beyond the control of the Highway Commission. He gave as his thought that the district has been pretty well taken care of by such allocations. He suggested that they should wait a year or so before spending the advertising money mentioned by Mr. Mayne because of uncertainties that exist as to construction of the above-mentioned projects.

Mr. Mayne asked for better maintenance of the Three Flags Highway route and the filling in of mud holes in certain sections. He was informed that this work will be taken care of to the best of the Commission's ability with the equipment and forces available.

Mr. O.A. White, representing White Bros. Co., contractors, Walla Walla, Washington, to whom the Commission, on May 16, 1946, awarded the contract

for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, appeared before the Commission regarding his request for relief from performance of the work and the return of his proposal bond. Mr. White declared that he looked this job over very carefully with the Resident Engineer in charge prior to the day that the Commission received bids for the project and was given certain information by the Resident Engineer concerning the finished slope, which information later proved erroneous; however, it is now evident that the Resident Engineer and he were not thinking along the same line. It was his thought that such misunderstanding is justification for his refusal to proceed with the work under the contract and for the return to him of the bid bond which he submitted along with his proposal.

The Engineer asserted his faith in the Resident Engineer, who, he said, would, in no case, misinform any contractor regarding proposed construction; moreover, subsequent to the time that White Bros. Co. defaulted, arrangements were made to have the work done by another contractor, who is carrying on the work in strict conformity with the same plans and specifications that were issued to White Bros. Co., with no difficulties whatsoever having been encountered to date. He read aloud a report from Division Engineer W. C. Williams on the subject in which Mr. Williams gave as his opinion that White Bros. Co. were of the belief that they had made an error in estimating the work, their offer being some $25,000 lower than the Engineer's estimate for the project, and that it was this feature, and not the actual performance of the work, that determined them to default. (See Mr. William's letter dated September 20, 1946, directed to H. G. Smith, Construction Engineer, in general files, for further details.)

Following considerable discussion of this subject, Chairman Banfield stated that he could not understand on what basis the Commission could justify the return of the bond submitted by White Bros. Co. He gave as his feeling that it would establish an undesirable precedent; moreover, the defaulting of a contract by any contractor carries with it the automatic forfeiture of the bond. Commissioner Schaupp expressed concurrence in the viewpoint of Chairman Banfield, notwithstanding that he sympathized with White Bros. Co. in their loss. Chairman Banfield concluded the discussion by stating that the Commissioners would discuss the matter among themselves and would announce their decision later.

A delegation representing three committees of the Portland Chamber of Commerce -- Recreational Resources Committee, Committee on Roads and Highways, and Visitors Service Committee -- appeared before the Commission regarding the completion of the Sunset Highway between Portland and Davies. The delegation was headed by Mr. Arthur Kirkham, Chairman of the Recreational Resources Committee, and included the following: Arthur Moulton, Member, Recreational Resources Committee; A.R. Trombly, Chairman of the Roads and Highways Committee; Floyd L. Martin, Member, Roads and Highways Committee; Lynn Sabin, Chairman of the Visitors Service Committee; Q. Cox, and Larry Hilaire, Members of the Visitors Service Committee.

Mr. Kirkham advised that, according to press reports, this section of highway is not scheduled for completion until 1949, and their purpose in

coming before the Highway Commission today is to urge the Commission to reschedule the project for early completion. He alleged that the route which is now being used, via Forest Grove, is hazardous, being of a low type of construction with many curves, and is utterly incapable of carrying the volume of traffic which uses it. Chairman Banfield advised that this project is now in the Commission's construction program for early undertaking and that it is anticipated that the work will be completed within 18 months. He added that the money to finance it has been provided and that the Commission is expediting the improvement as much as it possibly can. Mr. Kirkham expressed satisfaction with such program.

The Commission recessed for luncheon at 12:10 p.m. and reconvened the meeting at 2:00 p.m. in the same room with the same persons present and participating.

A delegation from McMinnville, headed by Hon. R. H. Windishar, Mayor, appeared before the Commission regarding the acquisition of right of way needed for a proposed revision in the Three Mile Lane Secondary Highway, which extends easterly from McMinnville to Dayton. Others in the delegation were Eugene Marsh, City Attorney; Glen S. Macey, Chairman, Planning Commission; E. G. Younger, Manager, Chamber of Commerce; C. L. Knight, Member, Chamber of Commerce; Gale Vinton, Chairman, Highway Committee, Chamber of Commerce; Cyrus Forell, Member, Chamber of Commerce; O. C. Yocom, City Engineer; Lloyd Crow, City Councilman; Herman Larsen, City Councilman; M.W. Mattecheck, City Councilman; H.W. McNicol, businessman; Jack Bladine, Publisher, Telephone-Register; Father George J. Campbell, Member of the School Board, Archdiocese of Oregon; and Arthur J. Sullivan, Superintendent of Schools, Archdiocese of Oregon.

Mayor Windishar advised that the City of McMinnville is very anxious to secure a new bridge over the South Yamhill River on the Three Mile Lane Secondary Highway to facilitate the movement of traffic to the city's airport, which is located on this road. The present structure, he said, is inadequate to take care of the large volume of traffic that has to pass over it. He said that the city is not crowding the Highway Commission to construct a new bridge but is particularly anxious that it be located in the proper place, which means that right of way for the approaches must be acquired. He particularly mentioned a proposed revision at the outskirts of the City of McMinnville where the new location passes through the property of the Catholic school. The school authorities, he said, are willing to sell the right of way through the school property provided the state furnishes a new site for the school and for its athletic field, such a site being available nearby and being bounded by First Street, Second Street, Logan Street, and the highway. Mr. Windishar further stated that this property is now vacant and the owner has plans to subdivide it into small tracts, so, in their estimation, it is important that the Highway Commission take action to acquire the property while it is intact and can be obtained at reasonable cost. He said that the city is not urging the Commission to construct this proposed revision now but is simply asking the Commission to acquire the right of way so that it will be available when the Commission has the funds to finance construction. The Engineer advised that the former Highway Commission was familiar with this

project and was ready to contract the work but was unable to do so because of the lapse in the Federal monies with which the job was to be financed.

Chairman Banfield gave as his understanding that this is a four-way proposition involving the Catholic Church, the owner of the new school site, the city, and the state. He stated that this is an entirely new project to the present Highway Commission, and that the Commission must have time to study it before making its decision, so will take it under advisement for 30 days.

This matter was discussed at considerable length during which Mr. Forell, the owner of the proposed new school site, advised that he is anxious to proceed with the development of his property but is willing to postpone the work for another 30 days, if it is absolutely necessary. Mr. Marsh urged the Commission to authorize the taking of options for the right of way at once, but the request was denied. Father Sullivan advised that the present school site is ideal for their purposes and that they are not anxious to move but will do so in a spirit of cooperation, if necessary, because the present school building is old and must be replaced.

Chairman Banfield again stated that the Commission must have more time to study this matter and will make its decision within the next 30 days. Commissioners Schaupp and Chessman concurred. The matter was thereupon referred to the Engineer and the Chief Counsel for report at the next meeting of the Commission, such report to show the values of the properties involved, the estimated cost of acquiring the right of way and a new school site, engineering data, and other information.

Mr. J. E. Seabloom, representing the E. K. Wood Lumber Company, Scottsburg, Oregon, was present at the invitation of the Commission to give reasons why the special carrier permit issued to the E. K. Wood Lumber Company by the Public Utilities Commissioner should not be canceled in view of the Company's record of overloads. Mr. Seabloom expressed regrets that the violations occurred. He declared that the overload violations did not involve trucks owned by the Company but were committed by private individuals who were engaged to truck haul logs for the Company. He further stated that he has done everything possible to cooperate with the Highway Commission in the matter of loads and has repeatedly cautioned the truck operators to keep their loads within the prescribed limitations, but there are some who will not comply, and it is these few that the Company is planning to replace. Mr. Seabloom further stated that the E. K. Wood Lumber Company is now constructing its own private roads over which to truck haul its logs and when the work is done, which he anticipated would be in about two weeks, the Company's trucks no longer need use the state highway except for a three-mile section between Wells Creek and Weatherly Creek on the Umpqua Highway. Mr. Seabloom also stated that the Company has installed a reload on the Loon Lake County Road about one mile south of the Umpqua Highway where all loads passing this point will be weighed and excess logs will be removed before delivery to their Mill Creek Dump by other hauling equipment, so there will be absolutely no chance for overloads at this point. Mr. Seabloom promised hereafter to keep all of

his loads within the prescribed limits if the Highway Commission will not cancel his permit in this instance.

Chairman Banfield pointed out that the Commission has had more trouble with the E. K. Wood Lumber Company than with any other operator in this class of business. He recalled difficulties with this Company on previous occasions. Commissioner Schaupp declared that the Commission must "back up" its weighmasters; however, he advised that he would be willing to let the Company have another chance in view of Mr. Seabloom's promise that the violations would not be repeated. Commissioner Chessman stated that the Commission can not tolerate overloading and must put a stop to it; however, he also, was willing to give the E. K. Wood Lumber Company another chance in view of Mr. Seabloom's promise, but he suggested cancellation of the permits of Messrs. Hansen, Jackson, and Ulam, three of the private individuals who are hauling logs for the E. K. Wood Lumber Company, whose records were discussed at this conference. Chairman Banfield stated that he would join with Commissioners Schaupp and Chessman in giving the E. K. Wood Lumber Company another chance to make good its promises. He warned, however, that any further violations on the part of the Company would mean the automatic cancellation of the Company's permit. The Commission, by unanimous vote, ordered the cancellation of the permits of Hansen, Jackson, and Ulam as suggested by Commissioner Chessman. The Commission also ordered that hereafter permits shall be automatically canceled for violation of the rules and regulations in this district without the necessity of presenting the cases to the Commission for decision.

In this connection the Engineer reported additional violations by log-hauling operators, as follows:

Name	Violation
C. R. Staples, Sweet Home	Refusal to allow his load to be weighed, notwithstanding previous warning.
Donald R. Smith, Estacada	Refusal to allow his load to be weighed.
Sykes and Burr, Coquille	Deliberate overloads on two trucks, the gross weight of one being 88,400 pounds, the other being 70,980 pounds.

The Commission, by unanimous vote, ordered the cancellation of the special carrier permits of these three operators.

The Commission discussed with the Engineer bids received at the morning session for highway construction and took the following action thereon by unanimous vote:

Grading and paving the Astoria (Bond Street-Commercial Street and Taylor Avenue-Astor Street) Section of the Columbia River and Oregon Coast Highways. All bids were rejected. Grading and surfacing the Enegren Ferry

Section of the Coos River Secondary Highway, Coos County. Bid rejected.

Regrading and oil-mat surfacing the Madras-Prineville Section of the Madras-Prineville Secondary Highway, in Crook and Jefferson Counties. Contract awarded to the low bidder, Rogers Construction Company.

Grading and paving the Ashland (Water Street - Oak Street) Section of the Pacific Highway, in Jackson County. No bids received. The Commission ordered that the people of Ashland be informed that the taking of bids at this meeting was the first opportunity the Commission has had to receive bids for this job and because of weather conditions it will be necessary to postpone readvertising it until next spring.

Furnishing and placing topsoil material on the Front Avenue (Alder Street - Sheridan Street) Section of the Pacific Highway West, Multnomah County. The contract was awarded to the low bidder, Edlefsen-Weygandt Co.

Grading and oil-mat surfacing the Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway, in Sherman and Wasco Counties. Contract awarded to O. C. Yocom Company, low bidder, on the basis of the combination bid for this project and for the grading and oil-mat surfacing of the Tygh Valley - Deschutes River Section of this highway, in Wasco County. Grading and oil-mat surfacing the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway, Wasco County. Contract awarded to the low bidder, O. C. Yocom Company, on the basis of its combination bid covering this project and the Deschutes River - Sherars Summit Project.

Pavement widening on the Forest Grove (Main Street and College Way) Section of the Wilson River and Nehalem Secondary Highways, in Washington County. Contract awarded to the low bidder, Harr and Horton. Bituminous macadam surfacing on the Davies - North Plains Section of the Sunset Highway, Washington County. Contract awarded to the low bidder, Rogers Construction Company, using asphalt.

Furnishing ferry service across the Willamette River at Wilsonville. Contract awarded to Theodore E. Bruck, the only bidder.

At 3:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Grading, paving, and construction of traffic control structures on the Astoria (Bond Street - Commercial Street and Taylor Avenue - Astor Street) Section of the Columbia River and Oregon Coast Highways, in Clatsop County: The Commission received only one bid for this job, being that of Grimstad and Vanderveldt, Astoria, at $68,209.50. The bid has been rejected.

"Grading and surfacing the Knegren Ferry Section of the Coos River Secondary Highway, in Coos County: The Commission received only one bid for this job, being that of the Coos Bay Dredging Company, Inc., Coos Bay, at $46,394. The bid has been rejected.

"Regrading and oil-mat surfacing on the Madras-Prineville Section of the Madras - Prineville Secondary Highway, in Crook and Jefferson Counties: The Commission received eight bids for this job, the low one being that submitted by Rogers Construction Company, Portland, at $407,668. The second low bid was that of J. B. and M. J. Conley, Portland, at $409,360. The Commission has awarded the contract to the low bidder, Rogers Construction Company.

"Grading and paving the Ashland (Water Street - Oak Street) Section of the Pacific Highway, in Jackson County: The Commission received no bids for this job.

"Furnishing and placing topsoil cover material on the Front Avenue (Alder Street - Sheridan Street) Section of the Pacific Highway West, in Multnomah County: Edlefsen - Weygandt Company, Portland, submitted the low bid for this job at $16,455. The only other bid was submitted by Miner and Company, Portland, at $17,304. The contract has been awarded to the low bidder, Edlefsen and Weygandt Company.

"Grading and oil-mat surfacing the Deschutes River - Sherars Summit Section of the Sherars Bridge Secondary Highway, in Sherman and Wasco Counties: O. C. Yocom Company, McMinnville, submitted the low bid for this job at $100,751. This bidder stated that he would not accept this project unless also awarded the contract for the grading and oil-mat surfacing of the Tygh Valley - Deschutes River Section of the Sherars Bridge Secondary Highway, in Wasco County. Babler Bros., Portland, submitted the next low bid at $115,166. There was one higher bidder. The contract has been awarded to the low bidder, O. C. Yocom Company, on the basis of its combination bid for both projects, totaling $189,402.92.

"Grading and oil-mat surfacing the Tygh Valley - Deschutes River Section of the Sherars Bridge Secondary Highway, in Wasco County: The low bid for this job was that of O. C. Yocom Company, McMinnville, at $98,620.50. This contractor stated that he would not accept the award of this project alone. He also offered a lump sum reduction of five percent on this job if awarded both contracts. The second low bid was submitted by E. C. Hall Company, Portland, at $107,856.50. This contractor stated that he would not accept this project unless also awarded the contract for the Deschutes River - Sherars Summit Project. There were two higher bidders. The Commission has awarded the contract to O. C. Yocom Company, low bidder for both jobs, on the basis of the combination bid submitted for both projects.

"Pavement widening on the Forest Grove (Main Street and College Way) Section of the Wilson River and Nehalem Secondary Highways in Washington County: The Commission received two bids for this work, the low one being that of Harr and Horton, Portland, at $18,997. The other bid was that submitted by O. C. Yocom Company, McMinnville, at $19,837. The contract has been awarded to the low bidder, Harr and Horton.

"Bituminous macadam surfacing and furnishing crushed rock in stockpiles on the Davies - North Plains Section of the Sunset Highway, in Washington County: Rogers Construction Company, Portland, submitted the low bid for this job at $59,982.50, based on the use of asphalt. The second low bid was submitted by Babler Bros., Portland, at $62,030, based on the use of asphalt. There were seven higher bidders. The Commission has awarded the contract to the low bidder, Rogers Construction Company.

"Furnishing ferry service across the Willamette River on the Beaverton - Aurora Secondary Highway at Wilsonville: The Commission received only one bid for this operation, being that of Theodore E. Bruck, Wilsonville, at $2,390 per month. The Commission has awarded the contract to Mr. Bruck at his bid price."

The Commission at this time considered the award of contracts for grading, topping, and culvert construction on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County, and for the grading and construction of bridges and culverts on the Glendale Junction-Wolf Creek Section of the Pacific Highway, in Douglas and Josephine Counties, bids for which were received by the Commission at its previous meeting on August 6, 1946. Public announcement was made that the Commission was now considering the award of these contracts and that it would hear at this time objections thereto if there were anyone present to protest the reconstruction of the highway on the proposed new alignment. There being no one present to offer objections to the award of these contracts, the Commission, after discussion, decided unanimously to award the contracts to the low bidder in each instance. Chairman Banfield thereupon publicly announced the awards as follows:

"Grading and topping the Johns - Glendale Junction Section of the Pacific Highway, in Douglas County: R. A. Heintz - Construction, Portland, submitted the low bid for this work at $299,478.50. McNutt Bros., Eugene, submitted the next low bid at $310,292.50. There were two higher bidders. The Commission has awarded this contract to the low bidder, R. A. Heintz - Construction, at its bid price.

"Grading and bridge construction on the Glendale Junction - Wolf Creek Section of the Pacific Highway, in Douglas and Josephine Counties: McNutt Bros., Eugene, submitted the low bid for this work at $877,031. Guy F. Atkinson Co., Portland, submitted the next low bid at $884,962. There were two higher bidders. The Commission has awarded the contract to the low bidder, McNutt Bros., at their bid price."

A delegation from Beaverton, headed by Paul L. Patterson, City Attorney, and including R. C. Doty, City Recorder; I. R. Metzler, School Superintendent; J. J. McMahon, Realtor; Leonard Adams, Chairman, Planning Commission; and Charles Bernard, Airport Owner, came before the Commission at this time regarding a proposed arterial highway which would by-pass Portland on the west and extend from a junction with U.S. 99W, near Tigard, northerly through Cornelius Pass to a junction with U.S. 30, near Burlington. Mr. Patterson advised that rumors are that this proposed highway is to pass through the Beaverton City Airport and if that is a fact they they wish to

protest the alignment. He was informed by the Engineer that the plans for this project are still in embryonic stage and that he is now conducting investigations to determine the location that would be removed from the subdivision developments that are now springing up in this district. He exhibited a map showing the several alternate lines that are being investigated. In view of this information Mr. Patterson stated that the delegation would make no formal statements at this time, but they would appear before the Commission later in the event the proposed alignment passes through the city's airport.

Mr. Herman Oliver, former Highway Commissioner, John Day, was present and inquired as to the Commission's plans for the further improvement of the Pendleton - John Day and the John Day - Burns Highways. He was informed that the Commission's construction program to date includes the following on these highways: $245,000 for surfacing and oiling between the Grant County line and the Forest Boundary, the work to be finance with second-year postwar secondary highway funds; $53,000 for grading, surfacing and oiling the Tutuilla Creek Section south of Pendleton; $500,000 for surfacing and oiling the Soda Mountain-Harney County Line Section; and $150,000 for grading and surfacing the Beech Creek Section north of Mt. Vernon. Mr. Oliver expressed satisfaction with such program; however, mentioned that the section of the John Day Highway just west of the town of John Day is also in need of improvement, particularly by the elimination of numerous curves. He suggested an immediate survey of the project because of developments that are taking place in this district. He also stated that the people of his district are very anxious for the completion of the Ochoco Highway between Prineville and Mitchell and inquired as to the status of the proposed oiling project over Dixie Mountain east of Prairie City. As to the latter-mentioned project, he was informed by Mr. W. H. Lynch, Division Engineer of the Public Roads Administration, who was present, that this project was advertised once, but no bids were received, and it is planned to readvertise the project next spring. Following further discussion of a general nature, Chairman Banfield advised that all of the projects mentioned by Mr. Oliver are definitely in the construction program and that the work will be carried on as rapidly as possible under existing conditions.

The following persons representing the U. S. Public Roads Administration and the U. S. Forest Service were present and conferred with the Commission relative to the adoption of a construction program for Forest Highway Funds for the fiscal year 1947: W. H. Lynch, Division Engineer, Public Roads Administration; T. M. Davis, District Engineer, Public Roads Administration; Robert N. Kellog, Senior Highway Engineer, Public Roads Administration; and F. E. Andrews, Principal Highway Engineer, Public Roads Administration; and W. L. McDonald, Assistant Regional Engineer, U.S. Forest Service. Mr. Lynch recalled that at the previous meeting there was discussed a proposed change in the 1946 Forest Highway Program providing for a transfer of $1,000,000 from funds set up for the Columbia River Highway construction from this project to the North Umpqua Forest Highway Project, in Douglas County, in order to expedite the completion of the latter-mentioned project. Since that time, he said, the matter has been reconsidered and other arrangements have been made, so it no longer will be necessary to make any changes whatsoever in the 1946 program.

He then brought up for discussion adoption of a program for 1947 Forest Highway Funds. He advised that there are available for the 1947 fiscal year funds in the amount of $3,439,553, of which $100,000 is being set aside for payment of administration costs and $339,553 for contingencies and major equipment purposes, leaving a balance of $3,000,000 to be programmed for construction. After careful consideration the following projects were selected by the unanimous consent of all parties for the utilization of such funds; and it was mutually agreed to recommend them to the Chief, Forest Service, and the Commissioner of Public Roads for approval:

North Umpqua Highway, grading 9.8 miles	$1,000,000
Ochoco Highway, grading 3 miles	280,000
Pendleton-John Day Highway, grading and surfacing 6 miles	150,000
Alsea Highway, grading, surfacing and oiling 10 miles	400,000
Diamond Lake Highway, surfacing and oiling 22 miles	335,000
Flora-Enterprise Highway, grading 0.9 mile	150,000
John Day-Burns Highway, grading, surfacing and oiling 12.2 miles	500,000
Tiller-Trail Highway, grading and surfacing 4 miles	185,000
TOTAL	$3,000,000

Concerning the Tiller-Trail Highway Project, Mr. Lynch advised that to provide a complete improvement to adequately serve logging operations that are developing on this road it would require an additional expenditure of $165,000, making a total of $350,000 for this project. He pointed out that there are no Forest Highway Funds available to finance the extra work and suggested that the State Highway Commission might be willing to contribute the extra amount needed in view of the importance of the project. As a result of the discussion that followed, Chairman Banfield recommended that the state cooperate by contributing the $165,000 needed for this work. Commissioners Schaupp and Chessman approved the recommendation, and it was so ordered.

Note: A program letter, as follows, directed to the Chief, Forest Service, and Commissioner of Public Roads, Washington, D.C., recommending the above program for approval, was signed by Mr. Lynch, Division Engineer, on behalf of the Public Roads Administration, by Mr. James Frankland, Acting Regional Forester, on behalf of the U.S. Forest Service, and by the State Highway Commission on September 26, 1946. The letter is copied herein for reference purposes only.

"486 Oregon General

September 26, 1946

Chief, Forest Service,
Commissioner of Public Roads
Washington, D. C.

Dear Sirs:

In accordance with the Rules and Regulations for Administering Forest Highways, a joint conference was held on September 24, 1946, at

the Portland Office of the Oregon State Highway Commission, between the Oregon State Highway Commission and representatives of the U. S. Forest Service and the Public Roads Administration, for consideration of and agreement upon projects to be recommended for approval for construction out of funds apportioned for the fiscal year 1947.

The following is the statement of funds available and a list of projects as agreed upon for recommendation:

FUNDS AVAILABLE

Apportionment of fiscal year 1947 Forest Highway Funds		$3,439,553.00
Less reserve for administration by Public Roads Administration and U. S. Forest Service	$100,000	
Less Major Equipment and State Contingent	339,553	439,553.00
Balance available for allocation to projects		$3,000,000.00
Cooperative funds by State on Project 16-A1,B1,D1,M		165,000.00
Total available for project construction		$3,165,000.00

PROJECTS RECOMMENDED

Project Number	Route Name, Type of Work and Mileage	Estimated Cost	F. H. Funds	Coop. Funds
6-A2,B2,F2,E9	Alsea Hwy., Grad., Surf. & Bit. Surf., 10.0 miles	$400,000	$400,000	-
16-A1,B1,D1,M	Tiller-Trail Hwy., Grad. & Surfacing, 8 miles	350,000	185,000	$165,000
27-B3	Ochoco Hwy., Grad., 3 miles	280,000	280,000	-
34-B4,C	Pendleton-John Day Hwy., Grad., Surf., 6 miles	150,000	150,000	-
35-D3,F2	John Day-Burns Hwy., Grad., Surf. & Bit. Surf., 12.2 miles	500,000	500,000	-
38-E	Flora-Enterprise Hwy., Grad., 0.88 mile	150,000	150,000	-
43-A2	Diamond Lake Hwy., Surf. & Bit. Surf., 14.8 miles	235,000	235,000	-

Project Number	Route Name, Type of Work and Mileage	Estimated Cost	F. H. Funds	Coop. Funds
(Projects Recommended) Con't.				
46-A4,B2	Cascade Lakes Hwy., Surf. & Bit. Surf., 7.2 miles	$ 100,000	100,000	-
47-A1,B1,D	North Umpqua Hwy., Grading, 5.8 miles	567,000	567,000	-
47-B2	North Umpqua Hwy., Grading, 4 miles	433,000	433,000	-
	Total Construction	$3,165,000	$3,000,000	$165,000

PROJECT DESCRIPTION & COMMENT

Alsea Highway
Grading, Surfacing & Bituminous Surfacing. Proj. 6-A2,B2,F2,E9, 10 miles.

This project contemplates the reconstruction grading, surfacing and bituminous surfacing of approximately 6 miles easterly from Project 6-A1, E8 as programmed under the Fiscal Year 1946 funds. This section has developed to be inadequate for the logging traffic now using it and is inferior in construction standards. This project also includes additional surfacing and the bituminous surfacing of the 4 miles on Project 6-A1, E8 funds for which, as set up, were insufficient to include this work. The project has been certified by the Forest Service as essential to lumber production.

Tiller-Trail Highway.
Grading & Surfacing, Project 16-A1,B1,D1,M, 8.5 miles.

This project contemplates widening and subgrade stabilization and surfacing from Tiller south to Deer Creek or the north end of a previously improved roadway.

This project now carries a very heavy logging traffic which is increasing. There is also a considerable tourist travel from Crater Lake north. The present road is of very low standard particularly between Tiller and Drew, being deficient in both width and alignment, is extremely hazardous, and does not adequately serve the logging operations depending upon it. It is contemplated to widen the existing roadbed to a minimum 20 foot width and to reduce the most critical curvature. The project is specifically requested by the Forest Service and has been certified by them as to its essentiality to the lumber production industry.

Ochoco Highway
Grading, Project 27-B3, 3 miles.

This project completes the reconstruction of the 18 miles begun

under Project 27-A1, programmed from 1942-43 Fiscal Year funds and continued under Project 27-A2,B2, under Fiscal Year 1946 funds. It has been certified by the Forest Service as essential to lumber production.

Pendleton-John Day Highway
Grading & Surfacing, Project 34-B4,C, 6 miles.

This project includes the grading and crushed rock surfacing of the remaining 6 miles of substandard improvement on this route. The present road is below standard for width and alignment and surfacing has become so depleted it is unstable. This road now carries a heavy logging traffic and has been certified by the Forest Service as to its essentiality to the logging industry.

John Day-Burns Highway
Grading, Surfacing & Bituminous Surfacing, Project 35-D3,F2, 12.2 miles.

This project contemplates the reconstruction grading, surfacing and bituminous surfacing of a section of this highway which is of low standard and is inadequate as to width, alignment and stability to serve the present and potential logging traffic. It will rectify the worst portion of the forest highway section which has become uneconomical to maintain under the existing traffic. The Forest Service has certified the project as essential to the logging industry.

Flora-Enterprise Highway
Grading, Project 38-E, 0.88 mile.

Grading of this section completes the grading of the route to the Oregon-Washington State line, where it will join with construction on the Washington side by that state. This highway is an essential communication route between the Lewiston, Idaho area and northeastern Oregon and is specifically requested by the State of Oregon as a commitment of long standing to connect with construction by the State of Washington. There is at present no existing road of adequate construction which serves between these areas.

Diamond Lake Highway
Surfacing & Bituminous Surfacing, Project 43-A2, 14.8 miles.

The project contemplates reinforcing that section of the route from the Cascade Lakes Highway to the Dalles-California Highway. This project, combined with Project 46-A4,B2, constitutes the only route over which timber from the National Forest north of Diamond Lake can be hauled to the Dalles-California Highway and thence taken by train or truck to Klamath Falls where there now exists a shortage of timber to keep existing mills operating. Attempt has been made to utilize the existing road but has resulted in severe subgrade failures of the roadbed. The proposed improvement will permit early usage of a large body of Government timber for relief of the shortage. The project is urgently requested by the Forest Service and is certified by them as to its essentiality to the logging in-

dustry. It is proposed to combine this project and Project 46-A4,B2 under one contract.

Cascade Lakes Highway
Surfacing & Bituminous Surfacing, Project 46-A4,B2, 7.2 miles.

This project contemplates the reinforcement of that section of the route leading northerly from its junction with the east leg of Forest Highway Route 43, and will serve as a portion of the total improvement necessary to enable hauling from the timber source to mills in the Klamath Falls area. This project has also been certified as essential to the continued marketing of logs from the Diamond Lake area.

North Umpqua Highway
Grading, Project 47-A1,B1,D, 5.8 miles.

This project contemplates the reconstruction grading of 5.8 miles beginning at the westerly end of the Forest Highway Route and extending to the vicinity of Susan Creek. To enable immediate usage upon completion of construction it is planned to place a course of talus material over practically all of the project. The existing road is too narrow, steep and winding to permit of economical log hauling and this project is the initial undertaking of standard construction of the route which serves one of the largest bodies of National Forest timber in this area on a perpetual yield basis. The project has been certified by the Forest Service as urgently essential to the logging industry.

North Umpqua Highway
Grading, Project 47-B2, 4 miles.

This project is a continuing one easterly from Project 47-A1, B1, D and the necessity of its construction and its essentiality are identical to those of Project 47-A1, B1, D. It has been certified by the Forest Service as essential to the logging industry.

Very truly yours,

/s/ W. H. Lynch
W. H. LYNCH
Division Engineer

/s/ OK R. H. Baldock

U. S. FOREST SERVICE
By /s/ James Frankland
Acting Regional Forester

OREGON STATE HIGHWAY COMMISSION
By /s/ T. H. Banfield
Chairman

By _____
Commissioner

By /s/ M. R. Chessman
Commissioner

Attest: H. B. Glaisyer
Secretary

The Engineer asked the Commission to confirm telephonic authority recently granted him to change the schedule of the ferry operation between Astoria, Oregon, and Megler, Washington, by reducing the total number of daily round trips from 20 to 15 and by advancing the time of departure of the first ferry from Astoria from 7:00 a.m. to 6:30 a.m. with the corresponding advancement of the departure of the last ferry leaving Astoria from 8:30 p.m. to 8:00 p.m. The Commission approved such changes by unanimous vote.

Further, in connection with the operation of the Astoria-Megler Ferry, the Engineer advised that the records disclose an increase in the freight truck traffic, which is expected to continue during the harvest season. Also, that requests have been received to transport livestock, cranberries and other commodities on truck and trailer combinations with an overall length in excess of 50', for which no provision has been made in the schedule of toll charges. He recommended a charge of $4 per trip for vehicle combinations that exceed 50' overall in length, and that no combination of equipment exceeding 55' in length be permitted on the ferry. Further, that it be left to the ferry operator to determine whether or not the overlength combinations will or will not discommode other traffic. Chairman Banfield gave as his thought that it would be satisfactory to permit such movements with proper regulation if other traffic is not discommoded. Commissioner Chessman concurred. The Commission thereupon, by unanimous vote, ordered that vehicle combinations up to but not exceeding 55' overall in length be permitted to cross on this ferry, provided that other traffic is not discommoded, and with the understanding that it be left up to the operator of the ferry for the time being to determine such feature. The charge of $4 per trip recommended by the Engineer for vehicle combinations in this classification was approved by the Commission by unanimous vote.

The Engineer also recommended that, in view of the impaired vertical clearance on the ferry, no vehicle in excess of 10'6" overall in height be allowed the use of the ferry; also, that no load greater than 8' in width be permitted on the ferry, and that the gross weight of any truck and trailer combination be limited to 27 tons. The Commission approved the recommendations by unanimous vote and so ordered.

The Engineer presented a letter from Babbidge & Holt, Inc., operators of the Astoria-Megler Ferry, relative to increasing the protection and indemnity insurance on the ferry boats "Tourist No. 2" and "Tourist No. 3". They pointed out that there is now in effect on these two vessels P. and I. Insurance in the amount of $200,000 for each vessel, the total cost of which was $2,490. They expressed a desire to increase the amount of the insurance from $200,000 to $500,000 on each vessel, which, they stated, could be done by payment of an additional premium of $225 for each ship. They urged the additional insurance in the interests of safety, efficiency, and protection to the public. The Engineer advised that he has very carefully considered this matter and agrees with Babbidge & Holt that it would be advisable to increase the amount of insurance, which can be obtained at nominal cost. He recommended purchase of the insurance on the basis that Babbidge and Holt will pay 50 percent of the $450 premium charge. The Commission approved the recommendation unanimously.

A letter was presented from Foster and Kleiser Company, Portland, advising that they are erecting an advertising sign on the building located at the southeast corner of Seventh and Astor Streets, in Astoria, and that, in connection therewith, it is necessary that they construct and maintain a platform that will encroach about four feet upon adjoining property owned by the state. They requested permission to lease a four foot strip of the state's property for this purpose. The Engineer recommended that the property be sold outright to the owner of the adjoining land rather than leased to Foster and Kleiser Company, inasmuch as it is only a narrow strip of land of no value for State Highway purposes. The Commission deferred a decision in the matter pending a recommendation from the Chief Counsel, who was instructed to determine the value of the property and advise whether or not it should be sold.

The Assistant Counsel brought up for discussion the matter of renewal of the contracts with the National Hospital Association and the Oregon Physicians' Service during the year 1947. He advised that the proposed contracts are nearly identical with the 1946 contracts with these concerns and that the few slight changes are satisfactory. He recommended approval of the 1947 contracts as revised. The Commission approved the recommendation by unanimous vote subject to the condition that the form is acceptable to the employees concerned.

The Commission discussed requests from the City of Grants Pass and the Grants Pass Lions Club for the installation of traffic signals at seven or eight intersections along 6th Street, Grants Pass, route of the Pacific Highway, because of the hazards that exist by reason of the large volume of automobiles, trucks and pedestrians that use this thoroughfare. The Engineer advised that this matter had been investigated by the Traffic Engineer, who recommends the approval of the project, which is estimated to cost approximately $20,000, and that he concurs in the recommendation subject to the usual requirements that the city pay 50 percent of the original installation, will maintain the signals, and will furnish the electrical energy to operate the signals at no cost to the state. The Commission approved the recommendation unanimously.

The Engineer reported on the request of the Parkrose Chamber of Commerce for the installation of traffic signals at several intersections along Sandy Boulevard (U.S. Highway No. 30) easterly from N. E. 82nd Avenue through the Parkrose District. He advised that the matter has been investigated by the Traffic Engineer, who recommends the installation of such signals at the following intersections with N. E. Sandy Boulevard: N. E. Prescott Street, N. E. 99th and Columbia Boulevard, N. E. 105th Street, and N. E. 112th Street. He estimated the cost of the four installations at approximately $7,000 and recommended approval of the project, which, he said, would have to be paid entirely with state funds because the locations are outside of the corporate limits of the City of Portland. The Commission approved the recommendation by unanimous vote.

A letter was presented from the City of Eugene requesting the installation of fixed-time signals at the intersections of Sixth Avenue and Seventh Avenue with Blair Boulevard in Eugene, and agreeing to pay 50 percent of the cost of the installation. The Engineer advised that Sixth Avenue and

Seventh Avenue have been designated as state highway routes for north and southbound Pacific Highway traffic and that Blair Boulevard is an important city street which crosses both of them. The Traffic Engineer, he said, has investigated this project and recommends approval of the installation, which is estimated to cost $3,400. He further advised that he concurs in the recommendation on the condition that the city will pay 50 percent of the cost of the original installation, will maintain the signals, and will furnish electrical energy to operate them without cost to the state. The Commission approved the recommendation unanimously.

The Commission also discussed a request from the City of Waldport that the flashing beacon now installed on the Oregon Coast Highway, in Waldport, be remodeled so as to require all traffic entering Waldport from the Alsea Bay Bridge to come to a complete stop. The Engineer recommended approval of the request subject to the standard conditions that the city will pay 50 percent of the cost of the alteration, will maintain the signal, and will furnish electrical energy to operate it at no cost to the state. The Commission approved the recommendation unanimously.

A request was presented from the City of Salem that the flashing beacon now installed at the intersection of Commercial and Center Streets, in Salem, be reinstalled at the intersection of Mission and Commercial Streets when the new traffic lights have been installed at the first-mentioned point. The Engineer advised that the Mission-Commercial Street intersection is an important junction point. He recommended approval of this request subject to the usual conditions that the city will pay 50 percent of the cost of installation, will agree to maintain the signal and will furnish the electrical energy to operate it free of cost to the state. The Commission approved the recommendation unanimously.

The Commission discussed a letter from Mrs. Helen Dennon, Cannon Beach, requesting the establishment of a bus loading zone in this town for the benefit and safety of pedestrians who are obliged to cross the highway at this point. The Engineer advised that this matter has been investigated by the Traffic Engineer, who recommends establishment of such a zone ("no parking" area) on the west side of the Oregon Coast Highway for a distance of 60 feet in front of Dennon's Store, the present loading point. He advised that this town is not incorporated, so the Commission has full jurisdiction, also that he concurs in the Traffic Engineer's recommendation. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Oregon Coast Highway, (U.S. 101), passes through the City of Cannon Beach, Oregon, and

WHEREAS, said City is unincorporated, but is heavily populated and the business district therein congested with traffic, and

WHEREAS, it has come to the attention of the Commission and the Commission now finds that parking of motor vehicles on portions of the business area of said City is a hazard and menace to pedestrians,

and particularly those pedestrians who patronize or intend to patronize common carriers of passengers operating on said highway, and

WHEREAS, the Commission has found that the prohibition of parking of motor vehicles in a sufficient area to permit the stopping and loading of common carriers at or adjacent to the curb or right of way lines will decrease the hazard and menace of motor vehicles to pedestrians,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the parking of motor vehicles on the westerly side of the Oregon Coast Highway for a distance of sixty (60) feet northerly from a point located 228 feet north from the center line of Second Street in said City be and the same hereby is prohibited.

2. The State Highway Engineer be and he hereby is directed to erect "No Parking" signs in the area above described, and to mark such area as a bus stop or bus loading zone. That the Engineer is further directed to do all necessary and proper painting to denote the zone above established.

3. This resolution shall be entered in the minutes and records of the Commission as of the twenty-fourth day of September, 1946.

The Commission also discussed a request from the City of Silverton for the establishment of a "no parking" zone on both sides of James Avenue between Water Street and Pine Street and on the south side of Water Street between Brown Street and James Avenue, in Silverton, so as to facilitate the movement of general highway traffic and to eliminate traffic congestion. A resolution from the Silverton City Council confirming the request was also presented. The Engineer advised that the matter has been investigated by the Traffic Engineer, who recommends approval of the request, and that he concurs in the recommendation. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, James Avenue in the City of Silverton has heretofore been by the Highway Commission designated as and now is a street of said city over which there has been and now is being routed traffic moving over the Hillsboro-Silverton Highway, being Oregon Secondary Highway No. 140 (Route-Oregon 214); and

WHEREAS, Water Street in said City has heretofore been by said Highway Commission designated as and now is a street of said city over which and has been and now is being routed traffic moving over the Hillsboro-Silverton Highway (Route-Oregon 214); and

WHEREAS, said route is used by log truck traffic and by reason of narrowness of said streets and the length of said log trucks, vehicles parked on said streets are subject to possible damage; and

WHEREAS, the City of Silverton by appropriate resolution in response to a request made by the Highway Commission has prohibited parking on both sides of James Avenue between the intersection of Water Street and Pine Street and on the South side of Water Street between Brown Street and James Avenue and has served on the State Highway Commission a copy of said resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That said resolution duly and regularly adopted by the Common Council of the City of Silverton be and the same hereby is approved and ordered filed in the records of the State Highway Commission at Salem, Oregon.

2. That this resolution be entered in the minutes and records of the Commission as of the twenty-fourth day of September, 1946, and a duly certified copy thereof delivered to the Common Council of the City of Silverton.

The Commission also discussed a request from the City of West Salem for the approval of City Ordinance No. 260 establishing "no parking" zones and otherwise regulating the parking of motor vehicles along Edgewater Street, route of the Salem-Dallas Secondary Highway. A copy of the city's Ordinance No. 260 was presented. The Engineer recommended approval of the city's request. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, Edgewater Street in the City of West Salem has heretofore been by the Highway Commission designated as and now is a street of said city over which there has been and is now being routed traffic moving over the Salem-Dallas Highway (Oregon No. 30, Route-Oregon No. 22); and

WHEREAS, said route is subject to heavy traffic and by reason of the narrowness of said street the parking of vehicles on certain portions of said street, as hereinafter designated, creates an unreasonable hazard to the motoring public; and

WHEREAS, the City of West Salem by appropriate resolution in response to a request made by the Highway Commission has prohibited parking upon said Edgewater Street as follows:

a. On the North side of Edgewater Street between the intersection of the Salem-Dayton Highway No. 150 and the intersection of Lincoln Avenue.

b. On the North side of Edgewater Street from 160 feet to 180 feet of Melinda Avenue.

c. On the North side of Edgewater Street and for 25 feet West of Melinda Avenue.

d. On the North side of Edgewater Street for 35 feet East of Patterson Avenue.

And, whereas, the City of West Salem has also provided that the parking of all motor vehicles on Edgewater Street shall be parallel to the curbs; and

WHEREAS, the city has served on the State Highway Commission copies of said resolution;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That said resolution duly and regularly adopted by the Common Council of the City of West Salem be and the same hereby is approved and ordered filed in the records of the State Highway Commission at Salem, Oregon.

2. That this resolution be entered in the minutes and records of the Commission as of the twenty-fourth day of September, 1946, and a duly certified copy thereof delivered to the Common Council of the City of West Salem.

A resolution was presented from the Albany City Council establishing a "no parking" zone on the north side of First Street at the end of the Willamette River Bridge, in Albany, so as to provide more adequate space for traffic approaching said bridge from the east, also prohibiting left-hand turns at any time on any street at the intersection of First and Ellsworth Streets. The Engineer recommended approval of this resolution as a traffic-safety proposition. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the City of Albany, a municipal corporation acting by its duly constituted authorities, adopted on August 28, 1946, a resolution by which the City, among other things, has prohibited the parking of motor vehicles on the north side of First Street for a distance of forty-five feet easterly from the east property line of Ellsworth Street, and said City by said resolution has ordered and directed that vehicles making a right turn from First Street on the east be permitted to make such turn on red signal after stopping, and by said resolution the City has further directed that appropriate traffic signs and signals be installed and conformance therewith enforced by the Police Department of the City; and

WHEREAS, in the opinion of the Highway Commission such action on the part of the said municipal authorities is in the interests of the general public, and proper enforcement of said orders will contribute to the safety, the convenience and the orderly movement of traffic;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commis-

sion, all members being present and affirmatively voting, as follows:

1. That the action taken by the City of Albany by the adoption of Resolution No. 102, the purpose and objectives of which are disclosed in the foregoing clauses, be and said official action hereby is approved.

2. That the municipal authorities of said City be and they hereby are commended for their foresight and their interest in traffic problems within said City.

3. That this resolution be entered in the minutes and records of the Commission and a duly certified copy thereof delivered to the Mayor of the City of Albany.

The Engineer reported that portions of the Crabtree-Scio Section of the Albany-Lyons Secondary Highway, in Linn County, are no longer of value for state highway purposes since the highway has been reconstructed on permanent alignment. He exhibited a map showing the portions referred to and recommended abandoning such portions as state highways and permitting them to revert to Linn County for such disposition as the County Court may decide. After careful consideration the Commission approved the recommendation and adopted the following resolution with regard thereto by unanimous vote:

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Albany-Lyons Secondary Highway No. 211, known as the Crabtree-Scio Section in Linn County, the westerly terminus of which is at Highway Engineer's Station 103+50 of the reconstructed line, and the easterly terminus of which is at Highway Engineer's Station 326+30 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway or other public purposes, while other portions or sections are needed and must be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The areas of land within the limits of the old right of way which lie between Highway Engineer's Station 121+50 and Highway Engineer's Station 130+00 of the reconstructed highway, between Highway Engineer's Stations 167+00 and 174+70, between Highway Engineer's Station 175+20 and Highway Engineer's Station 179+00 of the reconstructed

highway, and between Highway Engineer's Station 181+50 and Highway Engineer's Station 187+70 of the reconstructed highway, which areas are shown in brown on the map attached hereto, which map is marked "Exhibit 'A'", and by this reference is made a part of this resolution, are no longer needed for highway or other public purposes and, therefore, all of said areas colored in brown are eliminated from the right of way of said highway, and such title, interest or right which the State has or may have had in said real property is hereby permitted to revert to Linn County, for such disposition as said County Court may decide.*

2. The areas shown colored in green on said Exhibit "A" include right of way and other properties acquired for the relocation and reconstruction of the said highway and include also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said areas colored in green, it is the judgment and finding of the Commission that all of said areas are and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or areas shown colored in green on said Exhibit "A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

3. The boundaries of all real properties acquired for right of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Linn County a duly certified copy thereof, and shall file with the Clerk of Linn County a like certified copy; and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall vacate the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto marked Exhibit "A".

NOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 146, under the heading "Abandonment and Retention Resolutions", and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

A request was presented from the Linn County Pioneer Association for permission to install a marker near the site of the first schoolhouse that was erected in Linn County. The Engineer advised that the Memorials Committee of the Oregon Historical Society has signified its approval of such installation. He recommended approval of the request by the Highway Commission on the condition that the wording is satisfactory to the Memorials Committee. He also recommended that the state construct a turn-out on the highway for the convenience of people who wish to view the marker. The Commission approved the recommendation by unanimous vote.

The Engineer reported a request from the Mt. June Forest Products Company, Marcola, Oregon, for permission to truck haul logs across the bridge over the North Fork of the Willamette River on the Springfield-Creswell Sec-

ondary Highway at Jasper. He advised that the bridge is a light steel structure with a roadway width of only 14'5", which will allow only one-way traffic, so, if the request is approved, provision would have to be made for traffic control. He also advised that the floor beams of the truss must be reinforced before log truck traffic can be permitted. He suggested that traffic control could best be effected by traffic-actuated stop and go signals, which would cost about $1,500, and he estimated that the reinforcement of the floor beams would cost an additional $1,000, making a total cost of $2,500 to open the structure for log-truck traffic. Because of the need for hauling logs over this structure he recommended that the Company be allowed to use the bridge for this purpose subject to the condition that it will enter into an agreement with the Highway Commission to pay 50 percent of the cost of the installation of the traffic signals and of the floor beam repairs and further agreeing that the Company will not permit loads exceeding those legally permitted under the state traffic law to be hauled over the structure at any time. Following discussion, the Commission approved the recommendation unanimously.

A letter was presented from Mr. James C. Rodger, Medford, requesting permission to operate a Hyster Lift truck, commonly known as a lumber carrier, having an overall height of thirteen feet three inches over the Pacific Highway between a lumber loading point at Voorhies and another similar loading point at Phoenix, Jackson County, with an occasional movement to Medford. The Chief Counsel advised that, in his estimation, the Commission may, within the meaning of Section 115-393, O. C. L. A., issue a temporary 30-day permit covering the operation of this vehicle over this short section of highway. In view of this information, the Commission voted unanimously to grant such a 30-day permit to Mr. Rodger.

The Engineer reported receipt of a letter from Mr. D. O. Denman, Aurora, complaining of delays in the operation of the Wilsonville Ferry across the Willamette River caused by the towing of log rafts in the river. He read Mr. Denman's letter aloud and also his reply thereto in which he explains the procedure to secure a closed period for the traffic of log rafts in the river and advises that because of the critical condition of the lumber industry at this time a request for such a closed period would be denied. The Commission approved the Engineer's reply.

The Commission discussed a letter from the Booth-Kelly Lumber Company requesting permission to truck haul logs directly across the Springfield-Creswell Secondary State Highway at grade from their privately-owned logging road. The Engineer recommended approval of the request on the same basis that similar privileges have been granted to the Ostrander Lumber Company and other operators in the past. The Commission approved the recommendation.

The Engineer reported that the Vine Maple Bridge over the Nehalem River on the Fishhawk Falls Secondary State Highway, in Clatsop County, has been reinforced so there no longer exists any valid reason for the reduced load limit that has been in effect for the past several months. He recommended action by the Commission lifting this reduced load limit. The Commis-

sion approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, on the 24th day of October, 1944, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the maximum load limit on certain state highway bridges, including the following, to-wit:

FISHHAWK FALLS SECONDARY HIGHWAY NO. 103

M.P. 103-03.75 "Vine Maple" Bridge over Nehalem River 10 tons

and

WHEREAS, subsequent to the passage of said resolution conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said state highway bridge;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the said bridge be and the same is hereby rescinded and cancelled as of this date, and the maximum load limit permissible on the said highway bridge hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the county clerk of the county in which said highway bridge is located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

Dated this 24th day of September, 1946.

The Engineer asked the Commission to confirm telephonic authority previously given Bridge Engineer G. S. Paxson and Assistant Chief Locating Engineer E. M. Booth to go to Olympia, Washington, at state expense for a conference with Washington Highway Department officials relative to a proposed bridge on McNary Dam. He advised that the expense was less than the $40 estimated. The Commission approved the expenditure.

The Engineer also requested authority for Manley Robison, Director of the Travel and Information Department, to make three trips out of the state in connection with his official business — Annual Convention of the Redwood Empire Association at Hoberg's, in Northern California, October 11, 12, and 13; Pacific Northwest Tourists Association meeting in Spokane, Washington, on October 24 and 25; and the meeting of the National Association of Travel Officials in Chicago, Illinois, November 14 and 15. He estimated the cost of the first two of the above trips at $60 each and of the trip to Chicago at $225. The Commission approved Mr. Robison attending these meetings at state expense [illegible] if recommended by the Advisory Committee on

travel matters and approved by Governor Snell.

The Secretary presented an invitation from the Redwood Empire Association for the Commission to be its guests at its 26th Annual Banquet at Hoberg's, Bay County, California, on October 12. He also presented an invitation from the Oregon Coast Association for the Commission to be its guests at the Association's banquet at Gearhart, Tuesday evening, October 22. The Commission expressed regrets that it could not attend these functions and instructed the Secretary to so inform Mr. Clyde Edmondson, Manager of the Redwood Empire Association, and Mr. A. B. Sanders, Manager of the Oregon Coast Association, with appropriate letters of thanks.

A letter was presented from the Deschutes County Advertising Committee, Bend, Oregon, requesting permission to maintain special markers on certain highways in the Central Oregon area calling attention to the recreational features of this district. Also presented was an artist's sketch of two of the signs that it is proposed to install, one of which contains the wording "Entering Central Oregon Recreational Area, one of America's Finest Vacation Playgrounds", and the other contains the wording "See all of Oregon, Crater Lake _____ Miles, Highways U.S. 97 and _____". The Engineer advised that this manner of advertising recreational resources of the state is an entirely new idea and that he could see no objection to it as a matter of principle. A decision in the matter was deferred by the Commission pending further study. The Engineer was instructed to advise the Commission the details by letter.

The Secretary presented a report from the Memorials Committee of the Oregon Historical Society regarding the naming of the southern pioneer route to Oregon, concerning which there has been a difference of opinion between the Historical Society and the Old Oregon Trail Association. Following discussion, the Commission approved the report and the name recommended by the Committee for this route viz: "Southern Route to Oregon, sometimes known as the Applegate Trail". Motion to that effect was offered by Commissioner Chessman, seconded by Commissioner Schaupp, and carried by the unanimous vote of the Commission. The Engineer was authorized to erect markers along the route in conformity with the ideas expressed by the Committee in its report. The Secretary was instructed to thank the Committee for the report which the Commission considers contains historical information of great value.

The Commission noted and ordered filed a copy of an article by Bernard DeVoto published in the September issue of Harper's Magazine concerning the marking of historic sites and routes.

The Engineer reported an inquiry from the Secretary of State whether or not the State Highway Commission would join with him in the operation of a booth at the Pacific International Livestock Exposition, October 5 - 12, 1946, as was done at the State Fair. He advised that the Secretary of State has estimated the cost of such joint booth at $150, which would be paid $75 by each department. The Commission approved the expenditure.

The Engineer requested authority to increase the salary now being paid Mr. Rolando Jose Porras, one of the Latin American engineers who has been employed by the Highway Department for the past several months under agreement with the American Road Builders' Association. He advised that Mr. Porras has been receiving the salary of $110 per month as a student, but he is now regularly employed in a capacity which carries with it the salary of $170 per month. It was thought that Mr. Porras is entitled to the standard wage for his services, and he so recommended. The Commission approved the recommendation.

The Commission discussed a proposed agreement with the owners of lands situate along Shingle House Slough, Coos County, concerning the installation of a tide gate, or tide gates, where the proposed permanent state highway will cross said Slough. As an inducement for the state's cooperation the property owners agree to reimburse the state for the cost of installing these facilities and also agree to assume the cost of upkeep of the facilities at all times in the future, the proportion to be born by each property owner to be based upon the amount of land that each owns as compared with the total lands included in the so-called district, the only condition being that the total cost to the property owners shall not exceed $1,250. The Chief Counsel advised that approval of such an agreement by the Commission is satisfactory because the facilities to be installed will not adversly affect the highway, and the property owners are obliged to maintain them. In view of this assurance, the Commission approved the proposition and ordered that the matter be covered by appropriate agreement.

The Chief Counsel brought up for discussion the matter of purchasing public liability and property damage insurance covering accidents that occur at the Interstate Bridge, with particular reference to accidents such as recently occurred when the drawspan of this bridge was not raised high enough to permit a barge to pass beneath the span without causing damage. He recommended the purchase of such type of insurance on condition that the State of Washington will pay 50 percent of the premium. The Commission deferred action in the matter pending settlement of the pending law suit.

The Commission had under discussion several changes and additions in the construction program for state funds that it adopted by resolution at its meeting held on June 27, 1946. Following discussion, the Commission approved the deletion from this program of the item of $60,000 heretofore allocated for resurfacing the Trout Creek Section (five miles) of the Canyon City-Burns Highway, in Harney County, which project has been transferred to the postwar program, and the addition to the program of the Foster Undercrossing Surfacing and Channelization Project on the Santiam Highway, in Linn County, $25,000; the construction of a revetment in the Santiam River at Sanderson Bridge on the Albany-Lyons Secondary Highway, Linn County, $30,000; and construction of a dyke in the Umatilla River on the Boardman-Stanfield Highway near the town of Stanfield, Umatilla County, $20,000. The following resolution amending the original resolution of June 27, 1946, was adopted by the Commission by unanimous vote upon motion of Commissioner Chessman, which was duly seconded by Commissioner Schaupp:

WHEREAS, on the twenty-seventh day of June, 1946, the Highway Commission approved and adopted a state postwar program consisting of projects allocated to the five divisions into which the State for highway construction and maintenance purposes has been divided; and

WHEREAS, the highways and highway projects which comprise said state postwar program are each and all enumerated and set forth in Exhibit A, which is attached to said resolution and made a part thereof, and there are also set forth in said Exhibit A the estimated costs of the several projects and the sums allocated thereto; and

WHEREAS, since the approval and adoption of said state postwar program certain facts and circumstances have made necessary a modification and amendment of said program and resolution to the extent and in the particulars herein set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the highways and projects defined and set forth under Part I, Division No. 2, on page 1 of said Exhibit A, shall be and the same hereby are amended by inserting following the word "Linn" in the first column the following:

Linn	Santiam	Foster Undercrossing Section, Surfacing and Channelization	25,000	--	25,000 A
Linn	Albany–Lyons	Revetment near Sanderson Bridge	30,000	--	30,000 A",

and changing the total of the sums allocated to correspond thereto so that the whole shall now read:

"

County	Highway	Section and Description	Construction	R/W	Total
		* * * * * * *			
		Division No. 2			
Benton	Eddyville–Blodgett	Eddyville–Blodgett, 18.9 mi. Resurfacing	$172,500	$--	$172,500 C
Clatsop	Ore. Coast	Arch Cape Tunnel, Lighting	21,000	—	21,000 A
Linn	Santiam	W. Unit, Lebanon–Sweet Home, 8.0 mi. Pav't Resurf.	91,900	—	91,900 C
Linn	Santiam	Foster Undercrossing Section, Surfacing and Channelization	25,000	—	25,000 A

"

County	Highway	Section and Description	Construction	R/W	Total	
		* * * * * * *				
		Division No. 2 (Con't)				
Linn	Albany-Lyons	Revetment near Sanderson Bridge	$ 30,000	$ - - -	$ 30,000	A
Marion & Polk	Co. Road	Independence Bridge (State Share)	300,000	- - -	300,000	B
Polk	Salmon R.	Ft. Hill Bridge & Apprs.	85,000	10,000	95,000	A
Tillamook	Netarts	Stillwell Bridge & Appr.	70,000	1,000	71,000	A
		Total - Division No. 2	$795,400	$11,000	$806,400	"

2. That the highways and projects defined and set forth under Part I, Division No. 5, page 3 of said Exhibit A, shall be and the same hereby are amended by, immediately below the word "Grant" in the first column, deleting the words:

"Harney Canyon City-Burns Trout Creek, 5 mi. Resurfacing 50,000 --- 50,000 D",

above the word "Union" in the first column adding the following:

"Umatilla Boardman-Stanfield Dike in Umatilla River near Stanfield 20,000 --- 20,000 A",

and changing the total sums to correspond thereto so that said Division No. 5 shall now read as follows:

"

County	Highway	Section and Description	Construction	R/W	Total	
		* * * * * * *				
		Division No. 5				
Baker	Baker-Unity	Mill Gulch-Salisbury, Gr. Widening	$152,100	$---	$152,100	C
Gilliam	Wasco-Heppner	Hay Creek Sec., Grad., Surf. & Oiling	150,000	---	150,000	A

County	Highway	Section and Description	Construction	R/W	Total	
		* * * * * * *				
		Division No. 5 (Con't)				
Grant	Kimberly-Monument	Kimberly-Dry Creek, Oiling	$ 70,000	$ - - -	$ 70,000	A
Harney	Diamond Valley	Happy Valley-Diamond, Grad. and Surfacing	30,000	- - -	30,000	A
Malheur	Adrian-Caldwell	Adrian-State Line, 4.4 mi. Grad., Surf. & Oil	35,000	- - -	35,000	A
Malheur	Adrian-Arena Val.	Adrian-State Line, 3.2 mi. Grad., Surf. & Oil	35,000	- - -	35,000	A
Morrow	Heppner-Spray	Rhea Creek-Hardman Hill, Grad., Surf. & Oil	60,000	- - -	60,000	A
Umatilla	Col. River	Umatilla River Bridge	32,000	- - -	32,000	A
Umatilla	Pendleton-John Day	Tutuilla Creek Sec., Grad., Surf. & Oil	50,000	3,000	53,000	A
Umatilla	Weston-Elgin	McDougall Camp-Pioneer Spur, Grad., Surf. & Oiling	230,000	- - -	230,000	D
Umatilla	Boardman-Stanfield	Dike in Umatilla River near Stanfield	20,000	- - -	20,000	A
Union	Starkey	Hilgard-Starkey, Resurf.	30,000	- - -	30,000	A
Wallowa	Joseph-Wall. L.	N. Unit, Joseph-Wallowa Lake, Gr., Surf. & Oil.	30,000	- - -	30,000	A
		Total - Division No. 5	$924,100	$3,000	$927,100	

3. That the summary on page 5 of said Exhibit A be amended by deleting the figures "751,400" under the topic "Rural Projects" related to Division No. 2 and inserting in lieu thereof the figures "806,400", and by deleting the figures "957,100" under the said topic related to Division No. 5 and inserting in lieu thereof the figures "927,100", and correcting the total of "Rural Projects" be deleting the figures "$4,290,700" and inserting in lieu thereof the figures "$4,315,700"; and that the totals under said summary be amended by deleting the figures "1,338,200" related to Division No. 2 and in lieu thereof inserting the figures "1,393,200", and by deleting the figures "1,302,100" related to Division No. 5 and inserting in lieu thereof the figures "1,272,100", and that the total be amended by deleting the figures "$5,766,500" and inserting in lieu thereof the figures "$5,791,500", so that the summary will now read as follows:

"SUMMARY

	Rural Projects	Municipal Projects	Total
Division No. 1	$ 796,400	$ 142,000	$ 938,400
Division No. 2	806,400	586,800	1,393,200
Division No. 3	674,300	245,000	919,300
Division No. 4	1,111,500	157,000	1,268,500
Division No. 5	927,100	345,000	1,272,100
State Total	$4,315,700	$1,475,800	$5,791,500"

4. Except as revised or amended by this resolution and set forth herein the provisions of said resolution of June 27, 1946, shall remain in full force and effect and shall constitute the findings, declarations, acts and purposes of this Commission with respect to said state postwar program.

5. Any changes, modifications or alterations of said postwar program as disclosed and established in said original resolution and in this amendatory resolution shall be considered and disposed of by this Commission by resolution or other official act properly identified with said programs duly adopted and entered in the minutes of the Commission.

6. This resolution shall be entered in the minutes and records of the Commission as of September 24, 1946, and a complete copy thereof delivered to the Public Roads Administration.

A letter was presented from Mr. Rex Russell, Los Angeles, California, inquiring whether or not it would be possible for him to obtain permission to cut some small evergreen trees growing on the shoulders of Oregon state highways, particularly along the West Diamond Lake Secondary Highway and the East Diamond Lake Secondary Highway between Union Creek and The Dalles-California Highway Junction. The Commission denied the request by unanimous vote as a matter of policy.

The Commission also discussed a letter from Mr. Ben F. Phillips, Portland, inquiring as to possibilities of leasing a portion of Cascadia State Park in order to protect a private business that he contemplates developing on his own land adjacent thereto, also inquiring, if the Commission cannot see its way clear to help him in such manner that he be given the first refusal in connection with any concession privileges that the Commission may offer for sale in this park. The Engineer advised that the State Parks Superintendent has plans to develop the park, which include the construction of cabins and the sale of a concession. In view thereof, the Commission refused to grant Mr. Phillips any special privilege; in the event the concession is offered for sale, Mr. Phillips is to be given an opportunity to bid for it along with others.

The Commission discussed a complaint from the Weyerhaeuser Timber Company that the State Highway Department is permitting its contractor at North Bend to deposit waste materials on a small triangular tract of land opposite its plant site in North Bend which would interfere with the Company's use of the property in the event the Company acquired it. The Engineer advised that the material referred to is topsoil material which is being put there at his request as a basis for landscaping. It was his thought that this would not interfere in any way whatsoever with the use of the property by the Company if it acquired it later on. The Secretary was instructed to convey such information to the Company and to state further that the Highway Commission at no time made any commitment or implied promise to sell this property to the Weyerhaeuser Timber Company; moreover, the Commission is not now inclined to sell the property, but expects to retain it for state purposes.

The Commission discussed a date for its next regular meeting for the receiving of bids and decided unanimously to hold such meeting in Portland on Monday and Tuesday, October 28 and 29, 1946. The Secretary was instructed to make the usual arrangements to hold this meeting in the auditorium of the Public Service Building.

The Commission considered and signed agreements, etc., as follows:

Agreement with the City of Hermiston providing for the installation of a flashing beacon at the intersection of First Street and Gladys Avenue on State Secondary Highway No. 333, Oregon Route 207, Umatilla County.

Modification of Project Agreement with P.R.A. covering maintenance of Crater Lake Highway between M.P. 9.75 and M.P. 59.25 by the state.

Agreement with Dewey E. Peterson covering rental of property at north end of the Steiwer Hill-Albany Section of the revised location of the Pacific Highway East, in Marion County.

Agreement with Warren Northwest, Inc. covering rental of buildings on the Wilson River Highway at McNamars Camp.

Agreement covering lease by the State Highway Department of a trailer owned by Paul Van Scoy.

Quitclaim deed conveying to Adolph A. Nurnberg property lying outside of the highway right of way in Secs. 21 and 28, T. 8 N., R. 9 W., Clatsop County.

Bill of sale to Sullivan Wrecking Company covering sale of buildings at Troutdale.

There being no further business to come before the Commission at this time, the meeting adjourned at 5:00 p.m.

T H Banfield
Chairman

State Highway Engineer

A W Schaupp
Commissioner

Secretary

Commissioner

Portland, Oregon
October 28, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

OCT 28 1946

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following matters:

1. Suggestion of North Lincoln Lions Club that the Cliff House property at Depoe Bay be acquired for state park purposes: The Parks Superintendent advised that the building located on this property recently burned down and that it would be desirable to acquire the site before another building can be constructed on it. The tract is needed, he said, to fill out the state park at this location and to insure an unobstructed view of the ocean scenery. The Commission authorized the Parks Superintendent and the Chief Counsel to ascertain how much it would cost to purchase the property, it being understood that there is no obligation on the part of the Commission to buy it.

2. Proposed exchange of timber land with Mr. Elmer Bankus along the Oregon Coast Highway, in Curry County: The Chief Counsel advised that apparently Mr. Bankus has made other arrangements for the disposal of the timber, inasmuch as he has not responded to recent letters. He recommended, under the circumstances, that the proposed exchange be abandoned. The Commission approved the recommendation unanimously.

3. Proposed addition to Dabney State Park: The Parks Superintendent recommended the purchase of a one-acre tract situate next to the Sandy River Bridge in order to fill out this park and to secure control of the shoreline at this location. He said that he has secured an option from the owner to purchase it for the sum of $50. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler.

4. Renewal of Henry Zorn lease of a portion of Champoeg Park: The Parks Superintendent recommended renewal of this lease at the former price of $3 per acre. In the discussion that followed the question arose whether or not the rental price of $3 per acre is sufficient. The Commission referred the matter to the Parks Superintendent and the Chief Counsel to ascertain the facts, with authority to renew the lease on the former basis if they consider that $3 an acre is a sufficient amount to charge for the use of the property.

5. Sale of concession privileges in the Vista House at Crown Point: The Parks Superintendent recommended advertising for bids for this concession because of its value to the concessionaire. He advised that during the wartime period the present operator paid nothing for the privilege of operating but was simply required to act as the building caretaker. Because of the large increase in the traffic volume and the number of people who stop at this place, he said, the concession is now quite valuable. The Chief Counsel concurred in the recommendation. The recommendation was approved by the Commission by unanimous vote.

6. Offer of R. C. Moulton to salvage burned standing timber on the Sunset Highway near Quartz Creek: The Parks Superintendent advised that

Mr. Moulton wishes to cut this timber into cord wood for public sale and that he has offered to clean-up the area when the timber has been removed, such cleaning-up work to consist of piling debris for disposal by the state later on. He recommended Mr. Moulton be authorized to remove this timber in order to secure clean-up of the premises, on the condition that he will burn the accumulated debris. The Commission appeared favorably inclined to approve the recommendation provided a satisfactory agreement can be reached with Mr. Moulton. The matter was referred to the Parks Superintendent and the Chief Counsel to prepare an appropriate form of agreement with Mr. Moulton and to report the same back to the Commission for final approval.

7. Suggestion from Deschutes Geology Club, Bend, Oregon, re acquisition of the Painted Hills area for state park purposes: The Parks Superintendent read aloud a letter from Mr. Phil F. Brogan, Vice President of this Club, and advised that the acquisition of the area referred to therein has been provided for in the state parks budget. He was instructed by the Commission to convey such information to Mr. Brogan.

8. Overnight camping in state parks: The Parks Superintendent advised that up to the present time the public has not been allowed to stop overnight in any of the state park areas; however, in his estimation, such privilege should be granted in certain state parks because of public demand, provided a nominal charge is made to offset state expense. He suggested a charge of 50 cents per night, which he thought would be sufficient to make the project self-sustaining. The privilege, he said, would be limited to the larger parks such as Ecola State Park, Honeyman State Park, and others in the same class. The matter was discussed at some length, but a decision thereon was deferred by the Commission pending additional information. The Parks Superintendent was instructed to submit a complete report as to what other states are doing with regard to such matters.

In this connection the Parks Superintendent inquired as to the Commission's attitude with respect to the development of waysides so as to permit people to drive off the highway at scenic points. He was instructed to present projects of this kind separately, and the Commission will then pass on each on its individual merits.

9. Proposed acquisition of Sodaville Mineral Springs as a state park: The State Highway Engineer read aloud a letter from Mr. Roy H. Mills, Secretary, State Board of Control, giving certain facts concerning this park, which is now state-owned and under jurisdiction of the Board of Control, and suggesting that jurisdiction of the area be transferred to the State Highway Commission. The Commission deferred a decision in the matter pending information as to the obligations that it would assume if it took over this park and whether or not the park will fit into the state parks set up. The Engineer was instructed to investigate the matter thoroughly and to render a full report on the matter at the next meeting.

10. Proposed park adjacent to the Oregon Coast Highway north of Waldport: The Parks Superintendent advised that a delegation is to appear before the Commission on the following day to urge the establishment of a state park on the west side of the Oregon Coast Highway about three miles north of Waldport. He said that this is the same area that he discussed with the Commission at the previous meeting and which the Commission decided not to acquire because of the cost involved — $15,000 for the 32 acres. He also said that he still cannot recommend purchase of the area at the price quoted; moreover, he could not recommend the purchase unless the adjoining property, which contains several small lakes, was also acquired. The Commission took no action in the matter. (See delegation ahead)

11. Establishment of myrtle-tree-wayside areas in Coos County: The Chief Counsel recommended adoption of a resolution formally approving the creation of a series of areas along the Coquille-Myrtle Point Section of the Coos Bay-Roseburg Highway for the preservation of myrtle tree groves and the creation of one such area along the Oregon Coast Highway between Coquille and Bandon, and confirming agreements heretofore executed with the owners of certain tracts adjoining these highway sections. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Highway Commission is authorized to acquire by agreement or donation, real property necessary or deemed necessary for the maintenance and development of parks, roadside development, forest or timbered areas and other places of attraction and scenic value, which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road user, and

WHEREAS, the State of Oregon is one of the few places in the world where myrtle trees grow, and

WHEREAS, certain owners of real property along the Coos Bay-Roseburg Highway, between Coquille and Myrtle Point, and also along the Oregon Coast Highway, between Coquille and Bandon, have indicated their willingness to cooperate and join with the Commission in preserving myrtle trees and groves of trees along such highway, and

WHEREAS, the Highway Commission has found that cooperation between the adjoining owners and the State will best promote the preservation of such trees at the least cost to the State, and will best contribute to the general welfare and pleasure of the motoring public,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as

follows:

1. That there be created on the Coos Bay-Roseburg Highway, between Coquille and Myrtle Point, a lane or series of areas for the preservation of myrtle trees and groves of myrtle trees.

2. That there be created on the Oregon Coast Highway, between Coquille and Bandon, one area for the preservation of myrtle trees and groves, said area to be the A. J. Sweet tract.

3. That such areas be based upon agreement between the Commission and adjoining owners, by which title to the areas remain in the owners with the right in the State to enter the properties to cut brush and otherwise preserve the trees and their scenic value.

4. That a form of myrtle tree agreement, as attached and marked "Exhibit A", hereby is approved. The Superintendent of Parks is directed to use such forms of agreement in all future negotiation and agreements, and to perform the Commission's obligations thereunder. *

5. That agreements heretofore executed between the Commission and the following owners of the following number of acres adjoining such highways, hereby are ratified and confirmed.

James N. and Anna M. Jacobsen	22 Acres
J. H. and Sarah McCloskey (two parcels)	6 Acres
Fred B. and Olive A. Kickok	6 Acres
Dal M. and E. S. King (two parcels)	19 Acres
A. J. Sweet	16 Acres

6. This resolution shall be entered in the minutes and records of the Commission as of the twenty-eighth day of October, 1946.

---

* "EXHIBIT A"

A G R E E M E N T

THIS AGREEMENT, made and entered into this _____ day of _____, 194_, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and _____ hereinafter called the "Owners", parties of the second part;

W I T N E S S E T H :

RECITALS:

1. The undersigned Owners hold fee title to the real property hereinafter described, on which property or portions thereof there are

growing myrtle trees of such value as to justify special effort and special means for their preservation.

2. That said real property abuts upon the _____ Highway, which is a part of the Oregon state highway system and is one of the scenic roads of the State.

3. Because of the fact that only in a few places in the world, one of which is the State of Oregon, are there found groves of myrtle trees, it is the considered judgment of the Commission that sufficient of the myrtle trees growing upon real property bordering and paralleling the _____Highway should be preserved to form a myrtle lane. It is further the judgment of the Commission that the area immediately surrounding the trees should be cleared of underbrush and dead and other offensive growth, and the entire setting converted into and thereafter kept in a condition suitable and fitting for such rare and classic trees as the myrtle.

NOW, THEREFORE, in consideration of the things to be done by the State and in consideration of the mutual benefits and public good which will for all time be shared and enjoyed by the Owners and the public generally, the said Owners hereby sell, transfer and convey to the State of Oregon, by and through its State Highway Commission, and/or its successors, an undivided joint, common and equal interest in and title to all of the myrtle trees now standing or growing or which may hereafter grow upon the following described real property situated in _____County, State of Oregon, to wit:

together with the perpetual right and privilege to go upon said property for the purpose of cleaning up underbrush, trimming, cutting or otherwise removing dead limbs and other growth, and burning or otherwise disposing of waste material, and for the purpose of doing such other things as in the opinion of the State Highway Commission are necessary and appropriate for the preservation and development of said trees, and their settings and surroundings; provided that in the doing of any of said things the State Highway Commission, its officers, agents and employes shall always keep in mind the historic significance, the forest dignity and the primative aspect which the myrtle possesses among the trees and woods of the world.

The State shall from time to time consult the Owners, or their successors, to the end that the interests of the Owners and of the public may at all times be promoted and conserved.

Nothing in this conveyance, transfer or sale shall be in anywise construed or deemed to pass, convey or vest in the State any interest in or title to the real property hereinabove described, save and

except such interest as may be incidental to the growth, the preservation, the culture and development of said trees.

The Owners shall and do reserve the right to use the said real property freely and at all times for any and all purposes not inconsistent with the purpose and objective of this agreement; provided, however, that in the use of said property the Owners shall employ every reasonable means and adopt all measures and methods necessary for the preservation of the trees and such measures and methods as will conserve, supplement and implement the work done from time to time by the State for the beautification and preservation of said trees and their surroundings.

It is agreed that no trees shall be cut or trimmed by the Owners without first procuring the written consent of the State Highway Commission or its successors. In the event that any tree or part of a tree is trimmed, cut of felled with the permission and consent of the State Highway Commission, the tree or portion of the tree cut or felled shall, if it have commercial or other value, become the property of the Owners, and the State shall have no interest therein.

If improvements or structures are hereafter placed or erected on any part of said real property by the Owners the preservation and protection of the trees upon the land shall be given first and paramount consideration.

The State shall not place on said real property any structure of any kind or character, except signs or other structures the purpose of which is to give information to the general public with respect to the character of said area and the purpose of the State and the Owners in protecting and conserving the same.

Nothing in this agreement shall be permitted or construed in such manner as to impair or in any way affect the right of the State to acquire title to said property by purchase, donation or agreement or by the exercise of the power of eminent domain.

It is agreed that the judgment and decision of the Highway Commission with respect to the method, the extent, the type and character of the improvement, and the maintenance of said myrtle lane in general and of the above described section thereof in particular shall be final.

The purpose or objective sought to be accomplished by this compact is one of mutual interest to the Owners and the general public, and therefore, each party to this agreement pledges to the other complete and wholesome cooperation, to the end that by their joint and continued effort there may be for all time preserved for the people the stately grandeur of trees which are peculiar and native to the State of Oregon—the myrtle tree.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
State Highway Engineer

APPROVED:

_____
Chief Counsel

APPROVED:

_____
State Parks Superintendent

STATE OF OREGON, by and through its State Highway Commission,

By_____
As Chairman

By_____
As Commissioner

By_____
As Commissioner

Party of the First Part

_____

_____

Parties of the Second Part

STATE OF OREGON,)
) ss.
COUNTY OF _____,)

On this _____ day of _____, 194_, before me, a Notary Public in and for said county and state, personally appeared the within named _____ and _____, his wife, to me personally known to be the identical person __ described in and who executed the within instrument, and who acknowledged to me that _he_ executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal this the day and year last above written.

_____
Notary Public for Oregon

My commission expires _____

_____

1140

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with offers that he recommended in connection with each parcel. After careful consideration of each item the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

GRANT COUNTY LINE-CROW FLAT SECTION, JOHN DAY-BURNS HIGHWAY

13020-	Lambert, Homer Right of Way Option expires April 8, 1947				
	0.455 acre	$ 9.00	$		
	136 rods fence to move at $1.00 rod	136.00	145.00		Parker
13017-	Hardisty, Nellie Right of Way and quarry Option expires April 9, 1947				
	0.45 acre at $5.00	2.25			
	20.40 acres at $25.00	510.00			
	853 rods fence to move at $1.00 rod	853.00	1,365.25		"

(Con't)

GRANT COUNTY LINE-CROW FLAT SECTION, JOHN DAY-BURNS HIGHWAY (Cont)

13018-	Purdy, Ray G. Right of Way Option expires April 8, 1947			
	4.41 acres at $5.00	$ 22.05	$	
	2.09 acres at $100.00	209.00		
	1,003 rods fence to move at $1 rod	1,003.00	1,234.05	Parker
13018-A	Purdy, Ray G. Right of Way and Stock Pile			
	1.50 acres	1.00	1.00	"
	Government-owned land under lease			
13019-	Cross, Archie Right of Way Option expires April 15, 1947			
	0.78 acre at $5.00	3.90		
	605 rods fence to move at $1.00 rod	605.00	608.90	"

FRONT AVENUE - CITY OF PORTLAND PROJECT, PACIFIC HIGHWAY WEST

8938-	Simms, L. C. and Toney Surino Right of Way (CORRECTION)			
	1,480 sq. ft. at 30¢ sq. ft.	444.00		
	Cost of moving building	2,940.00	3,384.00	McCallister
	Previous report:			
	1,480 sq. ft. at 30¢ sq. ft.	444.00		
	Estimated cost moving building	2,340.00	2,784.00	"

NORTH PLAINS-GARDNER RANCH SECTION, SUNSET HIGHWAY

6556-A	Jossi, Jacob and Muriel Jossi Easement			
	A 25-foot road easement, approximately 52.8 feet in length and containing 1,140 sq. ft.	500.00	500.00	Collins

(Cont)

NORTH PLAINS-GARDNER RANCH SECTION, SUNSET HIGHWAY: (Cont)

6556-A	Jossi, Jacob and Muriel Jossi (Cont)	$	$	
	This road is to be used by Ernest and Fred Zurcher who will pay one-half of cost of $500.00, or $250.00, and this amount will be deducted from amount of settlement with them.			

ENTERPRISE-FOREST BOUNDARY SECTION, ENTERPRISE-LEWISTON HIGHWAY

13110-	Riley, C. A. Quarry Option expires February 16, 1947			
	4.71 acres at $15.90 Plus fencing	$ 75.00	$ 75.00	Van Scoy

ST. PAUL SECTION, HILLSBORO-SILVERTON HIGHWAY

13106-	Smith, J.P. and B.M. Smith and J.E. Smith Stock pile lease			
	0.506 acre-1 year lease at $5.00 month	60.00	60.00	Eason

DUFUR SECTION, THE DALLES-CALIFORNIA HIGHWAY

13071-	Ordway, Lloyd A. and Gladys P. Ordway Maintenance Headquarters Option expires March 26, 1947			
	1/2 block and 10x20 ft. barn on Block 14, 4th Addition to Dufur	235.00	235.00	McChesney

BUTTE FALLS JUNCTION-ANTELOPE SECTION, CRATER LAKE HIGHWAY

12477-	Brundle, Charles W. Right of Way (CORRECTION)			
	0.60 acre at $300.00	180.00		
	Moving 30 rods fence at $1.50 per rod	45.00		
	Moving high board fence and gate	25.00		

BUTTE FALLS JUNCTION-ANTELOPE SECTION, CRATER LAKE HIGHWAY: (Cont)

12477- Brundle, Charles W. (Cont)				
	Moving buildings	$3,477.33	$	
	Putting new sills and joists under building which had to be done before building could be moved	295.00	4,022.33	McCallister
Previous report:				
	0.60 acre at $300.00	180.00		
	Moving 30 rods fence at $1.50 per rod	45.00		
	Moving buildings, estimated	3,500.00		
	Moving high board fence and gate	25.00	3,750.00	"

IRONSIDE-BROGAN SECTION, JOHN DAY HIGHWAY

8441-A Davis, Guss				
Quarry				
Option expires				
March 27, 1947				
	5.62 acres at $25.00	140.50	140.50	Cozad
	Plus fencing			

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY

(**)13024- Ashby, William and Lily M. Ashby				
Right of Way				
Option expires				
April 2, 1947				
	7.62 acres at $35.00	266.70		
	Limited access	33.30	300.00	McCallister
	Business approach at Station 552+50			

TROUTDALE-BRIDAL VEIL SECTION, COLUMBIA RIVER HIGHWAY

13080- Bramhall, Alma				
Park				
Option expires				
April 17, 1947				
	1.0 acre at $50.00	50.00	50.00	Gardiner

OCT - 1 1946

LUDER CREEK-SCOTTSBURG SECTION, UMPQUA HIGHWAY

12836-	Franklin Investment Company Right of Way and park Option expires March 18, 1947 1.78 acres	$ 00.00	$ 00.00	Gardiner
12837-	Burton, H.J. Burton and Margaret Burton Right of Way and park Option expires April 22, 1947 3.40 acres at $50.00	170.00	170.00	"

MARKS CREEK-SUMMIT SECTION, OCHOCO HIGHWAY

13059-	Tolladay, Bert and Zelma Tolladay Right of Way Option expires April 8, 1947 2.36 acres at $35.00 9.39 acres at $60.00 less Severance damages Plus fencing and cattle gates (2)	82.60 587.50 300.00	970.10	Witt
13057-	McDonald, Anna Right of Way Option expires April 9, 1947 12.63 acres at $60.00 less Allowance for wrecking and rebuilding corrals and loading platforms Allowance-damages Plus fencing and 4 cattle gates	763.00 500.00 300.00	1,563.00	"
11883-A	Ochoco Lumber Company Right of Way Option expires April 9, 1947 11.44 acres at $20.00 Plus fencing at $400.00 per mile	228.80	228.80	"

(Cont)

OCT 13 1946

MARKS CREEK-SUMMIT SECTION, OCHOCO HIGHWAY: (Cont)

13058- Tolladay, Bert and Zelma Tolladay
Right of Way
Option expires
April 8, 1947

21.73 acres at $40.00	$ 869.20	$	
Severance damages	200.00	1,069.20	Witt
Plus fencing and cattle gates (2)			

SERVICE CREEK-GRANT COUNTY LINE SECTION, JOHN DAY HIGHWAY

12938- Seeley, Steve M.
Stock Pile
Option expires
April 22, 1947

1.36 acres at $40.00 less	50.00	50.00	"

12939- Chapman, William I. and Edith M. Chapman
Stock Pile
Option expires
April 21, 1947

1.01 acres at $25.00 less	25.00	25.00	"

DRY CREEK-KIMBERLY SECTION, KIMBERLY-LONG CREEK HIGHWAY

12900- Capon Brothers
Right of Way
Option expires
February 28, 1947

0.51 acre at $100.00	51.00		
3.95 acres at $5.00	19.75		
Allowance-372 rods fencing to remove and rebuild at $1.00 rod	372.00	442.75	Cozad

12892- Neal, Delman R.
Right of Way
Option expires
April 18, 1947

1.41 acres at $5.00	7.05		
1.42 acres at $100.00	142.00		
112 rods fence at $1.00 rod	112.00	261.05	"

(Cont)

OCT 1 1946

DRY CREEK-KIMBERLY SECTION, KIMBERLY-LONG CREEK HIGHWAY: (Cont)

12891- Sweek, Earl and Lester Kinney Right of Way Option expires April 19, 1947				
	1.14 acres at $100.00	$ 114.00	$	
	268 rods fence at $1.00 rod	154.00	268.00	Cozad
12889- Cummings, Rodney B. Right of Way and Stock Pile Option expires April 18, 1947				
	1.03 acre at $5.00	5.15		
	103 rods fence at $1.00 rod	103.00		
	1.0 acre at $5.00	5.00		
	1.63 acres at $100.00	163.00		
	307 rods fence at $1.00 rod	307.00		
	0.10 acre at $100.00	10.00		
	25 rods fence at $1.00 rod	25.00	618.15	"

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY

(*) 12888- Cimmiyotti, John Gravel Pit Option expires March 11, 1947				
	11.38 acres at $10.00	113.80	113.80	"
	State to fence			
(*) 12899- Flower, Clara C. Right of Way Option expires March 3, 1947				
	1.50 acres at $100.00	150.00		
	1.44 acres at $5.00	7.20		
	158 rods fence to remove and rebuild at $1.25 rod	197.50		
	72 rods fence to remove and rebuild at $1.50 rod	99.00		
	Allowance in lieu of stockpass at Station 630	500.00	953.70	"

(Cont)

OCT 31 1946

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY: (Cont)

(*) 12903- Stubblefield, Otis Right of Way Option expires April 19, 1947				
	4.0 acres at $100.00	$ 400.00	$	
	0.05 acre at $5.00	.25		
	326 rods fence to remove and rebuild at $1.00 per rod	326.00		
	0.12 acre at $5.00	.60	726.85	Cozad
(*) 12898- Capon Brothers Right of Way Option expires February 28, 1947				
	0.50 acre at $100.00	50.00		
	1.0 acre at $5.00	5.00		
	Allowance-moving and rebuilding 350 rods fence at $1.00 rod	350.00	405.00	"
(*) 12895- Legler, George A. Right of Way Option expires February 20, 1947				
	2.35 acres at $100.00	235.00		
	3.63 acres severed-50% or $50.00 acre	181.50		
	Allowance-158 rods fence at $1.50 per rod	237.00	653.50	"
(*) 12897- Leathers, Wayne and Ethel M. Leathers Right of Way Option expires February 21, 1947				
	0.78 acre at $5.00	3.90		
	Allowance-25 rods fence at $1.00 rod	25.00	28.90	"
(*) 12896- Cork, Harold Right of Way, Stock Pile and Gravel Site Option expires March 3, 1947				
	2.02 acres at $100.00	202.00		
	0.89 acre at $5.00	4.45		
	Allowance-fencing-170 rods at $1.00 rod	170.00		

1946

(Cont)

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY: (Cont)

(*) 12896- Cork, Harold (Cont)				
Allowance-fencing-90 rods at $1.25 rod	$ 112.00	$		
Allowance-fencing-72 rods at $1.50 rod	108.00			
Allowance-destruction cellar	25.00			
0.75 acre at $50.00 (stockpile)	37.50			
State to fence stockpile site				
0.28 acre (haul road)	00.00			
8.20 acres at $10.00	82.00	740.95	Cozad	
(*) 12894- Cork, Roy H.				
Right of Way				
Option expires				
March 23, 1947				
1.97 acres at $100.00	197.00			
2.10 acres at $50.00 (50%) severed	105.00			
102 rods fence at $1.00 rod	102.00			
2.14 acres at $150.00	321.00			
10.0 acres at $75.00 (50%) severed	750.00			
133 rods fence at $1.00 rod	133.00	1,608.00	"	
(*) 12914- Sweek, Earl and Miriam Sweek				
Gravel pit and haul road				
Option expires				
March 24, 1947				
3.70 acres at $15.00	40.50	40.50	"	
(*) 12891- Sweek, Earl and Lester Kinney				
Right of Way				
Option expires				
March 23, 1947				
1.24 acres at $100.00	124.00			
170 rods fence at $1.00 rod	170.00	294.00	"	
(*) 12893- Cork, Roy H.				
Right of Way				
Option expires				
March 24, 1947				
0.40 acre at $100.00	40.00			
0.40 acre at $10.00	4.00			

(Cont)

OCT 10 1946

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY: (Cont)

(*) 12893- Cork, Roy H. (Cont)				
135 rods fence at $1.00 rod		$ 135.00	$	
Allowance-removing and reestablishing water trough and water pipe		10.00	189.00	Cozad
TUTUILLA CREEK SECTION, PENDLETON-JOHN DAY HIGHWAY				
13007- Collier, Harris Construction Company				
Right of Way				
Option expires				
February 18, 1947				
2.55 acres at $100.00		255.00		
233 rods fence at $1.333 rod		310.50		
75% damage-1 acre-severed		75.00	640.50	Benson
13006- Rogers, Glen and Anna Rogers				
Right of Way				
Option expires				
February 18, 1947				
0.74 acre at $100.00		74.00		
180 rods fence at $1.25 rod		255.00	299.00	"
13008- Hevel, Shirley A. and Anna C. Shirley				
Right of Way				
Option expires				
February 18, 1947				
1.67 acres at $500.00		835.00		
68 rods fence at $2.00 rod		136.00		
Severance damage		312.50		
Move chicken house and other fences		250.00	1,533.50	"
13009- Luck, John E. and C.J. Luck				
Right of Way				
Option expires				
February 14, 1947				
740 sq. ft. at 2¢ sq. ft.		14.80		
0.174 acre including severance		250.00		
State to move 160 feet high board fence, used machinery parts, etc. (estimate)			264.80	"

(Cont)

TUTUILLA CREEK SECTION, PENDLETON-JOHN DAY HIGHWAY: (Cont)

13010- Peterson, Charles A.				
Right of Way				
Option expires				
February 13, 1947				
	1.28 acres at $75.00	$ 96.00	$	
	60 rods fence at $1.50 per rod	103.50		
	Anchor posts	12.00		
	Summer fallow lost	20.00	231.50	Benson
13012- Umatilla County				
Right of Way				
Option expires				
Have deed				
	0.04 acre	00.00	00.00	"
13011- Beilke, E. A.				
Right of Way				
Option expires				
February 12, 1947				
	740 sq. ft. at 2¢ sq. ft.	14.80	14.80	"
13013- Stover, Lawrence J.				
Right of Way				
Option expires				
February 13, 1947				
	8,581 sq. ft. at 5¢ sq. ft.	429.05	429.05	"

LOVE BRIDGE-BLACK BRIDGE SECTION, BAKER-HOMESTEAD HIGHWAY

12261- Colvard, William B.				
Right of Way				
Option expires				
April 3, 1947				
	5.24 acres	00.00		
	720 rods fence to move at $1.00 rod	720.00	720.00	
	Moving service station and store, estimated	2,000.00	2,000.00	"
			2,720.00	
	State to convey to owner abandoned right of way and stockpile site, estimated 3.10 acres			

(Cont)

LOVE BRIDGE-BLACK BRIDGE SECTION, BAKER-HOMESTEAD HIGHWAY: (Cont)

12263-	Staggs, I.D. and Bernice A. Staggs Right of Way Option expires April 3, 1947				
	1.25 acres	$ 5.00	$ 5.00		Benson
12259-	Love, Walter J. Right of Way Option expires April 2, 1947				
	1.21 acres at $100.00	121.00			
	1.89 acres at $50.00	94.50			
	72 rods new fence at $1.50 rod	108.00			
	54 rods fence to move at $1.00 rod	54.00	377.50		"
12257-	Coon, S. H. et al Right of Way Option expires April 3, 1947				
	0.61 acre at $100.00	61.00			
	54 rods fence to move at $1.00	54.00	115.00		"
12258-	State Land Board Right of Way				
	1.70 acres LUMP SUM	200.00	200.00		"
12262-	Byrne, Ralph L. Right of Way Option expires April 3, 1947				
	1.10 acres at $100.00	110.00			
	2.33 acres at $50.00 (less)	136.50			
	2.65 acres at $40.00 (plus)	104.40			
	1.45 acres at $2.50	3.63			
	2.65 acres at $25.00	66.25			
	260 rods new fence at $1.25 rod	325.00			
	54 rods fence to move at $1.00 per rod	54.00	799.78		"
	Plus stock pass, and pipe				

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

12042- Wood, Maude E.				
Right of Way				
Option expires				
November 22, 1946		$	$	
	25.13 acres at $100.00	2,513.00		
	0.028 acre	5.00	2,518.00	Landon
	Waiver of access			
12050- Kinney, Frank I. and Jessie M. Kinney, and Basil Link and Kathryn Link				
Right of Way				
Option expires				
November 14, 1946				
	2.02 acres at $200.00	404.00		
	Allowance for severance damages to 2.30 acres and for wrecking barn instead of moving	625.00	1,029.00	"
	Waiver of access, except for dwelling; road approach North side-Station 573+00			
12037- Johnson, John W. and Alice A. Johnson				
Right of Way				
Option expires				
December 10, 1946				
	6.70 acres at $100.00	670.00		
	Fencing-228 rods at $1.50 rod	342.00	1,012.00	"
	Waiver of access, except for farm crossing and dwelling; road approach South side-Station 442+60			
12035- McKinzey, Livisey				
Right of Way				
Option expires				
December 11, 1946				
	1.62 acres at $100.00	162.00		
	36 rods fence at $1.50 rod	54.00	216.00	"
	Waiver of access; road approach Station 399+40			

(Cont)

1946

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY: (Cont)

12049-	Nystrom, Vernice and June M. Shields Right of Way Option expires November 11, 1946			
	0.28 acre at $500.00	$ 140.00	$	
	Allowance-chicken house, fruit house, woodshed, garage, outside toilet and brooder house, damages and remodeling back porch in lieu of moving house	1,206.00	1,346.00	Landon
	Waiver of access			
12047-	Mathews, Henry C. and Ruby Mathews Right of Way Option expires November 4, 1946			
	0.40 acre at $75.00	30.00		
	13 rods fence at $1.50 rod	19.50	49.50	"
	Waiver of access			
12045-	Higgins, J. A. and Vina Higgins Right of Way Option expires November 10, 1946			
	4.92 acres at $100.00	492.00		
	24 rods fence at $1.00 rod	24.00	516.00	"
	Plus road approach-Private access-North side Station 552+65			
12044-	Cook, J. D. and Anna Cook, and Elwin B. Snyder and Hazel M. Snyder Right of Way Option expires November 4, 1946			
	1.96 acres at $75.00	147.00	147.00	"
	Waiver of access, with exceptions-Private access North side-Station 547+00			
12043-	Guiley, Ellis Right of Way Option expires October 31, 1946			
	0.67 acre at $150.00	100.50		
	20 rods fence at $1.00 rod	20.00	120.50	"
	Waiver of access			

(Cont)

OCT 1 1946

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY: (Cont)

12051- Quackenbush, Arthur R. and Helen N. Quackenbush Right of Way Option expires December 11, 1946				
	2.45 acres at $200.00	$ 490.00	$	
	Fencing-50 rods at $1.50 rod	75.00	565.00	Landon
	Waiver of access-Private access South side-Station 579+60			

SANDERSON BRIDGE SECTION, ALBANY-LYONS HIGHWAY

9576-A Barclay, Carl Easement				
	0.04 acre for easement	00.00	00.00	Eason
8149-A Shumacher, Glen Easement				
	0.832 acre for easement	00.00	00.00	"

Footnotes:

** Item No. 13024: The Commission approved this settlement with William and Lily M. Ashby for acquisition of right of way for the Glendale Junction-Wolf Creek Section of the Pacific Highway on the condition that the Engineer approves an unrestricted business approach to the highway at this location.

* Items Nos. 12888, 12899, 12903, 12898, 12895, 12897, 12896, 12894, 12914, 12891, 12893: In the discussion of the settlements for right of way for the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, in Grant County, the Engineer pointed out that the Commission has not yet approved the final location survey for the highway between these points. He advised that the survey is completed and submitted, in support thereof, a map and other pertinent information. He asked the Commission to approve the survey at this time so as to allow the Chief Counsel to proceed with the closing of the right of way options. The matter was discussed at considerable length and as a result thereof the Commission approved the Engineer's request. The following resolution approving the Dry Creek-Monument survey was thereupon adopted by the Commission by unanimous vote:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and loca-

tion of the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, in Grant County, and in connection therewith to prepare a map or maps showing the route and location of said section of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

*1. That the survey of the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, together with the maps, which for identification purposes bear map file Nos. 5B-25-17 and 6B-20-5, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-eighth day of October, 1946.

The Assistant Counsel also requested authority to condemn certain parcels of real property that are needed for certain highway improvements concerning which settlements cannot be reached by negotiation. He presented a list of such properties and offers that he recommended in condemnation as follows:

LOVE BRIDGE-BLACK BRIDGE SECTION OF BAKER-HOMESTEAD HIGHWAY		Recommended Offer
R 12260	Oran F. Hutton	$1,250.00
DRY CREEK-MONUMENT SECTION OF KIMBERLY-LONG CREEK HIGHWAY		
R 12902	Fred Page	225.00
R 12887	A. D. Fleming	600.00

(Cont)

* Explanatory note:
The section covered by this resolution includes only from Engineer's Station 290+00 to Engineer's Station 701+85. Adoption of the survey through the town of Monument definitely is not included but was adopted by an amended resolution on December 30, 1946. (See page 13532 of the minute record)

JOHNS-GLENDALE JUNCTION SECTION OF THE PACIFIC HIGHWAY		Recommended Offer
R 12208	Chester A. Smith	$ 150.00
R 13073	Amy E. Gray and Joseph A. Gray	200.00
GLENDALE JUNCTION-WOLF CREEK SECTION OF THE PACIFIC HIGHWAY		
R 12114	W. B. Garrett	900.00

Following careful consideration of each item the Commission approved the request and thereupon, by unanimous vote, adopted the following resolution and the offers with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the develolpment and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Oran F. Hutton, which property is located in the east half of the southwest quarter of the southwest quarter, the north half of the southwest quarter, and the southeast quarter of the northwest quarter of Section 33, and in the south half of the northwest quarter of Section 33, all in Township 8 South, Range 43 East, W.M., Baker County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 1 and 2, and is further identified in the records of the Highway Commission as file R 12260, Parcel No. 1 being acquired for right of way purposes and Parcel No. 2 being acquired for storage or maintenance site purposes in connection with the Baker-Homestead Highway; (*)

Real property owned by Fred M. Page, which property is located in Lots 4, 3, and 2 of Section 2, Township 9 South, Range 27 East, W.M., Grant County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 12902, which property is being acquired for right of way purposes in connection with the Kimberly-Long Creek Highway; (*)

Real property owned by A. D. Fleming, which property is located in the north half of the northeast quarter of Section 14 and the southeast quarter of the southeast quarter of Section 11 and the southwest quarter of the southwest quarter of Section 12 and the northwest quarter of the northwest quarter of Section 13, Township 9 South, Range 26 East, W.M., Grant County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 4, 5, and 6, and is further identified in the records of the Highway Commission as file R 12887, Parcel No. 4 being acquired for right of way purposes, Parcel No. 5 being acquired for the purpose of procuring therefrom roadbuilding materials, and an easement over Parcel No. 6 being acquired for hauling road purposes, all in connection with the Kimberly-Long Creek Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and

submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission

---

Foot Note:

(*) The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 69, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Assistant Counsel requested instructions regarding the issuance of permits for the use of excess state properties during the calendar year

1947. He recommended continuance of the present policy in that regard, which authorizes the issuance of permits under certain conditions. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Chief Counsel presented a request from Miss Jean Ryser, Portland, to purchase state-owned property situate adjacent to the Sunset Highway for homesite purposes. He recalled that the Commission, some time ago, declared as a policy that it would not sell any property along this highway until construction of the highway had been completed. The Commission voted unanimously not to deviate from such policy at this time.

The Secretary presented a copy of City of Portland Ordinance No. 83792 whereby the City Council grants to the Portland Chamber of Commerce, on certain conditions, a revokable permit of five years' duration to establish and operate a guest center on city-state-owned property bounded by S.W. Harbor Drive, S.W. Front Avenue, S.W. Salmon Street, and S.W. Main Street, in the City of Portland. The Engineer advised that the area described lies between Harbor Drive and Front Avenue and is owned jointly by the city and the state, the state's interest being 40 percent of the total. It was originally acquired, he said, to provide a freeway along Harbor Drive and to prevent access to this thoroughfare at this point, and plans are to landscape it so that it will present an attractive appearance. He pointed out that, whereas the city is permitting the use of the property as a guest center for a period of five years, nevertheless, in his estimation, it will be a permanent proposition. He gave as his opinion that it is a meritorious project and recommended favorable consideration by the Commission provided the freeway characteristic of Harbor Drive is maintained.

Chairman Banfield stated his concurrence in the viewpoint of the Engineer that once a guest center is established on the property it will be there permanently. He also stated his dislike to conduct a joint business of this kind because once started it would be permanent and would be the establishment of a precedent that could not be avoided in considering the requests of other cities for similar privileges. He suggested, if the Commission approves the use of the property for the purpose intended, that it dispose of the state's 40 percent share to the city, either by sale or lease, which would take the state out of the picture, and the city would then be able to proceed on its own responsibility. Commissioner Schaupp stated his approval of Chairman Banfield's suggestion if the property is not needed for state highway purposes. Commissioner Chandler stated his opposition to the joint-ownership plan. The matter was discussed at considerable length, and, as a result thereof, the Commission decided unanimously to lease the state's share of the property to the city for a five-year period on the condition that the city will not allow access from the property to Harbor Drive and that the matter will be reconsidered when the five-year-lease period expires. The Chief Counsel was instructed to prepare an agreement with the city on such basis and to submit the same to the Commission for approval before presenting it to the City Council for acceptance.

The Chief Counsel reported that on December 17, 1942, the former Highway Commission adopted a resolution authorizing condemnation of certain real property owned by W. P. and Anna Wurster which was needed in connection with construction of the West Portland-Hubbard Secondary Highway at the location of the Aurora Flight Strip because a satisfactory settlement could not be reached with the owners. Provision was not made in this purchase, he said, for acquiring the right of access to the highway from the abutting property although subsequent thereto such provision was made in the acquisition of right of way from adjoining property owners. The Wurster case, he said, has not been settled. He suggested, in view thereof, that the original resolution be amended to provide for the acquisition of such right of access as well as for the real property itself. The Commission approved the suggestion and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, heretofore, to wit: on the seventeenth day of December, 1942, the Commission adopted a resolution finding and declaring the acquisition of certain real property owned by Anna B. Wurster and W. P. Wurster necessary in connection with highway construction, and in and by said resolution authorized and directed the Commission's Chief Counsel to institute and prosecute condemnation proceedings for the acquisition of said property in the event the property could not be acquired by agreement; and

WHEREAS, conforming to the provisions of said resolution a condemnation complaint was filed in the Circuit Court of the State of Oregon for Clackamas County on the seventeenth day of April, 1943, which said case is now pending; and

WHEREAS, since the adoption of said resolution and since the filing of said complaint the Commission has found it advisable and in the interests of the traveling public that, in addition to acquiring fee title to the real property described in said complaint, there be acquired the defendants' right of access from their abutting property to said highway and all right of access from said highway to said abutting property; and

WHEREAS, it is the judgment and opinion of the Commission that said resolution should be amended so as to provide for and authorize the acquisition of all rights of access from the defendants' abutting property to the real property described in said complaint and all rights of access from the property described in said complaint to said abutting property;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That said original resolution be amended and that by said amendment the Commission's Counsel be and he hereby is authorized and directed to file an amended complaint so as to provide, in addition to

acquisition of the fee title to the real property described in said complaint, for the acquisition of all rights of access from the defendants' abutting property to the property described in said complaint and from said real property and the highway to be constructed thereover to the said abutting real property, except at such places as may be designated by the Highway Commission.

2. That this resolution be entered in full in the minutes and records of this Commission as of October 28, 1946.

The Chief Counsel also asked the Commission to amend the resolution that was adopted by this Commission on August 22, 1946, authorizing the acquisition of certain real properties that are needed as right of way for construction of the Pacific Highway on permanent alignment in Douglas County. He explained that since the adoption of the original resolution on August 22 changes have been made in the descriptions of several of the parcels, and the proposed amendment simply is for the purpose of correcting the original resolution in that respect. He recommended approval of an amendatory resolution. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Highway Commission on the twenty-second day of August, 1946, adopted a resolution authorizing the acquisition of certain real properties for highway purposes, which said real properties were described in said resolution and the names of the respective owners given therein, among which owners were W. B. Garrett, J. B. Moore, and Chester A. Smith; and

WHEREAS, since the adoption of said resolution the owner W. B. Garrett requested a change in the description of the property sought to be acquired as a site from which to procure roadbuilding materials; and

WHEREAS, for the purpose of conforming to the request and desire of the said owner W. B. Garrett the Commission authorized a change in the description of said parcel of property and a change in the description of the parcel of land required for hauling road purposes and has approved and authorized the acquisition of the following described real property as a site from which to procure roadbuilding materials:

A parcel of land lying in the east half ($E\frac{1}{2}$) of the John Redfield D. L. C. No. 38 in Section 35, Township 32 South, Range 6 West, W.M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to W. B. Garrett and Amanda Garrett recorded in Book 104, Page 165, of Douglas County Record of Deeds; the said parcel being described as follows:

Beginning at a point 2327.7 feet north and 2161.6 feet west of the southeast corner of Section 35, Township 32 South, Range 6 West, W.M.; thence North 30° 38' West a distance of 277.2 feet; thence South 75° 43' West a distance of 541.7 feet; thence South 45° 36' West a distance of 512.1 feet; thence South 66° 07' East a distance of 324.5 feet; thence North 65° 28' East a distance of 317.0 feet; thence South 58° 56' East a distance of 75.5 feet; thence North 52° 40' East a distance of 481.3 feet to the point of the beginning.

The parcel of land to which this description applies contains 7.87 acres.

and has approved and authorized the acquisition of the following described real property for hauling road purposes:

A parcel of land lying in the east half ($E\frac{1}{2}$) of the John Redfield D. L. C. No. 38 in Section 35, Township 32 South, Range 6 West, W.M., Douglas County, Oregon, and being a portion of the following described real property: that tract of land which was conveyed by that certain deed to W. B. Garrett and Amanda Garrett recorded in Book 104, Page 165, of Douglas County Record of Deeds; the said parcel being described as follows:

Beginning at a point on the southeasterly line of the above described parcel of land, said point being South 52° 40' West a distance of 13.12 feet from the most easterly corner of said tract, said point also being 2319.7 feet north and 2172.0 feet west of the southeast corner of Section 35, Township 32 South, Range 6 West, W.M.; thence South 65° 04' East a distance of 132.77 feet; thence on a 317.03 foot radius curve left (the long chord of which bears North 84° 21' East 322.61 feet) a distance of 338.45 feet; thence North 53° 46' East a distance of 502 feet to a point on the proposed right of way line on the connection between the relocated Pacific Highway and the present Pacific Highway; thence in a southeasterly direction along said proposed right of way line a distance of approximately 43 feet; thence South 53° 46' West a distance of 489 feet; thence on a 357.03 foot radius curve to the right (the long chord of which bears South 84° 21' West 363.31 feet) a distance of 381.15 feet; thence North 65° 04' West a distance of 153.81 feet to a point on the southeasterly line of the above described parcel; thence North 52° 40' East along said southeasterly line a distance of 45.19 feet to the point of beginning; containing 0.92 acre.

and

WHEREAS, likewise subsequent to the adoption of said resolution the owner J. B. Moore requested a change in the description of the area sought to be acquired for the purpose of procuring therefrom roadbuilding

materials, and in order to conform and comply with the said request the Commission authorized a modification of said description and a modification of the description of the property required for hauling road purposes, so that the real property sought to be acquired as a source or site from which to procure roadbuilding materials shall be described as follows:

A parcel of land lying in the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) and the south one-half ($S\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$), said northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) being designated as Government Lot No. 6, of Section 30, Township 32 South, Range 5 West, W.M., Douglas County, Oregon; the said parcel being all that portion of said subdivisions of Section 30 included in a strip of land 300 feet in width, 150 feet on each side of the center line of a base line as said base line has been established over and across or adjacent to the said property; the location of the said strip of land being determined by the said center line from Station 5+53.4 to Station 17+30.0, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 5+53.4, opposite and 150.0 feet distant from which point the southerly line of the said strip of land intersects the north line of Section 30; said point being 76.8 feet north and 738.6 feet west of the north quarter corner of Section 30, Township 32 South, Range 5 West, W.M.; thence South 29° 37' West a distanct of 446.6 feet; thence South 61° 48' 30" West a distance of 730.0 feet to Engineer's center line Station 17+30.0, opposite and 150.0 feet distant southerly from which is the center of the present channel of Cow Creek, said station 17+30 being approximately on the north line of the south one-half ($S\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 30.

The widths [in feet] of the strip of land above referred to are as follows:

Station	to	Station	Total Width	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
5+53.4	to	17+30.0	300 feet	150 feet	150 feet

The parcel of land to which this description applies contains 6.32 acres.

and the real property sought to be acquired for hauling road purposes shall be described as follows:

A parcel of land lying in the northeast quarter ($NE\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 30, Township 32 South, Range 5

West, W.M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Arthur J. Fawcett and Verle V. Fawcett recorded in Book 108, Pages 404-405, of Douglas County Record of Deeds; the said parcel being described as follows:

Beginning at a point on the northerly right of way line of the relocated Pacific Highway which is opposite and 100 feet distant northerly from Engineer's center line Station 338+00, said point also being 1167.8 feet south and 428.5 feet west from the north quarter corner of Section 30, Township 32 South, Range 5 West, W.M.; thence North 34° 48' 30" West a distance of 647.1 feet; thence North 44° 48' 30" West a distance of 226.6 feet to a point on the southerly boundary of the above described gravel bar strip; thence South 61° 48' 30" West along said gravel bar boundary a distance of 104.4 feet; thence South 44° 48' 30" East a distance of 265.0 feet; thence North 40° 16' 30" East a distance of 69.3 feet; thence South 34° 48' 30" East a distance of 638.3 feet to a point on said right of way line; thence northerly along said right of way line a distance of 30.0 feet to the point of beginning.

The parcel of land to which this description applies contains 1.01 acres.

and

WHEREAS, the modification of the description of the property owned by the said J. B. Moore has made necessary the acquisition of the following parcel of real property owned by Chester A. Smith for the purpose of procuring therefrom roadbuilding materials:

A parcel of land lying in the north one-half ($N\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$), said northwest quarter of the northwest quarter being designated as Government Lot No. 6, of Section 30, Township 32 South, Range 5 West, W.M., Douglas County, Oregon; the said parcel being all that portion of said subdivision of Section 30 included in a strip of land 300 feet in width, 150 feet on each side of the center line of a base line as said base line has been established over and across or adjacent to the said property; the location of the said strip of land being determined by the said center line from Station 5+53.4 to Station 17+30, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 5+53.4, opposite and 150 feet distant from which point the southerly line of the said strip of land intersects the north line of Section 30; said point being 76.8 feet north and 738.6 feet west of the north quarter corner of Section 30, Township 32 South, Range 5 West, W.M.; thence South 29° 37' West a distance of 446.6 feet; thence South 61° 48' 30" West a distance of 730 feet to

Station 17+30, at which station the westerly end of said strip of land lies at right angles to said center line, said Station 17+30 being approximately on the south line of the north one-half ($N\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 30.

The parcel of land to which this description applies contains 1.20 acres.

and the acquisition of the following parcel of real property owned by Amy E. Gray for the purpose of procuring therefrom roadbuilding materials:

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 19, Township 32 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Amy E. Gray recorded in Book 108, Page 594, of Douglas County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 300 feet in width, 150 feet on each side of the center line of a base line as said base line has been established over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 3+50.0 to Station 7+22.2, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 3+50.0, opposite and 150 feet distant from which point the northerly line of the said strip of land intersects the center of Cow Creek; said point being 253.6 feet north and 638.1 feet west of the south quarter corner of Section 19, Township 32 South, Range 5 West, W.M.; thence South 29° 37' West a distance of 372.2 feet to Engineer's center line Station 7+22.2, opposite and 150 feet distant from which the northerly line of said strip of land intersects the south line of said property.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to	Station	Total Width	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
3+50.0	to	7+22.2	300 feet	150 feet	150 feet

The parcel of land to which this description applies contains 1.98 acres.

and

WHEREAS, it is the judgment of the Commission that the said

resolution should be modified or amended in the above respects and that the properties above described are needed and necessary for the purposes above stated;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the resolution adopted by the Commission on the twenty-second day of August, 1946, be and the same is hereby modified and amended in the following respects:

a. That the parcel of land described in said resolution as Parcel No. 25, owned by W. B. Garrett, et al., be and the said parcel as described therein is deleted and in lieu thereof the following described parcel is inserted:

Parcel No. 25 (W. B. Garrett, et al., file R 12114, owners)
(Gravel Pit purposes)

A parcel of land lying in the east half ($E\frac{1}{2}$) of the John Redfield D. L. C. No. 38 in Section 35, Township 32 South, Range 6 West, W.M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to W. B. Garrett and Amanda Garrett recorded in Book 104, Page 165, of Douglas County Record of Deeds; the said parcel being described as follows:

Beginning at a point 2327.7 feet north and 2161.6 feet west of the southeast corner of Section 35, Township 32 South, Range 6 West, W.M.; thence North 30° 38' West a distance of 277.2 feet; thence South 75° 43' West a distance of 541.7 feet; thence South 45° 36' West a distance of 512.1 feet; thence South 66° 07' East a distance of 324.5 feet; thence North 65° 28' East a distance of 317.0 feet; thence South 58° 56' East a distance of 75.5 feet; thence North 52° 40' East a distance of 481.3 feet to the point of beginning.

The parcel of land to which this description applies contains 7.87 acres.

b. That the parcel of land described in said resolution as Parcel No. 26, owned by W. B. Garrett, et al., and required for hauling road purposes, be deleted and in lieu thereof there be inserted the following description:

Parcel No. 26 (W. B. Garrett, et al., file R 12114, owners)
(Hauling Road Purposes)

A parcel of land lying in the east half ($E\frac{1}{2}$) of the John

Redfield D. L. C. No. 38 in Section 35, Township 32 South, Range 6 West, W.M., Douglas County, Oregon, and being a portion of the following described real property: that tract of land which was conveyed by that certain deed to W. B. Garrett and Amanda Garrett recorded in Book 104, Page 165, of Douglas County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the southeasterly line of the above described parcel of land, said point being South 52° 40' West a distance of 13.12 feet from the most easterly corner of said tract, said point also being 2319.7 feet north and 2172.0 feet west of the southeast corner of Section 35, Township 32 South, Range 6 West, W.M.; thence South 65° 04' East a distance of 132.77 feet; thence on a 317.03 foot radius curve left (the long chord of which bears North 84° 21' East 322.61 feet) a distance of 338.45 feet; thence North 53° 46' East a distance of 502 feet to a point on the proposed right of way line on the connection between the relocated Pacific Highway and the present Pacific Highway; thence in a southeasterly direction along said proposed right of way line a distance of approximately 43 feet; thence South 53° 46' West a distance of 489 feet; thence on a 357.03 foot radius curve to the right (the long chord of which bears South 84° 21' West 363.31 feet) a distance of 381.15 feet; thence North 65° 04' West a distance of 153.81 feet to a point on the southeasterly line of the above described parcel; thence North 52° 40' East along said southeasterly line a distance of 45.19 feet to the point of beginning; containing 0.92 acre.

c. That the parcel of land described in said resolution as Parcel No. 3, owned by J. B. Moore, be deleted and in lieu thereof there be inserted the following description, to wit:

Parcel No. 3 (J. B. Moore, file R 12207, owner)
(Gravel Pit Purposes)

A parcel of land lying in the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) and the south one-half ($S\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$), said northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) being designated as Government Lot No. 6, of Section 30, Township 32 South, Range 5 West, W.M., Douglas County, Oregon; the said parcel being all that portion of said subdivisions of Section 30 included in a strip of land 300 feet in width, 150 feet on each side of the center line of a base line as said base line has been established over and across or adjacent to the said property; the location of the said strip of land being determined by the said center line from Station 5+53.4 to Station 17+30.0, which portion of center line is described as follows:

Beginning at a point which is Engineer's Center line Station 5+53.4, opposite and 150.0 feet distant from which point the southerly line of the said strip of land intersects the north line of Section 30; said point being 76.8 feet north and 738.6 feet west of the north quarter corner of Section 30, Township 32 South, Range 5 West, W.M.; thence South 29° 37' West a distance of 446.6 feet; thence South 61° 48' 30" West a distance of 730.0 feet to Engineer's center line Station 17+30.0, opposite and 150.0 feet distant southerly from which is the center of the present channel of Cow Creek, said Station 17+30 being approximately on the north line of the south one-half ($S\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 30.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to	Station	Total Width	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
5+53.4	to	17+30.0	300 feet	150 feet	150 feet

The parcel of land to which this description applies contains 6.32 acres.

d. That the parcel of land described in said resolution as Parcel No. 4, owned by J. B. Moore and required for hauling road purposes, be deleted and in lieu thereof there be inserted the following description:

Parcel No. 4 (J. B. Moore, file R 12207, owner)
(Hauling Road Purposes)

A parcel of land lying in the northeast quarter ($NE\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 30, Township 32 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Arthur J. Fawcett and Verle V. Fawcett recorded in Book 108, Pages 404-405, of Douglas County Record of Deeds; the said parcel being described as follows:

Beginning at a point on the northerly right of way line of the relocated Pacific Highway which is opposite and 100 feet distant northerly from Engineer's center line Station 338+00, said point also being 1167.8 feet south and 428.5 feet west from the north quarter corner of Section 30, Township 32 South, Range 5 West, W.M.; thence North 34° 48' 30" West a distance

of 647.1 feet; thence North 44° 48' 30" West a distance of 226.6 feet to a point on the southerly boundary of the above described gravel bar strip; thence South 61° 48' 30" West along said gravel bar boundary a distance of 104.4 feet; thence South 44° 48' 30" East a distance of 265.0 feet; thence North 40° 16' 30" East a distance of 69.3 feet; thence South 34° 48' 30" East a distance of 638.3 feet to a point on said right of way line; thence northerly along said right of way line a distance of 30.0 feet to the point of beginning.

The parcel of land to which this description applies contains 1.01 acres.

e. That there be added following the description of the parcel of land described in said resolution as Parcel No. 13 the following described parcel of real property owned by Chester A. Smith, which shall be designated as Parcel No. 13A and which is needed as a site or source from which to procure roadbuilding materials, to wit:

Parcel No. 13A (Chester A. Smith, owner)
(Gravel Pit Purposes)

A parcel of land lying in the north one-half ($N\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$), said northwest quarter of the northwest quarter being designated as Government Lot No. 6, of Section 30, Township 32 South, Range 5 West, W.M., Douglas County, Oregon; the said parcel being all that portion of said subdivision of Section 30 included in a strip of land 300 feet in width, 150 feet on each side of the center line of a base line as said base line has been established over and across or adjacent to the said property; the location of the said strip of land being determined by the said center line from Station 5+53.4 to Station 17+30, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 5+53.4, opposite and 150 feet distant from which point the southerly line of the said strip of land intersects the north line of Section 30; said point being 76.8 feet north and 738.6 feet west of the north quarter corner of Section 30, Township 32 South, Range 5 West, W.M.; thence South 29° 37' West a distance of 446.6 feet; thence South 61° 48' 30" West a distance of 730 feet to Station 17+30, at which station the westerly end of said strip of land lies at right angles to said center line, said Station 17+30 being approximately on the south line of the north one-half ($N\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the east one-half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 30.

The parcel of land to which this description applies contains 1.20 acres.

f. That there be added to said resolution and designated as Parcel No. 35 the following described parcel of real property owned by Amy E. Gray, which parcel is needed as a source or site from which to procure roadbuilding materials:

Parcel No. 35 (Amy E. Gray, file R 13073)
(Gravel Pit Purposes)

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 19, Township 32 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Amy E. Gray recorded in Book 108, Page 594, of Douglas County Record of Deeds, the said parcel being all that portion of the foregoing described property included in a strip of land 300 feet in width, 150 feet on each side of the center line of a base line as said base line has been established over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 3+50.0 to Station 7+22.2, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 3+50.0, opposite and 150 feet distant from which point the northerly line of the said strip of land intersects the center of Cow Creek; said point being 253.6 feet north and 638.1 feet west of the south quarter corner of Section 19, Township 32 South, Range 5 West, W.M.: thence South 29° 37' West a distance of 372.2 feet to Engineer's center line Station 7+22.2, opposite and 150 feet distant from which the northerly line of said strip of land intersects the south line of said property.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to	Station	Total Width	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
3+50.0	to	7+22.2	300 feet	150 feet	150 feet

The parcel of land to which this description applies contains 1.98 acres.

2. That the parcels of real property herein described as Parcels Nos. 25, 3, 13A, and 35 are needed and are necessary as sources or

sites from which to procure roadbuilding materials and their acquisition is hereby ordered by the Commission, and the parcels of real property herein described as Parcels Nos. 26 and 4 are needed and are necessary for hauling road purposes and their acquisition is hereby ordered by the Commission.

3. That except as herein amended or modified, the said resolution of August 22, 1946, shall remain in full force and effect.

4. That this amended resolution be entered in the minutes and records of the Commission as of the 28th day of October, 1946.

The Chief Counsel reported an inquiry from Judge E. C. Latourette, Oregon City, whether or not the Commission would be willing to sell to him a small parcel of land situate between the highway and the Willamette River at the end of 5th Street, in Oregon City. He advised that this property was acquired by the former Highway Commission in connection with a right of way settlement, the Commission being forced to purchase it in order to secure the right of way. He further advised that he could see no special value in the property for highway purposes and recommended that it be sold to Judge Latourette at its market value. The Engineer gave as his thought that the Commission should retain title to the property in order to control its use. He pointed out that the property is located at the turn in the highway where an excellent view of the Willamette River Falls may be obtained, which view would be obstructed were the property to get into private ownership and a building constructed on it. The preservation of the scenery along the Oregon City waterfront, he said, was one of the arguments presented by the proponents of the water front route when the former Highway Commission discussed a location for the highway through this city. He further stated that access to this property near the sharp curve at this point would create a decided hazard. He recommended against the sale of the property. In the discussion of this matter, Commissioner Schaupp stated a desire to personally inspect the property before taking definite action. The Commission thereupon deferred its decision until a future date.

The Chief Counsel presented for approval and execution a bargain and sale deed conveying unto the Port of Newport certain state-owned property situate on the south side of Yaquina Bay, consisting of a portion of the sand spit which contains the dock where ferries used to land prior to construction of Yaquina Bay Bridge. He recalled that a delegation from Newport appeared before the Commission some months ago and requested the privilege of acquiring this tract, which they declared was needed by the Port of Newport in connection with construction by the U. S. War Department of a turning basin for ships. He also stated that the Commission at that time agreed to sell the property to the Port of Newport under certain conditions, one of which was that the general public should have access to the water in Yaquina Bay at all times. The consideration to be paid for the property, he added,

was not set, although mention was made that the state might sell it to the Port at actual cost, which investigation reveals was a lump sum of $10. He recommended that it be sold to the Port of Newport for such amount, a recent appraisal of the property revealing that it is not worth more than $1 per acre. The matter was discussed at some length, and, it appearing to the Commission that the deed of conveyance has been properly prepared to protect the public's interest, the Commission voted unanimously to sell the property to the Port of Newport for the sum of $10. The deed of conveyance was signed by the Commission on the following day.

The Commission had under discussion a request from Mr. Luke Nichols, Hood River, to lease for a period of from ten to fifteen years a portion of what is known as the Button property at Hood River, which was acquired as right of way for the improvement of the Columbia River Highway at this point. Mr. Nichols offered to pay $50 per year for the use of the property and agreed to the termination of the lease at any time when the Commission found it desirable for highway construction or other highway purposes. The matter was discussed at considerable length, and, as a result thereof, the Commission decided not to lease the property.

The Chief Counsel presented a report on the necessity for adoption by the Commission of an order with respect to restricting access from individual properties to existing highways. He also presented copy of a suggested order, the provisions of which, he said, are in conformity with ideas previously expressed by the Commission. Because of its importance the Commission deferred action on this matter until its next meeting in order that sufficient time may be had to study the order thoroughly.

A committee representing the Advisory Committee on Travel and Information Matters, consisting of Messrs. John A. Laing, Chairman; Arden X. Pangborn, member; and Manley F. Robison, Director of the Travel and Information Department, was present and presented the recommendation of the Advisory Committee concerning the 1947 budget of the Travel Department. A mimeographed copy of the Committee's recommendation containing detailed information was presented to each member of the Commission. Mr. Laing advised that the Advisory Committee is unanimous in recommending it for approval by the Highway Commission. He explained the features thereof in detail. After careful consideration the Commission approved the budget, as follows, by unanimous vote, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler:

"Magazine Advertising contracted for in 1946, but not billed until 1947	$ 60,000.00
Printing, Photographic Department, Auxiliary Promotion, General Office and Salaries	64,592.00
Magazine Advertising - 1947	112,004.85
Newspaper Advertising - 1947	12,969.40
	$ 249,566.25"

Mr. Laing also presented, in behalf of the Advisory Committee, a recommendation that Mr. Merle R. Chessman, former Highway Commissioner and prior thereto a member of the Advisory Committee on Travel Matters, be re-appointed a member of their committee. The Commission took the matter under advisement.

The Chief Counsel reported on the request of Foster and Kleiser Company, Portland, for permission to maintain a platform on a strip of State Highway property about four feet wide situate at the southeast corner of Seventh and Astor Streets, in Astoria. He recalled that the Commission had this matter under discussion at the previous meeting and at that time referred it to him to ascertain whether or not it would be advisable to sell the property or to lease it. In response thereto he contacted the officials of the Foster and Kleiser Company who stated if the Commission will sell the property to the owner of the abutting property, that they would be glad to deal with said party in as much as they are now leasing space from him. The Commission appeared favorably inclined to sell the property to this owner if he will pay a reasonable amount for it. The Chief Counsel was instructed to ascertain such information and report back to the Commission.

The Chief Counsel brought up for discussion a proposed settlement of the claim of Mr. Lester Wilkins for the destruction of a well located on the Arlington-Condon Section of the John Day Highway, in Gilliam County. He advised that the right of way was acquired by the county in the first instance but it appears that the county failed to record the final judgment, although the amount thereof was paid to the owner. It also appears that later on, when the state took over the highway, the well was found to be in disrepair and, accordingly, was filled in, with a result that Mr. Wilkins started a law suit alleging that the county had not paid for the well. This case, he said, is of long standing and has now arrived at a point where it would be cheaper to settle out of court, which Mr. Wilkins is willing to do upon payment to him of the sum of $150. The Chief Counsel recommended payment of such sum to Mr. Wilkins in order to dispose of the matter. The Commission approved the recommendation unanimously.

The Chief Counsel reported on the cutting of an oak tree by employees of the Mountain States Power Company on the Monmouth-Independence Highway. He advised that during the progress of constructing a new power line on this highway in front of the premises of Mr. J. M. Tillman the men encountered a large oak tree which interfered with the power wires and, after consulting with Mr. Tillman with regard to trimming the tree, cut it down upon instructions from Mr. Tillman, who now alleges that he thought the tree was located on his property and wanted it removed because it was destroying part of his filbert orchard. Investigation reveals, he said, that the tree was entirely on State Highway property, in view of which the matter was called to the attention of the Mountain States Power Company by letter, reply to which has been received from the Company's attorney, Mr. Willard L. Marks, Albany. The Chief Counsel read aloud Mr. Mark's letter, in which he expresses regrets that the tree was felled and advises that Mr. Tillman assumes full responsibility for the cutting; also in which he expresses the sincere desire of the

Company to cooperate with the State Highway Commission in every way possible in order that the scenic features along state highways may be preserved.

The Chief Counsel advised that, in view of the circumstances surrounding this case, he did not believe that the Commission would secure any satisfaction by criminally prosecuting the Mountain States Power Company; in fact, there is a question in his mind whether or not the Commission would be able to secure any satisfaction in view of the fact, as alleged, that Mr. Tillman's filbert trees were destroyed by the roots of the oak tree.

The State Parks Superintendent was present and cited other cases where the Mountain States Power Company had maliciously destroyed tree growth along state highway rights of way. He recommended that the Company be prosecuted and a penalty assessed on the basis of the age of the tree. The matter was discussed at considerable length during which the Engineer advised that the evidence gathered in the investigations clearly shows that the tree was located entirely on State Highway property. The Commission referred the matter back to the Chief Counsel for further analysis and recommendation as to the method of procedure.

Like action was taken by the Commission on a report rendered by the Chief Counsel on the destruction of a tree growing on the right of way of the Salem-Dallas Highway near the Oak Knoll Golf Course which was felled by a Mr. F. D. Errion, which matter was previously discussed by the Commission at its meeting in September. (The Chief Counsel reported his recommendation concerning both of the aforementioned tree-cutting matters on the following day, at which time he recommended against prosecuting the Mountain States Power Company because it would mean criminally prosecuting the employees of the Company and not the Company itself, and that Mr. Errion be prosecuted to the full extent of the law. The Commission approved the recommendations unanimously and instructed the Chief Counsel to send proper notification to the guilty parties.)

The Chief Counsel brought up for discussion the proposed agreement with the City of Port Orford covering improvement of the Oregon Coast Highway and construction of curbs and sidewalks along the highway through this town. He advised that the Commission's requirements with respect to such improvement have been conveyed to the city authorities who have not seen fit to adopt them, in view of which, he suggested that the matter be abandoned until the city indicates its willingness to cooperate. The Commission approved the recommendation unanimously.

The Engineer reported the necessity to improve the ferry service across the Columbia River between Astoria, Oregon, and Megler, Washington. He advised that this could be accomplished in two ways, one by repairing the "spare" ferry "North Beach", which, according to the estimates submitted by reliable concerns, would cost from $40,000 to $87,000 to give five years of service, and the other would be to purchase a new ferry boat, which would cost approximately $180,000 but which would have a service life of from 35 to 50 years with proper maintenance. He recommended purchase of the new

boat, also that he be given authority to advertise for bids for the building of a new ferry and to hire a Naval architect to design and oversee its construction. In support of his recommendation the Engineer gave figures on the volume of traffic that is now using the ferry, and anticipated traffic volume and revenues. (See Engineer's typewritten report to the Oregon State Highway Commission dated October 15, 1946, in general files for details.) Following considerable discussion of this matter the Engineer was authorized by the Commission to secure prospectuses from a number of marine architects setting forth their qualifications to handle a project of this kind and the compensation they would expect to receive for their services. Such information is to be furnished the Commission, which will then make its decision with respect to the entire matter.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 4:30 p.m. in the same room:

BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY
WEST UNIT, LOVE BRIDGE - BLACK BRIDGE SECTION

J. C. Papin, Baker	$332,918.00
E. C. Hall Co., Portland	339,273.00
Sound Constr. & Engr. Co., Seattle, Wn.	357,677.50
J. A. Terteling & Sons, Inc., Boise, Idaho	393,206.80

OREGON COAST HIGHWAY IN LINCOLN COUNTY
OCEANLAKE SECTION

Knight Pearcy Nursery, Salem	$ 4,661.31
Miner & Co., Portland	6,220.54
Albert W. Denton, Vancouver, Wn.	7,598.20
Brennan Constr. Co., Portland	7,969.00

ALBANY-LYONS HIGHWAY IN LINN COUNTY
SANDERSON BRIDGE REVETMENT SECTION

Dobyns & Webb, Salem	$ 13,700.00
Stevenson Constr. Co., Salem	13,750.00
C. J. Eldon, Portland	14,350.00
John A. Logan, Portland	14,885.00
Oscar E. Joelson, Eugene	18,125.00
Leonard & Slate Oreg. Ltd., Portland	22,125.00

OCT - 1946

PACIFIC HIGHWAY IN MULTNOMAH COUNTY
JANTZEN BEACH SECTION

Edlefsen-Weygandt, Portland	$117,813.30

PENDLETON-JOHN DAY HIGHWAY IN UMATILLA COUNTY
TUTUILLA SECTION

John A. Logan, Portland	$ 73,960.00
Vernie Jarl, Gresham	76,560.00
Porter W. Yett, Portland	92,414.00

COVE SECONDARY HIGHWAY IN UNION COUNTY
COVE-UNION SECTION

E. C. Hall Co., Portland	$201,622.00
Morrison-Knudsen Co., Boise, Idaho	208,472.00

The Engineer discussed with the Commission the request of White Bros. Co., contractors, Walla Walla, Washington, for the release of the bid bond which they furnished in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, and in this connection the Engineer introduced Mr. Carl A. Peterson, Resident Engineer, and Division Engineer, W. C. Williams, who have charge of this job. Mr. Peterson was interrogated by Chairman Banfield as follows:

Chairman Banfield: Did you give any instructions to White Bros. Co., or anyone else, different from the plans and specifications set out by the Highway Commission?

Mr. Peterson: No, I did not.

Chairman Banfield: What conversation did you have with them?

Mr. Peterson: He (Mr. White) came into the office at Troutdale the morning prior to the day of letting. I asked him if he wanted to go up on the job. He said that he was familiar with it. He was there two or three days prior to this. We laid the plans out then. "What are these lines", he said. I answered, "Slope lines. That is the slope we have to slope the pit to." He said, "To those marks"? I said, "As near as we can. We might not be able to slope to these lines but as near as we can." He said, "Well, I'll put in a complimentary bid." That was all that was said.

Chairman Banfield: Did any other contractors come in?

Mr. Peterson: Yes. I went up with all of them. They all understood that they had to slope it.

Chairman Banfield: There was no question in Mr. White's mind that the slope had to be sloped to those lines?

Mr. Peterson: No. After the bids were opened we went up to the job and discussed ways and means of sloping it. He decided then he couldn't get a "Cat" up there. Five days later Mr. Anderson, the superintendent, came and said they were going to start sloping by hand.

Chairman Banfield: You and Mr. White went up there and decided you couldn't put a "Cat" up there. Did you decide or did he?

Mr. Peterson: He did. I didn't have anything to do with it.

Chairman Banfield: Are you sure there was no information given him that would lead him to believe that the plans were incorrect?

Mr. Peterson: He said, "Do you have to slope that?" (Referring to the east side of the borrow area) I said, "No, we aren't going to touch that."

Chairman Banfield at this point recited the history of this case for the benefit of the new Highway Commissioner, Mr. Ben R. Chandler, following which the interrogation was continued, as follows:

Mr. Devers: Has Mr. White talked with you since he was told by his superintendent he couldn't do the job?

Mr. Peterson: No.

Mr. Devers: When you said you told him he would be expected to do the work to these lines as near as possible, what did you mean?

Mr. Peterson: The rocks are large. It is pretty hard to sandpaper them down to meet the line of the slope.

Chairman Banfield: You meant general conformity to the plans within possibility?

Mr. Peterson: Yes.

Mr. Devers: I don't think they have any ground on which to say to the Commission they shouldn't forfeit their bond.

Chairman Banfield: What cases in the past has the Commission given it back?

Mr. Devers: I remember only one and that was at Grants Pass. It was minor work. The conditions were such that we all felt that the contractor wasn't to blame for the situation that had arisen.

Mr. Baldock: I think in all the other cases the bond has been forfeited.

Chairman Banfield: Do you feel, Mr. Baldock, that your engineering plans and specifications given to the contractors, plus the information that your representatives have given, have been ample enough so that Mr. White was in possession of all the information needed to put in an adequate bid?

Mr. Baldock: Yes.

Mr. Devers: After he decided he couldn't do the job he and his superintendent were in my office in Salem. He said the superintendent told him he couldn't do it.

The Engineer then gave as his opinion that after submitting his bid the contractor considered that it was too low and wanted to get rid of his obligation. The fact of the matter is that his bid was $25,000 below the Engineer's estimate. Another thing that should be considered, he said, was the delay that has been caused by the White Bros. Co. default. The material has not been removed as was anticipated when bids were taken and it is going to be necessary to extend the time limit for the present contractor, who is doing the work by force account. He added that had White Bros. Co. accepted the contract and performed the work diligently it would have been completed by now.

Commissioner Schaupp inquired if Mr. White mentioned, when he called at the Salem office, that his superintendent told him that he couldn't do the job. The Chief Counsel replied in the negative. He further stated that the superintendent said he didn't see how he could do the job, also, that he hadn't seen it until after the contract had been awarded to White Bros. Co. This concluded the discussion. Action on the matter was deferred by the Commission until the following day. (This matter was brought to the attention of the Commission before adjournment on October 29 but action was again deferred until a future meeting).

The Engineer reported a request from the City of Warrenton that the state assume jurisdiction over the old route of the Oregon Coast Highway through this town. He recited the history of this road, stating that when it was designated a state highway route the cities were required to maintain the section within the city limits, but later the highway was rerouted to by-pass the town of Warrenton and the old route was allowed to revert to the status of a city street. It appears now, he said, that two bridges on this route are badly in need of repair, one of which is over Skipanon River and the other over Skipanon Slough, and that it will cost about $15,000 to repair them. The city alleges that it does not have the funds to pay this expense

and will have to close the bridges to all traffic if the state will not pay it.

In addition to this project, he said, the city and Clatsop County are asking the Commission to assume full jurisdiction over the county road which extends from the Oregon Coast Highway at Warrenton to Fort Stevens, the maintenance of which is now being done by the state under a wartime agreement which expires on December 31, 1946. The City of Warrenton is also asking the state to repair and maintain a one-block section of Fifth Street, which is used by log haulers.

The Chief Counsel advised that the old highway route through Warrenton was originally a county road and, in his opinion, still is a county road even though it may be inside the corporate limits of the city. He gave as his opinion that it would be unwise and the establishment of an undesirable precedent for the Commission to assume any obligation for the repair of the route on the assumption that the road was or is a state highway; however, if the Commission considers it advisable to contribute state funds toward the reconstruction of the bridges, then it would be his recommendation that it do so under the statute which authorizes the Commission to use state highway funds for improvement of county roads or city streets.

This matter was discussed at some length, but action thereon was deferred pending discussion with representatives of the city and the county who are to appear before the Commission on the following day. The Engineer and the Chief Counsel were instructed to contact such individuals in advance of the conference and submit to the Commission their recommendation covering the three projects.

The Chief Counsel reported receipt of a number of complaints from the owners of property at Cannon Beach that contractors who are clearing private lots in this vicinity are depositing debris such as tree trunks and roots upon the beach, creating hazards and giving the beach a very unattractive appearance. He advised that he hesitates to recommend that the Commission take any affirmative action in the matter because of the uncertainty of its authority to control the beach area; however, he suggested that he be authorized to notify the guilty parties of the complaints and that they may be held liable in the event someone should be injured or property damaged as a result of the accumulation of debris which they have deposited on the beach area. He also suggested, if such warning letters do not bring about the desired results, that the Commission ask the Legislature to clarify its authority over the beach area, so, if the Legislature sees fit to give the Commission proper authority, it then can take action as may be necessary to control situations of this kind. The Commission authorized the Chief Counsel to send such warning letters to the guilty parties.

The Engineer asked the Commission to confirm the telephonic authority given him for reinstatement of the log-hauling permits of the following

operators whose permits were canceled by the Commission at the previous meeting for overweight violations, refusal to allow their equipment to be weighed, and for "laying out": Wm. L. Hansen, Scottsburg; Wm. Ulam, Milo; C. R. Staples, Cascadia; and Donald R. Smith, Estacada. He read aloud letters received from each of these operators, each of whom promises hereafter to comply with the laws, rules and regulations governing his activities. In view of these letters the Commission, by unanimous vote, confirmed the reinstatement of the permits of these operators on a probationary basis.

The Engineer also asked the Commission to confirm telephonic authority given him to recommend to the Public Utilities Commissioner the granting of a log-hauling permit to Mr. Roy Jackson. He advised that Mr. Jackson is purchasing two trucks under contract from his brother, Beryl Jackson, and has been operating them under his brother's P.U.C. permit, which the Commission canceled at its last meeting because of his operator's refusal to allow his load to be weighed in the vicinity of Scottsburg. It appears that this latter-mentioned truck, which was originally owned by Mr. Beryl Jackson, had been sold by him to a Mr. Geo. W. Hendryx, who was operating it under Mr. Beryl Jackson's P.U.C. permit at the time of the offense, but who later on transferred his operations to the State of Washington. Neither Mr. Beryl Jackson nor Mr. Roy Jackson, he said, had any knowledge of Mr. Hendryx's operations, which were in a different part of the state, so it appears that the penalty assessed against Mr. Roy Jackson is not quite in order, although he should have secured a P.U.C. permit in his own name to operate the two trucks that he is purchasing. He advised that Mr. Roy Jackson has now complied fully with the requirements of the law with respect to permits and recommended confirmation of the telephonic order allowing him to continue his log hauling. The Commission by unanimous vote approved the recommendation insofar as it pertains to the two trucks belonging to Mr. Roy Jackson.

The Engineer also reported overweight violations of the following operators in the Willamina and Grand Ronde district:

Roy Howard, McMinnville	Gross overweight	4,900 pounds
Donald Howard, McMinnville	Gross overweight	8,400 pounds
Fay Howard, McMinnville	Gross overweight	2,700 pounds
	Unit overweight	2,900 pounds
Robert Trenholme, McMinnville	Unit overweight	4,400 pounds
	Concentrated overhang load	27 feet
Galen West, McMinnville	Overweight positive but unknown because Mr. West refused to allow his load to be weighed	

The Engineer advised that, according to the Chief Weighmaster, all of these loads were observed "laying out" west of the Willamina scales at 3:00 p.m. on October 24, evidently waiting for Weighmasters to close their

weighing operations for the day. However, upon being contacted by the Weighmasters all of them consented to the weighing with the above results except Mr. West, who refused to go to the scales and later on by-passed them when the Weighmasters closed the scales after 40 hours of continuous operation. He requested instructions whether or not to cancel the permits of these operators. Following discussion the Commission instructed the Secretary to direct a warning letter to each of the operators reciting their past record and notifying them that a repetition of their offense will result in cancellation of their P.U.C. permits.

The Engineer also reported a "lay out" violation by Mr. Gustave E. Martin, Milwaukie, who operates on the state highway north of Estacada. It appears that Weighmasters observed Mr. Martin's truck "laying out" above the loadometer scale site, and when requested to submit to weighing, Mr. Martin alleged tire trouble but stated that he would drive to the scales as soon as repairs were completed. The Weighmasters returned to the scale pit but when Mr. Martin did not show up, again contacted him and observed him sawing off a portion of the largest log on his truck in order to reduce his gross weight. It later developed, he said, that Mr. Martin did not finish the sawing off of this log, but proceeded to the dump with the original load after the Weighmasters had closed down the weighing operations for the day. The Engineer recommended cancellation of Mr. Martin's permit. The Commission was inclined to impose such penalty on Mr. Martin, however, deferred a definite decision with regard thereto pending a conference with him. The Secretary was instructed to invite Mr. Martin to be present at the next meeting to show cause why his permit should not be canceled.

The Commission had under discussion a report from the Engineer on the necessity to extend the activities of the Highway Department Weighmasters to include the citing of truck operators for any manner of violation of the laws, rules and regulations governing their operations. Chairman Banfield gave as his thought that the Commission previously had given the Weighmasters such authority; however, he said, if the records do not so disclose, then, in his estimation, such authority should be granted at this time. Commissioner Schaupp concurred and thereupon moved that the Weighmasters be authorized and instructed to not only weigh logging trucks but also to weigh any vehicle coming under their observation which they consider to be overloaded and to cite to the justice courts all such that weigh in excess of the legal weight limits and the tolerances authorized by the Highway Commission, and also to cite to such justice courts the operators of all logging equipment and other equipment who are observed by them transporting loads in violation of the laws, rules and regulations. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Engineer submitted a report on overweight violations committed by operators in the employ of the Mitchell Pine Lumber Company, Mitchell, Oregon, in the transportation of lumber over state highways in the vicinity of Prineville. He advised that four of the trucks belonging to this company were recently weighed by State Police officers and were found to have overloads of 10,600 pounds, 12,700 pounds, 11,812 pounds, and 11,812 pounds, respectively.

The operators in each instance, he said, were arrested. He pointed out that the Company is operating the trucks under wartime emergency permits which authorize a limited amount of overweight, but not the amount of their violations, and suggested that it might be advisable to cancel the Company's permits, which would require the operators to limit their loads to the weights specified by statute. The Secretary was instructed to bring these violations to the attention of the Company and to warn the Company that a repetition of the offense will result in the cancellation of its wartime emergency permits.

The Engineer reported on the request of the Deschutes County Advertising Committee for permission to erect rustic type signs on state highway rights of way in the Central Oregon Recreational Area, which matter was first discussed at the previous meeting. He recommended the granting of this request, subject to execution of an agreement whereby the Committee agrees to furnish, install, and maintain the signs at its sole cost and expense subject to Highway Department approval of the design, wording, size, color, and locations. The Chief Counsel questioned the advisability of allowing various agencies to erect signs on state highway property without more control by the Highway Commission. In view of this question, the Commission again deferred action. The matter was referred back to the Engineer and the Chief Counsel for review and report at the next meeting.

The Engineer brought to the attention of the Commission a list of employees of other state departments whose salaries are paid partially with State Highway funds. The Commission indicated that it had no objection to paying a portion of the salaries of each of these employees, of whom there are eight, however, decided that the salaries they receive should be set by the other state agencies without interference from the State Highway Department.

The Engineer reported the cost to construct a turn-around on the Warner Secondary Highway about four miles east of its junction with the Fremont Highway, Lake County, for the benefit of members of the Fremont Highlanders Ski Club. He estimated the cost of constructing such turn-around, with provision for the parking of some 40 cars, at approximately $2,500 and recommended approval of the expenditure as conforming with the Commission's established policy with regard to such matters. The Commission approved the recommendation by unanimous vote.

The Engineer reported on the resolution of Jasper Grange No. 532, Lane County, and a petition from residents and freeholders of Lane County requesting the grading, surfacing, and oiling of the Springfield-Creswell Secondary Highway between Jasper and Pleasant Hill. He advised that this road really doesn't qualify as a state secondary highway because it is little used, and there are so many other roads in Lane County more worthy of improvement. In fact, it has a very low priority rating. He further advised that negotiations have been carried on with the County Court of Lane County with the view that the County Court might be persuaded to take it back into the county road system; however, the negotiations are still in an incomplete status. He recommended, in view thereof, that the request be denied and if the

Commission has any additional money to spend in Lane County that it be spent for the improvement of other secondary highways. The Commission approved the recommendation unanimously.

The Engineer reported results of studies and investigations by the Chief Counsel and himself relative to the rerouting of the Three Mile Lane Secondary Highway through the Catholic School property at the eastern city limits of McMinnville. He advised that the right of way for this project, which involves 0.9 mile of new construction, is estimated to cost about $34,700 based on an appraisal made in September, 1946, by the Right of Way Department. The principal items of expense, he said, involve the Catholic School property — moving and re-establishing the school on a new location, which is estimated to cost approximately $10,000, and acquisition of land upon which to re-establish the school and to locate the portion of the highway through the Cyrus Forell property, which can be acquired for the sum of $9,834, being approximately $500 per lot. As to construction, he estimated the cost of grading work at $49,550, and the cost of a new bridge over the South Yamhill River at $169,000, making a total cost of the project, including engineering, of $253,200. He pointed out that the most important thing to do at the present time is to acquire the new site for the Catholic School and to come to some sort of agreement with the school authorities for the right of way across its property. The matter of constructing the project, he said, could be deferred until some future time, although it is a meritorious project and should be undertaken in the not distant future because of the condition of the existing bridge structure, which is now posted for 12-ton loads. He advised that the former Highway Commission was committed to the project, which would have been constructed before now were it not that Federal funds with which it was to be financed, lapsed.

The Chief Counsel concurred in the statements of the Engineer. He suggested that the Commission could purchase the properties that are required on the assumption that they are needed for highway right of way, and if it developed later that they are not needed for such purpose then the Commission could sell them if it so desired. In that connection he suggested that it would be advisable, where the right of way requires the taking of fractional lots in some instances, to acquire the entire lot, which could be more easily disposed of later if the Commission decided to sell them.

Chairman Banfield gave as his thought that the Highway Commission does not want to obligate itself to construct this project; however, in order to avoid handicapping the Commission later on should the project be approved for construction, it might be wise to arrange for the right of way now provided the proponents of the project fully understand that the Commission is making no commitment or promise whatsoever as to construction. Commissioners Schaupp and Chandler expressed themselves similarly, Commissioner Schaupp adding that if the property is acquired then no buildings should be allowed to be erected on any of it. The Chief Counsel was thereupon authorized to secure an option from Mr. Forell for purchase of the property needed from him, such option to be based on the taking of full lots rather than fractional lots for reasons mentioned by the Chief Counsel.

In the discussion of this matter the Engineer asked the Commission to approve the location survey for this proposed highway revision which extends from the intersection of Third and Kirby Streets, in the City of McMinnville, southeasterly 0.9 mile to a junction with the present secondary highway in F. W. Martin's Addition. He exhibited a map showing the location and explained details thereof. The Commission approved the survey by unanimous vote. (See ahead in this set of minutes for resolution formally adopting this survey along with other location surveys.)

The Commission discussed with the Engineer the bids received earlier in the session for highway construction and took the following action thereon by unanimous vote:

Contracts for the following projects were awarded to the low bidder in each instance:

(1) Grading and oil-mat surfacing the West Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway, Baker County; low bidder, J. C. Papin, Baker.

(2) One mile of landscaping on the Ocean Lake Section of the Oregon Coast Highway, Lincoln County; Knight Pearcy Nursery, Salem, low bidder.

(3) Construction of a rock revetment in the Santiam River at Sanderson Bridge on the Albany-Lyons Secondary Highway, in Linn County; Dobyns and Webb, Salem, low bidder.

The bid received for the grading and paving of the Jantzen Beach Section of the Pacific Highway, in Multnomah County, was referred to the Engineer and the Chief Counsel with authority to award the contract to the only bidder when certain conditions have been satisfied, including the clearing up of right of way matters and an agreement with the Portland General Electric Company with respect to power poles. The bids received for the construction of the Tutuilla Section of the Pendleton-John Day Highway, Umatilla County, were referred to the Engineer with authority to award the contract to the low bidder when Umatilla County has agreed to the abandonment of the old highway right of way.

The Commission rejected all bids received for the grading and oil-mat surfacing of the Cove-Union Section of the Cove Secondary Highway in Union County.

The Engineer reported on the request of the City of Newberg for the rerouting of the Hillsboro-Silverton Secondary Highway through this town via 4th and College Streets. He advised that this is a desirable change since it provides a direct route through Newberg for this highway and will require maintenance of only three more blocks of pavement. He estimated the cost to provide a satisfactory improvement on this route at approximately $6,000, of which amount, he said, the city has offered to contribute the sum of $2,500 and has also agreed to construct curbs and sidewalks. He recommended approval

of the project. The Commission approved the recommendation by unanimous vote and ordered that the matter be covered by an appropriate agreement between the city and the state.

In conformity with instructions given by the Commission at the previous meeting the Engineer reported the need of repairs to the large residence building located in Cape Arago State Park, Coos County. He advised that this building is two stories high with an attic and is approximately 25 feet wide and 200 feet long. Portions of the building, he said, have deteriorated and repairs necessary to prevent further deterioration consist of waterproofing on the ocean side of the building; waterproofing the center brick chimney; replacement of the decayed house framing; patching plaster on walls and ceiling where damaged by rain and leakage; replacement of gutters, down spouts, broken windows, and outside doors; repairs to the furnace and plumbing fixtures; and spot painting of woodwork, all of which is estimated to cost about $1,655. Such repair work, he said, does not include the reconditioning of the building so that it could be used by the public or leased out to a concessionaire, so should it be decided to operate a concession at this place, additional work, which is estimated to cost about $14,000, would be needed. It was the thought of the Commission that the repair work should be limited to that immediately necessary in order to keep the building in good condition, and that a decision as to the future use of the building should be deferred until later. Motion was thereupon made by Commissioner Schaupp that the repair work immediately necessary, and estimated by the Engineer to cost about $1,655, be approved. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Chief Counsel reported the status of the proposed agreement with Marion and Polk Counties concerning the construction of a bridge over the Willamette River at Independence and explained the contents thereof. It appeared to the Commission that the agreement has been prepared in conformity with previous understandings, whereupon the Commission approved it by unanimous vote. (The agreement was signed by the Commission on the following day.)

At 4:30 p.m. Chairman Banfield announced the awards of contracts, as follows, bids for which were received at 2:00 p.m.:

"Grading and oil-mat surfacing the West Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County. J. C. Papin, Baker, submitted the low bid for this job in the amount of $332,918. E. C. Hall Co., Portland, submitted the next low bid in the amount of $339,273. There were two higher bidders. The Commission has awarded the contract to the low bidder, J. C. Papin.

"Landscaping the Ocean Lake Section of the Oregon Coast Highway, in Lincoln County. The low bid for this project was submitted by Knight Pearcy Nursery, Salem, at $4,661.31. Miner & Co., Portland, submitted the next low bid at $6,220.54. There were two higher bidders. The Commission has awarded the contract to the low bidder, Knight Pearcy Nursery.

"Construction of a rock revetment in the Santiam River at Sanderson Bridge on the Albany-Lyons Secondary Highway, in Linn County. Dobyns & Webb, Salem, submitted the low bid for this project in the amount of $13,700. The second low bid was submitted by Stevenson Construction Co., Salem, in the amount of $13,750. There were four higher bidders. The Commission has awarded this contract to the low bidder, Dobyns & Webb.

"Pavement widening and grading and paving of connecting roads on the Jantzen Beach Section of the Pacific Highway, Multnomah County. The Commission received only one bid for this project being that of Edlefsen-Weygandt Co., Portland, at $117,813.30. The Commission has referred the bid to the Engineer and the Chief Counsel with authority to award the contract to the bidder when certain conditions have been satisfied.

"Grading and oil-mat surfacing and construction of a bridge on the Tutuilla Section of the Pendleton-John Day Highway, in Umatilla County. The Commission received three bids for this project, the low one being that of John A. Logan, Portland, at $73,960. The second low bid was submitted by Vernie Jarl, Gresham, at $76,560. The third bid was submitted by Porter W. Yett, Portland, at $92,414. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, John A. Logan, when certain conditions have been satisfied.

"Grading and oil-mat surfacing on the Cove-Union Section of the Cove Secondary Highway, Union County. E. C. Hall Co., Portland, submitted the low bid for this work in the amount of $201,622. Morrison-Knudsen Co., Boise, Idaho, submitted the only other bid in the amount of $208,472. The Commission has rejected both bids as being too high."

The Commission had under consideration the adoption of a Biennial Budget Estimate covering the period July 1, 1947, to June 30, 1949, for inclusion in the general state budget prepared by the State Budget Director for submission to the 1947 Legislative Assembly. The Engineer presented a form of budget for this purpose. Following careful consideration of each of the items contained therein the Commission approved the budget as prepared by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler. Two copies of the budget were thereupon signed by the Commission. (See copy of approved budget in general files for details.)

The meeting adjourned at 5:00 p.m. to reconvene the following morning at 9:00 a.m. in the same room.

Portland, Oregon
October 29, 1946

The meeting of the State Highway Commission reconvened at 9:00 a.m.

OCT 9 1946

in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m.:

THE DALLES-CALIFORNIA AND FREMONT HIGHWAYS IN DESCHUTES AND KLAMATH COUNTIES
LAPINE ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene *	$ 45,000.00
A. H. Saxton & Son, Corvallis	48,000.00

* Bidder will accept only one project

JOHN DAY-BURNS HIGHWAY IN GRANT COUNTY
CANYON CITY-SODA MOUNTAIN ROCK PRODUCTION PROJECT

Jack R. Taggart Co., Salem	$ 30,000.00

KIMBERLY-LONG CREEK SECONDARY HIGHWAY IN GRANT COUNTY
KIMBERLY-DRY CREEK SECTION

J. A. Terteling & Sons, Inc., Boise, Idaho *	$ 38,712.50
Sound Constr. & Engr. Co., Seattle, Wn. *	41,836.00
Vernie Jarl, Gresham	43,722.00
A. H. Saxton & Son, Corvallis	47,229.00
O. C. Yocom Co., McMinnville *	48,115.00
E. C. Hall Co., Portland *	49,197.00
Homer G. Johnson, Portland	65,992.00

* Bidder will not accept award of this project alone

KIMBERLY-LONG CREEK SECONDARY HIGHWAY IN GRANT COUNTY
DRY CREEK-MONUMENT SECTION

Sound Constr. & Engr. Co., Seattle, Wn. *	$219,456.75
O. C. Yocom Co., McMinnville *	221,477.50
E. C. Hall Co., Portland *	246,663.00
J. A. Terteling & Sons, Inc., Boise, Idaho *	274,554.00
Natt McDougall Co., Portland	292,451.25

* Bidder will accept award of this project only in combination with award of Kimberly-Dry Creek Project.

OCT 9 1940

COMBINATION BIDS FOR ABOVE TWO PROJECTS

	(1)	(2)	Reduc.	Comb. Bid
Sound Constr. & Engr. Co.	$ 41,836.00	$219,456.75	None	$261,292.75
O. C. Yocom Co.	48,115.00	221,477.50	None	269,592.50
E. C. Hall Co.	49,197.00	246,663.00	None	295,860.00
J. A. Terteling & Sons, Inc.	38,712.50	274,554.00	None	313,266.50

JOHN DAY-BURNS HIGHWAY IN HARNEY COUNTY
NORTH UNIT, GRANT COUNTY LINE-CROW FLAT SECTION

E. C. Hall Co., Portland $290,143.00

SHERARS BRIDGE SECONDARY HIGHWAY IN SHERMAN COUNTY
CONSTRUCT 189-FOOT CONCRETE BRIDGE OVER BUCK HOLLOW CREEK

No bids received

FULTON CANYON-WASCO SECONDARY HIGHWAY IN SHERMAN AND WASCO COUNTIES
NORTH UNIT, FULTON CANYON SECTION

Vernie Jarl, Gresham	$ 65,973.00
A. H. Saxton & Son, Corvallis	70,920.00
Porter W. Yett, Portland	73,333.50
Homer G. Johnson, Portland	80,884.00

SUNSET HIGHWAY IN WASHINGTON COUNTY
NORTH PLAINS - BARNES ROAD SECTION

	Using Asphalt	Using Tar
Porter W. Yett, Portland	$739,472.00	- - - - - -
Babler Bros., Portland	849,528.00	- - - - - -
J.N. & M.J. Conley, Portland	897,264.75	- - - - - -
E. C. Hall Co., Portland	909,910.75	- - - - - -
Edwin C. Gerber, Oregon City	910,143.00	- - - - - -
McNutt Bros., Eugene	948,180.50	- - - - - -
Parker-Schram Co., Portland	982,237.00	$983,337.00

JOHN DAY HIGHWAY IN WHEELER COUNTY
SERVICE CREEK-KIMBERLY ROCK PRODUCTION PROJECT

A. H. Saxton & Son, Corvallis	$23,200.00
Vernie Jarl, Gresham	23,200.00
O. C. Yocom Co., McMinnville *	23,840.00
Oscar K. Joelson, Eugene **	24,000.00
J. A. Terteling & Sons, Inc., Boise, Idaho *	24,000.00
Jack R. Taggart Co., Salem	24,800.00

* Bidder will accept award of this project only in combination with the Kimberly-Dry Creek and Dry Creek-Monument Projects.
** Bidder will accept only one project.

SEP 9 1946

Mr. Cecil J. Hammond, log hauler, Roseburg, was present at the request of the Commission regarding the reinstatement of his log-hauling permit, which was canceled by the Commission on September 23, 1946, for transporting over the Elkton-Sutherlin Secondary Highway a load of logs weighing 39,000 pounds in excess of the weight allowed, and being 14 feet overall in height, and 10 feet wide. Mr. Hammond acknowledged his guilt, however, stated that he did not realize that his load was so violently in excess of the prescribed limits. Chairman Banfield admonished Mr. Hammond for bringing a load of such size and weight onto any highway, and advised that it is the most flagrant violation ever to come to the attention of the Highway Commission. He pointed out the seriousness of the offense and gave as his feeling that it would be a just penalty if Mr. Hammond were not allowed to resume his operations for at least a month. Commissioner Schaupp stated that it is difficult to reconcile such conduct of an operator who has had as many years experience truck-hauling logs as has Mr. Hammond. Commissioner Chandler pointed out that it is the responsibility of the State Highway Commission to protect highway surfaces for general public use, and, in order to provide such protection, it must take action accordingly.

Mr. Hammond pleaded for the immediate reinstatement of his permit, advising that hereafter he would comply strictly with the laws, rules and regulations in every respect; otherwise, he said, if he had to wait a month, he would be forced to sell his equipment, because he could not stand such a loss in income. Following further discussion Mr. Hammond was told to reappear before the Commission at 2:00 p.m. when he would be given an answer. (The Commission later approved the reinstatement of Mr. Hammond's permit on the condition that he will furnish to the Commission a written statement assuring the Commission of his willingness hereafter to comply with all the laws, rules and regulations governing his operations, and with the understanding that his permit will be canceled permanently if the offense is repeated. See additional paragraph ahead.)

Mr. Ronald Burr, log hauler, Coquille, appeared before the Commission regarding the reinstatement of his log-hauling permit, which also was canceled on September 23, 1946, for two overweight violations on the Coos Bay-Roseburg Highway, one of which involved a load weighing 88,400 pounds and another weighing 97,980 pounds. Chairman Banfield explained the seriousness of the offenses and inquired if Mr. Burr knows reason why his permit should not be canceled permanently, it appearing to the Commission that the violations were deliberate. He also inquired, if the permit were reinstated, what assurance Mr. Burr would give the Commission that the offense will not be repeated. Mr. Burr admitted the overloads and assumed full responsibility for them notwithstanding that he was not present when they occurred. He explained that the drivers of the trucks previously had been operating over roads where the loads were not restricted, and permitted the overloads in this instance as a matter of habit in order to make a good showing. He agreed hereafter to comply with the requirements in so far as is possible. Chairman Banfield advised that the Highway Commission is reluctant to put any log hauler out of business or to impose a severe penalty unless that is necessary in order to secure compliance with the regulations; also that the Commission would hold

Mr. Burr personally responsible for the conduct of his drivers, so it is entirely up to him whether or not he continues operating. Following further discussion Mr. Burr was told to return at 2:00 p.m. to receive his answer. (The Commission later approved the reinstatement of Mr. Burr's permit on the same basis that the reinstatement of Mr. Hammond's permit was approved. See ahead for additional paragraph.)

Mr. Jon R. Titcomb, Manager of the Springfield branch of the Weyerhaeuser Timber Company, and Mr. Walter Ryan, Engineer, were present to discuss a proposed logging railroad grade crossing of the Pacific Highway in the town of Sutherlin, Douglas County. Mr. Titcomb explained that his Company is in the process of opening up a new large-scale project in the Calapooya Creek area which it plans to operate on a sustained yield basis. The timber, he said, will be transported by rail to Sutherlin where the railroad will cross the Pacific Highway on a location selected by the Coos Bay and Eastern Railroad in 1915 and approved by the former State Railroad Commission. He presented a map showing the location of the proposed crossing and explained that their purpose in coming before the Commission at this time is to secure the Commission's approval of their plan so no objections will be interposed when the matter comes up for hearing before the Public Utilities Commissioner.

Mr. Titcomb gave as their understanding that the State Highway Commission has selected a new route for the Pacific Highway through Sutherlin and that the Government is planning to deepen Sutherlin Creek at this point and provide a new bridge. He expressed a desire to know the detailed plans of the Highway Commission in this respect in order that their operations might be designed to fit in with the proposed construction work. He felt that the expense of constructing a grade separation at the Pacific Highway would be too great for the traffic on the railroad to bear, as there would be only one round trip each day at low speed, which, in their estimation, would not endanger the public to any great extent.

The Engineer advised that the traffic on the Pacific Highway at this point averages approximately 3,000 vehicles per day with a maximum of approximately 5,500 vehicles per day; also, that the sight distance for southbound traffic 300 feet in advance of the crossing would be approximately 150 feet, while for northbound traffic 300 feet south of the crossing the sight distance would be approximately 170 feet. He also stated that plans for the proposed realignment of the Pacific Highway through this area are far from complete, but in general, the highway will remain in its present location. He predicted that it would take 25 years to complete the highway revision. The Engineer recommended that the Highway Commission resist the grade crossing when the matter comes before the Public Utilities Commissioner, because of the hazard that it would create to highway traffic, and suggested that another location could be found that would better suit a separation structure.

Mr. Titcomb asked the Commission to complete the survey for the new highway location and advised that the Company would then make its plans in harmony therewith. The Commission refused to authorize such survey now, however, upon the suggestion of Chairman Banfield, instructed the Engineer to investigate the matter in company with Mr. Titcomb and to report back first-hand information.

A delegation from Waldport, representing the Waldport Garden Club and consisting of Mrs. Daisy Overlander; Mrs. Ethel Birrel, President; and Mrs. Alice Johnson, was present and urged the Commission to purchase for park purposes a 32-acre tract of timber land situate on the west side of the Oregon Coast Highway about three miles north of Waldport. Mrs. Overlander headed the group. She explained the purpose of their visit. Chairman Banfield advised that this matter had previously been brought to the attention of the Commission by the State Parks Superintendent who considers that $15,000, the price that the owner of the property, Mr. Johnson, is asking for it, is exorbitant; moreover, the property would not fit into the state park picture unless the Commission also acquired the Howe tract, which abuts on the Johnson tract on the south and contains a number of small lakes. The Commission refused the offer, he said, on the basis of the Parks Superintendent's recommendation.

Mrs. Overlander expressed surprise that there were no lakes situate on the Johnson property, it being their understanding that the property does contain a lake which provides the only warm water swimming hole in this area and is very popular from that standpoint. She gave as her thought that the establishment of a state park on this property is fully justified from this point alone and advised that they would not have asked the Highway Commission to purchase it were they not certain that this swimming hole is located on the property. She also urged the Commission to acquire the property in order to preserve the natural beauty and to avoid its being sold in small parcels and developed for commercial purposes. She offered the suggestion that the Commission could acquire the property now and develop it as a state park later on when funds are available to finance the work.

The matter was discussed at some length, and as a result thereof, the Engineer was instructed by the Commission to have the State Parks Superintendent make a further check as to the location of the lakes and to prepare a written report to the Commission covering the entire matter. A copy of the report is to be sent to the Waldport Garden Club.

The Engineer brought to the Commission's attention the Highway Department Budget that was adopted for the calendar year 1946 based on the assumption that there would be $35,372,000 available. He advised that with the exception of two items the amounts provided for expenditure are satisfactory, however, it appears necessary to add $20,000 to the amount previously set up for administration and general supervision, to cover unanticipated expenses such as the hiring of additional employees and salary increases, and to provide an additional $20,000 for miscellaneous general operating expense to pay extra costs incident to the administration of the Civil Service Law. Following a lengthy discussion of this matter motion was made by Commissioner Schaupp that both increases be approved. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Secretary reported that a delegation from Warrenton and Clatsop County, consisting of County Judge Guy Boyington; Thomas T. Chave, Jr., City Attorney; and E. R. Baldwin, City Manager, was present to discuss with the Com-

mission the maintenance of the old state highway route through the City of Warrenton, future maintenance of the Ft. Stevens Road, and the maintenance of a one-block section of Fifth Street in Warrenton that is used by log haulers. The Engineer and the Chief Counsel were instructed to discuss these matters with the delegation prior to their conference with the Commission and to ascertain if a satisfactory compromise agreement can be reached. This was done and the following report was rendered by the Engineer: He advised that this delegation is primarily interested in the state taking over the old highway route and the Ft. Stevens Road, and will withdraw its request for the improvement of Fifth Street if the Commission will place the other two sections on the state highway system. He pointed out that the old highway route contains two bridges that are in a bad state of repair and which the city will close entirely to public use unless the state will pay the repair expense, which he estimated would amount to about $15,000. He also estimated the cost to recondition the paved surface over the balance of this section at approximately $2,500. He recommended approval of the proposition and that both sections be placed on the state secondary highway system for state maintenance. As justification therefor, the Engineer advised that a large percentage of the traffic that uses both sections is state-wide in character, so it appears that it is the state's obligation to maintain them. The Chief Counsel concurred in the Engineer's recommendation. Following discussion of the matter Commissioner Schaupp expressed his approval of the recommendation under existing circumstances. Commissioner Chandler gave as his thought that that is the only thing to do. Chairman Banfield expressed himself similarly, making the decision unanimous, subject, however, to the adoption by the county and the city of appropriate resolutions relative thereto. Such resolutions are to be presented to the Highway Commission and if considered satisfactory then the Commission will adopt an appropriate resolution placing both roads on the state highway system. The Chief Counsel was instructed to convey this information to the members of the delegation. The delegation did not confer with the Commission.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

Chairman Banfield and Commissioner Schaupp approved the minutes of the Commission meeting held on September 23 and 24, 1946, subject to approval by former Highway Commissioner M. R. Chessman, who was present at such meeting. (Mr. Chessman approved and signed the minutes later.)

Messrs. William A. Bowes, Commissioner of Public Works; Fred T. Fowler, Traffic Engineer; and Ben R. Morrow, City Engineer, Portland, appeared before the Commission regarding three traffic problems that involve state highways, as follows:

(1) Designation of Jefferson Street and Columbia Street as one-way traffic streets between Harbor Drive and 14th Street,

(2) Installation of traffic signals and synchronization of the same for a 40-miles-per-hour speed limit along Barbur Boulevard from Hamilton Street south about three miles,

(3) Installation of traffic signals and construction of traffic separators along McLaughlin Boulevard between Ross Island Bridge and the south city limits of Portland.

Commissioner Bowes headed the group. Regarding the first of these projects, he pointed out that Jefferson Street west of 14th Street to a connection with Canyon Road is now sufficiently wide to allow for two-way traffic, but easterly from 14th Street it is narrow and, owing to the large volume of traffic and commercial developments along this section, the accident rate is high. He urged the immediate designation of Jefferson Street as a one-way street for westbound traffic and Columbia Street as a one-way street for eastbound traffic east of the 14th Street intersection, and the construction of a suitable connection between the two at 14th Street, such arrangement to be of a temporary nature until a traffic circle interchange can be constructed to connect both streets at 18th Street, when the temporary connection at 14th Street will be abandoned. A map was exhibited showing the suggested lay-out. The State Highway Engineer endorsed the plan, which he estimated would cost between $30,000 and $50,000, including a channelized intersection at 14th Street. He recommended approval of the project on the basis that the city will pay 50 percent of the costs involved.

Regarding the second project, Commissioner Bowes pointed out that Barbur Boulevard carries a large volume of fast-moving traffic and that at present there is unlimited access from side streets without signal protection. He urged approval of the installation of appropriate signals at certain points, such as Slavin Road and several school crossings, and construction of a center line divider between opposing lanes of traffic in order to eliminate left-hand turns at all points except where the signals have been installed. He also suggested the synchronizing of the signals for a 40-miles-per-hour speed limit. Chairman Banfield expressed the Commission's desire to cooperate with the cities in their efforts to reduce traffic hazards and gave as his feeling that the state might cooperate in this instance on a 50-50 basis if the Commission is convinced that the system suggested will give satisfactory results. Mr. Fowler advised that the plan as suggested should be very effective, inasmuch as cross traffic would be eliminated entirely except at the intersections where traffic signals are installed; moreover, it would eliminate the necessity for the maintenance of police officers at certain intersections, which are now required. Chairman Banfield expressed a belief that the Commission should cooperate with the city on this project to the extent of adding such signals and lights as are necessary and the construction of dividers to control traffic at intersections and suggested, before taking definite action to that end, a joint investigation by the State Highway Engineer and the Portland Traffic Engineer, and the filing of a detailed report thereon. The suggestion was approved, and it was so ordered.

Concerning the third project, Commissioner Bowes stated that the city's Traffic Department has designed a system of synchronized signal installation along McLaughlin Boulevard extending from the Ross Island Bridge to the south city limits, which is estimated to cost approximately $250,000. Traffic along this thoroughfare, he said, is also very heavy and, according to

the Traffic Engineer's studies, the plan suggested is the only method that can be devised to reduce traffic hazards. The plan, he said, does not limit itself to stage construction, so the entire section must be revised in order to permit a satisfactory synchronization of the signals. Chairman Banfield expressed objection to spending such a large sum of money for this project and inquired what might be done to eliminate the hazards by an expenditure of $50,000. He was informed by Commissioner Bowes that the entire project would have to be undertaken at one time or none of it considered. The State Highway Engineer advised that traffic along McLaughlin Boulevard has increased enormously in the last two years, the increase being far in excess of that anticipated, and that such volume of traffic, when applied to the standard signal installation formula, indicates a definite need for a system of synchronized signals.

All three projects were discussed at considerable length with the result that the Commission, by unanimous vote, definitely approved the temporary plan for designation of Jefferson Street and Columbia Street east of 14th Street as one-way traffic streets but deferred final action on the other two projects pending a detailed report from the Engineer following a joint investigation with Traffic Engineer Fowler of the City of Portland, such action being taken subject to the condition that the state's share of the entire expense shall not exceed 50 percent of the total and in no event shall it exceed $75,000 for the immediate undertaking. Commissioner Bowes stated definitely that the City of Portland would pay 50 percent of the cost of the Jefferson-Columbia Street Project and would contribute to the extent of its ability to the other project but he could not state definitely what that would be without first consulting with the City Council.

Mr. Cecil J. Hammond reappeared before the Commission at this time, as requested, to receive the answer to his request for the reinstatement of his log-hauling permit. Chairman Banfield reiterated that the Highway Commission does not wish to rule any log hauler out of business, but insists on compliance with the rules and regulations. He inquired what cooperation will Mr. Hammond give the Commission if it reinstates his hauling privileges. Mr. Hammond assured the Commission that he would not again commit a violation. With this assurance, Chairman Banfield stated that the Commission had discussed his case and is agreeable to restoring Mr. Hammond's permit if he will present a letter to the Engineer stating his willingness to abide by the laws, rules and regulations and that he will not again violate them. He added that a repetition of the offense will result in the permanent cancellation of his permit. Commissioners Schaupp and Chandler confirmed Chairman Banfield's statement. The Secretary was thereupon authorized to recommend to the Public Utilities Commissioner the reinstatement of Mr. Hammond's permit when he has furnished the letter mentioned by the Chairman.

Mr. Ronald Burr reappeared before the Commission to receive an answer to his request for the reinstatement of his log-hauling permit. Chairman Banfield inquired what assurance Mr. Burr can give the Commission that he will not again violate the laws, rules and regulations governing his operations if the Commission will reinstate his permit. He advised that the Com-

mission cares not to put any log hauler out of business and when the permit of an operator is canceled the operator can blame no one but himself because the responsibility is his own and he must assume it, not only as covering his personal conduct, but also that of the men who operate his equipment. Mr. Burr assured the Commission that hereafter he would be more strict in giving orders to his drivers and that, insofar as he possibly could, he would abide by the rules and regulations.

Mr. Burr inquired whether or not the Commission would grant a hearing before putting him out of business for an additional offense and was informed by Chairman Banfield that the Commission cannot put up a defense in his behalf, so it would be to his advantage to keep his loads within the requirements. Commissioners Schaupp and Chandler concurred, Commissioner Chandler adding that it is Mr. Burr's responsibility to see that his loads come within the requirements and that the loaders do not overload his equipment. Chairman Banfield thereupon informed Mr. Burr that the Commission has agreed to restore his permit if he will send in a letter assuring the Commission that he will not again violate the laws, rules and regulations governing his operations. Such decision is being made, he added, with the understanding that a repetition of the offense will result in the permanent cancellation of Mr. Burr's permit. Commissioners Schaupp and Chandler confirmed the statement.

...

The Engineer reported on the need to increase the amount approved in the Postwar Construction Program for financing completion of the Sunset Highway between Davies and Portland. He stated that through error the original estimate for this project was made on the basis of 1940 prices, whereas, in all other cases 1940 prices were increased by 50 percent to meet present-day conditions; so, as a consequence, there is needed to complete this project an additional amount of $600,000, of which amount $100,000 represents the cost of the proposed traffic interchange in the Commonwealth Inc. subdivision. He expressed regrets that the oversight occured, however, suggested, in view of the fact that the Commission is committed to the completion of the Sunset Highway, the continuance of the program as presently planned and that the overrun be paid by the state with contingency funds. Commissioner Schaupp pointed out if such suggestion were followed it would mean the unbalancing of the program in that the Commission would be spending in this district about $600,000 more than was originally planned; however, he favored proceeding on such basis, because of the Commission's commitment to the completion of the Sunset Highway improvement, with the understanding that the overexpenditure would be adjusted in the formulation of future programs. Chairman Banfield expressed himself similarly. Following considerable discussion the Commission approved the Engineer's suggestion, subject to the condition that adjustments are to be made in future construction programs to provide a balance of funds throughout the state to take care of the overexpenditure in this instance.

The Commission discussed with the Engineer the bids received at the morning session for construction work and took the following action thereon by unanimous vote:

The contract for the Lapine Rock Production Project on the Dalles-California and Fremont Highways, in Deschutes and Klamath Counties, was awarded to the low bidder, Oscar E. Joelson.

The bid received for the Canyon City-Soda Mountain Rock Production Project on the John Day-Burns Highway, in Grant County, was rejected.

Contract for surfacing and oiling the Kimberly-Dry Creek Section of the Kimberly-Long Creek Secondary Highway, in Grant County, was awarded to Sound Construction and Engineering Company on the basis of its combination bid for this project and for grading and oil-mat surfacing the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, in Grant County. Grading and oil-mat surfacing the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, in Grant County. The Commission awarded this contract to Sound Construction and Engineering Company, the low bidder, on the basis of its combination bid for this project and the Kimberly-Dry Creek Project.

The Commission rejected the bid of E. C. Hall Co., being the only bid received for the grading and oil-mat surfacing of the North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, in Harney County.

No bids were received by the Commission for construction of a concrete bridge on the Sherars Bridge Secondary Highway east of Tygh Valley, in Sherman County.

The Commission awarded to Vernie Jarl the contract for the grading and oil-mat surfacing the North Unit of the Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway, in Sherman and Wasco Counties. The contract for paving and bridge construction on the North Plains-Barnes Road Section of the Sunset Highway, in Washington County, was awarded to the low bidder, Porter W. Yett, Portland. The Commission decided to award the contract for the Service Creek-Kimberly Rock Production Project on the John Day Highway, in Wheeler County, to one of the two contractors who submitted identical low bids for the job and to select the successful bidder by lot, publicly.

At 3:30 p. m. Chairman Banfield publicly announced the award of contracts, as follows:

"Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties. The Commission received two bids for this work, the low one being that of Oscar E. Joelson, Eugene, in the amount of $45,000. The other bid was submitted by A. H. Saxton & Son, Corvallis, at $48,000. The Commission has awarded the contract to the low bidder, Oscar E. Joelson.

"Canyon City-Soda Mountain Rock Production Project on the John Day-Burns Highway, in Grant County. The Commission received only one bid for

this project, being that of Jack R. Taggart, Salem, at $30,000. The bid has been rejected.

"Surfacing and oiling the Kimberly-Dry Creek Section of the Kimberly-Long Creek Secondary Highway, in Grant County. The low bid for this job was submitted by J. A. Terteling & Sons, Inc., Boise, Idaho, at $38,712.50. This bidder stated that it would not accept the award of this contract unless also awarded the contract for the grading and oiling of the Dry Creek-Monument Section of this highway. The next low bidder was Sound Construction and Engineering Company, Seattle, at $41,836. This bidder also stated that it would not accept the award of this contract unless also awarded the contract for the Dry Creek-Monument Project. There were five higher bidders. A tabulation of the bids for this project and for the Dry Creek-Monument Project reveals that the combination bid for both projects submitted by Sound Construction and Engineering Company to be low. In view thereof, the Commission has awarded both contracts to that company on the basis of its combination bid price of $261,292.75.

"Grading and oil-mat surfacing the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, in Grant County. The low bidder for this project was Sound Construction and Engineering Company, of Seattle, at $219,456.75. The contractor qualified its bid by stating it would accept the award of this contract only in the event that it was also awarded the contract for the Kimberly-Dry Creek Project. The next low bid was submitted by O. C. Yocom Co., McMinnville, at $221,477.50. This bidder also stated that he would not accept the award of this contract unless also awarded the contract for the Kimberly-Dry Creek Project. There were three higher bidders. The Commission has awarded the contract to the low bidder, Sound Construction and Engineering Co., on its combination bid for both projects.

"Grading and oil-mat surfacing the North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, in Harney County. The Commission received only one bid for this project, being that of E. C. Hall Co., Portland, at $290,143. The bid has been rejected.

"Construction of a concrete bridge on the Sherars Bridge Secondary Highway eight miles east of Tygh Valley, in Sherman County. The Commission received no bids for this job.

"Grading and oil-mat surfacing the North Unit of the Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway, in Sherman and Wasco Counties. Vernie Jarl, Gresham, submitted the low bid for this job at $65,973. The next low bid was submitted by A. H. Saxton & Son, Corvallis, at $70,920. There were two higher bidders. The contract has been awarded to the low bidder, Vernie Jarl.

"Paving and construction of four bridges on the North Plains-Barnes Road Section of the Sunset Highway, in Washington County. The low bidder was Porter W. Yett, Portland, at $739,472, based on the use of asphalt.

The next low bidder was Babler Bros., Portland, at $49,528, based on the use of asphalt. There were five higher bidders. The Commission has awarded the contract to the low bidder, Porter W. Yett.

"Service Creek-Kimberly Rock Production Project on the John Day Highway, in Wheeler County. A. H. Saxton & Son, Corvallis, and Vernie Jarl, Gresham, submitted identical low bids of $23,200 for this project. The next low bid was submitted by O. C. Yocom Co., McMinnville, at $23,840. There were three higher bidders. The Commission has decided to award this contract to one of the two low bidders by lot."

The names of both contractors were thereupon placed in a hat and one was publicly withdrawn by Mr. Ralph Watson, Staff Writer for the Oregon Journal, being that of A. H. Saxton & Son. Chairman Banfield thereupon announced the award of the contract to A. H. Saxton & Son.

The matter of appointing Mr. Merle R. Chessman, former State Highway Commissioner, a member of the Advisory Board on Travel and Information Matters as suggested by that Board was discussed by the Commission. The Commission indicated a favorable attitude with respect thereto but deferred a definite decision pending information from the Chief Counsel whether or not there is a limitation placed on the number of individuals on the Board, either by law or by action of the former Highway Commission. The Chief Counsel was instructed to look into the matter and report his findings.

The Chief Counsel again brought up for discussion the question of penalizing the Mountain States Power Company and Mr. F. D. Errion for destroying oak trees growing on state highway rights of way. He advised that he has given this matter considerable thought since it was first discussed on the previous day and now is ready to recommend that Mr. Errion be prosecuted to the full extent of the law, but that the offense by the Mountain States Power Company be overlooked in this instance because it is questionable that any action the Commission might take would reach the Company, but rather might be limited to action against the Company's employees; moreover, there is a question, if the matter were taken to court, whether or not a decision favorable to the Commission would be handed down in view of the allegation of the owner of the adjoining property that the roots of this oak tree were destroying his filbert orchard. The Commission adopted the Chief Counsel's recommendations by unanimous vote and instructed him to send an appropriate notification to each of the parties.

A letter was presented from Mr. Asa W. Battles, County Judge, Crook County, in which the Commission was requested to construct a connecting road between the old and new routes of the Madras-Prineville Secondary Highway about three miles northwest of Prineville, to serve the Pine Products Mill after the old road has been abandoned as a state highway. Judge Battles states that the present road between the Pine Products Mill and Prineville is in bad condition and that the county is unable to maintain it in a condition that will serve the mill satisfactorily. The Engineer advised that the road pro-

posed by Judge Battles is about 0.65 mile in length. He estimated that it would cost about $45,000 to construct it because it crosses the McKay Creek and Ochoco Creek bottoms where in the past the Highway Department has encountered severe drainage problems. He recommended that the request be denied because it does not appear to him that the project has sufficient merit to justify the expense, particularly in view of the fact that existing roads could be improved at approximately one-half the cost of the new road and, in addition, would serve another sawmill. The Commission approved the recommendation unanimously, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler.

A letter was presented from Fort Klamath Grange in which the Commission is asked to give consideration in the formulation of its next three-year building program to the improvement of the West Side Klamath Lake Secondary Highway and the connecting road leading to the Lake of the Woods. The Secretary was instructed to inform the Grange that the Commission will be pleased to consider the project, but will do so without any obligation to make any commitment or promise relative to it.

The Secretary presented a request from School District No. 55, Linn County, for sidewalk construction along the Santiam Highway at Sweet Home for the benefit and safety of school children; also, a letter from The Westdale Mothers' Club, Beaverton, requesting sidewalk construction along the Bertha-Beaverton Highway from Westdale Addition to Beaverton. The Engineer was instructed to include these projects in the list of sidewalk projects for consideration by the Commission in the adoption of its Minor Betterment Budget for 1947.

The Engineer reported that the Cities of Condon, Jacksonville, Summerville, and Turner have fulfilled the legal requirements with respect to the expenditure of 1945 State Tax Street Funds that they received in 1946 and that the plans of each have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:
>
> | | |
> |---|---|
> | Condon | $1,285.72 |
> | Jacksonville | 1,143.03 |
> | Summerville | 120.16 |
> | Turner | 621.83 |
>
> AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, con-

formed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Condon - 3rd Street, Lincoln Street, Church Street, Oregon Street, Trimble Street, Pennoyer Street

Jacksonville - 3rd Street, 4th Street, Oregon Street, Elm Street, 2nd Street, Spruce Street, "C" Street, "D" Street, "E" Street, "L" Street

Summerville - Main Street, Patton Street, Jefferson Street, First Street, Second Street, Third Street, Fourth Street

Turner - "B" Street, 5th Street, east end of Sunnyside Road (two blocks)

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 29th day of October, 1946.

The Engineer also reported that the town of Bonanza has fulfilled the legal requirements with respect to the expenditure of 1944 State Tax Street Funds that it received in 1945 and that the plans for the proposed improvements to be financed with such funds have been examined and found satisfactory. He recommended approval of the same by the Commission. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by the Oregon State Highway Commission apportioned to the city and/or town hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the sum or amount set opposite the name of said city or town:

Bonanza - - - - - - - - - - - - - - - - - $ 325.68

AND, WHEREAS, said city or town has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify it for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named city or town:

Bonanza - North Street, Market Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named city or town hereby are approved.

3. That the action taken by said city or town, as evidenced by appropriate resolutions adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city or town so as to qualify said city or town to receive and use the funds to it apportioned.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in said city or town a duly certified copy of the resolutions adopted by the city or town together with a copy of the resolution approving the plans submitted by said city or town.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 29th day of October, 1946.

A letter was presented from the McNary Development Association, Umatilla, Oregon, requesting the early construction of a bridge across the Columbia River near the proposed McNary Damsite and stating their preference for a bridge entirely separate from the dam. The Secretary was instructed to inform the Association that the Commission has definitely approved the location of the bridge on the dam and to explain the reasons that prompted this action.

A petition was presented from residents of Klamath County requesting the early oiling of a 3.47 miles unoiled section of the Klamath Falls-Midland Secondary State Highway in order to eliminate the dust nuisance which, they state, constitutes both an accident and a health hazard. The Engineer advised that an amount of $130,000 was originally set up in the Postwar Program to finance the improvement of this road, but the County Court of Klamath County was dissatisfied with the allocation and requested that it be transferred to the Lower Klamath Lake Secondary Highway, which was done. Since that time, he said, the State of California has built a secondary highway along the state line easterly from Cal-Ore to Hatfield, which will carry more through traffic than the Lower Klamath Lake Secondary Highway, in view of which, the County Court has requested that the contracting of the Lower Klamath Lake Secondary Highway improvement be held in abeyance for the time being. He advised that he considers the Klamath Falls-Midland Secondary Highway of more importance than the Lower Klamath Lake Secondary Highway since it affords a by-pass south of Klamath Falls for residents living in the thickly-populated section southeast of the city. He recommended, therefore, that the petition be referred to the Klamath County Court for its consideration. The Commission approved the recommendation.

A petition was presented from citizens of Monument, Oregon, urging the improvement of the Kimberly-Long Creek Secondary Highway along the proposed new alignment rather than along the existing route. The Engineer advised that the survey was made several years ago but was not adopted by the Highway Commission until this meeting, when the Commission approved the location up to the west edge of the town. The reason that the town section was not included was because of the exorbitant prices being asked for the right of way, it being considered that people might reduce their demands later on. He pointed out that the bridge over the North Fork John Day River at the eastern city limits was built on permanent alignment, using Federal funds, and can be used on either location, although it fits better the new route. The matter was discussed at considerable length, but a decision was deferred by the Commission until later. The Commission authorized the taking of options for right of way along the proposed route and ordered a report thereon at the next meeting. The Commission will then decide the question of the route.

The Engineer reported completion of location surveys for revisions of the following sections of state highways:

Grant County Line-Forest Boundary Section of the John Day Highway, in Harney County

Hermiston-Umatilla Section of the Old Oregon Trail, in Umatilla County

Hardman Hill Section of the Heppner-Spray Secondary Highway, in Morrow County

Hay Creek-Condon Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

McMinnville Section of the Three Mile Lane Secondary Highway, in Yamhill County

He exhibited maps and explained each survey in detail. Following discussion and careful consideration of each survey the Commission approved all surveys except that for the revision of the Hermiston-Umatilla Section of the Old Oregon Trail, which was postponed for later consideration. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of each of the following sections of state highways, to wit:

Grant County Line-Forest Boundary Section of the John Day Highway, in Harney County;

Hardman Hill Section of the Heppner-Spray Secondary Highway, in Morrow County;

Hay Creek-Condon Section of the Wasco-Heppner Secondary Highway, in Gilliam County;

McMinnville Section of the Three Mile Lane Secondary Highway, in Yamhill County,

and in connection therewith to prepare maps showing the route and location of said sections of highways and to file a report and record with the Commission; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the surveys of the above-mentioned sections of state highways, together with the maps, which for identification purposes bear the map File Nos. 6B-20-20 and 6B-20-21, 6B-19-4, 6B-21-8, and 6B-18-22, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are premanently

constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the 29th day of October, 1946.

The Commission had under discussion the following requests for extensions of time within which to complete construction of certain highway projects:

C. J. Montag & Sons, Contract No. 2737, for construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East, in Marion and Linn Counties, requested an extension of time from September 30, 1946, to March 31, 1947, within which to complete this project. They attributed their failure to complete the project within the specified time limit to shortage of labor; difficulties in securing equipment, materials, and supplies; and extreme difficulty in excavation for the footings. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He pointed out that the contractor was promised delivery of treated lumber for this project in November 1945, but the last of the lumber was not delivered until the middle of October 1946, a delay of almost a year. He recommended, in view of the circumstances, that the extension of time requested by the contractor be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

J. R. Maginnis, Contract No. 2749, for clearing the Circle Bridge-Hug Point Section of the Oregon Coast Highway, in Clatsop County, requested an additional extension of time of 92 days, from September 30 to December 31, 1946, within which to complete this project. He advised that his operations were handicapped by an unusual amount of wet weather during the current year, which retarded burning operations; also, that such burning work was restricted by the Forest Service, which placed a limit on burning operations during periods of low humidity. The Engineer advised that work under this contract was delayed because of a lack of labor and unsuitable weather conditions. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Sound Construction and Engineering Co., Contract No. 2750, for furnishing crushed rock in stockpiles for the Lake County Line-Silver Creek-Cinder Butte Section of the Central Oregon and Lakeview-Burns Highways, in Harney County, requested an extension of time of 17 days, from August 31 to September 17, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to

difficulties in securing labor, the job being located an extreme distance from centers of labor supply. The Engineer advised that the contractor's delay in completing the project has not materially increased the cost of the job to the state, the contractor having, previous to the specified completion date, furnished sufficient oil rock to permit the oiling contractor on this section to start his work. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Rogers Construction Co., Contract No. 2757, for surfacing and oiling the Malheur River-Juntura Section of the Central Oregon Highway, Harney County, requested an extension of time of 92 days, from September 30 to December 31, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to secure a sufficient number of employees to operate their equipment. The Engineer advised that the reason given for failure to complete the project within the specified time limit is correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Sound Construction and Engineering Co., Contract No. 2772, for grading the Berger Ranch-Barnes Road Section of the Wolf Creek (Sunset) Highway, in Washington County, requested an extension of time from October 31, 1946, to July 15, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to excavation difficulties, the materials encountered in cuts greater than six feet deep containing a high moisture content, making it impractical to haul or to obtain satisfactory compaction in embankments. Such condition necessitated the limiting of excavation to the six-foot level and then allowing the cuts and fills to dry out before completing the excavation. The Engineer advised that this job would have been completed within the specified time limit had it not been for the condition mentioned by the contractor. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission considered such extension of time excessive and thereupon, by unanimous vote, approved an extension of time to June 15, 1947, without penalty.

R. O. Dail (Harrisburg Sand and Gravel Company), Contract No. 2775, for furnishing crushed gravel in stockpiles for the Halsey-Holley Section of the Halsey-Sweet Home Secondary Highway, in Linn County, requested an extension of time of 38 days from July 31 to September 7, 1946, within which to complete this job. They alleged that the gravel bar which they were using as a source of materials could not produce a sufficient amount of rock to complete the project, which accounted for their failure to complete the job on time; also, that they experienced numerous breakdowns in their equipment. The Engineer advised that the reasons given by the

contractor for overrunning the specified time limit are correct and recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Sound Construction and Engineering Co., Contract No. 2778, for grading the Davies-North Plains Section of the Wolf Creek (Sunset) Highway, in Washington County, requested an extension of time from October 31, 1946, to July 15, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to moisture content of materials encountered in cuts greater than six feet deep, which made it impractical to haul or to obtain satisfactory compaction in embankments. In order to remedy this situation it was necessary to limit the excavation to six feet and permit the remainder to dry out before disturbing it. They also alleged that they were delayed by inability of the contractors on the structures to obtain materials with which to complete their projects. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission considered that an extension of time to July 15, 1947, is excessive and accordingly ordered that the contractor be required to complete the job by June 15, 1947. An extension of time to June 15, 1947, without penalty, was thereupon approved by the Commission by unanimous vote.

Sound Construction and Engineering Co., Contract No. 2779, for grading the North Plains-Gardner Ranch Section of the Wolf Creek (Sunset) Highway, in Washington County, requested an extension of time from October 31, 1946, to July 15, 1947, within which to complete this job. They gave the same reasons for failure to complete this project within the specified time limit as were given for failure to complete the adjoining section between Davies and North Plains, Contract No. 2778. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission considered that the time requested is excessive and that the job should be completed by June 15, 1947, rather than July 15, 1947. Accordingly, the Commission voted unanimously to extend the time limit without penalty to June 15, 1947.

A. D. Ford & Son, Contract No. 2801, for construction of the Mountaindale County Road Grade Separation Project on the Sunset Highway, in Washington County, requested an extension of time of six months, from September 15, 1946, to March 15, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the fact that grading work at the site, which was supposed to have been completed by another contractor by May 31, 1946, had not been completed by August 28, the date of their request for the

extension of time. The Engineer advised that the reason given by the contractor for his failure to complete the project within the specified time limit is correct, the fact being that the grading work at the bridge site, which was being done by another contractor, was delayed because of material shortages and difficulties in securing labor. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

J. C. Papin, Contract No. 2810, for grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway, in Baker County, requested an extension of time of 182 days, from November 30, 1946, to May 31, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in obtaining labor and in obtaining equipment, materials, and supplies. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He further stated that the state has not incurred any extra expense for engineering supervision by reason of the delay and recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Del R. Beebe, Contract No. 2818, for construction of an oil-mat surface on the Hampton-Suntex-Juniper Ridge Sections of the Central Oregon and Lakeview-Burns Highways, in Deschutes, Lake, and Harney Counties, requested an extension of time of 30 days, from September 30 to October 31, 1946, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing equipment and labor. The Engineer advised that the contractor was slow in getting this job started for reasons stated by him. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Porter W. Yett, Contract No. 2825, for pavement resurfacing on the Sandy Boulevard (12th Avenue-44th Avenue) Section of the Columbia River Highway, Portland, Multnomah County, requested an extension of time of 10 days, from September 30 to October 9, 1946, within which to complete this project. He attributed his failure to complete the project within the specified time limit to inclement weather and to a truckers' strike. The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct and recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously,

Porter W. Yett, Contract No. 2826, for pavement widening on the West Gresham Section of the Mt. Hood Highway, Multnomah County, requested an extension of time of 109 days, from October 15, 1946, to February 1, 1947, within which to complete this job. He alleged that his work was handicapped by re-establishment of public utility facilities along the

section and was further delayed by inclement weather and shortage of materials, particularly cement. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct and recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Berke Bros., Contract No. 2830, for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County. This is a force account project awarded to Berke Bros. as a result of default by White Bros. Co., contractors, Walla Walla, Washington, as a result of taking of bids on May 16, 1946. The Engineer advised that Berke Bros. have been handicapped in their work by unavoidable interruptions in their drag line operations, many days being lost by the breaking of cables which in most instances was caused by falling boulders of tremendous size; also, their drag line hoist was badly damaged by a large boulder, requiring more than two weeks to repair. The work was further slowed down, he said, by reason of the fact that loading and dragging operations cannot be conducted at the same time because of the hazard of rolling rocks while the drag is in use. According to the contract, he said, the work was to have been completed by November 30, 1946; however, he estimated, under the circumstances, that it would not be done until January 30, 1947, and he recommended the granting of an extension of time to such date without penalty, notwithstanding that there will be a slight additional cost to the state for extension of the railroad protective bond. The Commission approved the recommendation by unanimous vote.

The Engineer reported that Contracts Nos. 2718, 2724, 2730, 2750, 2755, 2756, 2787, 2798, 2807, and 2825 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2718, with Guerin Bros., for furnishing crushed rock in stockpiles on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson County; completed August 7, 1946.

Contract No. 2724, with Tom Lillebo, for construction of bridge over Duval Creek on the Duval Creek Section of the Willamette Highway in Lane County; completed August 25, 1946.

Contract No. 2730, with Watson & Morris, for painting the Coos Bay Bridge No. 1823, on the Oregon Coast Highway in Coos County; completed August 24, 1946.

Contract No. 2750, with the Sound Construction & Engineering Co., for furnishing crushed rock in stockpiles on the Lake County Line-Silver Creek-Cinder Butte Section of the Central Oregon and Lakeview-Burns Highways in Harney County; completed September 17, 1946.

Contract No. 2755, with Archie R. Averill, for construction of overpass and culverts on the Troutdale-Wahkeena Creek Section of the Columbia River Highway in Multnomah County; completed October 10, 1946.

Contract No. 2756, with Rogers Construction Co., for surfacing and oiling on the Buchanan-Malheur River Section of the Central Oregon Highway in Harney County; completed September 5, 1946.

Contract No. 2787, with E. C. Hall Co., for regrading, surfacing and oiling on the Weston Mountain-McDougal Section of the Weston-Elgin Secondary Highway in Umatilla County; completed October 18, 1946.

Contract No. 2798, with T. W. Thomas, for grading and bituminous macadam surfacing on the Oceanlake Section of the Oregon Coast Highway in Lincoln County; completed September 25, 1946.

Contract No. 2807, with J.N. & M.J. Conley, for surfacing on the Eddyville-Blodgett Section of the Eddyville-Blodgett Secondary Highway in Benton and Lincoln Counties; completed September 12, 1946.

Contract No. 2825, with Porter W. Yett, for pavement resurfacing on the Sandy Boulevard (12th Ave.-44th Ave.) Section of the Columbia River Highway in Multnomah County; completed October 9, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Engineer reported receipt of a letter from the U. S. War Department calling attention to a Presidential directive which holds up all flood-control projects until further notice, and requesting the cessation of the survey that the State Highway Department is now conducting for relocation of roads and highways at the Meridian Damsite in Lane County, at Army expense.

The Engineer advised that the survey is being conducted under agreement with the U. S. War Department and that in conformity with this letter he has called off the survey party and is billing the War Department for expenses already incurred. The Commission approved the report.

A letter was presented from the Multnomah County Council of the American Legion requesting the closing of Swift Secondary Highway to all traffic during a short period of time on one day prior to November 8 to allow the landing of two small airplanes which are to be exhibited at the Northwest Aircraft Show in the Livestock Pavilion from November 8 to 11, 1946. The Chief Counsel advised that it would be illegal to allow the closing of the highway for this purpose, whereupon the Commission denied the request.

The Secretary advised that the American Legion also will want authority to transport six airplanes across the Interstate Bridge from Vancouver to Portland for exhibition at the Aircraft Show, each of which will be 22 feet wide. The Commission, by unanimous vote, authorized the granting of a permit for this purpose, subject to the condition that the movements are made in the early morning hours when there is the least amount of traffic on the bridge.

The Engineer reported that, in conformity with authority granted him by the Commission's resolution of October 24, 1944, he has posted the bridge over the Coast Fork of the Willamette River at M.P. 2.57 on the Willamette Highway, Lane County, for a speed limit of 15 miles per hour for trucks, pending completion of certain repair work. He anticipated that the reduced speed limit would be in effect for about a week. The Commission confirmed such posting by unanimous vote.

A letter was presented from Anderson Bros., Portland, regarding their bid submitted in Salem on August 26, 1946, for the purchase of certain used equipment stored at Salem. They alleged that their offer was based on receiving all or none of the 16 items offered for sale whereas, the Commission accepted their offers for only three of them, and stated their preference to forfeit their bid deposit rather than to accept only the three items. The Secretary advised that careful inspection of Anderson Bros.' bid reveals that they submitted an offer for each of the items separately, totaling $149.94, with an alternate proposal to pay $160 for all or none of the items. The bid, he said, did not contain any information to the effect that Anderson Bros. would not accept a portion only of the items offered for sale. Following discussion the Commission declared forfeit the bid deposit submitted by Anderson Bros.

The Secretary presented three letters from the Oregon Council, American Pioneer Trails Association, by Arthur R. Kirkham, Vice President, and Walter Meacham, Secretary, in one of which exception is taken to the action of the Commission adopting the recommendation of the Memorials Committee of the Oregon Historical Society with respect to the naming of the southern pioneer route into Oregon. The second letter suggests that the Highway Commission appoint a Memorials Committee of three members, one each from different qualified organizations, to pass upon requests concerning the erection

of markers and monuments on state highway rights of way, and the third letter offers objections to the wording for the Barlow Trail marker that is to be erected on the Mt. Hood Highway at Laurel Hill. The Commission voted unanimously not to change its decision with respect to the naming of the southern pioneer route leading to Oregon nor to change the wording recommended by the Memorials Committee of the Oregon Historical Society for the Barlow Trail marker. The Commission also voted unanimously not to change the set up of the committee that it has appointed to pass on recommendations covering historical subjects.

The Engineer brought up for discussion the claim of the Union Pacific Railroad Company in the amount of $134,571, for damages that the Company alleges occurred to its facilities as the result of a slide on the Columbia River Highway near Oneonta on February 5, 1946. (See copy of Engineer's report directed to the State Highway Commission, dated October 19, 1946, in general files for details.) He recommended that the claim be denied. The Commission approved the recommendation by unanimous vote, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler.

The Engineer asked the Commission to confirm the telephonic authority previously granted permitting Mr. Mark H. Astrup, Assistant Parks Superintendent, to go to Eureka, California, at state expense, on September 28 and 29 in connection with the entertainment of a group representing the National Conference of State Parks that inspected state parks along the Oregon Coast Highway during the following three-day period. The Commission approved such expense by unanimous vote.

The Commission had under discussion the scheduling of its next three regular meetings and decided unanimously to hold all of such meetings in Portland, the first one on Monday and Tuesday, November 25 and 26; the second tentatively on Monday and Tuesday, December 30 and 31, 1946; and the third on Monday and Tuesday, February 3 and 4, 1947. The Secretary was instructed to make the usual arrangements to hold these meetings in the auditorium of the Public Service Building.

The Engineer and the Chief Counsel reported on the following matters of unfinished business:

1. Proposal to include in the 1947 Budget the sum of $1,000,000 to finance minor betterments. The Engineer advised that this matter will be reported at the Commission's next meeting.

2. Request of the City of Hood River for improvement of the Columbia River Highway at three points in Hood River County. The Engineer advised that the report on this subject will be presented at the next meeting.

3. Proposed purchase of public liability and property damage insurance covering accidents at the Interstate Bridge. The Engineer submitted a schedule of premiums that will have to be paid for such insurance. The Com-

mission decided not to take action at this time but to await the outcome of a damage case which is now pending before making a decision.

4. Proposed rerouting of the Oregon Coast Highway through the City of Seaside. The Engineer advised that his report is not ready on this subject.

5. Acquisition of right of way for a proposed service road through Kellogg Park Housing Project, Milwaukie. The Engineer and the Chief Counsel advised that there is nothing to report at this time.

6. Status of right of way negotiations along the waterfront in the City of Coos Bay. The Chief Counsel advised that there is a question whether or not the Commission definitely authorized negotiations for this right of way, and he had it in mind to ask the Commission for instructions. Chairman Banfield stated that it is his recollection the Commission left it with the Engineer and the Chief Counsel to decide which properties there is urgent need to acquire and to negotiate with the owners of such properties. Commissioner Chandler gave as his understanding that the highway location has not as yet been settled and advised that this is important because people cannot develop their holdings until the location has been decided. The Engineer confirmed Commissioner Chandler's statement regarding the survey and requested authority to conduct the survey at this time. The request was approved by the unanimous vote of the Commission.

7. Naming of a bridge in honor of the late C. B. McCullough. The Engineer advised that he has nothing to report on this matter at this time.

8. Request of Otto J. Kraemer for right of access to the Oregon Coast Highway from streets of his subdivision at Cannon Beach. The Chief Counsel advised that he and the Engineer investigated Mr. Kraemer's original request but could not approve it, and since then they have heard nothing from Mr. Kraemer. He recommended that the matter be deleted from future agendas until Mr. Kraemer revives it. The Commission approved the recommendation.

9. Settlement with W. H. Gonyea for right of way required across his property for construction of the Pacific Highway between Judkins Point and Goshen. The Engineer and the Chief Counsel both advised that there is nothing to report at this time.

10. Request of the City of Eugene for the rerouting of the Pacific Highway for a short distance along the Mill Race. The Engineer decided that there is nothing to report on this subject except that he anticipates that a delegation from Eugene will appear before the Commission in the not distant future regarding the project.

11. Question of securing reimbursement from the State Restoration Fund for losses incurred, notwithstanding that the property damaged is not restored to its original condition. The Chief Counsel advised that this matter was referred to him to consult with the Board of Control but that he has nothing to report at this time.

12. Request for the improvement of the Fox Hollow Secondary Highway from Eugene south about four miles. The Engineer advised that he has nothing new to report on this subject but will present it for consideration by the Commission in the adoption of its 1947 Minor Betterment Budget.

The question of the action to take against White Bros. Co. for failure to accept the contract that was awarded to them on May 16, 1946, for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, was again brought up for discussion, but action thereon was deferred until a later meeting.

The Chief Counsel brought up for discussion the matter of acquiring wayside strips along the Oregon Coast Highway between Newport and Waldport, particularly a tract owned by a Mr. E. C. Newell which lies approximately midway between two strips already owned by the state on the ocean side of the highway. In this particular instance, he said, an agreement could not be reached with Mr. Newell as to the price to be paid for his property, so the Commission authorized acquisition by condemnation, and the case is still pending. He exhibited a map showing the location of the property and advised that several thousand dollars are involved in the deal. He pointed out that there is a possibility that the jury will set a price on the property in excess of the amount the Commission is willing to pay for it, and, in that event, the Commission may decide not to acquire it, which leaves the property owner in the position of having to spend a considerable sum in defending his position. He inquired whether or not the Commission would be willing to reimburse Mr. Newell for such expense in the event it is decided not to purchase the property. He mentioned also that there are several other tracts in this locality which the Commission contemplates acquiring, so the Commission's decision with respect to the pending case probably would have some bearing on the Commission's action with respect to the others. The matter was discussed at some length but a decision relative thereto was deferred by the Commission until its next meeting. The Chief Counsel was instructed to complete the present condemnation case and report the results thereof.

The Engineer brought up for discussion a controversy with Mr. E. L. Dickson, Eugene, concerning the routing of traffic past his market building at Springfield Junction. He advised that Mr. Dickson caters to the general public and is very desirous of having people come to his place of business from all directions, which cannot be done under the present arrangement of channelized traffic, so that people living in Eugene who wish to patronize his market are obliged to drive across the river into the town of Springfield and return. He advised that the situation could be helped by construction of a turn-around under the westerly approach to the Willamette River Bridge, which he estimated would cost approximately $10,000, and that he so informed Mr. Dickson and suggested to him that the matter would be considered if he would acquire the necessary right of way because the improvement would be of no particular benefit to the state. Mr. Dickson, he said, has not acquired this right of way but has taken a very threatening attitude against the State Highway Department and other State officials. He pointed out that the improvement of the highway at this location is not included in

the present construction program and recommended that nothing be done toward the proposition at this time unless the property owners offer to give the right of way. The Commission approved the recommendation by unanimous vote.

The Commission considered and signed agreements, etc., as follows:

Agreement with the National Hospital Association covering services beginning January 1, 1947.

Agreement with Oregon Physicians' Service covering services beginning January 1, 1947.

Agreement with The Pacific Telephone and Telegraph Co. covering pole line installation on the Glendale Junction-Wolf Creek Section of the Pacific Highway, Douglas and Josephine Counties.

Agreement with Silica Products, Oreg. Ltd. covering service road construction and access restrictions on the Eugene-Veneta Highway, Lane County.

Agreement with Bonneville Administration covering attachment of a guy wire on the Marion-Polk County Bridge across the Willamette River at Salem.

Agreement with James H. Imbrie covering relinquishment of a cattle pass on the Gardner Ranch-Berger Ranch Sectionof the Sunset Highway, Washington County.

Agreement with L. M. Christensen covering removal of smelt sand from the ocean beach near Yachats State Park, Lincoln County.

Agreement with Arnold Berger covering a change in point of access from his property to the Sunset Highway, in Washington County.

Agreement with Marion and Polk Counties covering construction of a bridge across the Willamette River on the Salem-Independence County Road at Independence.

Agreement with Tidewater Associated Oil Company covering the transfer of properties on the Columbia River Highway (15th and Commercial Streets), in Astoria.

Agreement with Grant County covering abandonment of certain sections of the Kimberly-Long Creek Secondary Highway, in Grant County.

Agreement with Crook County covering future abandonment of the old route of the Ochoco Highway between Marks Creek and Jones Ranch, Crook County.

Agreement with Wheeler County covering future abandonment of the old route of the Ochoco Highway between Marks Creek and Jones Ranch, in Wheeler County.

Agreement with John O. Paulsen covering easement for road across a stockpile site acquired from D. P. Jenkins on the Oregon Coast Highway in Coos County.

Amendatory Agreement with Del R. Beebe covering modification of Contract No. 2831 for the Smithfield-Elmira Section of the Territorial Secondary Highway, in Lane County.

Agreement with Nellie and Adeline Sather covering temporary lease of the Sullivan Building, in Astoria.

Lease Agreement with I. J. Rossman covering lease of Lots 11 and 12, Chicago Addition to the City of Florence.

Bill of sale to J. C. Wilson covering purchase of building at Union Maintenance Station, Union County.

Bargain and sale deed conveying to the Port of Newport certain property on the south side of Yaquina Bay.

There being no further business to come before the Commission at this time the meeting adjourned at 5:00 p.m.

T. B. Barnett
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon
November 25, 1946

The State Highway Commission met in regular session at 9:00 a.m. in Room 715 (Imperial Room) of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of its meeting held on October 28 and 29, 1946.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

1. Suggestion of the State Board of Control that the State Highway Department assume jurisdiction over Sodaville State Park, in Linn County: The State Parks Superintendent pointed out that this park now is under the jurisdiction of the Board of Control, and if such jurisdiction were transferred to the State Highway Commission it would have to be done by Legislative act. Inspection of the premises, he said, reveals that the park is in bad condition and that it would cost about $1,500 to improve it; moreover, it would cost about $1,000 annually to maintain a caretaker on the premises. He also pointed out that the park is about one and one-half miles removed from the Santiam Highway. In the discussion of the matter the Commission indicated a reluctance to take over this park because of its condition and instructed either the Chief Counsel or the Parks Superintendent to so inform the Board of Control. The Board also is to be informed as to the cost involved in reconditioning and maintaining the park, and, that while the Highway Commission hesitates to assume jurisdiction, it will do so if the Legislature makes the transfer.

2. Request of Gen. Ira Baker that the Commission withdraw its application for a 200-foot freeway along the banks of the Rogue River and Butte Creek within the boundaries of Camp White: The Parks Superintendent advised that Gen. Baker, through his representative, Col. Glen L. Jackson, of Medford, has asked the state to withdraw its application filed with the Surplus Property Board for a 200-foot strip of land along the banks of the Rogue River and Butte Creek where they join in Lot 3 of Section 7, Township 36 S., Range 2 W., W.M., Jackson County. Gen. Baker, he said, wants to construct a home on the property and states a willingness to grant the state an easement along both streams so that the public will not be barred from fishing privileges if the Highway Commission will withdraw its filing. He further stated that the original purpose of the Commission's application was to preserve the right of access to both streams for fishermen; however, a strip 25 or 50 feet wide probably would

serve the purpose. It was the thought of the Commission that if a right of way 25 feet wide above high water is sufficient to satisfy the purpose for which the application was filed, then that is all that should be acquired. The Chief Counsel and the Parks Superintendent were instructed to notify Col. Jackson as to the Highway Commission's position in the matter and to obtain his reaction thereto.

3. Offer of Hansen Bros. Logging Co. to exchange cut-over lands for standing timber in Joaquin Miller State Park: The Parks Superintendent advised that Hansen Bros. own timber land which lies on the north side of this park. They would like to extend their logging operations to the park area if the Commission is willing, and have offered to deed their cut-over lands to the state if the privilege is granted. He recommended that the offer be refused, particularly in view of the fact that the park was presented to the state as a gift by Lane County. The Commission approved the recommendation.

4. Overnight camping in state parks: The Parks Superintendent submitted a written report on this subject, which was discussed briefly. He was instructed to present a broader report to include information as to what other states are doing along this line.

5. Proposed state park on the Oregon Coast Highway north of Waldport: The Parks Superintendent advised that, pursuant to instructions given to him by the Commission at the previous meeting, he has made certain investigations with respect to lakes that might be on the Johnson property, which the Waldport Garden Club is urging the Commission to acquire for state park purposes. At his request the Secretary read aloud the Parks Superintendent's report to Chairman Banfield on the subject. (See copy of report dated November 20, 1946, in general files for details). It appears that only a small section of the lake referred to by the Garden Club lies within the boundaries of the Johnson property, whereas in the opinion of the Parks Superintendent if a state park is established it should include the entire lake; moreover, half of the area consists of blow sand, which is not worth $500 an acre, which Mr. Johnson demands for the same. The balance of the lake, he said, is located on property owned by a Mr. H. C. Howe, which is not available for purchase. The Parks Superintendent advised that he still is of the opinion that the expense of acquiring the property in question is not justified, and he recommended that it not be purchased. The Commission approved the recommendation by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler.

6. Request of R. C. Moulton for permission to remove down timber and burned timber along the Sunset Highway near Quartz Creek Bridge: The Parks Superintendent advised that a satisfactory agreement has been reached with Mr. Moulton with respect to the removal of this timber and that Mr. Moulton has executed an agreement covering the matter which contains a termination date of June 30, 1948. He recommended approval of the agreement. The Commission approved the arrangement by unanimous vote. (The agreement with Mr. Moulton was signed by the Commission on the following day.)

7. Resolution from Portland Chamber of Commerce urging acquisition of timbered and scenic wayside strips along state highways: The Parks Superintendent pointed out that a delegation is scheduled to appear before the Commission on the following day concerning this matter. The Commission unanimously approved the suggestion of Chairman Banfield that this delegation be referred to the State Parks Superintendent whom, the Commission holds responsible on matters of this kind.

8. Consideration was given by the Commission to the adoption of a park budget for the calendar year 1947. After considerable discussion the following budget was adopted in principle by the unanimous vote of the Commission with the express understanding that each individual project will first be approved by the Commission before an expenditure of funds is made in connection therewith:

"Parks Department

Acquisition of Park Properties - - - - - - - - -	$200,000
Buildings and Other Improvements in Parks- - -	265,000
Park Operation and Maintenance - - - - - - - - -	175,000
	$640,000"

In the discussion of the park budget, particularly the item of park maintenance, the Commission authorized continuance of the present practice with respect to regular park maintenance but ordered that express approval for such items shall be obtained from the Commission before expenditures are made in connection with them. The Commission also ordered that all such work shall be done by park maintenance crews especially employed for the purpose, but not until men and equipment are available, and that highway maintenance crews shall not do any work whatsoever in state parks except that necessary to construct and maintain roadways. The Commission's decision was by unanimous vote. (See copy of 1947 budget for the Parks Department in general files for details of the proposed expenditure under the three classifications shown above.)

The Commission also had under consideration the adoption of a budget for the calendar year 1947 for additional activities. After careful consideration the following budget was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler:

"OREGON STATE HIGHWAY COMMISSION

BUDGET - CALENDAR YEAR 1947

As Recommended by the State Highway Engineer

	Expenditures of Previous Years 1944 (Actual)	1945 (Actual)	1946 (Estimated)	Recommended Budget 1947
RECEIPTS				
State Funds:				
Motor vehicle license fees	$ 3,300,093	$ 3,416,141	$ 3,715,000	$ 4,150,000
Gasoline tax	9,637,960	11,033,246	15,508,000	16,000,000
Diesel fuel tax	224,891	230,292	260,000	265,000
Motor transportation fees	1,897,873	1,962,431	2,278,000	2,400,000
Fines for traffic law violations	79,347	92,047	120,000	125,000
Astoria-Megler ferry receipts	--	--	130,000	210,000
Miscellaneous cash receipts from rentals, discounts, etc.	3,274	4,334	60,000	45,000
County cooperation	8,550	1,550	14,000	--
Miscellaneous cooperative funds	30,113	861	27,000	--
Gross receipts, State Funds	$15,182,047	$16,740,902	$22,112,000	$23,195,000
Less contributions to State Police	380,663	428,112	338,000	466,000
Less contributions to Counties (15.7%)	2,311,569	2,340,748	2,598,000	3,394,000
Less contributions to Cities (5%)	736,168	745,461	828,000	1,081,000
Net receipts, State Funds	$11,753,647	$13,226,581	$18,348,000	$18,254,000
Federal Cooperative Funds	3,108,858	2,290,000	2,800,000	7,200,000
Net receipts for highway purposes	$14,862,505	$15,516,581	$21,148,000	$25,454,000
First of year balance	4,662,458	7,878,011	13,466,000	17,138,000
Estimated Total available funds	$19,524,963	$23,394,592	$34,614,000	$42,592,000

(Con't)

EXPENDITURES

Capital Outlays: (See Footnote #1)

Federal cooperative projects	$ 2,546,867	$ 1,603,418	$ 5,970,000	$12,700,000
State construction projects	155,655	216,918	900,000	2,500,000
Cooperation in forest road work	Cr. 36,824	--	136,000	465,000
Minor betterments (primary)	45,278	103,382	150,000	650,000
Minor betterments (secondary)	10,783	47,183	85,000	350,000
Surveys (primary)	199,241	162,861	200,000	250,000
Surveys (secondary)	62,996	103,831	65,000	85,000
Surveys (county roads)	29,829	26,751	30,000	40,000
Engineering county construction	814	1,583	1,000	--
Property acquisition, general expense	38,185	46,256	55,000	60,000
Purchase of real property:				
For rights of way, general	161,268	169,599	450,000	700,000
For right of way on Front Avenue	47,926	55,974	35,000	90,000
For quarries and gravel pits	2,503	6,962	10,000	25,000
For stockpile sites	6,250	2,266	5,000	5,000
For parks	64,603	8,407	25,000	200,000
For miscellaneous sites	4,111	2,719	3,000	10,000
Construction of buildings and improvements:				
In parks (general)	24	4,912	10,000	265,000
In parks (roadways)	--	348	1,000	45,000
At maintenance stations	4,708	13,527	60,000	200,000
Astoria-Megler ferry terminal	--	--	--	50,000
On other properties	13,245	Cr. 10,076	10,000	20,000
Equipment:				
Purchase and betterment of equipment	125,531	70,290	450,000	1,200,000
Sale and depreciation credits	Cr. 207,195	Cr. 164,420	Cr. 212,000	Cr. 250,000
Contingencies, construction	--	--	100,000	1,000,000
	$ 3,275,798	$ 2,472,691	$ 8,539,000	$20,660,000

(Con't)

1946

Maintenance: (See Footnote #2)				
Special maintenance (primary)	$ 1,042,075	$ 71,166	$ 275,000	$ 300,000
Special maintenance (secondary)	160,011	--	85,000	100,000
General maintenance (primary)	2,932,784	3,370,696	4,100,000	4,900,000
General maintenance (secondary)	883,563	974,574	1,230,000	1,500,000
Maintenance of county roads	24,453	25	15,000	20,000
Maintenance of city streets	16,772	150	25,000	100,000
District maintenance superintendence	125,628	128,262	160,000	180,000
Contingencies, maintenance	--	--	50,000	100,000
	$ 5,185,286	$ 4,544,873	$ 5,940,000	$ 7,200,000
Operation: (See Footnote #3)				
Administration and general supervision	$ 433,690	$ 480,455	$ 635,000	$ 700,000
Planning and traffic surveys	53,427	59,990	160,000	221,325
Travel and information bureau	21,616	57,032	155,000	250,000
Radio communication system	10,204	11,220	13,000	17,000
R-W, quarry and stockpile leases	Cr. 17,933	Cr. 59,399	8,000	5,000
Park operation and maintenance (general)	37,052	36,991	70,000	175,000
Park maintenance (roadways and minor parks)	4,157	4,192	11,000	15,000
Maintenance station operation	32,469	37,202	54,000	60,000
Truck load inspection	71,199	85,040	110,000	135,000
Guarding highway structures	15,878	1,189	--	--
Drawbridge and ferry operation	78,445	88,511	205,000	310,000
Research and special investigation	9,301	9,276	5,000	10,000
Contribution to retirement fund	--	--	90,000	370,000
Miscellaneous general expense	45,978	42,301	60,000	75,000
	$ 795,483	$ 854,000	$ 1,576,000	$ 2,343,325
Service and Clearing Accounts: (See Footnote #4)				
Equipment, repair shops and storerooms (charges)	$ 1,445,730	$ 1,592,736	$ 2,000,000	$ 2,100,000
Equipment, repair shops and storerooms (credits)	Cr.1,404,034	Cr.1,557,671	Cr.2,000,000	Cr.2,100,000
Rock production projects (charges)	--	709,362	550,000	850,000
Rock production projects (credits)	--	Cr. 709,362	Cr. 550,000	Cr. 850,000
District rock service account (charges)	--	1,078,261	1,050,000	1,100,000
District rock service account (credits)	--	Cr. 630,780	Cr. 850,000	Cr. 850,000
Other service and clearing accounts (net)	123,520	Cr. 107,749	--	--
Increase in revolving fund	--	--	--	350,000

(Con't)

Debt Service: (See Footnote #5)				
Bond maturities	$ 1,915,500	$ 1,453,000	$ 1,053,000	$ 650,000
Bond interest	308,610	227,914	167,000	127,000
Service charge on bond payments	1,059	826	1,000	1,000
Estimated total expenditures	$11,646,952	$ 9,928,101	$17,476,000	$31,581,325
Unexpended balances	$ 7,878,011	$13,466,491	$17,138,000	$11,010,675

November 15, 1946"

Footnotes:

#1. In the discussion of the items under the heading "Capital Outlays" the Commission considered that it previously had approved the amounts shown for Federal Aid and State construction projects when it adopted resolutions providing its Three-Year Postwar Construction Programs for Federal and State monies; and that it also approved by such resolutions amounts for surveys and for right of way acquisition as may be required to undertake such construction programs. In view thereof, the Commission approved the amounts contained in the foregoing budget subject to the condition that final approval of construction projects will be given at the time contracts are awarded, and final approval of right of way purchases shall be given when the options covering such purchases have been passed on by the Commission.

All other items under the heading "Capital Outlays" were approved in principle with the understanding that the individual projects shall be submitted to the Commission for approval or rejection before the work is started.

#2. All items under the heading "Maintenance", totaling $7,200,000, were approved by the Commission as recommended.

#3. The amount recommended for planning and traffic surveys, under the heading "Operation", was $275,000, of which approximately $172,000 represents cooperation with the Public Roads Administration for types of traffic studies that are required by the Federal Government, and approximately $103,000 represents entirely state funds. The Commission ordered a reduction in the amount set up for state financed projects from $103,000 to $50,000 but made no change in the amount set up for Federal cooperative projects. The Engineer was instructed to review the program of proposed State financed projects — in case he is unable to arrange the program to fit the reduced amount of $50,000, he is to report back to the Commission why he cannot do so.

The amount of $250,000 for the "Travel and Information Department" was previously approved by the Commission at its meeting on October 28, 1946. (See Page 13406 of the minute book.)

The amounts recommended for "Research and Special Investigations" and for "Miscellaneous General Expense", also under the heading "Operation", were $15,000 and $90,000 respectively. The Commission ordered these amounts reduced to $10,000 and $75,000.

#4. The Commission approved without change the amounts recommended under the heading "Service and Clearing Accounts", including an increase of $350,000 in the revolving fund. The Chief Counsel was instructed to do what is necessary to secure legislative approval for such increase.

#5. Items included under the heading "Debt Service" were approved by the Commission without question.

During the discussion of the budget the Engineer requested authority to continue without interruption certain extra gang maintenance work, specifically drainage operations on the Siskiyou Section of the Pacific Highway, on the Wilson River Highway, and on the Santiam Highway, which work, he said, is being carried on as a continuous operation; also, to continue without interruption minor items of drainage betterment work which are performed by maintenance crews as a matter of routine. The Commission approved the request by unanimous vote. (On the following day the Engineer requested like authority in connection with maintenance and betterment of bridges which work is performed by special bridge maintenance crews. The Commission announced that it did not wish to stop any repair or maintenance work that is of a routine nature, and accordingly approved the request by unanimous vote, with the understanding that all new work must be reported to the Commission for approval or rejection before expenditures are made in connection with them.)

The Engineer pointed out that the budget as approved contains no provision for an expenditure to maintain the county roads at Warrenton and the county roads between Estacada and Milwaukie which have been proposed for the State Secondary Highway System, so the budget will have to be increased in the event the Commission later on accepts jurisdiction over these roads. The Commission decided to pass on such matter at a later date.

The Engineer requested approval of increases in the amounts approved for certain items in the 1946 Budget, totaling $128,000, as follows:

Item	Initial Budget	"Previously Approved Increases	Recommended Additional Increase
1. Engineering county construction	$ --	$ --	$ 1,000
2. Property acquisition, general expense	50,000	--	5,000
3. District maintenance superintendence	154,000	--	6,000
4. Administration and general supervision	525,000	20,000	90,000
5. R-W, quarry and stockpile leases	5,000	--	3,000
6. Truck load inspection	87,000	--	23,000
		Total	$128,000"

He explained the necessity for such increases (See Engineer's letter to the Oregon State Highway Commission dated November 22, 1946, in general files for details.). Following discussion the Commission approved such budget changes by unanimous vote.

The Assistant Counsel, Mr. George W. Neuner, reported a compromise settlement with respect to the acquisition of a gravel bar which is needed as a source of materials for improvement of the Tiller-Trail Secondary Highway, in Douglas County. He advised that this gravel bar is located about three miles off the highway, and it was originally thought that it would not be needed; however, it appears now that supplies from other locations are not sufficient for the purpose intended, so this property will have to be acquired. He further stated that agreement with the owner of the property could not be reached, so it was necessary to condemn; however, subsequent to the filing of the proceedings a compromise settlement was reached whereby the owner has agreed to accept the sum of $100 per acre for the 12.55 acres involved in order to avoid the condemnation suit. He recommended approval of the settlement. The Chief Counsel concurred, stating that, in his opinion, the state would not be able to make any better settlement if the condemnation suit were consummated. The Commission approved the recommendation by unanimous vote.

The Assistant Counsel, Mr. J. W. DeSouza, reported results of further negotiations for right of way needed on the proposed relocation of the Kimberly-Long Creek Secondary Highway through the town of Monument. He advised that satisfactory settlements have been reached with all of the property owners except one, and it appears that the right of way needed from such owner will have to be condemned. The total amount of the options secured, he said, is $7,000, and he estimated that the remaining property would cost the state about $1,500, making the maximum cost of the right of way $8,500. He pointed out, however, that such settlement would not include the cost of moving buildings, which is estimated to cost an additional $3,000 or $4,000. The right of way being acquired, he said, is 80 feet in width and the buildings encroach only about five or six feet, and it would be the obligation of the state to move the buildings when necessary. The Chief Counsel recommended purchase of the right of way on the basis of leaving the buildings where they now are, subject to the condition that the state would retain the right to move the buildings whenever it wants to. The matter was discussed at some length and was referred back to the Chief Counsel to ascertain whether or not a clean-cut arrangement can be worked out whereby the state can acquire the right of way and allow the buildings to remain in their present location without incurring any obligation in the event that damage to the buildings should result.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties, together with the offer

that he recommended in connection with each parcel. Following careful consideration of each item on the list the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

ZIGZAG-RHODODENDRON SECTION, MT. HOOD HIGHWAY

12827- Schelff, Mabel B.
Right of Way
Option expires
April 20, 1947
20 lots at $50.00 per lot (37,720 sq. ft. at 2.8¢) — $1,000.00 — $1,000.00 — Witt

COTTONWOOD CANYON-CONDON SECTION, WASCO-HEPPNER HIGHWAY

13128- Parman, Robena
Right of Way
Option expires
April 30, 1947
1.21 acres at $47.50 — 57.48
0.89 acre at $47.50 plus — 42.52 — 100.00 — "
Plus fencing

1946 (Con't)

COTTONWOOD CANYON-CONDON SECTION, WASCO-HEPPNER HIGHWAY: (CON'T)

13126-	Potter, Ralph W. and Sons			
	Right of Way			
	Option expires			
	April 30, 1947	$	$	
	13.10 acres at $40.00	524.00		
	3.4 miles barbed wire fence at $400.00 mile	1,360.00	1,884.00	Witt
	Plus 3 road crossings			
13125-	Barker, Anna L.			
	Right of Way			
	Option expires			
	May 7, 1947			
	4.22 acres at $40.00	168.80		
	373.5 rods fence at $1.50 rod	559.75	728.55	"
	Plus road approaches			
13127-	Echols, Daisy L.			
	Right of Way, Stock pile, Quarry			
	Option expires			
	May 12, 1947			
	17.97 acres at $40.00	718.80		
	1.226 acres at $40.00 (stockpile)	49.04		
	3.18 acres at $50.00 (quarry)	159.00		
	2 miles barbed wire fence at $400 mile	800.00		
	4 cattle gates and guards at $50.00 each	200.00		
	Severance damages	350.00	2,276.84	"

LOVE BRIDGE-BLACK BRIDGE SECTION, BAKER-HOMESTEAD HIGHWAY

12749-	Taylor, Martin B. and Clara P. Taylor			
	Right of Way			
	Quitclaim deed of mining claim rights on lands set aside by Federal Government	150.00	150.00	DeSouza
	State to provide 1 approach road			

13461

UMATILLA-HERMISTON SECTION, OLD OREGON TRAIL

*** 2057- Lare, Dan A.
Right of Way
Option expires
January 3, 1947

0.48 acre at $10.00	$ 4.80	$	
Allowance for moving fence posts on wrong line	5.20	10.00	Gardiner

*** 2059- Hermiston Irrigation District
Right of Way
Option expires
January 1, 1947

3.13 acres	00.00	00.00	"

*** 2050- Elwood, Lee E.
Right of Way
Option expires
December 31, 1946

1.55 acres at $100.00	155.00	155.00	"

*** 2044- O'Connor, Benjamin E.
Right of Way
Option expires
January 18, 1947

6.2 acres at $32.26 per	200.00		
320 rods fence at $1.25 rod	400.00	600.00	"

*** 2059-B- Todd, Logan C. and Dorothy E. Todd
Right of Way
Option expires
January 23, 1947

0.38 acre at $30.00	11.40		
33 trees at $5.00 each	165.00		
40 rods fence at $1.25 rod	50.00	226.40	"

*** 2047-A- Northern Pacific Railway Company
Right of Way
No option taken

0.67 acre	10.00	10.00	"

*** 2043-A- Kik, William C. and Alice M. Kik
Right of Way
Option expires
May 12, 1947

(Con't)

MAY 6 1946

UMATILLA-HERMISTON SECTION, OLD OREGON TRAIL: (CON'T)

*** 2043-A- Kik, William C. and Alice M. Kik (Con't)				
0.29 acre at $60.00 plus per acre	$ 18.30	$		
25 rods fence at $1.25	31.25		49.55	
State to convey 2.92 acres at $60.00 to grantor--credit - - - -	175.20			
Balance due from grantor - - - - - - -			125.65	Benson
*** 2059-A- Martin, Jack E., et al				
Right of Way				
Option expires				
May 13, 1947				
0.76 acre	5.00		5.00	"
*** 2055-A- Arkell, Walter A.				
Right of Way				
Option expires				
May 13, 1947				
3.0 acres at $150.00	450.00			
160 rods fence at $1.25 rod	200.00			
Severance - 8.0 acre at $25 acre	200.00			
Compromise to settle	100.00		950.00	
State to convey to grantor 5.0 acre at $150.00 acre - credit	750.00		750.00	
Balance due - - - - - - - - - - - -			200.00	"
*** 2042- Kik, Charles L.				
Right of Way				
Option expires				
April 22, 1947				
2.85 acres at $100.00	285.00			
138 rods fence at $1.25 rod	172.50			
Severance damage - 25% of $185	46.50		504.00	"
*** 2059- Hermiston Irrigation District				
Right of Way				
3.51 acres	00.00		00.00	"

WALLOWA LAKE SECTION, WALLOWA LAKE HIGHWAY

* 11781-	Wiggins, Irene B. and Leland R. and Robert W. Wiggins Park Option expires September 17, 1946 51.0 acres at $58.82 acre	$3,000.00	$3,000.00	Gardiner
* 12660-	Anderson, L. F. Park Option expires November 2, 1946 6.60 acres at $15.15 acre	100.00	100.00	"
* 12567-	Hamilton, Harley Park Option expires November 3, 1946 2.0 acres at $500.00 acre	1,000.00	1,000.00	"

EVERGREEN FERRY SECTION, COOS RIVER HIGHWAY

13046-	Austin, Charles J. and Sarah Davis Right of Way Option expires April 28, 1947 0.68 acre at $600.00 1.05 acres at $20.00 264 rods fence to move, - $1.25 rod Allowance - cut off and rebuild end of barn	408.00 21.00 330.00 600.00	1,359.00	Benson

OJALLA BRIDGE-SILETZ SECTION, SILETZ HIGHWAY

12457-	Metcalf, Robert, and Joshua Tom (Grand Ronde-Siletz Agency) Right of Way No option taken (CORRECTION)* 1.07 acres at $151.40 18 rods fence at $1.00 ******* Additional 22 rods at $1.00 rod	162.00 18.00 22.00	202.00	Witt

NOV 13 1946

VENETA-CROW SECTION, TERRITORIAL HIGHWAY

12529-A- Kosbab, Leonard
Stock Pile Site
Option expires
April 27, 1947
0.09 acre at $50.00 $ 4.50 $ 4.50 Lytle

ROSS ISLAND BRIDGE-BUSH STREET SECTION, PACIFIC HIGHWAY

12521- Southern Pacific Company
Right of Way
Have executed deed
2 Tax lots 2 and 105,
Block 2, Villa Heights
- Portland 3,330.00 3,330.00 DeSouza

SALT CREEK-DOLPH CORNERS SECTION, DALLAS-COAST HIGHWAY

2254-A- Wiebe, John J.
Right of Way
Option expires
April 28, 1947
3.93 acres at $100.00 393.00

Deduct from allowance on
previous R/W settlement:

67½ rods fence at
$1.50 rod $101.25
1 gate 15.00
1/2 severance
allowance 40.00 156.25 236.75 Benson

McMINNVILLE-THREE MILE LANE SECTION, SECONDARY HIGHWAY #152

13113- Forell, C. E.
Right of Way
Option expires
May 13, 1947
26 lots in Blocks 3, 5,
6, 9, Block 7, at
$500.00 lot 13,000.00 13,000.00 Neuner

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

** 4447- Pearson, L. K., Jr.
Right of Way
Option expires
December 1, 1946

(Con't)

NOV 5 1946

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY: (CON'T)

** 4447- Pearson, L. K., Jr. (Con't)				
	1,307 sq. ft. at 40¢	$ 522.80	$	
	Allowance - moving lieu of damages:			
	1/2 allowance - outside concrete pump island, and tanks ($350.00)	175.00		
	Inside pump island, concrete	125.00		
	3 550-gal. tanks	175.00		
	Filling lot crushed rock	140.00		
	Building foundation, concrete wall	75.00		
	Floor, office, concrete	50.00		
	Floor, grease rack, concrete	100.00		
	Hydraulic hoist, move, reinstall	100.00		
	Building, 1 story frame	500.00		
	Allowance for 3 new tanks at $75.00 - 1 at $42.50	267.50	2,230.30	Landon

UNION AVENUE-INTERSTATE BRIDGE SECTION, PACIFIC HIGHWAY

1776-A- Hayden Island Amusement Company				
	Right of Way			
	0.69 acre	00.00		
	0.48 acre	00.00		
	6.83 acres	00.00		
	4,800 sq. ft.	00.00	00.00	DeSouza

UNITY DAM-MILL GULCH SECTION, BAKER-UNITY HIGHWAY

12725- Yellow Nugget Mining Company				
	Lease			
	1 year lease for road materials - approximately 7,000 cubic yards	200.00	200.00	Cozad

---

Footnotes:

* Items Nos. 11781, 12660, and 12567 covering acquisition of property at Wallowa Lake for park purposes: The Commission approved such settlements following discussion of a report from the Chief Counsel on results of a condemnation action to acquire additional land from Mr. T. H. Williamson. The Chief Counsel advised that, as a result of the

condemnation suit to acquire the Williamson property, the Williamsons have agreed to accept the sum of $17,500 for the 55 acres that the state wants, provided they are allowed to keep five cabins now located on the property. The Commission approved such settlement by unanimous vote.

Regarding the Wiggans property, the Chief Counsel advised that Mrs. Wiggans owns the lodge, which is not included in the transaction, and that she desires to have the exclusive right for a period of five years to rent boats on the lake and that provision for the same be made in their deed of conveyance. Mrs. Wiggans, he said, is willing to enter into an agreement with the Highway Commission to safeguard the state in the event that she disposes of other land which she has in this locality. During the discussion of this matter the Commission approved such arrangement subject to the condition that Mrs. Wiggans will maintain during the first year a minimum of fifteen boats and will increase the number up to a maximum of 20, and with the further understanding that the Highway Commission retains the privilege of selling a concession for additional boats in the event that she does not comply with the arrangement. The matter was referred back to the Chief Counsel to work out the details.

** Item No. 4447 concerning right of way being acquired from L. K. Pearson, Jr. for the Siletz Bay-Newport Section of the Oregon Coast Highway. The Chief Counsel advised that Mr. Pearson would like to continue in business at this location until the state absolutely needs his property. He recommended approval of the request. The Commission approved the recommendation unanimously subject to the condition that the payment to be made to Mr. Pearson at this time shall be for the land only, the balance to be paid when the building is moved.

*** Items Nos. 2057, 2059, 2050, 2044, 2059-B, 2047-A, 2043-A, 2059-A, 2055-A, 2042, and 2059 concerning acquisition of right of way for the Umatilla-Hermiston Section of the Old Oregon Trail: The Commission by unanimous vote approved the settlement mentioned in the foregoing resolution after adoption of the relocation survey as reported by the Engineer. In this connection the Engineer advised that, as instructed by the Commission at the previous meeting, he made further investigations to ascertain whether or not it would be possible to arrange a satisfactory connection with the Columbia River Highway at the northern end of this relocation without encroaching upon the land owned by Oscar C. Hopkins and Carl Secaur, who are demanding an exorbitant amount for their property. Investigations reveal, he said, that it will not be necessary to take any of the property of these men. In view of this report the Commission approved the survey and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

> WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the Umatilla-Hermiston Section of the Old Oregon Trail in Umatilla County, and in connection therewith to prepare a map or maps showing the route and location of said section of

highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Umatilla-Hermiston Section of the Old Oregon Trail, together with the map, which for identification purposes bears the map file No. 6B-2-1, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the 25th day of November, 1946.

The Assistant Counsel also requested authority to institute condemnation proceedings to acquire certain properties concerning which satisfactory settlements with the owners could not be reached by negotiation. He presented a list of such properties, together with the offers that he recommended in condemnation, as follows:

		Recommended Offer
HAY CREEK-CONDON SECTION OF WASCO-HEPPNER HIGHWAY		
File 13129	R. E. Myers, et ux.	$3,750.00
EAGLE CREEK-SANDY SECTION OF WOODBURN-SANDY HIGHWAY		
File 12942	Guy Wilcox, et ux.	2,775.00
DEPOE BAY SECTION OF OREGON COAST HIGHWAY		
File 4134	Mrs. William Moore, et al.	4,000.00

After careful consideration the Commission approved the request and the offers. The following resolutions authorizing condemnation were thereupon adopted by the Commission by unanimous vote:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by R. E. Myers, et ux., which property is located in the north half ($N\frac{1}{2}$) of Section 7 and the northwest quarter ($NW\frac{1}{4}$) of Section 8, Township 4 South, Range 21 East, W.M., Gilliam County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 1 and 2, and is further identified in the records of the Highway Commission as file R 13129, which property is being acquired for right of way purposes in connection with the Wasco-Heppner Highway; and (*)

Real property owned by Guy Wilcox, et ux., which property is located in the northeast quarter (NE¼) of the southwest quarter (SW¼) of Section 13, Township 2 South, Range 4 East, W.M., Clackamas County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 3 and 4, and is further identified in the records of the Highway Commission as file R 12942, which property is being acquired for right of way purposes in connection with the Woodburn-Sandy Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission.

Footnote:

(*) The names of the property owners and the detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 70, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, under and by virtue of the provisions of subsections 6 and 7 of Section 100-115, O. C. L. A., the Highway Commission is authorized to acquire by agreement, donation, or the exercise of the power of eminent domain real property, or any right or interest therein, necessary or deemed necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and the Commission is also authorized to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or other places of attraction and scenic value which in the judgment of the Commission are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, in the opinion of the Highway Commission the real property hereinafter described is scenic in character, adjoins other real property owned by the State, and possesses possibilities of development as a scenic area and likewise affords opportunity for roadside development; and

WHEREAS, it is the judgment and opinion of this Commission that the acquisition of said real property and the development of the same will contribute to the convenience of the general public and to the general welfare and pleasure of the motoring public or road user;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Highway Commission does hereby find and declare that the real property hereinafter described is scenic in character and is suitable for development as a scenic area or viewpoint and for roadside development.

2. That this Commission does hereby find and declare that the acquisition of fee title to said real property, free and clear of all interests of every kind and character, is necessary in order to make possible the preservation and development of the same for the convenience of the public and so that said area may be developed and maintained for its scenic value or public view qualities as well as for roadside development, all of which the Commission does find and declare to be for the general welfare and pleasure of the motoring public and road user.

3. That the real property the acquisition, preservation, and development of which the Commission now finds necessary for the purposes heretofore stated is described as follows, to wit:

> All that portion of Lot 1, Section 8, in Township 9 South, Range 11 West of the Willamette Meridian, in Oregon, lying west of the Roosevelt Coast Highway (now known as the Oregon Coast Highway), excepting that portion deeded to the State of Oregon, dated February 11, 1929, said parcel of land being more particularly described as follows, to wit:
>
> Beginning at a point on the westerly right of way line of the Roosevelt Coast Highway (now known as the Oregon Coast Highway), approximately 535.7 feet westerly from the quarter corner between Section 5 and Section 8, Township 9 South, Range 11 West of the Willamette Meridian; thence Sough 9° 21' East 610 feet along said right of way line to a point; thence South 60° 45' West parallel to the U. S. meander line of the Inner Depoe Bay to the high tide mark of the Pacific Ocean; thence in a southerly direction along the high tide line of the Pacific Ocean a distance of approximately 150 feet; thence in a northeasterly direction, following the high tide line of the Pacific Ocean to a point on the westerly right of way line of the Roosevelt Coast Highway (now known as the Oregon Coast Highway); thence North 9° 21' West along said right of way line a distance of approximately 30 feet to the point of beginning, containing 0.2 acre, more or less, save and except the portion of said lands heretofore conveyed to the State Highway Commission for right of way purposes, deed of conveyance thereof being recorded on page 422 of Volume 78, Record of Deeds for Lincoln County, Oregon.

4. That the survey of said area heretofore made by the State Highway Engineer and the description prepared hereby are approved by the Commission and the Commission does hereby order and direct that said description be used and employed in the preparation of necessary deeds of conveyance or in necessary court proceedings.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, or persons in possession if there be any, with respect to the compensation to be paid for the acquisition of said property and damage to the

remaining property, if there be any remaining property, and in the event that the title to said property cannot be acquired by agreement then it is hereby ordered that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

6. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

7. That this resolution be entered in the minutes and records of this Commission as of November 25, 1946.

The Assistant Counsel reported that in connection with the acquisition of property needed as extra right of way for state highways within the boundaries of Camp Adair applications for the acquisition of such properties must be executed and filed with the Government authorities within ten days after notification. He particularly pointed out that extra right of way is needed for U.S. 99W and for the Tampico Secondary Highway; also, that the Highway Department needs a quarry site that is located within the area. He suggested, in view of the circumstances, that the Secretary be authorized by the Commission to execute applications when necessary in order to avoid delays incident to contacting the members of the Highway Commission individually between regular meetings of the Commission. The Commission approved the suggestion with the condition that the applications are first approved by the Chief Counsel and the Engineer. The following resolution relative thereto was adopted by the Commission by unanimous vote:

WHEREAS, the Commission has heretofore found and declared that the acquisition of certain real property, title to which is now vested in the United States of America, is necessary and is needed in connection with the permanent improvement of the Pacific Highway West, U.S. 99W, and in particular that portion of said highway located in Benton and Polk Counties; and

WHEREAS, the Commission has heretofore authorized and directed J. M. Devers, its Chief Counsel, to apply to the proper agency of the United States of America for the purchase or transfer of certain real properties and for a disclosure on the part of the Federal Government as to the terms and conditions upon which said properties can be purchased or otherwise acquired by the State of Oregon; and

WHEREAS, it appears that the rules, regulations and procedure pursuant to which the Federal Government disposes of surplus properties require a petition or application to be executed by the applicant; and

WHEREAS, the Commission is in session regularly only once a month and therefore it is not always convenient for the members of the Commission to execute a formal application;

NOW, THEREFORE, the Commission does hereby authorize and empower H. B . Glaisyer, the duly appointed, qualified and acting Secretary to the Commission to execute for the Commission all necessary applications, petitions, or other papers required in connection with the acquisition of the real properties owned by the United States of America and offered for sale as surplus properties, which said real properties are located in Benton and Polk Counties in the State of Oregon and the acquisition of which the Highway Commission has heretofore authorized.

The form of such execution by said Secretary on behalf of the Highway Commission shall be: Oregon State Highway Commission, By H. B. Glaisyer, Secretary.

This resolution shall be entered in the minutes and records of the Commission as of the twenty-fifth day of November, 1946.

The Commission discussed briefly the establishment of a rule or policy restricting access to state highways from abutting land but deferred action in the matter pending a report from the Chief Counsel. The Secretary was instructed to delete this item from future agendas until such time as the Chief Counsel is ready to report.

The Commission approved and authorized the mailing of a letter prepared by the Chief Counsel, dated November 20, 1946, and directed to Mr. Z. E. Merrill, President, Mountain States Power Company, Albany, Oregon, concerning the destruction of an oak tree on the Monmouth-Independence Highway.

The Chief Counsel reported a settlement of a controversy involving the acquisition of right of way for the proposed improvement of the Oregon Coast Highway in the town of Gold Beach. He explained that in order to provide a satisfactory-width right of way it was necessary to move the Curry County Bank building and an adjoining barber shop building and that E. W. Lebeck & Son, house-moving contractors, Portland, were engaged to do the work at an agreed price of $4,500. In addition to the work required to be done by the state, he said, the bank engaged the moving contractor to do additional work, for which it agreed to pay the sum of $500. In the course of moving operations, he said, certain damage was done to the building, the amount of which has been the matter of controversy, although now mutual agreement has been reached among all parties whereby the state is to pay the moving contractor the agreed sum of $4,500 less $160, which deducted amount is to be paid

direct to the Curry County Bank as partial payment of its claim for damages. The contractor has agreed to release the bank from payment of the $500 due for performing the extra work. In other words, the bank's claim is being settled on the basis of being relieved from paying the contractor for the extra work and by being paid the sum of $160 by the state from the amount due the contractor for moving the bank. He advised that this controversy is of long standing, and, in his opinion, the settlement reached is fair and reasonable. He recommended approval of the settlement. The Commission approved the recommendation by unanimous vote. (A three-party agreement covering the entire matter was signed by the Commission on the following day.)

The Commission had under discussion the suggestion of the Advisory Committee on Travel Matters that Mr. Merle R. Chessman, former State Highway Commissioner, be reappointed a member of that Committee. The Commission deferred action on the matter pending information as to Mr. Chessman's attitude with respect thereto.

The Chief Counsel presented a form of agreement with the City of Portland covering use, as a guest center by the Portland Chamber of Commerce, of certain city-state-owned property adjacent to Harbor Drive, being bounded by S.W. Front Avenue, S.W. Harbor Drive, S.W. Salmon Street, and S.W. Main Street. The Commission approved the form of agreement, it appearing that it has been prepared in conformity with previous understanding. (The agreement was signed by the Commission on the following day.)

The Chief Counsel reported his efforts to secure the removal of a building owned by Mr. E. H. Lamport in Casey State Park, Jackson County. In this connection he read aloud a letter received from Mr. Charles W. Reames, attorney, Medford, who represents Mr. Lamport, stating that Mr. Lamport is agreeable to leasing the land upon which the building is situate or will sell the building to the state. The State Parks Superintendent, who was present, advised that he does not need the building in connection with the operation of this park. Following discussion the Commission, by unanimous vote, authorized the Chief Counsel to offer Mr. Lamport the sum of $500 for this building, the owner to be given the privilege of salvaging it if he so desires, and will remove it piece by piece inasmuch as it cannot be removed whole without destroying tree growth.

The Chief Counsel also reported on the request of the Deschutes County Advertising Committee for permission to erect rustic-type signs on state highways in the Central Oregon Recreational Area. He advised that the Commission has authority to maintain such type of sign and to delegate such authority to others if it so desires; however, he would not recommend that such authority be transferred except to a public agency. He pointed out that the sponsor of the project is an "advertising" committee which, he understands, is composed of members of the Deschutes County Chamber of Commerce, and, although there is no direct evidence that this is a public agency, he suggested, in view thereof, that if the Commission acts favorably on the request the privilege be granted to Deschutes County and the Chamber of Commerce, which are public agencies, if they will assume the responsibility for the signs.

The Commission approved the recommendation and referred the matter to the Chief Counsel and the Engineer for further handling.

The Engineer reported on investigations of three Columbia River Highway improvement projects requested by a delegation from Hood River at the meeting on September 23 and 24, 1946 — Cascade Locks-Herman Creek Section, Shell Rock Mountain-Warren Creek Section, and a section one mile in length east from Viento. He estimated the cost to construct the first of these projects, 2.93 miles in length, at $360,000; the second, one mile in length, at $250,000; and the third at $200,000. He recommended that the request be denied because there is no way to finance the work at the present time and because, in his estimation, the traffic hazard would be increased rather than relieved, particularly at each end of each of the improved sections by reason of the transition from an improved section of highway to an unimproved section. The projects are meritorious, he said, but he suggested, because of the hazard feature, that the request be denied and in lieu thereof that the Commission extend the presently-improved highway easterly from its present terminus at Cascade Locks as soon as funds can be spared to finance the work. The Commission approved the Engineer's recommendation.

The Engineer reported that, in conformity with authority previously given by the Commission, the sale of a building at Cannon Beach was advertised for bids to be received in Salem on November 12; however, no bids were received. The Commission took no action.

The Commission discussed briefly matters pertaining to furnishing additional ferry service across the Columbia River at Astoria. In this connection the Engineer reported receipt of offers from three different concerns to supervise the design and construction of a new ferry boat. Representatives of the three concerns, he said, will appear before the Commission on the following day to discuss details. The Commission expressed a willingness to confer with the applicants, however, decided that a decision with respect thereto should be deferred until a later date. (See further discussion on following day when applicants were present.)

The Secretary presented a letter from the Hood River County Court recommending a location north of the Union Pacific Railroad for the permanent location of the Columbia River Highway through the town of Hood River. The Commission ordered the communication filed for future reference.

The Commission had under discussion a resolution from the Clackamas County Court requesting the designation as a state secondary highway of the county road which extends from Estacada to Milwaukie, which request was presented to the Commission orally by a delegation which appeared before the Commission on August 7, 1946. It appears that Clackamas County is not financially able to maintain this road, which is used extensively by log haulers in truck hauling logs to Portland and dumps in the Willamette River from the upper reaches of the Clackamas River, so unless some other agency furnishes funds with which to keep this road in repair all log hauling thereover must cease. It also appears that the Federal Government is particularly interested in the project because of the sale of National Forest timber in the Clackamas

district; moreover, a considerable amount of Federal funds is now being expended to finance timber access road construction within the borders of the National Forest, which expenditure will be of no particular benefit unless the roads outside of the National Forest are also improved.

The Engineer advised that about six miles of the road is now a secondary state highway and the balance, about 20 miles, is county road; also, that investi ation reveals that to improve the entire route to proper standards would cost abeut $550,000. The Federal Housing Authority, he said, has agreed to contribute the sum of $275,000 toward the expense on the condition that either the state or the county will contribute a like amount and will assume future maintenance of the road. He estimated that the maintenance expense for the first year would amount to about $75,000 and the cost of the survey about $25,000, so in the event the Commission should accept the offer of the Federal Housing Authority it would mean committing state funds to the extent of approximately $375,000 for the first year. The maintenance cost thereafter, he said, would be from $10,000 to $15,000 annually. He advised that the matter has been discussed with the county court, which has agreed to furnish a right of way 60 feet wide throughout the entire section and additional right of way as may be required at sharp curves. He pointed out that there are approximately 2,400 miles of state highways that are used by log haulers and that there is a serious shortage of equipment to maintain such mileage. He further stated that after inspecting the road and consulting with Chairman Banfield he informed the Federal Housing Authority that he would recommend to the Commission acceptance of its offer if the Federal Housing Authority would make arrangements for the state to purchase from Government surplus property road-building equipment sufficient to maintain 2,400 miles of highway that are used by log haulers throughout the state.

Chairman Banfield advised that he informed County Judge E. L. Pope that if the Highway Commission took over jurisdiction of this road it would insist that the county furnish a 60-foot right of way throughout and additional right of way at curves so that long logs and piling could be transported around these points without taking up more than half the traveled portion of the roadway. He gave as his thought that the Commission should give serious consideration to the assumption of this obligation if the right of way is furnished and if equipment can be obtained from the Federal Government; however, in his estimation, the Commission should defer its decision until it is known just what the other interested people will do. Following discussion Commissioners Schaupp and Chandler approved the suggestion offered by Chairman Banfield, making it unanimous. The Engineer was thereupon instructed to convey to the Federal authorities the action taken and to make it clear that as a first condition the Commission insists that its equipment requirements be satisfied.

A letter was presented from the City of Umatilla requesting improvement of the Columbia River Highway through this town by widening for four lanes of traffic in order to relieve traffic congestion and the hazards incident thereto. The Engineer advised that the proposed improvement requested is about one mile in length and is being requested by the city in anticipation of a very large growth during construction of the McNary Dam, so it has merit. He requested authority to make a survey of the project which he estimated would cost about $600. The Commission, by unanimous vote, authorized the sur-

vey on the condition that it is assuming no obligation whatsoever as to construction. The Secretary was instructed to so inform the City of Umatilla.

The Engineer presented for the Commission's consideration a list of roadside landscaping projects prepared by the Landscape Department for financing for the most part with Federal funds, totaling approximately $140,000, and representing about 75 percent of the total of the projects that are being studied. The estimated cost of the major projects, he said, is $127,000, which will be paid with Federal Aid Funds on the customary basis, and the cost to construct the minor projects is estimated at $13,000, to be paid with state funds. He requested authority from the Commission to prepare plans and specifications for the work which he estimated would cost approximately five percent of the cost of construction. In the discussion of this matter it was pointed out that because of Federal requirements it is mandatory that the Commission perform a certain amount of this type of work. In view thereof, the Commission referred the matter to the Parks Department to work up these projects along with the other projects in the park program.

The Commission by unanimous vote confirmed the Engineer's award of the following contracts, bids for which were received by the Commission at its meeting on October 28, 1946, upon assurance by the Engineer that the conditions of the awards have been satisfied:

> Grading and paving the Jantzen Beach Section of the Pacific Highway, Multnomah County; contract awarded on November 8 to Edelfsen-Weygandt Co., low bidder;
>
> Grading and oil-mat surfacing and construction of a bridge on the Tutuilla Section of the Pendleton-John Day Highway, Umatilla County; contract awarded on November 21 to John A. Logan, low bidder.

A letter was presented from H. T. Botts, attorney, Tillamook, requesting, in behalf of Casper Robitsch, construction of a cattle pass across U.S. Highway No. 101 nine miles south of Tillamook. The Engineer advised that this matter has been before the Commission on two previous occasions and each time the Commission denied the request because it appeared to be a private matter, the Commission being averse to an expenditure of state funds for private gain. He recommended that the request be denied but that Mr. Robitsch be allowed to construct a cattle pass on his own account and at his own expense if he desires to do so and will do the work in conformity with a design approved by the State Highway Department. The Commission approved the recommendation by unanimous vote.

The Commission had under discussion a plan submitted by the City of McMinnville for the cooperative improvement of the Pacific Highway West (U.S. 99W) in the City of McMinnville. The Engineer explained that, according to this plan, the state is obligated to spend approximately $473,000 for construction and the city, approximately $25,000 for reconstruction of water, gas, electric, and other public and private utilities and for the removal of

encroaching signs and other facilities, such as gas tanks, etc. In addition thereto, the city wants the state to construct a pedestrian underpass, estimated to cost an additional $15,000, which was not contemplated under the original arrangement, such underpass to be for the benefit and use of Linfield College. He advised that the improvement is scheduled for construction in the Postwar Program, the sum of $500,000 having been provided therefor, but it does not include the extra work proposed by the city. He was instructed by the Commission to inform the city and Linfield College authorities that the Commission previously approved the project on a certain basis and is not inclined to change the "setup" or to do the extra work.

A petition was presented from residents of Lane County requesting repairs to the Alsea-Deadwood Secondary Highway so as to permit the truck hauling of logs. The Engineer advised that this road is crooked and narrow, never having been improved to state highway standards. He estimated that it would cost about $22,500 to construct turn-outs so vehicles could pass safely and to do other necessary work. He gave as his understanding that a delegation is to appear on the following day concerning the project. In view thereof the Commission deferred a decision in the matter pending a conference with this delegation. (The delegation did not make an appearance at this meeting.)

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

J. F. Johnston, Contract No. 2748, for construction of a bridge over Pudding River on the Pacific Highway East at Aurora, in Clackamas and Marion Counties, requested an extension of time of 273 days, from October 31, 1946, to July 31, 1947, within which to complete this job. He gave no reason for his failure to complete the project within the specified time limit. The Engineer advised that work on this structure will be far enough advanced by May 31, 1947, to permit traffic to use the new bridge and all work, including the removal of the old structure and the cleaning up of the site, should be completed by July 31, 1947. He attributed the failure of the contractor to complete the project within the specified time limit to shortage of men and materials, and in view thereof he recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Del R. Beebe, Contract No. 2760, for re-oiling and rock production on the Flight Strip-McDermitt Section of the I.O.N. Highway, in Malheur County, requested an additional extension of time of seven days, from October 10 to October 17, 1946, within which to complete this job. He attributed his failure to complete the project within the previously-extended time limit to difficulties in securing equipment and efficient skilled labor. The Engineer recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Adler Construction Co., Contract No. 2791, for grading the Mill Creek-Miller Flat Section of the Warm Springs Highway, in Jefferson and Wasco Counties, requested an extension of time of 30 days, from October 31 to November 30, 1946, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: (1) More solid lava rock in shallow cut sections than was anticipated, (2) Difficulties experienced in obtaining skilled labor, and (3) Delays in delivery of culvert pipe. The Engineer advised that the reasons given for overrunning the time limit are substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

J. S. Risley, Contract No. 2817, for oiling and rock production on the Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary Highway and the Redwood Highway, in Josephine County, requested an extension of time of 212 days, from November 30, 1946, to June 30, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to delays in getting the work started, it being necessary for him to complete the contract with the State Highway Commission at Parkdale before starting the new work. He explained, however, that all of the work except the actual oiling will be completed before December 15, 1946. The Engineer advised that the reasons given by the contractor for delay in performing the work on time are substantially correct. He further stated that the delay will not increase the expense of engineering supervision, and he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

A. D. Ford & Son, Contract No. 2800, for construction of the Vadis Overcrossing on the Sunset Highway, in Washington County, requested an extension of time of 150 days, from November 30, 1946, to April 30, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to labor and material shortages. The Engineer advised that the contractor expedited this project as much as possible but could not complete it within the specified time limit for reasons stated. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

The Engineer reported that Contracts Nos. 2757, 2760, 2781, 2783, 2784, 2811 and 2828 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2757, with Rogers Construction Co., for surfacing and oiling on the Malheur River–Juntura Section of the Central Oregon Highway in Harney County; completed November 6, 1946.

Contract No. 2760, with Del R. Beebe, for re-oiling and rock production on the Flight Strip McDermitt Section of the I.O.N. Highway in Malheur County; completed October 17, 1946.

Contract No. 2781, with Philpott and Buckingham, for placing of new timbers in two 105' truss spans in Vine Maple Bridge over Nehalem River on Fishhawk Falls Secondary Highway in Clatsop County; completed August 13, 1946.

Contract No. 2783, with Porter W. Yett, for grading, surfacing and oiling on the Campbell Bridge–Hazeldale Section of the Farmington Secondary Highway in Washington County; completed November 14, 1946.

Contract No. 2784, with Babler Bros., for grading and oil-mat surfacing on the Woodworth Acres–Parkdale Section of the Hood River Secondary Highway in Hood River County; completed September 28, 1946.

Contract No. 2811, with M. C. Lininger and Sons, for furnishing crushed rock in stockpiles on the Ashland–State Line Section of the Pacific Highway in Jackson County; completed October 5, 1946.

Contract No. 2828, with Loyd Calkins, for slide correction on the Hogg Rock Section of the Santiam Highway in Linn County, completed October 29, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Engineer asked the Commission to confirm the telephonic authority given him to purchase four motor repair buildings at Camp Adair for $450 each, totaling $1,800, which have been offered to the state by the War Assets Administration on the condition that they are removed within 45 days, and to confirm the telephonic authority to purchase, move and re-erect these buildings, which is estimated to cost a total of $12,000. The Commission by unanimous vote confirmed the telephonic authority previously given with respect to both matters.

A letter was presented from the Klamath County Chamber of Commerce suggesting the erection of a marker on The Dalles-California Highway near Algoma giving information concerning Upper Klamath Lake. Motion was made by Commissioner Schaupp that the matter be referred to the Memorials Committee of the Oregon Historical Society for recommendation. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Engineer reported that the towns of Grass Valley, Ocean Lake, Scio, Sumpter, and Wallowa have met the legal requirements with respect to the expenditure of 1945 State Tax Street Funds which they received in 1946 and that the plans for the several improvements have been checked and found satisfactory. He recommended approval of the plans as required by statute. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Grass Valley	$ 306.41
Oceanlake	836.62
Scio	527.21
Sumpter	630.84
Wallowa	1,258.68

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Grass Valley - Market Street, 2nd Street

Oceanlake - Oregon Avenue, Nob View Drive, Summit Avenue, Darrell Avenue, Broadway, Lincoln Street, Floral Avenue, Hoyt Street, Jackson Street, August Avenue

Scio - Main Street, North Street, West Street, Smith Street, Wheeler Street, Mill Street

Sumpter - Mill Street, West High Street, Cracker Street, Granite Street, Austin Street, Auborn Street

Wallowa – Greenwood Street, 4th Street, 3rd Street, 2nd Street, Pine Street, Douglas Street, Clairemont Street, Spruce Street, alley between Alder Street and Pine Street south of First.

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Scio and approved by the State Highway Commission on June 26, 1946 shall be canceled, in accordance with the request of the City of Scio on file in the records of the Oregon State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 25th day of November, 1946.

The Commission had under discussion resolutions from the Clackamas County Court requesting the rerouting of the Woodburn-Sandy Secondary Highway from Main Street to First Avenue in the town of Sandy. The Engineer recommended approval of the request because it would provide for a more direct connection between this highway and the Mt. Hood Highway and would relieve the state of maintenance of one-quarter of a mile of city streets. The Commission approved the recommendation and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, under the provisions of Sec. 100-115, O.C.L.A., the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads or available locations or routes of the several counties; and

13483

WHEREAS, the State Highway Commission, by mutual agreement with the Clackamas County Court of the State of Oregon, has heretofore selected and regularly adopted, as provided by law, the Woodburn-Sandy Secondary State Highway No. 161, and

WHEREAS, it is now the intention of the State Highway Commission, by mutual agreement with the Clackamas County Court of the State of Oregon, to eliminate and remove from the system of secondary state highways, under the provisions of Sec. 100-115 O.C.L.A., the hereinafter described section of the Woodburn-Sandy Secondary Highway No. 161, and

WHEREAS, it is mutually understood and agreed by the State Highway Commission and the County Court of Clackamas County of the State of Oregon, that from and after the adoption of this resolution by the State Highway Commission the hereinafter described section of the Woodburn-Sandy Secondary Highway No. 161 shall, under the provisions of the laws of Oregon, become a county road or city street, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the County Court of Clackamas County or the Town of Sandy, as the county and town authorities may agree;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating as follows:

1. That the following described section of the Woodburn-Sandy Secondary State Highway No. 161, is hereby eliminated and removed from the Secondary State Highway System, to wit:

A Section of the Woodburn-Sandy Secondary State Highway No. 161

Beginning at the intersection of Main Street and First Avenue in the Town of Sandy, Clackamas County, Oregon; thence in a northeasterly direction via Main Street to the intersection of Main Street and Belmont Street, also being the intersection of Main Street with the Mt. Hood State Highway, a distance of 0.19 mile.

2. That the said above described section is hereby declared to be eliminated and removed from the secondary system of highways and from and after the adoption of this resolution shall become a county road or city street, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the County Court of Clackamas County or the Town of Sandy, as the county and town authorities may agree, and as provided by law.

3. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Clackamas County.

WHEREAS, under the provisions of Sec. 100-115 O.C.L.A., the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Clackamas County Court of the State of Oregon, has selected the road, street or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said road, street or highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described section of city street in the Town of Sandy, Clackamas County, Oregon, shall be added to and become a part of the state secondary highway system, to wit:

A Section of the Woodburn-Sandy Secondary State Highway No. 161

Beginning at the intersection of Main Street and First Avenue in the Town of Sandy, Clackamas County, State of Oregon; thence north via First Avenue to the intersection of First Avenue and Belmont Street, also being the intersection of First Avenue with the Mt. Hood Highway, a distance of 0.07 mile.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Sec. 100-115, O.C.L.A.

3. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Clackamas County.

The Commission discussed a proposed agreement with the Clackamas County Court concerning the abandonment of portions of the old right of way of the Woodburn-Sandy Secondary State Highway when this highway has been reconstructed on permanent alignment. The Engineer advised that this highway improvement is scheduled for construction in the near future and that the agreement is simply to provide a mutual understanding with the county court with respect to the disposition of those portions of the present right of way which will no longer be of benefit for state highway purposes when the proposed improvement is completed. He recommended approval and execution of the agreement as prepared. The Commission approved the recommendation by unanimous vote. (The agreement was signed by the Commission on the following day.)

The Secretary presented a request from the Albany Junior Chamber of Commerce and the City of Albany for use of Waverly Lake in connection with its Timber Carnival, which is scheduled to be held on July 2, 3 and 4, 1947. The Engineer recommended approval of the request. The Commission approved the request by unanimous vote subject to the same conditions under which a similar privilege was granted this year.

The Secretary presented requests for the establishment of reduced speed zones in Roseburg and at Twin Rocks. Action on these matters was deferred by the Commission pending receipt of more information from the Engineer.

The Commission also considered a request for the establishment of a "no parking" zone in the City of Eugene. The Commission deferred action thereon pending adoption by the city of an ordinance approving such "no parking" zone.

The Commission had under discussion the advisability of penalizing Mr. W. H. Hawes, log hauler, who refused to allow his load to be weighed by Highway Department Weighmasters. The Engineer explained the violation in detail and reported the record of Mr. Hawes' operations for this year. It appeared from the evidence submitted that the Weighmasters did not follow through when they first observed Mr. Hawes "laying out" by the side of the road, so there is a question whether or not there is full justification for the cancellation of Mr. Hawes' permit. In view of this question the Commission decided not to cancel this permit for this violation, however, instructed the Secretary to inform Mr. Hawes that a repetition of the offense will mean the cancellation of his permit. The Engineer was instructed to have the Weighmasters follow through in cases of this kind and ascertain why the driver of the truck refuses to allow his load to be weighed.

The Commission discussed a proposed agreement with Gilliam County concerning the abandonment of a portion of the right of way of the Wasco-Heppner Secondary Highway west of Condon when this section has been reconstructed on revised alignment. The Engineer advised that the Commission is taking bids on the following day for this highway improvement. He recommended, if a satisfactory bid is received, that the award of the contract be held pending execution of the agreement by the county, inasmuch as it is the standard practice of the Commission to have such agreements completed in advance of the contract awards. Following discussion the Commission approved the agreement by unanimous vote but deferred signing it until it first has been signed by the Gilliam County Court. The Commission decided not to award the contract for this project unless and until the County Court signs the agreement.

The Engineer brought up for discussion the matter of continuing the weight concessions heretofore extended to transporters of petroleum products during the wartime period when there was a shortage of gasoline. He explained that the Commission, in January 1944, adopted two resolutions authorizing the issuance of revocable permits covering such movements wherein the overall length of the combination of vehicles shall not exceed 60 feet and the gross

weight shall not exceed that determined by the formula W = 800 (L+40) plus a two percent gross weight tolerance. The oversize concession, he said, was granted in order to allow operation over Oregon highways of equipment that is legal in California; however, the reasons that prompted the concession no longer exist. He recommended the revocation of all outstanding permits that allow the continuous operation of loads having a gross weight based on the formula W = 800 (L+40) but that the two percent tolerance be continued. The Commission concurred in the Engineer's viewpoint and thereupon ordered the cancellation of all such permits effective January 1, 1947.

The Commission discussed the setting of a date for its next two regular meetings and decided definitely to hold the first of such meetings in Portland on Monday and Tuesday, December 30 and 31, 1946, and tentatively to hold the next meeting in Portland on Monday and Tuesday, February 3 and 4, 1947. The Secretary was instructed to make the usual arrangements for the meeting place.

The Engineer brought up for discussion matters pertaining to the preparation of the 17th Biennial Report of the State Highway Commission to the Governor covering the period July 1, 1944, to June 30, 1946, but action thereon was deferred by the Commission pending study.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. the following day in the auditorium of the Public Service Building.

Portland, Oregon
November 26, 1946

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

NEHALEM SECONDARY HIGHWAY IN COLUMBIA COUNTY
BIRKENFELD-WASHINGTON COUNTY LINE ROCK PRODUCTION PROJECT

A. H. Saxton & Son, Corvallis	$ 36,080.00
Jed Wilson, Seaside	38,430.00
J. S. Risley, Milwaukie	38,435.00

COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY
ENEGREN FERRY SECTION

Coos Bay Dredging Co., Coos Bay	$ 35,954.00
Dobyns & Webb, Salem	44,911.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY
JOHNS–GLENDALE JUNCTION SECTION
BRIDGES OVER COW CREEK AND QUINES CREEK

Sleeper & Keyes, Bend	$ 65,770.00
Lockyear & White, Inc., Seattle, Wn.	92,880.00
R. A. Heintz - Constr., Portland	97,000.00

WASCO–HEPPNER SECONDARY HIGHWAY IN GILLIAM COUNTY
HAY CREEK–CONDON SECTION

E. C. Hall Co., Portland	$148,069.00
Babler Bros., Portland	156,957.00
O. C. Yocom Co., McMinnville	161,951.00
Vernie Jarl, Gresham	166,766.00
Natt McDougall Co., Portland	208,804.05
Sound Constr. & Engr. Co., Seattle, Wn.	212,666.00

JOHN DAY–BURNS HIGHWAY IN GRANT COUNTY
CANYON CITY–SODA MOUNTAIN ROCK PRODUCTION PROJECT (1)

Newport, Kern & Kibbe, Portland *	$ 28,320.00
Jack R. Taggart, Salem	29,600.00

* Bidder will not accept this project alone.

JOHN DAY ROCK PRODUCTION PROJECT IN GRANT COUNTY
ON FOUR STATE HIGHWAYS (2)

Struss & McCoy, Redmond	$ 41,990.00
Jack R. Taggart, Salem	43,350.00
Newport, Kern & Kibbe, Portland	45,730.00
A. H. Saxton & Son, Corvallis	46,660.00

COMBINATION BIDS FOR ABOVE TWO PROJECTS

	(1)	(2)	Reduc.	Comb. Bid
Jack R. Taggart	$29,600.00		None	$71,590.00
Struss & McCoy		$41,990.00	None	
Newport, Kern & Kibbe	28,320.00	45,730.00	None	$74,050.00

GREEN SPRINGS HIGHWAY IN JACKSON AND KLAMATH COUNTIES
SISKIYOU JUNCTION-LONG PRAIRIE CREEK ROCK PRODUCTION PROJECT

M. C. Lindinger & Sons, Medford $ 42,815.00

I. O. N. HIGHWAY IN MALHEUR COUNTY
JORDAN CREEK-ROCK CREEK ROCK PRODUCTION PROJECT

No bids received

HEPPNER-SPRAY SECONDARY HIGHWAY IN MORROW COUNTY
HARDMAN HILL SECTION

J. S. Risley, Milwaukie	$117,718.00
E. C. Hall Co., Portland	126,784.00
Leonard & Slate Oreg. Ltd., Portland	128,010.00

COVE SECONDARY HIGHWAY IN UNION COUNTY
COVE-UNION SECTION

E. C. Hall Co., Portland $201,622.00

Consideration was given by the Commission to the request of White Bros. Co. for release of the bid bond which they furnished on May 16, 1946, in connection with their proposal for the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County, which matter was deferred from the previous meeting. Chairman Banfield gave as his thought that the bond should be forfeited because, in his estimation, sufficient information was given the contractor to enable him to submit a bona fide bid. Commissioners Schaupp and Chandler concurred, whereupon the Commission, by unanimous vote, instructed the Chief Counsel to do what is necessary to collect the amount of the bid bond.

The Engineer reported briefly on the request of the Weyerhaeuser Timber Co. to construct its logging railroad at grade across the Pacific Highway at Sutherlin. He advised that he inspected the premises in company with a representative of the Company and ascertained no facts that would justify him to change his previous recommendation that railroad and highway traffic be separated at this point; also, that the Company is now making further investigations and when the results thereof have been reported to him a full report will be rendered to the Commission.

The Commission discussed the offer of Judge E. C. Latourette to purchase a small parcel of state-owned land situate between U.S. 99E and the Willamette River at the end of Fifth Street in Oregon City. The Engineer recommended against the sale of this property for reasons stated at the previous meeting. Commissioner Schaupp gave as his opinion that the area should not be used as a parking lot because cars entering and leaving it would create

a definite hazard for highway traffic. Chairman Banfield pointed out that no special hazard exists under present conditions but that a hazard could be created by improper use of the area. He expressed himself in favor of keeping the area if the Engineer and the Chief Counsel recommend against its sale. The Engineer and the Chief Counsel recommended retention of the property by the state in view of the circumstances. The Commission approved the recommendation by unanimous vote. The Secretary was instructed to convey the action to Judge Latourette and to explain to him that the Commission is now considering the advisability of establishing a "no parking" zone in front of the property as an additional safeguard to highway traffic at this point.

Chairman Banfield brought up for discussion the question of whether or not the State Highway Commission, in approving the designation of Columbia Street in the City of Portland as a one-way traffic street, assumes a responsibility to maintain such street which, prior to such designation, was maintained by the City of Portland as are other city streets that are not state highway routes. The Chief Counsel advised that if the State Highway Commission takes the initiative in routing traffic over any city street then it automatically assumes the obligation to maintain such street; however, if the initiative in such matters is taken by the city and the State Highway Commission simply approves the action taken by the city, as occurred in this instance, then the responsibility to maintain the street rests solely with the city because it is only a solution of one of the city's traffic problems. The Commission ordered that this point be made perfectly clear to the city authorities.

The Commission discussed a proposed agreement with Mr. Henry Zorn for the renewal of the agreement covering the rental of property in Champoeg State Park. The State Parks Superintendent advised that the Chief Counsel and he have gone into the rental feature as instructed by the Commission at the previous meeting and are of the opinion that the $3.00 per acre rental charge should not be increased because Mr. Zorn has gone to considerable expense in clearing and draining the property and otherwise keeping it in good condition. It was his thought that Mr. Zorn should be given credit for such improvements and that the agreement should be continued on the previous basis. The Chief Counsel stated he felt that Mr. Zorn is entitled to such consideration. He suggested, in order that the record may be clear, that a paragraph be added to the form of agreement in explanation of the low rental rate. The Commission approved the suggestion by unanimous vote. Execution of the agreement was deferred pending revision of the agreement in that respect.

The Chief Counsel reported an inquiry from a property owner on the Oregon Coast Highway south of Waldport as to the Commission's plans for the improvement of this highway along his property frontage, which is about 1,500 feet in length. It appears that this party wishes to subdivide his property in harmony with the plans for the highway. The Chief Counsel requested instructions to enable him to negotiate with the property owner for extra width right of way if needed and at the same time to acquire right of access to the highway from the property. The Engineer suggested that it would be advisable to acquire a small strip of land in any event in order to control access pro-

vided the cost is not exorbitant. The Commission ordered a joint report from the Engineer and the Chief Counsel on the subject.

In addition to other matters of unfinished business the Commission considered the following:

(1) Request for the improvement of the Fox Hollow Secondary Highway from Eugene south about four miles,

(2) Request for sidewalk construction along the Santiam Highway at Sweet Home,

(3) Request for sidewalk construction along the Bertha-Beaverton Highway from Westdale Addition to Beaverton,

(4) Request for sidewalk construction along the Beaverton-Aurora Secondary Highway from Aurora westerly a distance of about one-half mile.

The Engineer advised that provision for these improvements is made in the 1947 Minor Betterment Budget which the Commission considered at its meeting on the previous day.

Mr. Gustave E. Martin and his attorney, Mr. F. Leo Smith, Portland, appeared before the Commission in response to the Commission's request to show cause why his log-hauling permit should not be canceled because of his repeated violations of the rules and regulations which govern his operations. The Secretary read aloud a letter from the Assistant Maintenance Engineer reciting Mr. Martin's offenses, which include a "lay-out" in order to avoid having his load weighed.

Attorney Leo Smith stated that the information as given in the report is substantially correct but that Mr. Martin's position is such that he has little choice in the size of the load placed on his truck by the loaders, and even though he might desire to fully comply with the law he does have to take overloads occasionally in order to avoid being loaded short.

Chairman Banfield pointed out the seriousness of the offenses and inquired what steps Mr. Martin plans to take in order to assure the Commission that he will not overload in the future, adding that the loading should be controlled in such a manner that there should never be any overloads. Mr. Martin replied that he has no discretion in the matter because the Vancouver Plywood Corporation, which owns the timber, has charge of the loading operations. He suggested that it might be advisable to take up the matter with the Vancouver Plywood Corporation. He also said that he wants to comply with the law and is not desirous of having overloads because they are injurious to his equipment and because of the possibility of his being forced out of business.

In the discussion that followed Chairman Banfield pointed out that the weights allowed are set by the Legislature and must be respected, that all

operators must comply with the requirements, and that the Commission will expect Mr. Martin to do so in connection with his future operations. Commissioner Chandler reminded Mr. Martin that the responsibility from this time forward with respect to violations is entirely with him and that any future violations will result in the permanent cancellation of his permit. Commissioner Schaupp asserted that an unpardonable sin among log haulers is for them to "lay-out" along the highways with their loads to avoid being weighed. It was the Commission's considered opinion that Mr. Martin's permit should not be canceled for the present offense if he will write a letter to the State Highway Engineer outlining his position in this matter and stating his willingness hereafter to comply with the requirements in his future operations.

In the discussion of the foregoing matter, the Commission noted the log-hauling record of the Vancouver Plywood Corporation which reveals six overweight loads of sixteen weighed by state weighmasters. The Secretary was instructed to ask the company to appear before the Commission at its next meeting to explain the reason for the overloads and to give reasons why its permit should not be canceled.

Also, in connection with the foregoing matter, the Commission ordered that hereafter the weighmasters be directed to continue the checking of trucks observed "laying-out", and if necessary, to wait over long periods of time in order to obtain the exact weight of their loads.

A delegation from Hood River, consisting of R. E. Steele, Manager, Chamber of Commerce; Arthur Howell, County Judge, Hood River County; R. W. Arens, County Commissioner; and F. V. Garrabraut, Councilman, appeared before the Commission regarding the designation of a permanent route for the Columbia River Highway through this town. Mr. Steele headed the group. He advised that both the Hood River City Council and the County Court of Hood River County have gone on record in favor of the route north of the Union Pacific Railroad tracks, and in support thereof presented a letter from Hon. J. C. Meyer, Mayor of Hood River; a letter from the Hood River County Court; a letter from the Apple Growers Association; a resolution from the Upper Valley Booster Club, a letter from Mr. C. O. Bunnell, Hood River Chamber of Commerce; and a resolution from the Hood River Chamber of Commerce, all of which favor such routing.

Chairman Banfield recalled that the Highway Commission, some two years ago, told the people of Hood River that it would decide the permanent highway location when the people of Hood River made it known which location they preferred. He advised that the Commission is still of the same mind, and, if the letters presented fulfill the requirements, the Commission will then authorize a survey, but it will not make any commitment whatsoever as to construction. The letters presented by Mr. Steele were thereupon referred by the Commission to the Chief Counsel for scrutiny and report.

The question as to the selection of a location for this highway west from Hood River to a point near the Columbia Gorge Hotel was also discussed. The Engineer exhibited a map showing two locations under considera-

tion, one of which involves the crossing of the Union Pacific Railroad Company's tracks, the other following a lower alignment and involving construction in deep water in the Columbia River. Both locations involve the acquisition of right of access to the highway. He advised that he has not yet analyzed the alternate locations thoroughly but will do so and render a report and recommendation later if the Commission approves. As a result of discussion the Engineer was authorized by the Commission to investigate the alternate routes.

Mr. Steele inquired what action the Commission has taken on their request previously made for the improvement of the Columbia River Highway at three points in Hood River County -- at Herman Creek, at the east end of Shell Rock Mountain, and a section one mile in length east from Viento. He was informed by Chairman Banfield that the Commission had this matter under discussion on the previous day and decided not to make the improvements because of the cost involved and for the further reason that, in the minds of the Commission and the Engineer, were the improvements undertaken it would mean increasing the traffic hazards rather than reducing them, inasmuch as they would introduce into the alignment several abrupt changes from a completed highway section to an incompleted section, which would be conducive of accidents. Mr. Steele then brought up for discussion the general improvement of the Columbia River Highway and suggested, since bids for dredging work contemplated in connection with projects heretofore advertised have been excessive, that the Commission change the program by substituting projects located on higher ground, between Dodson and Hood River. He was informed that the program for this highway has already been arranged and the Commission is not inclined to revise it at this time.

Mr. Steele also asked the Commission to preserve standing timber along the Columbia River Highway and urged favorable action soon to that end because the timber is now being cut. He was informed that the Commission has placed matters of this kind in the hands of the State Parks Superintendent, and is holding him responsible. The Commission, he said, has not yet received a recommendation from the Parks Superintendent that such timber strips should be acquired, and until such recommendation is made the Commission will not act.

A delegation from Eugene, consisting of Hon. Earl McNutt, Mayor; Deare Seeger, City Manager; William Davis, City Councilman; William East, City Attorney; William Tugman, Eugene Register-Guard; Ed Turnbull, Chairman, Highway Committee, Chamber of Commerce; Hon. Clinton Hurd, County Judge, Lane County; County Commissioners Allen Wheeler and W. J. Holland; and P.M. Morse, County Engineer, appeared before the Commission regarding the proposed three-party project for the rerouting of the Pacific Highway along the Mill Race from Broadway to 6th Avenue, and including construction of a connection with the county road which extends northerly from the City of Eugene on the east side of the Willamette River. Mr. McNutt headed the group. He advised that the city has authorized a fund amounting to $500,000 to pay the city's share of the cost of this improvement, a bond issue of such amount having been voted for such a purpose, but that is the limit of funds available from city sources. He asked the Commission to give the city assurance that it would not be called

upon to contribute in excess of such amount, notwithstanding that, as they understand it, the present-day estimate of the city's share is in excess of the $500,000.

County Judge Clinton Hurd advised that Lane County does not have sufficient funds to pay for its portion of the work, including the new bridge over the Willamette River. He suggested an allocation of Federal Secondary Highway monies to this project and advised that the county would also look favorably on the exchange of this county road for the Alsea-Deadwood Road, which is now on the secondary highway system.

In the discussion of this matter it appeared to the Commission that the city and the county are asking the state to contribute the sum of approximately $100,000 more than was anticipated under the original agreement. Chairman Banfield recalled the original arrangement and gave as his understanding that the project was to be a city-county project and that the state was simply being asked to help out by contributing a certain sum to improve a section which was to be designated the route of the Pacific Highway. The Highway Commission, he said, is inclined to proceed on the original basis, but the question whether or not it will contribute an additional $100,000 of state money is one that cannot be answered until it has been studied thoroughly. The suggestion was made by Mr. Tugman that the state might advance funds in behalf of the city and the county with assurance that the state would be reimbursed later from funds that are apportioned to the city and the county by law from state highway revenues. He was informed that such matter also would have to be studied before an answer can be given and will be given consideration when the Commission checks with the Engineer and the Chief Counsel all matters pertaining to this project. This concluded the conference.

Mr. Ray Boals, Superintendent of the Eugene Water Board, and Mr. William Tugman also appeared before the Commission regarding the installation of a water pipe line on the Federal Secondary Highway between Coburg Road Junction and Marcola. Mr. Boals advised that the city is about to construct a new water main along this section and wants to make certain that the installation is in the proper location so that it will not have to be moved later on when the highway is improved, so will appreciate it if the Commission will authorize a survey to definitely locate the highway. The Commission authorized the Engineer to make a reconnaissance survey of the section. The information gathered is to be reported back to the Commission and the Eugene Water Board is to be advised of the action taken thereon.

The following representatives of L. S. Baier & Associates appeared before the Highway Commission regarding their offer to render service to the Commission in connection with the design and construction of a new ferry boat for use in connection with the state ferry operation across the Columbia River at Astoria:

L. S. Baier, President
J. M. Dyer, Member
Bruce Yergen, Member
Richard Schroeder, Member

They were informed by Chairman Banfield that the Commission has not yet had time to study the proposal so is not in position today to make a decision with respect to it. Various phases of the matter were discussed at considerable length but action on the proposal was deferred until the Commission has had an opportunity to discuss it with the Engineer and the Chief Counsel.

Messrs. L. R. Hussa, Claude Butler, and H. Davies, representing the Albina Machine and Engine Works, Inc., Portland, also appeared before the Commission regarding the design and construction of a new ferry boat for the ferry operation across the Columbia River at Astoria. They were informed by Chairman Banfield that the Commission feels that this is a matter which should be given very careful consideration and study, and that the Commission is not in position to make its decision until it has had an opportunity to discuss it thoroughly with the Engineer and the Chief Counsel, which the Commission hopes to do in the immediate future.

The Engineer requested authority for Construction Engineer H. G. Smith, Maintenance Engineer E. A. Collier, Bridge Engineer G. S. Paxson, and Acting Traffic Engineer, F. B. Crandall to attend, at state expense, the annual meeting of the American Association of State Highway Officials which is to be held in Los Angeles in December. Chairman Banfield recommended approval of the request. Commissioners Schaupp and Chandler concurred, making the decision unanimous.

The Commission recessed for luncheon at 12:15 p.m. and reconvened the meeting at 2:00 p.m. with the same persons present and participating.

Mr. Earl L. Dickson, Eugene, was present and asked the Commission to make three changes in the recently-completed highway improvement at the junction of the Pacific Highway and the McKenzie Highway just south of Eugene for the accommodation of people who desire to patronize his business establishment at this location — (1) "Clip off" the end of the traffic separator on the Eugene side of the intersection to allow traffic from Eugene access to his premises without first driving across the bridge to Springfield and returning. (2) Take off the end of the long concrete section in front of Mr. Dickson's store building so as to allow traffic to cross the highway in the face of Eugene-bound traffic at a point where visibility is clear. (3) Cut the main island at the center of the intersection to allow people access to a 30-foot street which he has provided for their use on his property.

In regard to Mr. Dickson's first request the Engineer advised that he has ascertained from personal inspection that it would be possible to take care of the matter by constructing a turn-around under the approach to the Springfield Bridge and that he so informed Mr. Dickson and advised him that he would present the matter to the Highway Commission if Mr. Dickson would secure the necessary right of way free of cost to the state; however, he has not heard anything from Mr. Dickson since then. He estimated the cost of constructing a turn-around in such location at approximately $10,000 and advised that, while it would serve the purpose, there are times when it would be flooded by

high water. He recommended construction of such a turn-around as a solution for Mr. Dickson's problem.

As to Mr. Dickson's second request, the Engineer recommended against removal of the divider strip because of the hazard that would be created if traffic were allowed to cross the highway directly in front of Springfield-Eugene traffic. Mr. Dickson declared that many people now either drive their cars over the barrier or around it and back up to the front of his building. It was his thought that the cutting of the barrier would stop such practice. The Engineer again pointed out the hazard that would be created were traffic permitted to cross the highway in the face of traffic from Springfield to Eugene. He advised that reports received from Springfield indicate that traffic at this point is now working the smoothest that it ever has. It was his thought that if people are doing the things mentioned by Mr. Dickson the solution is more efficient policing of the intersection. He suggested, in view of the fact that the new arrangement has been operating for only about three weeks, continuation of such use as now provided, under observation, and that changes be made later if deemed advisable. Commissioner Chandler expressed himself in favor of constructing the turn-around under the bridge approach, stating that in his estimation such a provision would satisfy the condition. Mr. Dickson agreed that that would help. The Commission's Chief Counsel advised that the Commission's prime and serious obligation is to the general public, which always must be given first consideration. Abutting land owners, he said, have no vested right on the highway, and, if the Commission were to adjust the highway facilities to accommodate a property owner, then the members of the Commission could be held personally liable in the event of accidents occurring.

Chairman Banfield concluded the discussion by advising Mr. Dickson that the Commission will analyze his request and ascertain what can be done to remedy the situation of which he speaks. (The matter was reconsidered by the Commission later in the session, at which time the Engineer was instructed by the Commission to investigate the conditions and report back regarding the feasibility of doing some of the things that have been requested by Mr. Dickson. The Chief Counsel was instructed to report on the cost to acquire the right of way for the turn-around proposed under the end of the Willamette River Bridge.)

A delegation from Clackamas County, including County Judge E. L. Pope; County Commissioner George Randall; Jimmie Olson, Manager-Editor, Oregon City Enterprise; and Ralph Milln, Assistant County Engineer, came before the Commission regarding the maintenance of the Estacada-Milwaukie County Road, which is being damaged by log-hauling traffic. Judge Pope was spokesman for the group. He pointed out the county's problem and explained what they have in mind as a solution therefor. The Engineer advised that inspection of the road reveals that it would cost about $550,000 to place it in first-class condition. In addition thereto, he said it would cost about $75,000 to strengthen and maintain it this year and approximately $25,000 to conduct a location survey that is required. Thereafter, he said, the maintenance cost would amount to from $10,000 to $15,000 annually. He mentioned the

offer of The Federal Housing Authority to contribute $275,000 toward the construction expense if either the state or the county will contribute a like amount. On such basis, he said, if the state assumes the obligation, it would mean a total contribution by the state for the first year of $375,000. He also advised that Clackamas County has agreed to finance a 60-foot right of way throughout and a wider right of way at turns in order to allow long loads of poles and piling to negotiate these turns with safety to other traffic.

Chairman Banfield advised that in a discussion of this matter he informed Judge Pope he would look with favor on the state assuming this obligation if the Federal Government will contribute $275,000 toward construction and will arrange so the state can purchase from Government Surplus Property a sufficient amount of equipment to maintain 2,400 miles of state highways over which logs are being hauled, it being impossible for the state properly to maintain these highways with equipment that is now on hand, and on the further condition that the county will acquire right of way as is needed. Commissioners Schaupp and Chandler expressed themselves as being in agreement with the plan suggested by Chairman Banfield, whereupon Chairman Banfield advised that the Commission would designate the road a state secondary highway if an when the conditions are fulfilled. The Engineer was thereupon authorized to make a location survey of the highway when the conditions are satisfied.

Mr. Sherman S. Smith, Attorney, Grants Pass, headed a delegation of property owners along the Johns-Glendale Junction Section of the Pacific Highway who asked the Commission to grant them right of access to the highway from their properties. The group included Jay B. Moore, George Dean, Wayne Johnson, and George Martin. Mr. Smith advised that the highway is now being constructed on the newly-adopted location which passes through the properties of the members of this group and, according to the present arrangement, these people are not going to be allowed access to the highway except in a limited way. He alleged that the highway as located passes through the several properties in such a manner that several holdings are severed, rendering valueless and unsalable the portions lying on the east side of the highway unless right of access to the highway from such portions is granted by the Commission. This matter was discussed at considerable length during which individual attention was given to property owned by each member of the delegation. The Chief Counsel explained that the question before the Commission is whether or not to grant access to the highway from these properties for commercial purposes and for development. Chairman Banfield pointed out that the State Highway Commission is guided and governed to a great extent in the building of highways by the rules and regulations promulgated by the Public Roads Administration in cases where Federal monies are involved, and accordingly, the Commission must obtain the approval of such Federal agency before it can authorize changes in the adopted plans. Unless the rules and regulations are met, he said, the state would stand to lose the Federal monies for the project. He advised that the Commission is not in position to pass on the request at this time but will discuss the matter with the Engineer and the Chief Counsel and then will take action. This concluded the conference except that Mr. Smith stated that some of the property owners feel, if they cannot have access to the highway from their properties, that the state should acquire their entire holdings rather than right of way only.

1240

The Commission discussed with the Engineer the bids received at the morning session for highway construction and took the following action thereon by unanimous vote:

Birkenfeld-Washington County Line Rock Production Project on the Nehalem Secondary Highway, in Columbia County; the bids were referred to the Engineer with authority to award the contract to the low bidder when certain conditions are satisfied.

Grading and surfacing the Knegren Ferry Section of the Coos River Secondary Highway, in Coos County. All bids received for this job were rejected.

Construct bridges over Cow Creek and Quines Creek on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County. This contract was awarded to the low bidder, Sleeper & Keyes.

Grading, surfacing, and oiling the Hay Creek-Condon Section of the Wasco-Heppner Secondary Highway, in Gilliam County. The Commission approved the low bid but deferred the award of the contract pending execution of an agreement with Gilliam County with respect to the abandonment of a portion of the old right of way. The bids were referred to the Engineer with power to award the contract to the low bidder when this condition has been satisfied.

Canyon City-Soda Mountain Rock Production Project on the John Day-Burns Highway, in Grant County. The contract was awarded to Jack R. Taggart, the second low bidder, in view of the fact that the low bidder, Newport, Kern & Kibbe, qualified their bid by stating that they would not accept the award of this contract unless also awarded the contract for the John Day Rock Production Project, which was awarded to another contractor.

John Day Rock Production Project on four state highways, in Grant County. The Commission awarded this contract to the low bidder, Struss & McCoy.

Siskiyou Junction-Long Prairie Creek Rock Production Project on the Green Springs Highway, in Jackson and Klamath Counties. This contract was awarded to M. C. Lininger & Sons, the only bidder.

Jordan Creek-Rock Creek Rock Production Project on the I.O.N. Highway, in Malheur County. The Commission received no bids for this job.

Grading, surfacing, and oiling the Hardman Hill Section of the Heppner-Spray Secondary Highway, in Morrow County. The Commission rejected all bids for this job.

Grading and oil-mat surfacing the Cove-Union Section of the Cove Secondary Highway in Union County. The Commission approved the low and only bid received for this job but deferred the award of the contract pending approval by the Public Roads Administration. The bid was referred to the

Engineer with authority to award the contract when this condition has been satisfied.

At 3:15 p.m. Chairman Banfield publicly announced the awards, as follows:

"Birkenfeld-Washington County Line Rock Production Project on the Nehalem Secondary Highway, in Columbia County. The Commission received three bids for this job, the low one being that of A. H. Saxton & Son, Corvallis, in the amount of $36,080. The next low bid was that of Jed Wilson, Seaside, at $38,430. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading and surfacing the Enegren Ferry Section of the Coos River Secondary Highway, in Coos County. Coos Bay Dredging Co., Coos Bay, submitted the low bid for this job in the amount of $35,954. The only other bid was submitted by Dobyns & Webb, Salem, at $44,911. The Commission has rejected both bids.

"Construct bridges over Cow Creek and Quines Creek on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County. Sleeper and Keyes, Bend, submitted the low bid for this job at $65,770. Lockyear & White, Inc.,Seattle, submitted the next low bid in the amount of $92,880. There was one higher bidder. The Commission has awarded the contract to the low bidder, Sleeper & Keyes, at their bid price.

"Grading, surfacing, and oiling the Hay Creek-Condon Section of the Wasco-Heppner Secondary Highway, in Gilliam County. E. C. Hall Co., Portland, submitted the low bid for this job in the amount of $148,069. Babler Bros., Portland, submitted the next low bid in the amount of $156,957. There were four higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, E. C. Hall Co., when certain conditions are satisfied.

"Canyon City-Soda Mountain Rock Production Project on the John Day-Burns Highway, in Grant County. The low bidder for this project was Newport, Kern & Kibbe, Portland, at $28,320. They qualified their bid by stating that they would not accept the award of this contract unless also awarded the contract for the John Day Rock Production Project. Jack R. Taggart, Salem, submitted the next low and only other bid in the amount of $29,600. The Commission has awarded this contract to Jack R. Taggart in view of the fact that Newport, Kern & Kibbe were not the successful bidders for the John Day Rock Production Project.

"John Day Rock Production Project on four state highways, in Grant County. Struss & McCoy, Redmond, were the low bidders at $41,990. Jack R. Taggart, Salem, was the second low bidder at $43,350. There were two higher bidders. The Commission has awarded this contract to the low bidder, Struss & McCoy, at their bid price.

"Siskiyou Junction–Long Prairie Creek Rock Production Project on the Green Springs Highway, in Jackson and Klamath Counties. The only bid received for this job was that of M. C. Lininger & Sons, Medford, at $42,815. The Commission has accepted the bid and has awarded the contract to M. C. Lininger & Sons at their bid price.

"Jordan Creek–Rock Creek Rock Production Project on the I.O.N. Highway, in Malheur County. The Commission received no bids for this project.

"Grading, surfacing, and oiling the Hardman Hill Section of the Heppner–Spray Secondary Highway, in Morrow County. J. S. Risley, Milwaukie, submitted the low bid for this project in the amount of $117,718. The next low bid was that of E. C. Hall Co., Portland, at $126,784. There was one higher bidder. The Commission has rejected all bids for this job.

"Grading and oil-mat surfacing the Cove–Union Section of the Cove Secondary Highway, in Union County. The only bidder for this project was E. C. Hall Co., Portland, at $201,622. The Commission has referred the bid to the Engineer with authority to award the contract to this bidder when certain conditions have been satisfied."

Mr. Robert A. Smith, representing Kaiser Co., Inc., Portland, came before the Commission in regard to rendering service to the state in connection with the design and supervision of construction of a new ferry which the Commission contemplates purchasing for use in connection with the Columbia River ferry operation between Astoria, Oregon, and Megler, Washington. He was informed by Chairman Banfield that the Commission has not had an opportunity to discuss the offers received for the rendering of such service and until that has been done the Commission will not be in position to act. There followed a general discussion of the matter which was concluded by Chairman Banfield, who stated that the Commission will make its decision after consulting with the Engineer and the Chief Counsel as to details.

A group representing the Recreational Resources Committee of the Portland Chamber of Commerce was present. Arthur Kirkham, Chairman of the Committee, headed the group which included Mrs. Daniel Heffner, Portland, President, Oregon Roadside Council; and A. N. Weir, Manager of the Oregon State Motor Association. Mr. Kirkham presented a resolution adopted by the Portland Chamber of Commerce in which the Commission is urged to vigorously pursue a program of preservation of timbered and scenic roadside strips. He particularly mentioned a section of the Columbia River Highway through the Columbia Gorge where, he said, timber is now being cut, and a section along U.S. Highway No. 101 in Douglas and Lane Counties. Chairman Banfield advised that the Commission has been doing considerable along the line suggested during the last three or four years, through the State Parks Superintendent, Mr. S. H. Boardman, whose recommendations so far have been approved by the Commission. He suggested that the proper procedure to be followed in matters of this kind should be to first consult with Mr. Boardman, who would make such investigations as are necessary and report to the Commission his recommendation. Mr. Kirkham advised that they would pursue such course in the future.

Mr. Kirkham also suggested the naming of a park for Mr. Boardman, the State Parks Superintendent, and suggested that one located along the Oregon Coast Highway in the vicinity of Chetco River, Curry County, would be appropriate. The Commission took the matter under advisement.

Mr. J. S. Burres, stockman, and Mr. A. K. York, farmer, both of Moro, Oregon, came before the Commission and urged the further improvement of the Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway. Mr. Burres alleged that the condition of the grade through this canyon is very bad, and that it is hazardous for one to drive his car over it. He inquired as to the Commission's plans for improvement of the road. He was informed that the improvement of this section is now contained in the Commission's Three Year Postwar Program, and the Commission contemplates awarding a contract for the work some time during the spring or fall of 1947, preferably in the spring of the year, if that is possible. He was also informed that the approved project is at the easterly, or Condon, end and that when the work is completed the Commission will then select the next best project for monies which may then be available. Mr. Burres alleged that the most dangerous part of the road is at the west end. He stated that he has equipment of his own which is suitable for road work and inquired whether or not the Commission would object if he would use this equipment for improvement of this highway. He was instructed to take the matter up with the Engineer. The Engineer advised that he would have someone call on Mr. Burres in the near future relative thereto.

Mr. Burres also complained of the condition of the bridge over the John Day River on this highway. He advised that the bridge is now posted for a five-ton maximum load limit, and, in view thereof, he does not consider it safe to transport his equipment over the structure, which is necessary in connection with the conduct of his farming operations. The Engineer was instructed to investigate the complaint and to report back whether or not anything feasible can be done to improve the condition.

Mr. C. E. Stewart, District Engineer, Federal Works Agency, Bureau of Community Facilities, appeared before the Commission regarding the moving of some large buildings over the state highway from Camp Adair to the Oregon State College campus at Corvallis. He advised that the buildings are 25 feet wide and about 150 feet long, but the plan is to cut them up into shorter sections, although the width would still be 25 feet. He estimated that it would take about one hour to move each section, of which there are six to be moved. Following discussion the Commission referred the matter to the Engineer for investigation and report. Mr. Stewart was informed that if the report indicates that it is feasible to move the buildings without inconveniencing general highway traffic and subjecting such traffic to extreme hazards, then the Commission will be inclined to authorize the movements if other traffic is properly safeguarded, although the Commission is not in position to state definitely at this time what action it will take. It was then arranged that Mr. Stewart would contact the Engineer in Salem within the next few days for a joint inspection of the routes. The information that is gathered is to be conveyed to the members of the Commission by telephone in order to expedite action. Mr. Stewart advised that they probably would want to start moving the buildings about the middle of December.

Chairman Banfield brought up for discussion the three-way project in Eugene, concerning which a delegation appeared before the Commission during the morning session. He suggested that the Engineer and the Chief Counsel should discuss the matter further with the sponsors of the project and ascertain definitely, if possible, the final position that Lane County and the City of Eugene are going to take with respect to the work, because it appears to him that until the Commission receives adequate information as to need for the project it should not contribute state funds for the construction. His suggestion was approved by Commissioners Schaupp and Chandler and it was so ordered.

Chairman Banfield then brought up for discussion the request of Mr. E. L. Dickson for changes in the recently-completed highway improvement at the junction of the Pacific Highway with the McKenzie Highway in West Springfield. He gave as his thought that there may be some justification for Mr. Dickson's complaint, and in view thereof, suggested that the Engineer make further investigation regarding the feasibility of doing some of the things which Mr. Dickson has requested, including the possibility of constructing a turn-around under the bridge approach. His suggestion was approved by Commissioners Schaupp and Chandler, whereupon the Engineer and the Chief Counsel were instructed to make such investigation and report back at the next meeting.

Mr. Dickson, who was in the audience as an interested spectator, was then called before the Commission and informed by Chairman Banfield of the action that had been taken. He was also informed that the Commission would make a definite decision in the matter at its next meeting, when he would be informed of the action taken. Mr. Dickson advised that he has signed agreements with property owners for right of way that is needed for the turn-around under the bridge structure. He was informed that the Commission's Chief Counsel would look them over.

The Astoria ferry matter was also brought up for discussion by Chairman Banfield, who gave as his feeling that the Commission should have a definite recommendation from the Engineer whether or not it is feasible to repair the present ferry adequately to take care of needs for several years to come, and if not, the Engineer should make a definite recommendation as to what type of a ferry the Commission should construct as a new ferry and whether or not it would be possible to convert one of the Government-owned boats into a type of ferry that is needed. It was also his thought that in studying the matter the Engineer should keep his conversations with the naval architects and the builders entirely separate so that the Commission would not be placed in an embarrassing position in arriving at its decision with respect to the employment of the services of architects and the contracting of the ferry construction. Commissioners Schaupp and Chandler expressed their concurrence in the viewpoint of Chairman Banfield, whereupon the Engineer was instructed to govern his actions accordingly.

The Engineer requested authority to carry on certain minor work in connection with bridge maintenance and betterment in addition to similar work that the Commission authorized on the previous day with respect to road maintenance.. He explained that such work is performed by special bridge maintenance crews and includes, among other things, the widening of narrow bridges when they are being redecked, which work should be done simultaneously, the replacement of wooden box culverts which have failed, and such betterment work around foundations as is necessary to safeguard the structure pending approval by the Commission of the projects making up the minor betterment budget. The Commission stated that it did not want to stop any repair or maintenance work that is of a routine nature and accordingly approved the request. The Commission ordered, however, that all new work must be approved by the Commission before construction starts.

The Chief Counsel requested further instructions regarding his dealings with the property owners who are demanding access to the Pacific Highway between Johns and Glendale Junction. He was instructed to follow the desires of the Commission as heretofore expressed and to secure a freeway if possible and to use judgment and give consideration to these property owners as the existing conditions justify. Chairman Banfield explained that the Commission does not want to approve crossings for business activities, but on the other hand, the Commission would not object to a farm crossing that would enable a farmer to cross the highway from one of his tracts to another. The Chief Counsel then advised that his greatest trouble has been with the property owners who desire to lay a foundation for the future commercial development of their holdings. He was informed by Chairman Banfield that the Commission is not in favor of such development and if that is the reason that they are requesting access to the highway, then the Commission's answer will be no. Commissioners Schaupp and Chandler concurred, whereupon the Chief Counsel was instructed to negotiate with the owners on such basis and report back his findings.

The Chief Counsel reported that the municipal authorities of Sweet Home have been trying to protect the state with respect to the right of way of the Santiam Highway in Sweet Home, it being the thought of the city that the right of way should be 80 feet wide at this point, and in this connection the city has had considerable difficulty with one of the property owners who, it appears, is planning to improve his property, and if he carries out his plan, will make it more difficult for the state to secure right of way of standard width. The city, he said is asking the state to institute condemnation proceedings to obtain the right of way now and has agreed to join in the expense involved. He recommended approval of the request. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote..

The Commission considered and signed agreements, etc., as follows:

Permit agreement granting to Bonneville Power Administration permission to occupy a portion of state-owned land in Tillamook County

Agreement with the City of Portland covering use by the Portland Chamber of Commerce of state-city-owned land adjacent to Harbor Drive bounded by S. W. Front Ave., S. W. Harbor Drive, S. W. Salmon Street, and S. W. Main Street, Portland, as a guest center.

Agreement with Clackamas County covering the abandonment of certain sections of the old route of the Woodburn-Sandy Secondary Highway between Eagle Creek and Sandy when the new route is completed.

Agreement with R. C. Moulton covering removal by him of burned and down timber on state-owned property on the Sunset Highway.

Agreement with A. W. Lebeck & Sons and the Curry County Bank disposing of a claim arising out of the moving of the bank building and the acquisition of right of way for the Oregon Coast Highway through Gold Beach.

Agreement with John T. Blow, et al. covering release of a cattle pass at Mile Post 33.7 on the Enterprise-Lewiston Highway, in Wallowa County.

Agreement with Gilliam County covering erection of directional road signs.

There being no further business to come before the Commission at this time the meeting adjourned at 5:00 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

NOV 26 1946

VOLUME 31

PART III

PART 3

OF

VOLUME XXXI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

NOVEMBER 27, 1946

T O

MARCH 31, 1947

- - - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner

- - - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1946	Subject
13504	Dec.30	Minutes approved. November 25 and 26, 1946.
		Parks. Parks Supt. reports on following:
		Wayside strips. Umpqua Hwy. Report on acquisition of wayside strips ordered filed.
		Sale of timber. Oregon Coast Hwy. North of Gardiner. Parks Supt. authorized to negotiate sale to Doernbecher Mfg. Co.
		Champoeg State Park. Installation of electric stove approved.
13505		Dallas-Coast Secondary Hwy. at Buell, Polk County. Offer of proposed park area declined.
		Silver Creek Falls State Park. Sale of concession to Ralph Nohlgren. Chief Counsel to work out agreement with Mr. Nohlgren and report.
13506		Jackson County. Camp White area. Request of Gen. Ira Baker for withdrawal of state's application for Government-owned lands along Rogue River refused.
		Washington County. Wilson River Hwy. Glenwood. Encroachment of residence on state wayside strip. Referred to Chief Counsel.
		Sale of timber. Oregon Coast Hwy. Otter Crest. Sale of wayside timber to Doernbecher Mfg. Co. disapproved.
		Wayside strips. Oregon Coast Hwy. Otter Crest. Negotiations for acquisition of timbered waysides authorized. Report ordered.
13507		Cape Sebastian State Park. Renewal of J. H. Turner sheep grazing lease approved.
		Betterment work in state parks. Supt. to submit plans in detail.
		Budget. Park construction and betterment program for 1947 approved.
13508		Real Property. Resolution authorizing acquisition adopted.
13531		Surveys. Dry Creek - Monument Sec., Kimberly-Long Cr. Secdy. Hwy. Survey approved. Resolution adopted.
13532		Klamath County. Airport Access Road. Altamont Drive Sec. Settlement of condemnation case against Ellen A. Hannon approved.
		Multnomah County. Columbia River Hwy. Dodson-Bonneville Sec. Settlement for r/w with Harriet M. Lockwood approved.
13533		Clackamas County. Woodburn Sandy Hwy. Eagle Cr.-Sandy Sec. Re-adjustment of City of Sandy water main approved.
		Condemnation. Offers approved. Resolution adopted.
13538		Portland. McLaughlin Blvd. Purchase of several small parcels of land to prevent billboard erection. Purchase refused.
13539		Multnomah County. Canyon Road. Acquisition of property on N.W. side to prevent restaurant development. Investigation ordered.

Page	Date 1946	Subject
13539	Dec.30	Morrow County. Boardman. Acquisition of state-owned gravel pit and stockpile site by School District #25. Engr. to report.
		Wayside strips. Improvement urged by Oregon Roadside Council. Action deferred.
		Josephine County. Right of access. Request of J.M. Poe for commercial access to Pacific Hwy. denied.
13540		Bids. No construction projects to be advertized for bids until all right of way has been acquired.
		Cattle. Chief Counsel to prepare bill for 1947 Legislature to prohibit stock running at large on public highways.
		Tillamook County. Oregon Coast Hwy. Brighton. Nehalem Telephone Co. denied right to erect poles on west side of hwy.
		Parks. Casey State Park. Removal of privately owned bldgs. Negotiations with owner to continue.
13541		Gravel from navigable streams. Chief Counsel to prepare bill for 1947 Legislature exempting state from payment of royalties.
		Portland. Jefferson and Columbia Sts. One-way street designation. Chief Counsel to prepare resolution in conformity with Commission's decision at Oct. 28 and 29 meeting.
		Pole line facilities. Pacific Hwy. Roseburg-Medford Sec.
13542		Purchase of Postal Telegraph Co. facilities authorized.
		Eugene. Pacific Hwy. and Eugene-Coburg Co. Rd. Revised estimate of cost of improvement. Agreement with co. and city approved conditionally.
		Sale of buildings. Cilliam County. Columbia River Highway near Quinton. Offer of D.L. Zimmerlee accepted.
13543		Lincoln County. Oregon Coast Hwy. north of Yachats. Request for betterment of drainage conditions along highway denied.
		Lane County. Junction Pacific Hwy.-McKenzie Hwy. Traffic light installation approved. Decision re turn-around deferred.
		Meeting recessed at 12:00 noon for luncheon and reconvened at 2:00 p.m.
		Lane County. Pacific Hwy.-McKenzie Hwy. Junction. Construction
13544		of turn-around. Action deferred.
		Eugene. Pacific Hwy. and Eugene-Coburg Co. Rd. Agreement with city and county re improvement approved. Cooperation limited.
		Survey. Klamath County. Klamath Falls. Integration of hwy.
13545		traffic from north with connecting hwys. Engineer to work out survey plan.
		Lake of the Woods Rd. Survey requested. No action.
		Clackamas County. Canby. Pacific Hwy. E. Traffic control. Engr. to discuss matter with city officials.
		Portland. Harbor Dr. Lighting Project a city responsibility. Engr. to discuss with city officials.

Page	Date 1946	Subject
13545	Dec.30	Astoria Ferry. Construction of new ferryboat L.R. Hussa to
13546		furnish report on service needs and estimate of cost.
		Astoria Ferry. Inspection of ferryboats "Tourist No. II" and "Tourist No. III" by American Bureau of Shipping authorized.
		Wasco and Hood River Counties. Improvement of county road from Dufur to jct. with Mt. Hood Hwy. denied.
		Lane County. Alsea-Deadwood Secdy. Hwy. Minor improvement authorized.
		Umatilla County. Pilot Rock. Cooperation in repairing bridge on city street approved conditionally.
13547		Yamhill County. Carlton. Repair of streets damaged by log hauling authorized on cooperative basis.
		Umatilla County. McNary Damsite. Construction of bridge across Columbia River, but not on the dam. Action deferred.
		Umatilla County. Weston-Elgin Secdy. Hwy. Construction of parking areas. Action deferred.
		Awards. Engr's. award of contracts approved.
13548		State Tax Street Funds. Resolution adopted.
13549		State Tax Street Funds. Resolution adopted.
13550		Wasco County. The Dalles. Brewery Grade-Columbia River Hwy. intersection. State cooperation in improvement approved conditionally.
13551		Surveys. Completed and adopted. Resolution adopted.
13552		Extensions of time granted as follows: Contracts Nos. 2717, 2732, 2749, 2767, 2770, 2785, 2786, 2794, 2808, 2814, 2818, 2821, 2822, and 2841.
13556		Contracts completed and accepted as follows: (Resolution adopted) Nos. 2717, 2775, 2777, 2793, 2812, 2819, 2838, and 2848.
13557		Hood River County. Hood River Secdy. Hwy. Woodworth Acres-Parkdale Sec. Abandonment approved. Resolution adopted.
13559		Josephine County. Abandonment of portions of Pacific Hwy. Wolf Creek-Sexton Mountain Sec. Action deferred. Referred to Engr.
		Malheur County. Nyssa-Adrian Secdy. Hwy. No. 450 and Homedale Spur Secdy. Hwy. No. 455. Designation as one secondary hwy. Action deferred. Attitude of Co. Ct. to be ascertained.
		Signals. Multnomah County. Canyon Road jct. at Sylvan. Installation of traffic signal. Matter to be discussed with
13560		County Commissioners.
		Speed Zones. Lane County. McKenzie Hwy. east of Springfield.
13561		Zone established. Resolution adopted.
		Travel and informational matters. Appointment of Merle Chessman to Advisory Board. Letter from Mr. Chessman ordered filed for future consideration.
		Historical markers. The Dalles-Calif. Hwy. Upper Klamath Lake.
13562		Erection of markers approved. Memorials Com. of Ore. Historical Soc. to furnish factual data.

Page	Date 1946	Subject
13562	Dec. 30	Linn County. Albany. Willamette River Bridge. Relief from payment of annual fee for maintenance of pipelines on hwy. bridges. Referred to Chief Counsel.
		Log hauling. Trial load permits granted to Linden Alvin Jenkins, Albert Henry Strain, and Jess W. Walton conditionally.
		Log hauling. E.L. Hilterbrand to be warned to comply with requirements or have his permit cancelled.
		Log hauling. Overlength movements. Engr. to grant permits if cause no undue hazards.
13563		Tillamook County. Oregon Coast Hwy. near Manzanita. Request of Barney Lucas to "daylight" a cut bank denied.
		Barricades. Erection on hwys. where weather requires use of chains. Referred to Chief Counsel. Engr. to be governed by Chief Counsel's decision.
		Signals. Columbia River Hwy. Mosier Tunnel. Installation of stop and go signals approved.
		Lincoln County. Road leading to Devil's Punchbowl State Park ordered repaired. Decision deferred re placing road on state secdy. hwy. system.
		Sale of scrap materials stored at Coquille to R.C. Patterson approved.
13564		Service Club Sign Racks. Request of 20-30 Club for panel on racks at state highway entrances to Portland denied.
13566		Clatsop County. Warrenton Secdy. Hwy. No. 105 and Ft. Stevens Secdy. Hwy. No. 104 placed on state secondary hwy. system. Resolutions adopted.
		Meeting date. February 3 and 4, 1947, set as tentative date for next meeting. Mar. 18 and 19 set tentatively for second meeting.
13567		Insurance. Blanket fidelity bond for Hwy. Dept. employees. Offer of the Ohio Casualty Insurance Co. to furnish bond accepted.
		Multnomah and Washington Counties. Sunset Hwy. Improvement through Commonwealth subdivision. Advertising for bids deferred.
		Unfinished business:
		Clackamas Co. Designation as state secdy. hwys. of certain co. rds. between Estacada and Milwaukie deferred.
13568		Speed zones. Douglas Co. Pacific Hwy. Roseburg. Speed zone established. Resolution adopted.
		Tillamook County. Ore. Coast Hwy. Twin Rocks. Speed zone established. Resolution adopted.
13570		"No Parking Zone". Pacific Hwy. Eugene. Establishment of zone approved conditionally.
		Lincoln County. Oregon Coast Highway south of Waldport. Acquisition of additional right of way. No action.

Page	Date 1946	Subject
13570	Dec.30	Unfinished business (cont.)
		Hood River County. Columbia River Hwy. Hood River. Permanent location of hwy. through city. Letters from Hood River County and City officials presented. No action.
13571		Gilliam County. Wasco-Heppner Secondary Highway. Cottonwood Bridge over John Day River. Request for strengthening denied.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Grade Sec. Widening on bad turns. Engr. to investigate and report.
		Parks. Naming of state park in honor of S.H. Boardman. Action deferred.
		Clatsop County. Oregon Coast Highway. Seaside. Proposed rerouting along Roosevelt Dr. No action.
13572		Coos County. Oregon Coast Hwy. Naming of Coo Bay Bridge in honor of C.B. McCullough. Attitude of residents of North Bend and Coos Bay to be determined.
		Meeting adjourned at 5:00 p.m. to reconvene at 9:00 following morning.
	Dec.31	Bids received on following highway construction projects and purchase of concession privileges.
13573		Construct "Love" Bridge over Powder River Klamath Falls Rock Production Project Ironside-Jamieson Rock Production Project Hardman Hill Section Rhea Creek-Hardman Hill Section
13574		Umatilla Dam-Hermiston Section Concession Privileges at Corwn Point.
		Log Hauling. Overweight violations. Vancouver Plywood Corp. Charles Hovey appeared to answer charges. Permit not
13575		cancelled.
		Sherman County. Maryhill Ferry. New approach to ferry requested by Capt. C.T. Smith. Engr. to report.
13576		Lane County. Pacific Hwy. Judkins Point-Goshen Sec. Acquisition of r/w from W.H. Gonyea. Engr. to report.
		Unfinished business:
		State Restoration Fund. Reimbursement for loss of property. Insurance to be purchased for property needing special protection.
		Parks. Ore. Coast Hwy. Depoe Bay. Acquisition of the Cliff House property for park purposes. No action.
13577		Clatsop County. Astoria. Lease of land to Foster and Kleise for use in erecting signs. Chief Counsel to report.
		Parks. Acquisition of property near Chetco River for park purposes and naming park in honor of S.H. Boardman. No action.
13578		Blue Star Memorial Drive. Request for designation of US99 as such to be presented to Legislature by State Garden Clubs.

Page	Date 1946	Subject
13578	Dec.31	Douglas County. Pacific Hwy. Johns-Glendale Sec. Acquisition of property from W.A. Martin approved.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Rerouting through property of R.A. Meyers west of Condon. Engr. to report.
		Equipment. Purchase of motor graders. Release from obligation to deliver third of three graders granted. Interstate Tractor & Equipment Co. to obtain quotations for another grader.
13579		Lane County. Pacific Hwy.-McKenzie Hwy. jct. Revisions in new hwy. improvement as requested by E.L. Dickson. No action pending further investigation.
13580		Meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m.
		Bids for hwy. construction projects received at morning session discussed.
		Multnomah County. Crown Point. Bids for sale of concession privileges referred to Parks Superintendent.
		Clackamas County. Oswego Hwy. West Linn. Acquisition of r/w from Southern Pacific Co. approved.
13581		Coos County. Coos Bay. Fifth St. North. Opening of street to provide access to highway. Action deferred.
		Equipment. Expenditure of additional $100,000 for purchase of equipment approved.
		Minor Betterment Projects. List totaling $411,715 presented for approval. Action deferred.
		Weston-Elgin Highway. Tollgate and Spout Springs Mt. Construction of parking areas to be included in list of projects at next meeting.
		Legislative Assembly. Hwy. Dept. employees not to engage in lobbying. All information furnished legislators to be official information and signed accordingly.
13582		Clatsop County. Warrenton Secdy. Hwy. No. 105 and Ft. Stevens Secdy. Hwy. No. 104. Maintenance and betterment work. Engr. to report.
		Astoria Ferry. Inspection of ferryboat "North Beach" by American Bureau of Shipping authorized.
		Awards. Chairman Banfield announces awards of contracts.
13584		Agreements, etc., signed.
		Meeting adjourned. 3:00 p.m.
13585	1947 Feb.3	Minutes of Dec. 30-31, 1946 approved.
		Parks Supt. reports on following:
		Sale of down timber. Salmon River Hwy. Offer of Denny Logging Co. to purchase down timber accepted.
		Boat landing areas. Request for establishment of areas along navigable waterways denied.
		Overnight camping. Action re policy deferred.

Page	Date 1947	Subject
13585	Feb.3	Parks Supt. reports (cont.)
		Multnomah County. Crown Point. Sale of concession at Vista
13586		House to Multnomah Falls Gift Shop. Decision deferred.
		Curry County. Gold Beach. Establishment of state park on coastline urged. Investigation authorized.
		1947 park betterment. Program approved except for con-
13591		struction of buildings. Development by Parks Dept. crews only.
		Silver Creek Falls Park. Concession privileges. Chief
13592		Counsel and Parks Supt. to work up agreement with Ralph Nohlgren.
		Water purification. Tests to be conducted in all parks.
		Building construction. Plans to be approved by Commission.
		Park development funds. Equitable distribution ordered.
		Owyhee Reclamation Dam. Establishment of state park urged. Parks Supt. to report.
		F.L. TouVelle. Gift of parksite. Grange protests sale. Commission not selling property.
		Multnomah County. Crown Point. Sale of concession privileges, Vista House. Reconsideration urged. Action deferred. (See page 13701)
		Real Property. Acquisition authorized. Resolution adopted.
13616		Right of Way Acquisitions. All acquisitions of less than standard width to be reported to Commission for decision.
		Washington County. Sunset Hwy. near Cedar Mills. No bids until agreement with Commonwealth, Inc., consummated.
13617		Survey. Clackamas County. Woodburn-Sandy Secdy. Hwy. Eagle
13618		Creek-Sandy Sec. Location approved. Resolution adopted.
		Yamhill County. Pacific Hwy. W.-Salmon River Hwy. Jct. Channelization of traffic. Action deferred. Engr. to present map. (See page 13625)
		Right of Way Acquisitions. Small-scale alignment maps showing locations as approved to be presented during discussions.
13619		Condemnation. Offers approved. Resolution adopted.
13623		Condemnation. Oregon Coast Hwy. Addition to Short Sand Beach State Park. Decision deferred. Parks Supt. to report.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Bids received on following projects:
		Enegren Ferry Section
13624		Spencer Creek Bridge
		Scholls-Newberg Section
		Meacham-Hilgard Rock Production Project
		Lincoln County. Oregon Coast Hwy. Settlement of condemnation action against Charlotte M. Thomas for $8,250 approved.
		Josephine County. Pacific Hwy. Right of access at two points
13625		granted Mr. Poe.

Page	Date 1947	Subject
13625	Feb.3	Yamhill County. Pacific Hwy. W.-Salmon River Hwy. Jct. Channelization of traffic. Action deferred pending inspection by Commissioner Schaupp. (See page 13704)
13626		Lincoln County. Ore. Coast Hwy. Otter Crest-Otter Rock Sec. Acquisition of timber tracts. Engr. and Parks Supt. to report.
		Josephine County. Pacific Hwy. Wolf Creek. Lease of state land to P.T. & T. for repeater station site approved.
		Jackson County. Pacific Hwy. Talent. Lease of property to P.T. & T. Engr. and Chief Counsel to report.
13627		Legislation. State hwy. revenues. Increase of allocation to counties. Commission opposes increase.
13629		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
13630		Sale of property. North Bend. Offer of J.H. Graham approved.
		Sale of building. Ore. Coast Hwy. Tolovana Park. Offer of Ralph W. Lee for residence bldg. accepted.
		Sale of property. Pacific Hwy. Eugene. Offer of Magic Gas & Appliance Co. accepted.
13631		Sunset Hwy. R/W settlement granting Joseph Peterkort right of access from his property at four places approved.
		Portland. Front Ave. off-street parking area. Lease by city for one year approved.
		Legislation. Sodaville Springs Park. Commission to accept park if Legislature makes transfer.
		Curry County. Ore. Coast Hwy. Gold Beach. R/W negotiations to be continued.
		Public Utilities. Fees for attachment to bridge structures.
13632		Action deferred. Engr. and Chief Counsel to report.
		Clackamas County. Oregon City. Riparian rights along Willamette River. Agreement with Crown Zellerbach extended 5 years.
		Legislation. State Police. $1,000,000 increase in contribution. Attitude of Commission to be presented to legislative committee.
13633		Astoria ferry. Repair of ferry "North Beach". Action deferred
		Astoria ferry. "Tourist No. 3". Repair authorized.
		Astoria ferry. Construction of new ferryboat. L.R. Husea to
13634		complete plans. Project to be advertised for bids.
		Lane County. Pacific Hwy.-McKenzie Hwy. Jct. Construction of turn-around under Willamette River Bridge authorized.
		Meeting adjourned at 5:00 p.m.
	Feb.4	Bids received on following projects:
		Eagle Creek-Sandy Section
13635		Astoria (Bond St.-Commercial St. and Taylor Ave.-Astor St.) Sec.
		Circle Bridge-Summit Section
		Ashland (Water St.-Oak St.) Section
		Front Ave. (Sheridan St.-Bancroft St.) Section

Page	Date 1947	Subject
13635	Feb. 4	Bids received (cont.)
		Ross Island Bridge Ramps
		Astoria Ferry. Construction of new ferryboat. Sketches and model of hull exhibited.
13636		Lane County. Pacific Hwy.-McKenzie Hwy. Jct. E.L. Dickson requests adjustments in hwy. improvement. Previous action confirmed.
		Minutes. No transcript to public until approved by Commission.
13638		Coos County. Seven Devils Hwy. Construction requested. Engr. and Chief Counsel to investigate and report.
		Portland. Parkrose District. Improvement of Sandy Blvd. between 107th and 122nd Aves. requested. Engr. to report.
13639		Portland. Killingsworth Ave. Improvement of drainage between 89th and 92nd Aves. requested. Engr. to investigate.
		Benton and Linn Counties. Corvallis-Eastside Secdy. Hwy. Reconstruction of grade urged. Engr. to report.
13640		Yamhill County. Bellevue-Hopewell Secdy. Hwy. Amity-Hopewell Sec. Improvement requested. Engr. to report.
		Meeting recessed at noon to reconvene at 1:30 p.m.
13641		Douglas County. North Umpqua County Road. Little River Bridge. Replacement on 50-50 basis with county. Engr. to report.
		Signals. Multnomah County. Tualatin Valley Hwy. Sylvan. Question of county share in cost. Action deferred.
13642		Multnomah County. Sunset Hwy. Canyon Road Sec. Acquisition of property from county and city considered.
13643		Clatsop County. Ore. Coast Hwy. Lewis and Clark River-Youngs Bay Bridge Sec. Acquisition of R/W authorized. Location survey approved. Resolution adopted.
		Portland. Guest Center. Second entrance to area approved.
13644		Flood Damage. Engr. reports damage. No action.
		Sale of land. Albany. Offer of Theo Hoflich accepted.
13645		Sale of equipment. Salem. Offers of high bidders accepted.
		Lane County. Coburg-Road Jct.-Marcola County Road. Cooperation with Eugene Water Board in purchase of R/W disapproved.
13646		Signals. Corvallis. 3rd St. at VanBuren and "A" St. intersections. Installation approved conditionally.
		Clatsop County. Warrenton and Ft. Stevens Secdy. Hwys. Budget increased $20,000 for maintenance.
		Sherman County. Maryhill Ferry. Capt. Smith. Request for state aid in construction of ferry landing approach road denied.
13647		Equipment. 1947 Budget. Expenditure of $223,490 confirmed. $150,000 authorized for purchase of govt. equipment. Engr. to report.
13648		Lane County. Richardson-Eugene Secdy. Hwy. Oak Hill Overcrossing. Project withdrawn from Fed. Aid program and placed on state program. Resolution adopted.

Page	Date 1947	Subject
13650	Feb. 4	Curry County. Ore. Coast Hwy. Port Orford. Improvement to 20th St. requested. City officials to be contacted.
13651		Umatilla County. Old Ore. Trail. Umatilla-Hermiston Sec. Request for rerouting denied.
13652		Parks. Boat landing areas. Establishment of landing areas in state parks located on waterways. Parks Supt. to report.
		Bids received at morning session discussed.
13654		Awards. Chairman Banfield announces awards of contracts.
		Multnomah County. Columbia River Hwy. Oneonta Section. Additional expenditure of $30,000 approved.
		Portland. Sullivan's Gulch Hwy. Additional Expenditure of $7,000 to complete engineering studies approved.
		Klamath County. Klamath Falls-Malin Hwy. Henley-Calif. State Line Sec. Allocation of funds to remain unchanged.
		Lane and Douglas Counties. Pacific Hwy. Springfield Jct.-Yoncalla Sec. Request for additional improvements denied.
13655		Tillamook County. Ore. Coast Hwy. Request for correction of flood condition at Kilchis River denied.
		Yamhill County. Tualatin Valley Hwy. Request for rerouting between Yamhill and McMinnville denied.
		Wallowa County. Wallowa Lake Hwy. Minam Hill Sec. Construction of guard fence requested. Engr. to submit statewide report.
		Tunnels. Installation of reflectors ordered.
13656		Signals. Upper Columbia River Hwy. Mosier Twin Tunnels. Engr. to report re installation of signals.
		Signals. Lane County. McKenzie Hwy. Springfield. Installation of RR crossing signal on Wendling Branch, S.P. Co., approved.
		Third and Main Street intersection. Installation of signal denied.
		Klamath County. Klamath Falls. So. 6th St. Lighting System. Engr. to prepare plans and specifications
		Portland. Union Avenue. Request for illumination denied.
		Marion County. Silver Creek Falls Secdy. Hwy. Footpath construction south of Four Corners. Action deferred.
13657		Tillamook County. Oregon Coast Hwy. Bay City. Improvement through city. Referred to Engr.
		Benton County. Albany-Corvallis Hwy. Guard fence construction near Corvallis requested. Action deferred.
		Footpath construction near Corvallis. Action deferred.
		Awards. Engr's. award of contracts confirmed.
		State Tax Street Funds. Resolution adopted.
13659		State Tax Street Funds. Resolution adopted.
13660		State Tax Street Funds. 1946 apportionment approved. Resolution adopted.
13667		Portland. Front Avenue. Installation of traffic lights.
13668		Action deferred pending study.

Page	Date 1947	Subject
13668	Feb. 4	Portland. Maintenance and control of city streets used as state hwys. Engr and Chief Counsel to report.
		Portland. Jefferson St.-Columbia St. one-way streets. Columbia St. to be maintained by city. (See page 13688)
		Lincoln County. Siletz-Nashville Co. Rd. Designation as state secdy. hwy. Request denied.
		Washington County. Tualatin Valley Hwy. Beaverton-Forest Grove Sec. Request to widen denied.
		Surveys. Completed and approved. Resolution adopted.
13670		Extensions of time granted as follows: Contracts Nos. 2738,
13671		2739, 2771, 2773, 2774, 2791, 2795, 2796, 2797, 2799, and 2833.
13673		Contracts completed and accepted as follows: 2766, 2847. Resolution adopted.
13674		Portland. Burnside Street. Widening. P.T. & T. Co. to confer with city re future widening.
		Travel and Information Dept. Renewal of agreement with MacWilkins, Cole & Weber, advertising agency, approved.
		National Assoc. of Travel Officials. Payment of $50 dues for current year approved.
		Polk County. Camp Adair. Buildings. Additional $17,000
13675		authorized for purchase.
		Steel girders. Purchase of 45 spans for $26,505.67 approved.
		Parallel parking stalls. Commission to paint stalls on hwy. routes in cities on which no meters have been installed.
		Baker County. Baker-Homestead Hwy. Ruckles Cr.-Middle Br. Sec. Abandonment approved. Resolution adopted.
13677		Coos County. Ore. Coast Hwy. Coos Bay. Abandonment of Ingersoll Ave.-Johnson Ave. Sec. approved. Resolution adopted.
13679		Malheur County. Nyssa-Adrian Secdy. Hwy. Agreement re abandonment approved.
		Malheur County. Nyssa-Adrian Secdy. Hwy. and Homedale Spur Secdy. Hwy. combined as Nyssa-Adrian Secdy. Hwy. Resolution adopted.
13681		Claim. Claude F. Williams. Prineville Grade Separation Proj. Settlement of claim for $114 approved.
		Labor. State hwy. contracts. Clause in contracts re veteran preference in employment confirmed.
		Clatsop County. Lower Columbia River Hwy. Timber trestle. Extension of agreement with St. Helens Pulp and Paper Co. approved conditionally.
		Log hauling. Lebanon. State maintenance of trucking route
13682		authorized for 1947.
		Load limit. Reduced load limits ordered on certain hwys. Resolution adopted.
13684		Log hauling. Mt. Hood Hwy. Barlow Pass-Cooper Spur Sec. Hauling to be permitted conditionally.

Page	Date 1947	Subject
13684	Feb. 4	Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Grade Sec. Improvement requested. To be temporarily improved
13685		pending construction. Maintenance at east end of grade. Engr. to handle.
		Meeting adjourned at 5:30 p.m.
	Feb. 5	Clackamas County. Load limit of 15,000 lbs. ordered on all county roads by County Court. No action.
		Clackamas County. Estacada-Milwaukie Co. Rd. Designation as state secdy. hwy. Engr. to report.
13686		Log hauling. Diamond Lake Hwy. and Crater Lake Hwy. No log hauling to be permitted.
13687		Speed zones. Speed limits for log hauling established on sections of hwys. To be included in PUC special permits.
		Columbia River Hwy. Portland-East Sec. Information re development requested. No action.
		Hood River and Wasco Counties. Columbia River Hwy. Hood River-Mosier Sec. Engr. to report re construction.
		Linn County. Albany-Lyons Secdy. Hwy. Wagner and Bevier Logging Co. granted permission to conduct logging.
		Polk and Marion Counties. Willamette River Bridge at Independence. Plans to be presented to War Dept.
13688		R. H. Baldock granted permission to attend Exec. Com. meeting of American Assoc. of State Hwy. Officials in Washington, D.C.
		American Assoc. of State Hwy. Officials. Payment of $450 annual dues approved.
		Meeting dates. March 24 and 25 set for next regular meeting.
		Unfinished business:
		Silver Creek Falls State Park. Sale of concession privileges. Chief Counsel to report.
		Washington County. Wilsonville Hwy. Glenwood. Maintenance of private bldgs. on state property for five years approved.
		Umatilla County. Boardman. Acquisition by school district of state property. To be deleted from future agenda.
13689		Portland. Jefferson St.-Columbia St. one-way traffic plan. Resolution adopted.
13691		Clackamas County. Pacific Hwy. E. Canby. Traffic control requested. Engr. to report.
		Umatilla County. Weston-Elgin Secdy. Hwy. Construction of parking areas to be considered in 1947 Minor Betterment Program.
		Josephine County. Pacific Hwy. Wolf Creek-Sexton Mt. Sec. Abandonment approved. Resolutions adopted.
13694		Lincoln County. Devils Punch Bowl State Park Road. Approved as state secdy. hwy. when County Court requests.
		Hood River County. Columbia River Hwy. Permanent location through City of Hood River. Action deferred.
		C. B. McCullough. Naming of Coos Bay Bridge in his honor. Formal request to be presented to Commission.

Page	Date 1947	Subject
13695	Feb. 5	Unfinished business (cont.)
		Lane County. Pacific Hwy. Judkins Point-Goshen Sec. Acquisition of r/w from W.H. Gonyea. Engr. and Chief Counsel to report.
		Gillism County. Wasco-Heppner Secdy. Hwy. Rerouting through R.A. Myers property. Action deferred. Bids received for Hay Creek-Condon project rejected.
		Abandonment of old r/w. Item to be deleted from future agenda.
		Coos Bay. Ore. Coast Hwy. Request for re-opening Fifth St. No. denied.
		Douglas County. Pacific Hwy. Sutherlin. Logging RR grade crossing. Engr's. report approved.
		Lincoln County. Ore. Coast Hwy. Newport. Improvement of
13696		hwy. To be deleted from future agenda.
		Clatsop County. Astoria. Use of state property for platform to maintain advertising sign. Chief Counsel to report.
		Insurance. Interstate Bridge. To be deleted from future agenda.
		Lane County. Fox Hollow Secdy. Hwy. Improvement to be considered in Minor Betterment Program.
		Clatsop County. Ore. Coast Hwy. Seaside. Proposed re-routing. To be deleted from future agenda.
		Multnomah County. Pacific Hwy. E. Acquisition of r/w for service road through Kellogg Park Housing Proj. to be deleted from future agenda.
		Lincoln County. Ore. Coast Hwy. Depoe Bay. Condemnation of Cliff House property approved.
		Signals. Portland. McLoughlin Blvd. and Barbur Blvd. Engr's. report on installation to be presented at next meeting.
		Speed Zones. Klamath Falls. So. 6th St. Speed zone establish-
13697		ed. Resolution adopted.
13698		Klamath Falls. Integration of traffic between arterial hwys. Action deferred.
		Clackamas County. Estacada-Milwaukie Co. Rd. Designation as state secdy. hwy. approved. Fed. funds to be secured.
13699		Umatilla County. Old Oregon Trail-Columbia River Hwy. jct. Acquisition of r/w by condemnation from Eloise Van Slatte approved. Resolution adopted.
13701		Multnomah County. Columbia River Hwy. Crown Point. Concession privileges at Vista House sold to Multnomah Falls Gift Shop.
		Upper Columbia River Hwy. Construction of dredge fill sections.
1370?		Project to be re-advertised for bids.
		Portland. Front Ave. Proj. Steel Bridge approaches. Engr. to handle details with city and railroad re construction.
		Portland. Front Avenue Landscaping Proj. Project postponed and temporary seeding to grass approved.

Page	Date 1947	Subject
13702	Feb. 5	Portland. Pacific Hwy. Jantzen Beach Underpass Proj.
13703		Additional sum for extra landscaping work approved.
		Equipment. $150,000 authorized for purchase of Govt. equipment.
		Sale of timber. Lane County. Oregon Coast Hwy. Gardiner. Offer of Doernbecher Mfg. Co. accepted.
		Log hauling. Evasion of weighing. C. R. Staples and Roland P. Hougham. Permits not to be cancelled unless there is sure case.
		Permits. McKenzie Hwy. near Nimrod Rd. Jct. Maintenance
13704		of cable by Roseboro Lmbr. Co. approved.
		Minor Betterment Program. 1947. $60,000 authorized for purchase of oil rock for maintenance.
		Footpath construction. No action until Legislature adjourns.
		Bridge betterment. Additional expenditure of $52,675 approved.
		Channelization Projects. Future projects to be discussed with Commission.
		Agreements approved and signed.
13705		Meeting adjourned at 12:30 p.m.
13706	Mar. 24	Minutes of February 3, 4, and 5, 1947 approved.
		Parks. Parks Supt. reports on following:
		Sodaville State Park. $1,800 maintenance expenditure approved.
		Wayside strips. Umatilla County. Pendleton-John Day Hwy. John Day River-Camas Cr. Jct. Purchase of 80 acres approved.
		Collier State Park. Construction of museum. Action deferred.
		Umpqua Lighthouse State Park. Request of Julius Siller to
13707		operate "dune skooters". Action deferred.
13708		Cline Falls State Park. Expenditures for betterment approved.
		Wallowa Lake State Park. Expenditures for betterment approved except construction of caretaker's house.
		The Cove State Park. Expenditures for betterment approved except construction of swimming pool.
		Collier State Park. Expenditures approved except construction of caretaker's house.
		Boating and picnic facilities bordering navigable streams. Development in exisiting parks approved. No additional lands to be acquired.
		Wayside strips. Upper Columbia River Hwy. Acquisition with state funds only approved.
		Owyhee Demsite. Malheur County. Proposed establishment of state park. No action.
		Wayside strips. McKenzie Hwy. Finn Rock-Blue River Sec. Strips not to be purchased.
13709		Silver Creek Falls Park. Rental of CCC buildings approved.
		Douglas County. Acquisition of parks at Elkton Tunnel on Umpqua Hwy. and at Camas Mt. approved.
		Rocky Creek State Park. Addition proposed. Action deferred.
13710		Lane County. McKenzie River near Vida. Suggested acquisition of park area disapproved.

Page	Date 1947	Subject
13710	Mar. 24	Lincoln County. Ore. Coast Hwy. Otter Crest Sec. Revision of hwy. across Badley property. Engr., Chief Counsel, and Parks Supt. to report.
		Real property. Acquisition authorized. Resolution adopted.
13733		Klamath County. Lower Klamath Lake Secdy. Hwy. Midland-Mac's Store Sec. 80-ft. r/w to be acquired.
		Right of way acquisitions. Minimum 80-ft. r/w to be acquired in future.
		Awards. No contract to be awarded unless all r/w for project is obtained.
		Klamath County. Klamath Falls-Malin Hwy. U.S.R.S. Canal Crossing Sec. Width of r/w. Engr. to consult with Commissioner Schaupp.
		Surveys. Completed and approved. Resolution adopted.
13735		Surveys. Pacific Hwy. Eugene. Mill Creek Sec. Decision deferred.
		Surveys. Columbia River Hwy. Sullivan's Gulch Sec. Engr. and Chief Counsel to discuss matter with city and railroad
13736		officials.
		Surveys. Salmon River Hwy. Ft. Hill Br. Sec. Decision deferred. (See page 13789)
		Condemnation. Offers approved. Resolutions adopted.
13750		Wages and salaries. Civil Service pay plan approved.
		Legislature. Condemnation procedure. Senate Bill No. 139. Letter to governor urging veto approved.
		Meeting recessed at 11:55 a.m. to reconvene at 2:00 p.m.
13751		Bids received on following projects: Mt. Hood Rock Production Proj. Replace Pier Fender for South Slough Bridge Spitzenberg-Scappoose Section Ashland (Water St.-Oak St.) Sec. Troutdale-Wahkeena Creek Sec.
13752		Bridge over Buck Hollow Creek Umatilla River Dike Project
		Legislative Interim Committee. Appointment approved. Resolution adopted.
13755		Legislature. State Hwy. Dept. Office Bldg. No action.
		Claim. N. Brown & Sons. Burns-Crane Hwy. Burns-Lawen Sec. Settlement for $25 approved.
13756		Claim. Misses Mendenhall and Gilbert Hays. Boardman-Stanfield Hwy. Settlements for $780 approved.
		Sale of land. Astoria. McClure's addition. Offer of Evan Lum of $150 accepted.
		Douglas County. Pacific Hwy. Azalea-Glendale Sec. Condemnation settlement with C.A. Smith for r/w approved.
		Wheeler County. Shaniko-Fossil Secdy. Hwy. Chichester Gulch-Summit and Porcupine Butte-Chichester Gulch Secs. Abandonment approved. Resolution adopted.

Page	Date 1947	Subject
13763	Mar.24	Washington County. Krueger Quarry. Sale to S.P. & S. Rwy. approved.
13764		Benton County. Pacific Hwy. W. and Tampico-Lewisville Secdy. Hwy. Purchase of additional right of way approved.
		Public utilities. Fee for use of bridge structures. Policy adopted.
		Abandonment of state hwy. r/w Engr. and Chief Counsel to work out policy and report.
13765		Claim. Charles W. Brundle. Crater Lake Hwy. Settlement for $85.15 approved.
		Klamath County. Klamath Falls. Vacation of Peck Blvd. approved.
		Claim. Upper Columbia River Hwy. U.P.R.R. Co. Claim for $134,571 denied.
		Curry County. Oregon Coast Hwy. Gold Beach. Report on attitude of citizens re acquisition of r/w. No action.
13766		Portland. Sandy Blvd. 82nd Ave.-96th Ave. Sec. Improvement approved.
		Tillamook County. Ore. Coast Hwy. Bay City. Request for improvement denied.
		Jackson County. Pacific Hwy. Siskiyou Mt. Sec. Installation of sight posts approved.
		Wallowa County. Wallowa Lake Hwy. Minam Hill Sec. Installation of sight posts approved.
		Sight post installation. Engr. to report on state-wide basis.
13767		Sherman County. Wasco-Heppner Secdy. Hwy. W. Cottonwood Canyon Sec. Report on improvement. Action deferred.
		Signals. Pacific Hwy. E. Canby. Attitude of city in cooperation reported. No action.
		Douglas County. North Umpqua County Rd. Little River Bridge. State cooperation in construction. Action deferred.
13768		Signals. Upper Columbia River Hwy. Twin Tunnels. Installation of signals to be handled by Engr.
		Multnomah County. Col. River Hwy. Oneonta Tunnel. Road construction around tunnel approved.
		Clackamas County. Estacada-Milwaukie Co. Rd. Designation as state secdy. hwy. approved. Resolution adopted.
13770		Clackamas County. Woodburn-Sandy Secdy. Hwy. Woodburn-Estacada Sec. designated Woodburn-Estacada Secdy. Hwy., and Eagle Cr.-Sandy Sec. designated Eagle Cr.-Sandy Secdy. Hwy. Resolution adopted.
13771		Bids received at morning session discussed.
13772		Awards. Chairman Banfield announces awards of contracts.
13773		Equipment. Additional authorization of $100,000 approved for
13774		purchase.
		City street improvements not on state hwys. Report of Engr. approved.

Page	Date 1947	Subject
13774	Mar.24	C. B. McCullough. Coos Bay Bridge named in his honor. Chief Counsel to prepare resolution.
		Coos County. Ore. Coast Hwy. No. Bend-Bandon Sec. Relocation. Action deferred.
		Benton and Linn Counties. Corvallis-Eastside Secdy. Hwy.
13775		Request for improvement denied.
		Log hauling. Tiller-Trail Secdy. Hwy. Complaint re hazards caused by log haulers. No action.
		Hood River and Wasco Counties. Columbia River Hwy. Hood River-Mosier Sec. Report on estimated cost of construction. No action.
		Meeting adjourned at 5:00 p.m. to reconvene following morning.
	Mar.25	Bids received on following projects:
		Pistol River Bridge and Elk Creek Bridge Painting
13776		Grant County Line-Crow Flat Sec.
		Madras Sec.
		Three Bridges over Sprague River
		Remodel Beardsley Bldg., Klamath Falls
		Gillespie Corner-Lorane Sec.
		Jordan Creek-Rock Creek Rock Production Proj.
13777		Nyssa (1st St.-7th St.) Sec.
		Ontario (S.W. 1st St.-S.W. 12th St.) Sec.
		Troutdale-Wahkeena Creek Sec.
		Concrete bridge over O.W.R.R. & N. Co. tracks at Bridal Veil.
13778		West Union-Cornelius Pass Sec.
		Necarney Creek Bridge and Nehalem River Bridge painting
		Barnes Road-Multnomah County Line Sec.
		Minor Betterment Program. 1947. Approved except for item
13779		re footpath and sidewalk construction
		Permits. Upper Columbia River Hwy. Sandy River Bridge. Paul Mumpower to use state property for rental of fish nets. Referred to Chief Counsel.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Grade
13780		Sec. Improvement requested. Action deferred.
		Coos County. Ore. Coast Hwy. North Bend. Proposed change in improvement involving Weyerhaeuser Timber Co. Engr. to report
		Parks. Curry County. Brookings. Offer, as gift, of small
13781		tract along ocean for state park. Parks Supt. to report.
		Umatilla County. Adams-Thorn Hollow Co. Rd. and Helix-Holdman Co. Rd. Exchange of improvements. Action deferred.
		Yamhill County. Salmon River Hwy. Willamina. Improvement
13782		requested. Engr. to report.
		Clackamas County. Pacific Hwy. E. Landscaping small area in front of "Fireside Dinners". Engr. to report.
		Three Year Postwar Program. Delegation from Harney County requests work to be expedited. No action.

Page	Date 1947	Subject
13782	Mar.25	Central Oregon Hwy. Sage Hen Hill Sec. Inquiry re plans for improvement. No action.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Improvement of south end of project approved conditionally.
13783		Coos County. Ore. Coast Hwy. Coquille-Coos Bay Sec. Improvement of Manning Creek-China Camp Marsh Sec. approved.
		Douglas County. Tiller-Trail Secdy. Hwy. Widening requested. Improvement included in Forest Hwy. Program.
		Portland. Cooperative study of conditions in Portland where streets and highways cross r.r. tracks approved.
		Survey. Sullivan's Gulch. Engr. and Chief Counsel to discuss results with Portland city officials.
13784		Benton County. Designation and maintenance of Alsea-Lobster Valley Co. Rd. as extension of Alsea-Deadwood Secdy. Hwy. Engr. and Chief Counsel to report.
		Douglas County. Umpqua Hwy. Reedsport-Scottsburg Sec. Improvement requested. No action.
		Douglas County. Umpqua Hwy. Reedsport - East Sec. Inquiry re status of improvement. Action deferred.
13785		Douglas County. Reedsport vicinity. Request for installation of platform scales denied.
		Deschutes County. Powell Butte Secdy. Hwy. Improvement of Ochoco Hwy. Jct.-Crook County Line Sec. Engr. to investigate and report.
13786		Crook County. Crooked River-Paulina Secdy. Hwy. Request for extension and construction of Paulina-John Day-Burns Hwy. Jct. Sec.
		Bids received at morning session discussed.
13787		Awards. Chairman Banfield announces awards of contracts.
13789		Survey. Polk County. Salmon River Hwy. Ft. Hill Bridge Sec.
13790		Location approved. Resolution adopted.
		Coos County. Bradley Lake Co. Road. Lakeside County Road. Request for oiling denied.
		Umatilla County. Hermiston Secdy. Hwy. Raising of grade line on First St.-Third St. Sec., Hermiston, approved.
		Umatilla County. Hermiston. Request for additional footpath construction along new hwy. from Gladys Ave. to Osberg Tract denied.
13791		Multnomah County. Portland. Vancouver Ave. Secdy. Hwy. Request for widening denied.
		Jefferson County. Madras. The Dalles-Calif. Hwy. Construction of curbs and gutters approved.
		Umatilla County. Pilot Rock. Bridge repair on street used for log hauling. State aid in amount of $2500 authorized.
13792		Landscaping Projects approved at following points: Pacific Hwy. E., Salem, and Pacific Hwy. at Springfield Jct.
		State Tax Street Funds. Resolution adopted.

Page	Date 1947	Subject
13793	Mar.25	State Tax Street Funds. Resolution adopted.
13796		Awards. Engr's. award of contracts confirmed.
13798		Extensions of time granted as follows: Contracts Nos. 2737, 2770, 2794, 2801, and 2826.
13799		Contracts completed and accepted as follows: Contracts Nos. 2709 and 2821. Resolution adopted.
		Astoria Ferry. Report on operating cost. Engr. to negotiate for reduction in contract price.
		Meeting date. April 22, 23, and 24, and tentatively May 14 and 15 set for next two regular meetings.
13800		Astoria Ferry Terminal. Acquisition of Charles Swanson property. Engr. to report.
		Lincoln County. Devils Punch Bowl State Park. Road designated
13801		as Otter Rock State Secondary Hwy. Resolution adopted.
		Multnomah County. Lower Columbia River Hwy. Willamette Slough Bridge. Plans to be submitted to War Department.
		"No Parking" zone. Oregon Coast Hwy. Nelscott, Taft, and
13802		Cutler City. Zones established. Resolutions adopted.
13804		"No Parking" zone. Pacific Hwy. Springfield Jct. "No Parking-
13805		Bus Stop" area established. Resolutions adopted.
13806		Signals. Columbia River Hwy. Hood River. Blinker traffic signal installation at 9th Street approved.
		Signals. Hood River County. Columbia River Hwy. Cascade Locks. Request for pedestrian signals at three points denied.
		Signals. Clackamas County. Cascade Secdy. Hwy.- S.P. Co. R R. track intersection. Liberal. Floodlight installation approved
13807		Company to pay one-half the cost.
		Buildings. Purchase of warehouses. Expenditure of $17,000 approved.
		Steel. Purchase of I beams and 150' span Bailey Bridge approved.
		Marion and Clackamas Counties. Pudding River Bridge. Old bridge to be sold to counties when new structure completed.
		Sale of scrap material. Fire siren sold to Gilbert Fire Dept. for $35.
		Platform scales. Reedsport. Request for installation denied.
		Load limits. Reductions on certain state hwys. lifted.
13808		Resolution adopted.
		Jackson County. Sams Valley Secdy. Hwy. closed to log hauling
13809		traffic.
		Log hauling. P.U.C. permit of Frank H. Pearson, Springfield, to be canceled. Stanford Norris, Dallas; and Clarence Kyriss, Sweet Home, to appear at next meeting.
		Lincoln County. Yachats. Removal of sand from ocean beach by J. H. Massey. Action deferred.
		Permit. Request of J. A. McCaul, Jr., to operate mobile kitchen on ocean beach denied.
		Wasco County. The Dalles-Calif. Hwy. Tygh Valley. Arthur
13810		Muller's facilities to be removed from r/w.

Page	Date 1947	Subject
13810	Mar.25	Multnomah County. Columbia River Hwy. Bonneville. Request for access from proposed aerial tramway terminal. Engr. to report.
13811		Revolving Fund. Increase to $700,000 approved. Resolution adopted.
13812		Travel information. Suggestion for maintenance of bureau in State Capitol rotunda referred to Travel and Info. Dept. Carl Jordan authorized to attend travel shows.
		Salaries and wages. Increase of Purchasing Agent's salary approved.
		Expense accounts of field employees. Engr. to report.
13813		Platting of property near hwy. r/w. Suggested letter to co. courts re approval of plats abutting state hwys. approved.
		Lane County. Willamette Hwy. Pleasant Hill. Relocation of monument. Engr. to report.
		Curry County. Oregon Coast Hwy. Port Orford Report re acquisition of r/w approved.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Relocation west of Condon tentatively approved. Chief Counsel to report re cost of r/w.
13814		Portland. Pacific Hwy. (No. Union Ave.) Request to construct access driveway denied. Additional r/w and r/a to be secured. Survey authorized.
		Speed limit. Alsea-Deadwood Secdy. Hwy. Reduced speed limit established. Resolution adopted.
13815		Linn County. Lebanon. Improvement of city streets. Action deferred.
		Agreements approved and signed.
13816		Meeting adjourned at 5:00 p.m.
		Enroute Portland to Salem:
		Yamhill County. Request for designation as state secdy. hwy. of road from Yamhill to McMinnville denied.
		Klamath County. Klamath Falls-Malin Hwy. Improvement through Malin authorized as Minor Betterment.
		Benton County. Pacific Hwy. W. Monroe. Requested improvement denied.
13817		Coos County. Coquille River Bridge at Bullards. Co-operative construction of bridge approved.
		Coos County. Request for construction of hwy. from Cape Arago to Bandon denied.
		Tillamook County. Elsie-No. Fork, Nehalem River Br. Request for construction of cutoff hwy. denied.
		Columbia County. Columbia River Hwy. Clatskanie. Sidewalk construction to S.P. & S. Depot requested. Action deferred.
		Cascade Hwy. Oregon City-Eugene. Request for construction denied.

Page	Date 1947	Subject
13817	Mar.25	Wallowa County. Little Sheep Cr. Secdy. Hwy. Report re reconstruction approved.
		Lincoln County. Oregon Coast Hwy. Miner Cr.-Spencer Cr. Sec. Expenditure of $1200 for slope protection approved.
		Log hauling. Coos Bay Lmbr. Co. Overweight violation. Engr. to report.
13818		Astoria ferry. "Tourist No. III". Certificate of seaworthiness from American Bureau of Shipping ordered filed.
		Coos County. Oregon Coast Hwy. North Bend. Improvement to accommodate Weyerhaeuser Timber Co. No action taken.
		Meeting adjourned at 6:45 p.m.

Portland, Oregon
December 30, 1946

The State Highway Commission met in regular session at 9:00 a.m. in Room 715 (Imperial Room) of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. H. Dewers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of the meeting of the Commission held on November 25 and 26, 1946.

The State Parks Superintendent was present and reported on the following park matters:

1. Progress report on acquisition of wayside strips along the Umpqua Highway: The Parks Superintendent made a general report on this subject, explaining details. The Commission took no action on the report.

2. Cutting of wayside timber along the Oregon Coast Highway north of Gardiner: The Parks Superintendent advised that the state owns only a right of way through this district, the lands on both sides of the highway being owned by the Doernbecher Manufacturing Company, which is now cutting the timber for market, and would also like to acquire the timber on the highway right of way if the Commission is disposed to sell it. He pointed out that if the offer of the Doernbecher Manufacturing Company is not accepted the timber standing on the highway right of way would become a hazard to highway traffic when the company has logged its adjacent lands. He suggested that the timber be sold to the Doernbecher Manufacturing Company; otherwise, that the Commission acquire sufficient timbered waysides to protect the timber standing on the right of way. The Engineer concurred in the suggestion. Commissioner Schaupp expressed himself in favor of selling the timber to the Company. Commissioner Chandler expressed himself similarly, advising that, in his estimation, this would be a very picturesque section of highway even if the timber is cut because of the lakes and ocean views. Following further discussion motion was made by Commissioner Chandler that the State Parks Superintendent be authorized to negotiate the sale of the timber on the highway right of way with full power to act in the best interests of the state. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

3. Installation of an electric stove in Champoeg Park: The Parks Superintendent recommended installation of an electric stove which he

DEC 30 1946

estimated could be purchased for about $1,000. He pointed out that in the past the state has furnished stove wood for public use, which, at $20 per cord, is quite costly. He estimated that about 170 cords of wood would be needed this year and advised that this will have to be provided by caretakers whose services could be used to much better advantage doing other things; moreover, if an electric stove were installed and the public was charged a nominal sum for the use of electrical energy a saving of about $3,000 would be effected. The matter was discussed at some length and as a result thereof the Commission approved the purchase and installation of a stove at this place as a trial proposition.

4. Proposed park on the Dallas-Coast Secondary Highway at Buell, Polk County: The Parks Superintendent presented the offer of Buell Grange to present to the state as a gift for park purposes a 10-acre tract of land situate near Buell which has been used for park purposes for a number of years. He advised that the area does not particularly fit into the state park picture, and he recommended that the offer be declined. The Commission approved the recommendation unanimously.

5. Sale of concession in Silver Creek Falls State Park: The Chief Counsel, Mr. J. M. Devers, reported on this matter on behalf of the State Parks Superintendent. He advised that, in conformity with authority previously granted the Parks Superintendent and himself, negotiations have been carried on with Mr. Ralph Nohlgren, Salem, to take over this concession. Mr. Nohlgren, he said, has investigated the possibilities thoroughly and has stated a willingness to spend about $5,000 of his own funds to provide a proper-functioning concession, if a satisfactory working arrangement can be effected with the Commission on a minimum five-year basis. The Chief Counsel recommended an agreement with Mr. Nohlgren on such basis which would include provision that no consideration shall be paid for the first year in view of the expenditure to be advanced by Mr. Nohlgren, unless revenues he receives exceed a certain sum hereafter to be agreed upon; if the revenues exceed such agreed sum then the state is to charge a certain percentage which also is to be agreed upon later. The charge for the second and following years, he said, would be a certain percentage of the gross revenues to be decided as a result of further negotiations. The Chief Counsel advised that Mr. Nohlgren is experienced in this class of business and guarantees to conduct the concession in a manner satisfactory to the State Highway Commission, and he has agreed also to vacate the premises in the event the Commission is not satisfied with the way in which he is operating the concession. Following discussion the Commission authorized the Chief Counsel to continue the negotiations with Mr. Nohlgren and to work up an agreement with him in conformity with his suggestions. He was instructed to report back to the Commission when negotiations are completed.

6. Request of Gen. Ira Baker for withdrawal of the State's application for Government-owned lands along the Rogue River in the Camp White area, Jackson County: The Parks Superintendent advised that there is considerable agitation in Jackson County over this matter and that people

generally are opposed to the State relinquishing any of its rights in favor of an individual to the impairment of the rights of the general public. At his request the Secretary read aloud a letter and a resolution from the Issac Walton League of America and a number of telegrams, in all of which objections are voiced to the state giving up any of its rights to the property in question. The Parks Superintendent pointed out that the Commission at the previous meeting authorized the filing of an amended application for a 25-foot strip of land along the river rather than a 200-foot strip; however, that has not yet been done. He recommended, in view of the objections, that no change whatsoever be made in the previous application. Mr. Frank B. Wire, State Game Supervisor, was present and advised that the State Game Commission also objects to the state modifying its original application and suggested that the State Highway Commission complete the acquisition of the 200-foot strip in accordance with its original plan. In view of the objections the Commission decided that it would be inadvisable to modify in any way its previous application for a 200-foot strip of land along this stream and instructed the State Parks Superintendent not to file the modified application that was authorized at the previous meeting.

7. Encroachment of the residence of Roy A. Gould on State Highway property near Glenwood: The Parks Superintendent advised that Mr. Gould owns the land adjoining the state's property at this location and when constructing his residence building inadvertently placed it on land owned by the state, beyond the limits of the standard-width highway right of way. Mr. Gould, he said, anticipates continuing his residence at this place for about five years and would like very much to maintain the residence building in its present location during this period. He further advised that the land occupied by the building is a wayside strip obtained as a gift from the Consolidated Timber Company, which recommends that Mr. Gould be allowed to occupy the premises as requested. In the discussion that followed it was pointed out that the Commission has an established policy which will not permit encroachments of this kind. In view thereof, the Commission deferred its decision pending advice and recommendation from the Chief Counsel, to whom the matter was referred.

8. Proposed purchase of timber strips along US101 between Otter Crest State Park and the junction with the road leading to Devil's Punch Bowl State Park: The Parks Superintendent advised that the highway is to be realigned along this section and that the right of way on the new location contains considerable timber which the Doernbecher Manufacturing Company would like to cut if it is agreeable with the Highway Commission, inasmuch as the land adjoins the timber tract which the Company now owns and is logging in this vicinity. He particularly pointed out that there are two tracts of land, now privately owned, on the west side of the highway which contain good stands of virgin timber and are desirable in order to preserve the timbered waysides. One of these adjoins Otter Crest State Park and the other is located a short distance south therefrom. He recommended that the request of the Doernbecher Manufacturing Company be denied and that the Commission authorize acquisition of the two other tracts. The Engineer concurred in the recommendation. Follow-

ing discussion the Commission decided not to sell to the Doernbecher Manufacturing Company the timber growing on the new highway right of way. A cruise of the timber and negotiations for the purchase of the two other tracts under discussion were authorized by the Commission. The results thereof are to be reported back to the Commission when a decision with regard thereto will be rendered.

9. Renewal of the lease with J. H. Turner for the grazing of sheep in Cape Sebastian State Park, Curry County: The State Parks Superintendent recommended renewal of this lease for another year at the former rate of 50 cents per head per year. The Commission approved the recommendation.

10. Plans for betterment work in certain state parks: The State Parks Superintendent reported that plans for development work in a number of state parks have been completed and that he is now ready to report the details to the Commission in order to secure the Commission's approval for the beginning of the work. Action on this matter was deferred until the next meeting of the Commission. The Parks Superintendent was instructed to submit his plans in detail to the individual members of the Commission in the meantime for study.

In the discussion of park matters the Engineer submitted a program for construction and betterment of roads and parking areas in state parks that are chargeable to Maintenance Department funds. He advised that the 1947 Budget provides an amount of $45,000 for such purposes, and he submitted for the Commission's consideration a partial program for the funds as follows:

"Park		Amount
Bradley	Oil parking area	$ 500.00
Cascadia	Construct roadway and parking area - - - - - - - - - - $2,500.00	
	Construct log span over creek - - - - - - - - - - 500.00	3,000.00
Collier	Construct entrance road and parking area	1,500.00
Cove-Palisades	Grade and surface with cinders about 4 miles of park roadways	3,750.00
Dorris	Surface roadway	250.00
Saddle Mountain	Grade roadway in park	12,500.00
Silver Creek Falls	Place and roll 1,300 cu. yds. rock - - - - - $1,800.00	
	Oil 40,000 sq. yds. of parking areas and roads - - - - - - - - 10,000.00	11,800.00
Tou Velle	Oil 5,000 sq. yds. roadway	1,500.00
Troutdale-Sandy River	Grade and gravel road and parking area	2,680.00
Yachats	Oil road and parking area	900.00
Yachats Ocean Park	Oil road and parking area	2,400.00
	TOTAL	$40,780.00"

DEC 0 1946

After careful consideration the Commission approved the program as presented by unanimous vote.

The Assistant Counsel requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the offer that he recommended in connection with each parcel. After careful consideration of the individual items composing the list the Commission approved the request and the offers and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY

* 12913- Hux, Mary F.
Right of Way
Option expires
May 15, 1947

7,840 sq. ft. at 2¢ sq. ft.	$ 156.80	$
1.50 (approx.) acres at $200	300.00	
Barn and poultry house at $100 each	200.00	
Moving and re-establishing buildings, estimated at	500.00	1,156.80

Cozad

(Cont)

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY (Cont)

* 12910-	Holmes, C. J. Right of Way Option expires May 14, 1947	$	$	
	1,480 sq. ft. at 10¢ sq. ft.	148.00		
	Allowance-rebuilding fence and gates	52.00		
	Allowance-damages-3-foot cut across property	200.00	400.00	Cosad
	The State is to pay for removal of house from right of way if in future highway is widened, or necessary			
* 12905-	Gamble, Minnie M. Right of Way Option expires May 7, 1947			
	3,615.48 sq. ft. at 2¢ sq. ft.	72.30		
	1 shade tree	10.00		
	12 rods woven wire fence at ¾ rod	48.00	130.30	"
* 12908-	Cupper, Morton Right of Way Option expires May 6, 1947			
	8,293 sq. ft. at 2¢ sq. ft.	165.86		
	(Allowance) moving and re-establishing house, outside toilet, estimated at	400.00	565.86	"
* 12906-	Boyer, Dempsey Right of Way Option expires May 4, 1947			
	8,929 sq. ft. at 2¢ sq. ft.	178.50		
	Allowance-extending pipe line	50.00		
	Allowance for moving and re-establishing house	325.00	553.50	"

DTC 10 1346

(Cont)

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY (Cont)

* 12912-	Stubblefield, George P. Right of Way Option expires April 17, 1947	$	$	
	(0.114 acre) - 4,965 sq. ft. at 2¢ sq. ft.	99.31		
	Allowance-removing and rebuilding yard fence	20.00		
	Plus moving and re-establishing house, estimated	486.00	605.31	Cozad
* 12907-	Jones, Lee R. and Josie Jones Right of Way Option expires April 15, 1947			
	3,718 sq. ft. at 2¢ sq. ft.	74.36		
	Allowance-removing and rebuilding 120 feet yard fence, re-establishing clothes line, small woodshed	25.00		
	Moving building, cellar, estimated	600.00	699.36	"
* 12903-A-	Stubblefield, Otis Right of Way Option expires May 8, 1947			
	0.59 acre at $200.00	118.00		
	Allowance-re-establishing house, woodshed, water system, cellar, fence	1,400.00	1,518.00	"
	Road entrance, south side, Station 736+00			
* 12904-	Schafer, Ethel C. Right of Way Option expires May 7, 1947			
	11,412.7 sq. ft. at 4¢ sq. ft.	456.50		
	Trees, berries, asparagus	27.50		

(Cont)

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY (Cont)

12904- Schafer, Ethel C. (Cont)
Right of Way
Option expires
May 7, 1947

	$	$	
12½ rods woven wire fence at $4 rod	50.00		
200 feet water pipe (3/4") 25¢ foot	50.00		
12 rods woven wire fencing, $4 rod	48.00		
Allowance--removing barn, chicken house, poultry pens, garage, and re-building	600.00	1,232.00	Cosad

ADRIAN-HOMEDALE SECTION, NYSSA-ADRIAN HIGHWAY

13304- McGivern, Anne T.
Gravel pit
Option expires
June 19, 1947

19.97 acres at $10.00	199.70		
Deduction for Malheur County tax due, estimated at	75.00		
Amount to be paid owner by State		124.70	Parker

13084- Nicholson, Allen F. and Helen I. Nicholson
Right of Way and gravel
Option expires
June 11, 1947

0.27 acre at $100.00	27.00		
36 rods fence to move and reconstruct, $1.00 rod	36.00		
21.05 acres at $10.00	210.50	273.50	Cosad

13101- Ormiston, Archie
Right of Way
Option expires
June 15, 1947

Land- none outside right of way			
Allowance for executing deed	2.50	2.50	"

(Cont)

DEC 10 1946

ADRIAN-HOMEDALE SECTION, NYSSA-ADRIAN HIGHWAY (Cont)

13085-	Dazey, Floy E. Right of Way Option expires June 15, 1947			
	0.06 acre at $50.00	$ 3.00	$ 3.00	Cozad
13082-	Cowling, E. G. and Edna B. Cowing Right of Way Option expires June 11, 1947			
	0.30 acre at $150.00	45.00		
	91 rods fence at $1.00 to move and reconstruct	91.00	136.00	"
13102-	Dierking, Lambert W. Right of Way Option expires June 9, 1947			
	No land outside right of way			
	92 rods fence at 75¢ to remove and reconstruct	69.00	69.00	"
13100-	Ashcraft, Odice L. Right of Way Option expires June 8, 1947			
	No land outside right of way			
	80 rods fence at 50¢ to remove and reconstruct	40.00	40.00	"
13099-	Eastman, E. E. Right of Way Option expires June 8, 1947			
	0.10 acre at $150.00	15.00		
	80 rods fence to remove and reconstruct at 50¢ rod	40.00	55.00	"
13098-	Johns, Frank Right of Way Option expires June 8, 1947			
	No land outside right of way			

(Cont)

DEC 10 1946

ADRIAN-HOMEDALE SECTION, NYSSA-ADRIAN HIGHWAY (Cont)

13098-	Johns, Frank (Cont)			
	Right of Way			
	Option expires			
	June 8, 1947	$	$	
	80 rods fence to remove and reconstruct at 50¢ rod	40.00	40.00	Cosad
13097-	Dierking, Lambert W.			
	Right of Way			
	Option expires			
	June 9, 1947			
	No land outside right of way			
	Allowance-54 rods barbed wire fence at 75¢ rod	40.50	40.50	"
13090-	Beebe, Glen S.			
	Right of Way			
	Option expires			
	June 18, 1947			
	0.42 acre at $150.00	63.00		
	Allowance-290 rods barbed wire fence remove, rebuild, at $1.00 rod	290.00	353.00	"
13089-	Tracy, R. C.			
	Right of Way			
	Option expires			
	June 17, 1947			
	2.74 acres at $200.00	548.00		
	2.74 acres at $50.00	137.00		
	Allowance-severance- 12 acres at $200 - 50% -	1,200.00		
	Allowance-lieu stock underpass	1,000.00		
	Allowance-364 rods barbed wire fence at $1.30 rod	473.20	3,358.20	"
13092-	Symms, R. Doyle			
	Right of Way			
	Option expires			
	June 18, 1947			
	No land supposed to be outside R/W			

(Cont)

ADRIAN-HOMEDALE SECTION, NYSSA-ADRIAN HIGHWAY (Cont)

13092- Symms, R. Doyle (Cont)				
Right of Way				
Option expires				
June 18, 1947		$	$	
	Allowance-153 rods barbed wire fence at $1.00 rod	153.00		
	Allowance-66 apricot trees at $3 each	198.00	351.00	Cozad
13083- Riddle, Geo. F.				
Right of Way				
Option expires				
June 10, 1947				
	1.35 acres at $50.00	67.50		
	Allowance-102 rods barbed wire fence at $1.00 rod	102.00	169.50	"
13081- Parker, Ernest E.				
Right of Way				
Option expires				
June 10, 1947				
	13,200 sq. ft. at 4¢ sq. ft.	528.00		
	1 large shade tree	10.00		
	Allowance-20 rods barbed wire fence at $1.00 rod	20.00	558.00	"
13086- Tarr, Geo. P.				
Right of Way				
Option expires				
June 15, 1947				
	0.79 acre at $100.00	79.00		
	2.0 acres at $50.00	100.00		
	Allowance-72 rods barbed wire fence at $1.00 rod	72.00	251.00	"
13088- Nelson, Elmer E.				
Right of Way				
Option expires				
June 12, 1947				
	0.15 acre at $50.00	7.50		
	Allowance-100 rods woven wire fence at $1.00 rod	100.00	107.50	"

(Cont)

[illegible] 10 1946

ADRIAN-HOMEDALE SECTION, NYSSA-ADRIAN HIGHWAY (Cont)

13087- Leavitt, Samuel E. Right of Way Option expires June 12, 1947				
	0.12 acre at $150.00	18.00		
	Allowance-320 rods barbed wire fence at 50¢ rod	160.00		
	State to provide driveways and road entrances at existing location	———	178.00	Cozad
13103- Tallman, James Orrin Right of Way Option expires June 20, 1947				
	No additional land in right of way			
	Allowance for executing deed	2.50	2.50	"

HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY

12779- Zinie, George J. Right of Way Option expires January 24, 1947 (CORRECTION)				
	0.20 acre at $20.00	4.00		
	1.0 acre at $100.00	100.00		
	22 shade trees at $10 each	220.00		
	Allowance-160 rods barbed wire fence at $1.00 rod	160.00	484.00	"

Additional Amount

	Moving house west about 400 feet	500.00		
	400 feet 1-¼ in. pipe to be removed from deep well to new location	112.00		
	Excavation-basement, concrete foundation for house	322.00		
	Brick flue from bottom of basement	84.50	1,018.50	"
			1,502.50	

HOPE-DERRY RANCH SECTION, VALE-WEST HIGHWAY (Cont)

12759-A- Swanson, Anna H.
Drainage Ditch Easement
0.05 acre drainage purposes $00.00 $00.00 Cosad

COLES BRIDGE-JOHN DAY SECTION, JOHN DAY HIGHWAY

13224- Pike, Daniel and Amy Pike
Lease
Option expires
June 22, 1947
3 year lease on 7.80 acres for road materials - $5.00 acre $ 39.00 $ 39.00 "

UMATILLA-HERMISTON SECTION, OLD OREGON TRAIL

13301- Kennedy, W. E.
Gravel Pit
Option expires
June 9, 1947
20.0 acres at $100.00 2,000.00 2,000.00 Chandler

PELICAN CITY-SOUTH SIXTH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11495- Wilcher, Geo. W.
Right of Way
Option expires
May 21, 1947

0.39 acre at $500.00	195.00		
Move 1 story cabin	150.00		
Move 1½ story barn	150.00		
Fruit trees-3 at $5 each	15.00		
Move fancy windmill and frame	15.00		
Move and reconstruct 100 feet lattice fence and 150 feet barbed wire fence	40.00	565.00	Witt

ALTAMONT DRIVE SECTION, AIRPORT ACCESS HIGHWAY

** 11168- Hannon, Ellen A.
Right of Way

4.69 acres at $75.00 less	370.75		
Severance damages	229.25	600.00	McCallister

This amount includes foreclosure all construction liens claimed by Klamath Irrigation District

JUL 10 1946

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

*** 13317- Lockwood, Harriet M.				
Right of Way				
Option expires				
February 23, 1947	$	$		
0.23 acre at $100.00	23.00			
3.562 acres at $500.00	1,781.00			
2.0 acres at $500.00 less	1,000.00			
29.188 acres at $50.00 less	1,455.40			
House	2,388.10			
5.20 acres at $500.00	2,600.00			
15.05 acres at $50.00	752.50			
House	1,000.00	11,000.00	Parker	

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

++ 12975- Lundeen, Victor and Mabel Lundeen				
Right of Way				
Option expires				
April 30, 1947				
2.50 acres at $100.00	250.00			
208 rods fencing at $2.00 rod	416.00	666.00	"	
++ 12943- Converse, A.L. and Evelyn Converse				
Right of Way				
Option expires				
April 30, 1947				
1.16 acres at $300.00	348.00	348.00	"	
++ 12980- Jarvis, J. E.				
Right of Way				
Option expires				
April 30, 1947				
0.85 acre at $750.00	637.50			
34 rods fence at $2.00 rod	68.00	705.50	"	
++ 12981- Forrester, Maude				
Right of Way				
Option expires				
April 30, 1947				
3.28 acres at $100.00	328.00			
6 walnut trees at $20.00 each	120.00			
231 rods fence at $2.00 rod	462.00			

(Cont)

DEC 10 1946

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (Cont)

++ 12961-	Forrester, Maude (Cont)			
	Right of Way			
	Option expires			
	April 30, 1947	$	$	
	Damages-severance 18.0 acres, value $1,800.00 - 15%	270.00	1,180.00	Parker
++ 12946-	Fish, Ray C. and Louise A. Fish			
	Right of Way			
	Option expires			
	June 19, 1947			
	1.50 acres at $200.00	300.00		
	25 foot dug well, at $5.00 foot	125.00		
	House	775.00	1,200.00	Parker Norlin
++ 12949-	Goss, Robert and Margaret Goss			
	Right of Way			
	Option expires			
	June 18, 1947			
	0.09 acre at $300.00	27.00		
	10 rod fence at $1.50 rod	15.00		
	Moving garage-allowance	60.00	102.00	"
	State to construct (re) road approach			
++ 12950-	Worthen, William A.			
	Right of Way			
	Option expires			
	June 6, 1947			
	0.82 acre at $300.00	246.00		
	Allowance-inconvenience during moving, etc.	54.00		
	Moving house, shed, outhouse, estimated at	600.00	900.00	"
	Construct approach westerly side - Sta. 41+00			
	Construct approach westerly side - Sta. 40+00			
++ 12957-	Weissenfluh, Fred			
	Right of Way			
	Option expires			
	Dec. 13, 1947			
	0.03 acre	5.00	5.00	"

(Cont)

[illegible]0 1946

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (Cont)

++ 12983-	Gregory, T. O. Gravel Pit and Haul Road Option expires October 14, 1948	$	$	
	6.30 acres-3 year lease-at 3¢ cubic yard			F. T. Young
++ 13158-	Sandy Sportsmen Association, Inc. Right of Way Option expires April 29, 1947			
	0.17 acre at $200.00	34.00		
	Allowance for moving club house from right of way	350.00	384.00	Parker
++ 12982-	Meyers, Edgar L. Right of Way and Easement Option expires May 25, 1947			
	0.13 acres at $500.00	65.00		
	21 rods fence at $2.00 rod	42.00		
	0.36 acre (easement re-construction dike)	____	107.00	"
++ 12959-	Ellis, Wade E. and Virginia B. Ellis Right of Way Option expires June 5, 1947			
	0.19 acre at $200.00	38.00		
	0.24 acre at $100.00	24.00		
	110 rods fence at $1.50 rod	165.00	227.00	Parker Norlin
	State to reconstruct existing road approach			
++ 12961-	Campbell, Carl J. Right of Way Option expires June 9, 1947			
	0.01 acre	5.00	5.00	"
	State to reconstruct road approach at Station 91+38.2			

(Cont)

DEC 20 1946

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (Cont)

++ 12960-	King, Laurence P. and Nettie King Right of Way Option expires June 4, 1947	$	$	
	0.09 acre at $750.00	67.50		
	0.023 acre at $400.00	9.20		
	0.23 acre at $200.00	46.00		
	0.127 acre at $100.00	12.70		
	Allowance-damage by reason reduction area front house	64.60	200.00	Parker Norlin
++ 12964-	Malar, Anton and Nina Malar Right of Way Option expires June 8, 1947			
	0.97 acre at $200.00	194.00		
	Moving 19 shrubs	20.00	214.00	"
	State to reconstruct 2 existing road approaches			
++ 12958-	Fredrick and Ida Lohrman, and George and Bertha Van Bergen Right of Way Option expires June 3, 1947			
	0.5 acre at $200.00	100.00		
	24 rods fence at $1.50 rod	36.00	136.00	"
	State to construct road approach easterly side Sta. 68+50 and 71+15, westerly side at Sta. 71+15			
++ 12970-	Chilton, Guy Right of Way Option expires June 9, 1947			
	0.01 acre	5.00		
	Moving entrance posts	5.00	10.00	"
++ 12951-	Buswell, Edwin P. and Thelma W. Buswell Right of Way Option expires June 5, 1947			
	500 sq. ft. at 1¢ sq. ft.	5.00	5.00	"
	State to construct road approach			

(Cont)

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (Cont)

++ 12965-	Widmer, William Right of Way Option expires June 8, 1947	$	$	
	0.12 acre at $300.00	36.00		
	Shrubs, trees, rose bush-allowance	21.00		
	15 rods at $1.50 (fence) rod	22.50	79.50	Parker Norlin
++ 12967-	Goodell, Myron H. Right of Way Option expires June 11, 1947			
	0.21 acre at $200.00	42.00		
	35 rods fence to move-$1.50 rod	52.50		
	Well-allowance	50.00	144.50	"
	Reconstruct approach-Sta. 138+00			
	Construct and gravel foot-path front house			
++ 12968-	Gierke, Louis T. Right of Way Option expires June 23, 1947			
	0.08 acre at $200.00	16.00		
	0.06 acre at $300.00	18.00		
	0.71 acre at $750.00	532.60		
	6,340 sq. ft. at 3¢ sq. ft.	190.20		
	Shrubs and trees-allowance-move	304.00		
	25 yards gravel-on new driveway	75.00		
	Moving house, garage, estimated	3,200.00	4,335.80	"
++ 12969-	Frenz, Arthur Right of Way Option expires June 6, 1947			
	0.05 acre at $750.00	37.50		
	13 rods wire fence-move-$1.50 rod	19.50		
	Apple tree	5.00	62.00	"

(Cont)

ITEM 1946

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (Cont)

++ 12971-	Bell, William and Bina Bell Right of Way Option expires June 19,1947	$	$	
	0.11 acre at $750.00	82.50		
	0.06 acre at $200.00	12.00		
	Shurbs, trees, reduction yard, lawn	200.00	294.50	Parker Norlin
	State to construct road approach, Sta. 151+70, 152+70, North side			
++ 12972-	Hudson-Duncan Company Right of Way Option expires May 14, 1947			
	0.81 acre at $750.00	607.50		
	0.58 acre at $400.00	232.00		
	0.79 acre at $150.00	118.50	958.00	"
	Construct road approach, Sta. 176+00			
++ 12973-	Sandy Ridge Cemetery Association Right of Way Option expires June 10, 1947			
	0.01 acre	1.00	1.00	"
	Construct 25-ft. entrance to cemetery at Sta. 172+88.4 and 174+00			
++ 12962-	Greenwell, Roy E. Right of Way Option expires June 5, 1947			
	0.67 acre at $200.00	134.00		
	Allowance-moving electric fence	9.00		
	Allowance-moving sign post	10.00		
	Federal Land Bank partial release of mortgages	7.50	160.50	"
++ 12979-	Scherner, Rhinehart Right of Way Option expires June 12, 1947			
	2.03 acres at $150.00	304.50		
	Allowance-damages	45.50	350.00	"

(Cont)

OCT 10 1946

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (Cont)

++ 12953-	Farmer, Donald L.			
	Right of Way			
	Option expires			
	June 9, 1947	$	$	
	0.15 acre at $300.00	45.00		
	Moving 7 fruit trees	34.00		
	Moving 14 rods fence at $1.50 rod	21.00	100.00	Parker Norlin
	Reconstruct approach			
++ 12974-	Zogg, Mathew			
	Right of Way			
	Option expires			
	June 5, 1947			
	0.22 acre at $750.00	165.00		
	0.42 acre at $100.00	42.00		
	Move 27 rods fence at $1.50 rod	40.50	247.50	"
	Construct approach			
++ 12977-	(The City Church Extension Society) of the Methodist Episcopal Church of Portland, Oregon			
	Right of Way			
	Option expires			
	June 7, 1947			
	2.08 acres at $100.00	208.00		
	Allowance-moving barn from R/W	100.00	308.00	Parker
	Construct approach-Sta. 216+00			
++ 13223-	Knorr, Melvin J. and Edith W. Knorr			
	Right of Way			
	Option expires			
	June 15, 1947			
	0.05 acre	10.00		
	14 rods fence, at $1.50 rod	21.00	31.00	Parker Norlin
	Construct road approach-Sta. 218+63.5			
++ 12978-	Rehberg, Carl H.			
	Right of Way			
	Option expires			
	June 13, 1947			
	0.73 acre at $300.00	219.00		
	18 rods fence at $1.50 rod (move)	27.00	246.00	"
	Construct approaches south side Sta. 218+90, 229+50, 216+00			

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

12741- Lidyard, Beldon and Helen F. Lidyard
Right of Way
Option expires
April 18, 1947

0.01 acre at $500.00	5.00		
12 rods fence to move, at $1.50 rod	18.00	23.00	Landon Norlin
Waiver of access, private, north side, station 342+70 excepted.			

12029- Jordan, Mabel Noll and Clyde E. Jordan
Right of Way
Option expires
March 20, 1947

0.65 acre at $500.00	325.00	325.00	Landon
Waiver access, except to service road			
Plus road approach			

12028- Wheeler, Allen P. and Effie G. Wheeler
Right of Way
Option expires
April 4, 1947

0.92 acre at $300.00	276.00		
Trees	50.00		
55 rods fence at $1.00 rod	55.00	381.00	"
Waiver access			
Road approach			

12032- Burt, C.L. and Frances R. Burt
Right of Way and Stockpile
Option expires
April 13, 1947

1.43 acres at $300.00	429.00		
0.44 acre at $200.00	88.00		
7.27 acres at $150.00	1,090.50		
Filbert trees-124 at $5.19 each	643.50		
236 rods fence at $2.00 rod	472.00		
Well-30 ft. at $4.00 ft.	120.00		
Moving buildings, estimated at	1,500.00	4,343.00	"
Also, State to exchange present stockpile site-½ acre-for new site-1 acre-at Station 389+00-old site at Station 360+00			

(Cont)

DEC 30 1946

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (Cont)

12933-	Norris, P. G. and Susan L. Norris			
	Right of Way			
	Option expires			
	February 20, 1947			
	3.57 acres at $150.00	535.50		
	75 rods fence at $1.75	131.25	666.75	Landon
	Waiver of access, at Station 414+30, and on South side at Station 402+50			
12034-	Davis, Frank A. and Margaret A. Davis			
	Right of Way			
	Option expires			
	February 21, 1947			
	3.24 acres at $100.00	324.00		
	116 rods fence at $1.50 rod	174.00		
	Allowance-for wrecking and removing hay barn	300.00		
	Severance damages, lieu moving buildings, digging well, constructing cattle pass	2,202.00	3,000.00	"
	Waiver of access-South side, Station 389+93			
12031-	Harris, Louise B. and John M. Harris			
	Right of Way			
	Option expires			
	April 2, 1947			
	0.43 acre at $350.00	150.50		
	Trees and lilac bushes	220.00	370.50	"
	Waiver of access-road approach at Station 359+70			
13026-	Jordan, Mabel Noll and Clyde E. Jordan, and Melvin M. Williamson			
	Right of Way			
	Option expires			
	February 17, 1947			
	0.08 acre at $500.00	40.00	40.00	"
	Waiver of access-except to service road			

(Cont)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (Cont)

12041- Baughman, Robert S. and Lora E. Baughman
Right of Way
Option expires
February 5, 1947

	$	$	
0.31 acre at $500.00	155.00		
3.0 acres at $50.00	150.00		
Allowance-Severance damages-12 acres at $20.00	240.00		
120 rods fencing at $1.25 rod	150.00		
Allowance-lieu moving house	500.00		
Allowance-tearing down and rebuilding barn, with hay loft, lean-to cow shed	230.00	1,425.00	Landon
State to replace pipe			
Private access, Sta. 512+00			

12740- Hammond, Clarence E.
Right of Way
Option expires
April 7, 1947

0.01 acre at $500.00	5.00		
12 rods woven wire fence at $1.50 rod	18.00		
Trees	15.00	38.00	Landon Norlin
Reconstruct road approach, north side, Sta. 318+54			
Private access			

12033- Trower, D.H. and Mildred Trower
Right of Way
Option expires
April 7, 1947

0.08 acre at $200.00	16.00		
10 rods fence at $1.00 rod	10.00	26.00	"
Waiver of access			

12026- Dozier, George and Anna Dozier
Right of Way
Option expires
April 21, 1947

0.78 acre at $100.00	78.00		
36 rods barbed wire fence, $1.50 rod	54.00	132.00	"
Waiver of access			

(Cont)

--- 10 1946

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (Cont)

12932-	Marshall, James M. and Agnes V. Marshall			
	Right of Way			
	Option expires			
	May 15, 1947	$	$	
	0.16 acres at $200.00	32.00	32.00	Landon Norlin
	Plus road approach-private access			
12757-	Weight, August W. and Hilda E. Weight			
	Gravel Pit			
	Option expires			
	May 6, 1947			
	4.29 acres at $200.00	858.00	858.00	"
	Plus fencing			
12027-	Summers, Stanley R. and Cecile Johnson Summers			
	Right of Way			
	Option expires			
	April 17, 1947			
	0.98 acre at $150.00	147.00		
	Trees-cherry and oak	150.00		
	58 rods fence, $2.00 per rod	116.00	413.00	"
	Road approach			
	Waiver access, except private-(Station 331)			
12024-	Bridge, Edward P. and Agnes G. Bridge			
	Right of Way			
	Option expires			
	May 2, 1947			
	0.27 acre at $500.00	135.00		
	Allowance-lieu moving house, etc.	500.00		
	3,000 sq. ft. at 5¢ sq. ft.	150.00	785.00	"
	Complete waiver of access			
12015-	Taylor, Raymond B. and Marie B. Taylor			
	Right of Way			
	Option expires			
	May 15, 1947			
	0.163 acre at $400.00	65.20	65.20	"
	Waiver access, except private (Station 296+00)			

(Cont)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (Cont)

12021- Carrothers, Jess and Beulah B. Carrothers Right of Way Option expires May 16, 1947		$	$	
	0.09 acre at $400.00	36.00		
	Shrubbery, rose bushes, trees	135.00		
	Allowance-in lieu moving house	700.00	871.00	Landon Norlin
	Waiver access, except private purpose (Sta. 308+50) Plus reconstruction road approach			
12048- Appling, D.B. and Mary C. Appling Right of Way and Channel Change Option expires June 3, 1947				
	0.83 acre at $300.00	249.00		
	0.86 acre at $250.00	215.00		
	Allowance-wrecking, instead moving barn	400.00		
	24 rods fence at $2.00 rod	48.00		
	Allowance-trees, shrubbery	25.00	937.00	Landon
	Waiver access, except private access community private road (Sta. 570+61.6) Plus driveway			
12023- Taylor, Delmar O. and Vernon W. Jones and Helen M. Jones Right of Way Option expires May 1, 1947				
	0.21 acre at $500.00	105.00	105.00	"
	Plus waiver of access			
12020- Christian Church of Pleasant Hill Right of Way Option expires June 4, 1947				
	0.51 acre at $500.00	255.00	255.00	"
	Waiver of access, except private, south side (Sta. 305+60) State to reconstruct road approach			

(Cont)

DEC 30 1946

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (Cont)

12016- Bennett, Merrill and Rose Bennett
Right of Way
Option expires
May 1, 1947

0.29 acre at $400.00	116.00		
Credit: 0.05 acre land to be conveyed to owner by State - $25.00	25.00	91.00	Landon
Complete waiver of access			

JOHNS-GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY

13191- Douglas County
Right of Way
Have deed

0.76 acre	00.00	00.00	McCallister

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY

12114- Garrett, W.B., Doris and Amanda
Right of Way
Option expires
June 6, 1947

1.92 acres at $75.00	143.90		
54.1 rods fence at $1.50 rod	81.10	225.00	"
Access restricted as to re-located Pacific Highway			
Access not restricted as to present located highway			

ENEGREN FERRY SECTION, COOS RIVER HIGHWAY

13045- Enegren, Charles
Right of Way

0.63 acre at $600.00	378.00		
Removal sheds and clear-ing right of way	500.00		
54 rods fence at $1.25 rod	67.50		
Allowance-trees	168.75	1,114.25	Benson

Condemnation recommendation-approved by Commission-$1,075.00

CIRCLE BRIDGE-HUG POINT SECTION, OREGON COAST HIGHWAY

9928-B- Kinney, Robert C.
Right of Way
Option expires
June 3, 1947

	$	$	
½ interest in 7.60 acres at $50.00 per acre	190.00	190.00	Mitt

BIRKENFELD-WASHINGTON COUNTY LINE SECTION, NEHALEM HIGHWAY

8446- Crown-Zellerbach Corporation
Quarry Site

Lease on royalty basis, estimated 10,000 cubic yards	00.00	00.00	Parker

WEST LINN SECTION, OSWEGO HIGHWAY

12931- Southern Pacific Company
Right of Way
Have deed

14,797 sq. ft. at 3¢ sq. ft.	420.00	420.00	DeSouza

SCHOLLS-NEWBERG SECTION, HILLSBORO-SILVERTON HIGHWAY

13221- Stayton, Henry F. and Marian, and Calvin J. and Erma L. Little
Rock Quarry
Option expires
May 22, 1947

1.70 acres at $200.00	340.00		
2.0 acres at $50.00	100.00		
36 fruit, nut trees at $10.00 each	360.00	800.00	Collins

GARDNER RANCH-BERGER RANCH SECTION, SUNSET HIGHWAY

6509-A- Imbrie, James N. and Lillian Imbrie
Channel change

0.72 acre to be exchanged for land of equal area now owned by State and which was originally purchased from Imbrie. This additional land for channel change made necessary account moving bridge 100 feet west.

DEC 10 1946

TIDEWATER SECTION, ALSEA HIGHWAY

12652-	McReynolds, E. G. and Grace N. McReynolds Right of Way Option expires January 14, 1947	$	$	
	45 sq. ft. Plus road approach	00.00	00.00	McChesney
12650-	Hutchins, K. E. and D. I. Hutchins Right of Way Option expires January 14, 1947			
	400 sq. ft. Plus road approach	00.00	00.00	"
12635-	Barclay, E.L. and Charlotte Barclay Right of Way Option expires January 8, 1947			
	0.03 acre at $500.00 0.03 acre at $25.00	15.00 .75	15.75	"
12647-	Hester, Myra Dell Right of Way Option expires January 16, 1947			
	267 sq. ft. at 4¢ sq. ft.	10.68	10.68	"

HARDMAN HILL SECTION, HEPPNER-SPRAY HIGHWAY

12663-A-	Stevens, Otha C. Right of Way and Stockpile Option expires June 27, 1947			
	1.8 acres at $50.00 348 rods fence at $1.00-move	90.00 348.00	438.00	Cozad

---

Footnotes:

* All of the parcels listed in the above resolution under the heading Dry Creek-Monument Section, Kimberly-Long Creek Secondary Highway, were approved by the Commission on the recommendation of the Commission's Chief Counsel, Mr. J. M. Devers, who advised that the requirements of the Commission as set forth at the previous meeting have been satisfied. In view of this information the Commission approved the survey for the permanent location of this highway through the town of Monument. The

following resolution with regard thereto was thereupon adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler:

WHEREAS, on October 28, 1946, the Commission adopted a resolution by which the Commission approved the survey of the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, the termini of which adopted survey were Engineer's Stations 290+00 and 739+98.8; and

WHEREAS, subsequent to the adoption of said survey it was found advisable to make the easterly terminus Engineer's Station 701+85 and therefore the survey deemed approved was the survey which employed as the easterly terminus said Engineer's Station 701+85; and

WHEREAS, it now has been determined by the Commission, after obtaining further information with respect to the cost of right of way through the town of Monument, that the original survey should be approved;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and affirmatively voting as follows:

1. That the original survey for the relocated route of the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway, the termini of which are Engineer's Stations 290+00 and 739+98.8, hereby is finally approved as the survey of said relocated section of said secondary highway and when said section of said highway is improved it shall be improved in conformance with said survey and location.

2. That this resolution be entered in the minutes and records of the Commission as of the 30th day of December, 1946.

** Item 11168, acquisition of right of way from Ellen A. Hannon for the Altamont Drive Section of the Airport Access Road, Klamath County: This item appears in the resolution as confirmation of the settlement of a condemnation case that was approved by the Commission over the telephone on December 3, 1946.

*** Item No. 13317, acquisition of right of way from Harriet M. Lockwood for the Dodson-Bonneville Section of the Columbia River Highway: This settlement was approved by the Commission on the recommendations of the Chief Counsel, the State Highway Engineer, and the State Parks Superintendent, it being reported that sufficient savings will accrue in constructing the highway on this property to pay the cost of the land; moreover, the state will also secure the advantage of being able to control access to the highway along this section.

++ In connection with the consideration of right of way acquisitions for the Eagle Creek-Sandy Section of the Woodburn-Sandy Highway the Engineer advised that he proposed to advertise this project for bids to be received at the next meeting of the Commission, but there are two places where the two-inch water main which serves the City of Sandy must be moved because of interference. The new highway location, he said, crosses and recrosses the pipeline in such a way that it would be practically over the pipeline for a large portion of the distance. He gave as his opinion that it is the state's obligation to readjust the pipeline, which he estimated would cost about $1,000, and he requested authority to arrange with the city officials for such readjustment as may be necessary at state expense. The Commission approved the request by unanimous vote.

The Assistant Counsel also requested authority to institute condemnation proceedings to acquire property needed as right of way for the Rock Creek-Monument Section of the Kimberly-Long Creek Secondary Highway through the holdings of a Mr. G. E. Jones, and for the Umatilla-Hermiston Section of the Old Oregon Trail through the holdings of Eloise Van Slatte. He recommended an offer of $1,250 in condemnation for the Jones property and an offer of $1,600 in condemnation for the Van Slatte property. Following discussion the Commission approved the request and the offers and thereupon, by unanimous vote, adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close prosimity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described is necessary for right of way purposes in connection with the Kimberly-Long Creek Highway, which real property is owned by G. Edwin Jones, is identified in the records of the Highway Commission as file R 12911, and is more particularly described as follows:

A parcel of land lying in Lot 3, Block 1, of old town of Monument, in Section 1, Township 9 South, Range 27 East, W. M., Grant County, Oregon, the said parcel being described as follows:

Beginning at the intersection of a line which is 40 feet northerly of and parallel to the relocated center line of the Kimberly-Long Creek Highway and the west line of Lot 3, Block 1, of the old town of Monument; thence South 47° 17' 30" East along said line 40 feet northerly from and parallel to said center line a distance of 182.64 feet; thence South 87° 07' 30" West along the south line of Lot 3 a distance of 135.52 feet to the southwest corner of Lot 3; thence North 0° 30' East a distance of 130.68 feet to the point of beginning.

The parcel of land to which this description applies contains 0.203 acre.

2. That the Commission does hereby find and declare that the said described parcel of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said property is being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested,

authorized, and directed to attempt to agree with the owner of said real property and/or with the tenants or persons in possession, if there be any, with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

6. That this resolution be entered in full in the minutes and records of this Commission as of the 30th day of December, 1946.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Old Oregon Trail (State Highway No. 6, U.S. Route No. 30) is a state highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of said highway known as the Umatilla-Hermiston Section, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for other highway purposes; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Old Oregon Trail, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that wherever possible access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the property hereinafter described is needed and required for right of way purposes in connection with the construction and maintenance of the section of the Old Oregon Trail known and designated as the Umatilla-Hermiston Section, which said property is owned by Eloise Van Slatte and is particularly described as follows:

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) and the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 15, Township 5 North, Range 28 East, W. M., Umatilla County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Eloise Van Slatte recorded in Book 151, Page 319, of Umatilla County Record of Deeds; the said parcel being described as follows:

Beginning at a point which is the intersection of the south line of the Columbia River Highway and the west line of Section 15, said point being 50 feet southerly from (when measured at right angles to) the center line of the Columbia River Highway at Engineer's Station 64+40, said point also being 3524 feet north and 8 feet east of the southwest corner of Section 15; thence South 0° 08' East a distance of 0.4 feet to a line which is 50 feet southwesterly from and parallel to the 1946 relocated center line of the Old Oregon Trail; thence parallel to said relocated center line on a 522.96 foot radius curve right (the long chord of which bears South 48° 40' 30" East for 647.23 feet) a distance of 697.87 feet and South 10° 26' 45" East 1808.29 feet to the south line of the northwest quarter of the southwest quarter of Section 15; thence South 88° 51' 45" East along said south line 102.08 feet to a line which is 50 feet northeasterly from and parallel to said relocated center line of the Old Oregon Trail at a point opposite Engineer's Station 30+73.24; thence North 10° 26' 45" West parallel to said relocated center line a distance of 1771.38 feet to a point opposite Station 13+03.86; thence North 79° 33' 15" East approximately 90 feet to the southerly extension of the west line of that tract of land conveyed to Oscar C. Hopkins and Carl Secaur by that certain deed recorded in Book 178, Page 178, of Umatilla County Record of Deeds; thence northerly along said west line and its southerly extension approximately 440 feet to the south line of the Columbia River Highway; thence westerly along said south line of the Columbia River Highway approximately 640 feet to the point of beginning.

The parcel of land to which this description applies contains 6.66 acres.

2. That the section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury.

3. The Commission does hereby find and declare that, in addition to the acquisition of the real property above described, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting property to the parcel of real property herein described and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission.

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department the necessary description of the said real

property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcel of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement can be reached then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

6. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

7. This resolution shall be entered in full in the minutes and records of this Commission as of the 30th day of December, 1946.

The Engineer reported a suggestion from the Portland City Planning Commission that the Highway Commission purchase several small parcels of land along McLoughlin Boulevard in order to prevent their use for commercial billboards. He advised that he cannot recommend purchase of these properties, notwithstanding that they are small in area, because they are quite expensive; moreover, the City of Portland now has the authority to prevent the use of the properties for the purpose intended if it wants to exercise it. It was the Commission's unanimous decision that the City of Portland should handle this matter under the authority which it now has.

The Engineer also advised that the Portland City Planning Commission has suggested that the State Highway Commission acquire certain property on the northwest side of Canyon Road in order to prevent use of the property for restaurant purposes. The Planning Commission, he said, suggests that the state acquire this for park purposes. He pointed out that this highway no doubt will have to be widened some time in the future, but there is no knowing at the present time whether or not the property in question will be needed as right of way. Following discussion the Commission ordered an investigation of the matter in order to determine whether or not the state is obligated in any way.

The Engineer reported a request from School District No. 25, Boardman Public Schools, Morrow County, for acquisition of a state-owned gravel pit and stockpile site which the school district wishes to use as an athletic field and for other building purposes. According to information received from the superintendent of the school a portion of the property which includes the gravel pit is essential to the school and its future. The matter was discussed at some length, but a decision was deferred by the Commission pending investigation and report from the Engineer whether or not there is another satisfactory gravel pit available in the community.

A letter was presented from Mrs. Eva Heffner, President, Oregon Roadside Council, complimenting the Commission on its "splendid network of rural roads" and urging action by the Commission "to take full advantage of Oregon's natural attractions". Mrs. Heffner suggested several things that might be done by the Commission to provide more attractive waysides. The Commission deferred action in this matter until the following day when Mrs. Heffner is scheduled to appear before the Commission regarding this and other matters.

The Assistant Counsel, Mr. George Neuner, presented a request from Mr. Joseph M. Poe, defendant in a highway condemnation case, for unrestricted access at Engineer's Station 552 and for restricted access at Engineer's Station 541 on the Pacific Highway, in Josephine County. He advised that in the original dealings with Mr. Poe provision was made for two private access roadways, but since that time Mr. Poe has changed his attitude and now wants access to the highway for commercial purposes and also wants a higher price for his property. Mr. Poe's property, he said, is not in a commercial area, and he recommended that his request be denied. The Commission took the attitude that if it granted Mr. Poe's request in the present instance it would then be necessary to take similar action in connection with other cases. Accordingly, his request for commercial access was denied.

The Commission had under discussion a suggestion from the Chief Counsel that the Commission adopt an order prohibiting the advertising for bids of any highway construction project until all right of way for the project has been acquired and other matters in connection with the project have been disposed of satisfactorily. Chairman Banfield gave as his thought that the objective which would be obtained were the Chief Counsel's suggestion approved is satisfied by the resolution which the Commission adopted when the

Postwar Program was arranged and that now it is simply a matter of checking the details, which should be done by the Engineer and the Chief Counsel before any job is advertised. Commissioners Schaupp and Chandler concurred, whereupon it was ordered that the matter be handled in that manner.

The Chief Counsel brought up for discussion the question of control of stock running at large on public highways. He advised that some counties have herd laws and others do not, and he suggested that the Legislature be requested to enact a law prohibiting stock running at large on any state highway in view of the hazards that this stock creates for the traveling public. The Commission approved the suggestion and authorized the Chief Counsel to prepare a bill in conformity therewith for presentation to the 1947 Legislature.

The Chief Counsel also brought up for discussion a controversy between the Nehalem Telephone Company and the Mountain States Power Company relative to pole line construction on the Oregon Coast Highway in the vicinity of Brighton, Tillamook County. He made reference to the law which grants to pole line companies the right to place their poles on the right of way of public roads but which reserves to the State Highway Commission, in the case of state highways, the right to state where the poles shall be placed. In the present instance, he said, the Mountain States Power Company maintains its poles on the easterly side of the highway, and the Nehalem Telephone Company wants to occupy a location on the westerly side of this highway, alleging that it is unable to effect a joint-use pole agreement with the Mountain States Power Company. The westerly side of the highway, he said, overlooks the ocean, and were the telephone company allowed to place its poles on that side of the highway it would detract from the oceanic view. The Secretary recalled that the former Highway Commission emphatically denied a request from the Nehalem Telephone Company for permission to maintain its poles on the westerly side of the highway. Following discussion the Commission voted unanimously to uphold the action of the former Commission and not permit pole line construction on the ocean side of the highway at this point. The Nehalem Telephone Company is to be required to place its poles on the easterly side of the highway under a joint-user agreement with the Mountain States Power Company. If such an agreement cannot be effected the telephone company is to obtain a private right of way for its facilities.

The Chief Counsel rendered a progress report on the matter of securing removal of a privately-owned building in Casey State Park. He recalled that the Commission at the previous meeting authorized him to offer Mr. Lamport, the owner, the sum of $500 for the building; however, the offer has not been accepted and Mr. Lamport considers that he is entitled to payment for a power line which he alleges was constructed at his expense in order to furnish electrical energy to his property. Mr. Lamport, he says, is of the opinion that the power line can be used to good advantage by the state. The State Parks Superintendent, who was present, advised that the power line will be of no benefit whatsoever to the park. The Commission took no action in the matter except to instruct the Chief Counsel to continue negotiations in conformity with previous instructions.

The question of payment of a royalty on gravel taken from the beds of navigable streams for use in connection with state highway construction was brought up for discussion by the Chief Counsel. He advised that the State Land Board, which is concerned, would appreciate action by the Legislature to relieve the state from the payment of such royalty; however, there is some question whether or not the Legislature would take appropriate action because funds from this source are used for school purposes, and it is probable that the school authorities would offer objections. He pointed out that were the Legislature to approve a bill of this nature it would mean a saving of a large sum of money for highway construction, particularly in cases where material is dredged from navigable rivers for construction of highway embankments. He recommended, nevertheless, that the Legislature be requested to relieve the Commission from payment of such royalties, particularly where the material is to be used in construction of highway grades. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote and instructed the Chief Counsel to prepare an appropriate bill covering the matter for presentation to the Legislature.

The Commission discussed matters pertaining to the designation of Jefferson Street and Columbia Street, Portland, as one-way traffic streets which was approved conditionally at the meeting held on October 28 and 29, 1946. The Chief Counsel advised that the City of Portland has adopted a resolution relative to such designation which, in his opinion, does not entirely reflect the attitude of the Highway Commission as expressed when the matter first came up for discussion. He read aloud the city's resolution, being Resolution No. 23106, and a tentative resolution that he has prepared for adoption by the Commission in the event the Commission approves the city's resolution. The Commission considered that the city's resolution is not in conformity with the understanding reached with city officials at the previous meeting and accordingly disapproved it. The Chief Counsel was instructed to revise the form of resolution for adoption by the Highway Commission in conformity with the Commission's decision as expressed at the meeting on October 28 and 29, 1946.

The Commission had under discussion the proposal that the state acquire the abandoned pole line and facilities of the Postal Telegraph Company between Roseburg and Medford. It was represented to the Commission that the relocated Pacific Highway takes in territory on which is located portions of the pole line, which line has been abandoned by reason of the consolidation of the Postal Telegraph Company with Western Union; and it was further represented that if the Postal Telegraph Company's pole line is left in private ownership the state will be required, at considerable expense, to pay for re-establishing the line on a proper place within the highway limits. It was also represented that the abandoned pole line can be purchased for much less than it will cost to remove and re-establish it.

The Engineer advised that, whereas the entire relocation of the highway between Roseburg and Medford has not been completed, he is definitely certain that 11.6 miles of pole line will require readjustment in order to avoid the new highway construction. He estimated the cost of such readjust-

ment work at about $2,500 per mile, or a total of $29,000. The cost to acquire the facilities he said, is $17,000, of which amount $9,400 represents the purchase price of 94 miles of line at $100 per mile and the balance, a charge for dismantling 38 miles of line at $200 per mile. He pointed out the possibilities of selling 56 miles of pole line to private concerns at $2,600 and of selling materials salvaged on the remaining 38 miles at $50 per mile, or $1,900, thus realizing a saving to the state of $4,500. Such saving, he said, would reduce the purchase price from $17,000 to $12,500 and would result in a saving of $16,500 under the estimated cost of readjusting the line. Following discussion and in view of the report, the Commission, by unanimous vote, authorized the purchase of the pole line at the price quoted.

The Chief Counsel brought up for discussion a proposed agreement with the City of Eugene and Lane County covering the construction of a city-county project which involves the rerouting and improvement of the Pacific Highway for a short distance within the City of Eugene and the improvement of the county road which extends northerly from Eugene on the east side of the Willamette River. He advised that, pursuant to instructions from the Commission, he and the State Highway Engineer consulted further with the city and county officials and have reached an agreement which provides that the county shall contribute $550,000 and the city shall contribute $550,000 toward the costs, which is substantially the same as the arrangement originally proposed. The Engineer advised that the revised estimate of the state's share of the cost of the project is $229,000, which is about $62,000 higher than the original estimate. He pointed out that, according to the revised agreement, the county is asking the state to advance to the county the sum of $300,000, which it will repay within five years from its share of the state gasoline and license revenues, and the city is asking the state to advance the sum of $50,000 on its account and has agreed to repay the amount in full within a five-year period from its share of such state revenues. A decision in the matter was deferred until the afternoon session. (The matter was reconsidered later in the session, at which time the Commission voted unanimously to proceed on the basis of the revised agreement, with the understanding that the Commission is in no way obligated to proceed with the project if it considers the bids that may be received for construction as too high, and in that event the Commission shall be free to reject all bids if it so desires. The Commission ordered that the city and the county be advised there is a limit to which the Commission can go with respect to this project, and that if bids are excessive the city and county should not expect the state to go beyond such limit. With this understanding the Commission signed the agreements which previously had been signed by the city and county officials. The Chief Counsel was instructed to convey the above information to the city and the county by letter.)

The Engineer reported the results of the taking of bids in Salem on December 9, 1946, for the purchase of a service station building located on the right of way of the Columbia River Highway near the town of Quinton, Gilliam County. He advised that two bids were received, the high one being that of D. L. Zimmerlee at $51 and the other being that of Kenneth I. Sauter at $12.50 The estimated value of the building, he said, is $50. He recommended acceptance of the offer of Mr. Zimmerlee. The Chief Counsel concurred

in the recommendation. The Commission approved the recommendation by unanimous vote.

The Engineer also reported on the request of property owners for the betterment of drainage conditions along the Oregon Coast Highway about one mile north of the town of Yachats, Lincoln County. He advised that this matter involves the policy of the State Highway Commission in that it concerns the development of property abutting state highway right of way. The present request, he said, is a renewal of previous requests, which have been denied. It appears that the development work consisted of filling in certain property in connection with which no provision was made for keeping open the natural drain from the highway, and as a consequence drainage water from the highway flows on to the privately-owned land on which tourist cabins have been constructed, causing an undesirable condition. As a solution for the problem the property owners are asking the state to divert the drainage water several hundred feet along the highway to Salmon Creek, which would cost approximately $350. It appeared to the Commission that the responsibility for correcting the situation rests with the property owners because they should have made provision to take care of the drainage water when the development work was under way. Motion was made by Commissioner Schaupp that the request be denied. Commission Chandler seconded the motion, which carried by the unanimous vote of the Commission.

Chairman Banfield reported on his inspection with the Engineer of the recently-completed highway improvement at the intersection of the Pacific Highway and the McKenzie Highway at West Springfield. He stated that, in his estimation, were the barriers cut, allowing traffic access to Mr. Dickson's premises as he desires, unjustified hazards would be created for other highway traffic, of which there is a large volume. Inspection of the proposed turn-around under the Willamette River Bridge approach, he said, raises a question in his mind whether or not much advantage would be gained or the problem solved were such turn-around constructed. The Engineer estimated the cost of constructing the turn-around under the bridge at approximately $12,000, and gave as his thought that such turn-around might be helpful except in periods of high water. He definitely recommended as helpful the installation of three additional traffic lights between the bridge and the overcrossing through the little community known as Glenwood so as to slow down traffic and permit safe turns at street intersections. He estimated the cost of the traffic light installations at $5,000. The Commission, by unanimous vote, approved the installation of the extra traffic lights but deferred its decision with respect to the turn-around until information is available as to the frequency of the high water conditions. (This concluded the discussion during the morning session; however, it was resumed immediately following the luncheon period. See ahead for additional paragraph.)

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission resumed discussion of the request of Mr. Earl L. Dickson for revisions in the recently-completed highway project at the Pacific

Highway-McKenzie Highway Junction. Chairman Banfield advised that, in his estimation, the highway improvement as constructed does not affect Mr. Dickson's business any more than it does the businesses of others at the same location. Commissioner Schaupp gave as his thought that the construction of a turn-around under the end of the bridge is not a practical solution to the problem and declared that he was not in favor of constructing such a turn-around if the cost is a considerable sum. The Engineer presented a letter signed by himself and the Chief Counsel recommending against the cutting of the barrier strips at any of the points requested by Mr. Dickson because of the hazard that would be created for the traveling public, also recommending acquisition of right of way and construction of a turn-around under the end of the bridge at an estimated cost of $12,000, and recommending further the installation of three additional traffic lights at an estimated cost of $5,000. The Commission confirmed the action taken previously approving installation of the traffic lights but deferred its decision with respect to construction of the turn-around under the bridge pending a report from the Engineer as to the frequency of floods that would effect such a turn-around, and whether or not Mr. Dickson is harmed more than others at this location by reason of the highway as constructed. (Mr. Dickson appeared before the Commission on the following day regarding this matter. See ahead for results of the discussion.)

The Commission resumed discussion of the proposed city-county project in Eugene. Mr. Deane Seeger, the City Manager, was present. Chairman Banfield inquired what the attitude of the city and the county would be if bids received for construction were higher than the estimated cost of doing the work. Mr. Seeger replied that the City Council feels the project is so urgent that it was willing to pledge future city revenues to pay for its share of the cost and accordingly executed the revised agreement. It is the feeling of the Council members, he said, that the cost estimates as prepared by the Engineer are based on present-day conditions which may change for the better within the next two or three years, when some relief will be realized. Chairman Banfield then advised that if the state proceeds with the project the people of the city and the county must realize and must consider that the Commission is extending itself to the limit in cooperating under the present arrangement and that it retains the privilege of rejecting the bids in the event satisfactory prices are not received. There is a limit, he said, to which the state can go and the Commission is willing to contribute to such limit, but no further. Commissioners Schaupp and Chandler expressed their approval of the arrangement on such basis. The Chief Counsel was instructed by the Commission to convey such information to the city and the county authorities by letter, explaining clearly the extent or limit to which the state will join with the city and the county in this undertaking. (The revised agreement covering the matter was signed by the Commission on the following day.)

A letter was presented from the City Planning Commission, Klamath Falls, suggesting, in view of the prospective new highway entrances to Klamath Falls from the north through Alameda Street and the present completion of the South Sixth Street highway development, that the time is propitious for a restudy of the possibility of integrating this highway traffic with other

connecting arterial highways. Commissioner Schaupp gave as his thought that it would be a good idea to work up some sort of a plan for coordinating this traffic, although he is not in favor of an expensive survey. It was his thought that desired results could be obtained by a "car-count" survey rather than by what is known as an "origin and destination" survey. He also stated that the sponsors of the survey want included a survey of the Lake of the Woods road; however, he is not in favor of doing anything with that road at the present time. The Commission referred this matter to Commissioner Schaupp and the Engineer to work out a survey plan.

The Engineer brought up for discussion the request of the City of Canby for some sort of traffic control on US99E through this town to eliminate danger that exists under present conditions. The Engineer advised that the highway through Canby is three lanes wide, whereas the adjoining sections are only two lanes wide, which induces excessive speed through the town, resulting in a dangerous condition for pedestrians. He suggested that some solution of the problem might be worked out if the city is willing to pay 50 percent of the cost involved. He was authorized by the Commission to discuss the matter with the city officials. The matter is to be handled by personal contact rather than by letter.

The Engineer brought up for discussion the lighting of Harbor Drive in the City of Portland. He advised that he had received a request from the Federation of Community Clubs for the immediate lighting of this thoroughfare involving the installation of lighting units at 14 specific locations. He estimated the cost involved at $3,010; however, he explained that this does not include the lighting of the entire section from Couch Street to Barbur Boulevard, the completion of which is estimated to cost approximately $91,328. He further advised that there is no understanding with the City of Portland, either in writing or otherwise, with respect to the lighting of this street. The Commission voted unanimously not to spend any state money for this type of lighting in any municipality, there being a question whether such lighting is beneficial. The Commission considered that if such lights are installed it is a city responsibility. The Engineer was instructed to discuss the matter with the city officials.

The Engineer discussed with the Commission matters pertaining to the proposed construction of a new ferry boat for operation across the Columbia River between Astoria, Oregon, and Megler, Washington, particularly the question of employing someone to design a new ferry boat and to supervise construction of the same. (See Engineer's letters dated December 12 and December 26, 1946, directed to the Oregon State Highway Commission containing recommendations and details of the matters discussed.) Chairman Banfield advised that the Commission discussed this matter during the noon-time period and concluded that "outside" advice should be secured and that the designing and the construction of the ferry boat should be handled separately. The Commission, he said, feels that it should have a complete report as to just what is needed to satisfy the traffic requirements at this place before it makes any decision with respect to the type of ferry boat to be furnished. He further stated that the Commission has approved the recommendation of the

Engineer that Mr. L. R. Hussa, of the Albina Engine and Machine Works, Inc., be employed to furnish such report on service needs and estimate of cost. Commissioners Schaupp and Chandler confirmed the statement made by Chairman Banfield whereupon the employment of Mr. Hussa for this purpose was authorized.

The Engineer then brought up for discussion the matter of inspecting the two existing ferry boats, "Tourist No. II" and "Tourist No. III". He advised that the American Bureau of Shipping has offered to survey these boats for a proposed classification for a fee of between $500 and $700 each, the object of the classification being to determine the general condition of the boats. He recommended acceptance of the offer. The Commission approved the recommendation by unanimous vote.

The Commission discussed a petition from the Wasco County Pomona Grange requesting the early improvement of a county road which extends from the town of Dufur westerly to a junction with the Mt. Hood Highway in Hood River County. The Engineer advised that the road referred to is a county market road approximately 29 miles in length and that it has a very low priority rating; in fact, the westerly 17-mile section, which lies within the borders of Mt. Hood National Forest, has had very little development. There is some travel over the road during the summer, he said, but during the winter months about half the road would be entirely closed by snow. He recommended that the request be denied. The Commission approved the recommendation by unanimous vote.

The Engineer asked the Commission to confirm the telephonic authority granted him since the meeting on November 26 to spend approximately $2,000 in cooperation with certain Lane County log haulers for minor improvements of the northerly six-mile section of the Alsea-Deadwood Secondary Highway in the vicinity of Alpha and Paris, so as to facilitate the truck hauling of logs. The Engineer advised that an agreement has been reached with a Mr. Jess Brown, one of the log haulers, to do this work under state supervision. The arrangement provides that Mr. Brown is to furnish and operate equipment which he owns and the state is to pay him $10 an hour for his services. The Commission by unanimous vote approved the arrangement and confirmed the authority for the expenditure.

A letter was presented from the City of Pilot Rock requesting the assistance of the State Highway Department in repairing a bridge located on a city street which is subject to considerable heavy log hauling. The Engineer advised that this matter has been investigated, and it is estimated that the repair work will cost about $1,220. He recommended approval of the city's request on the condition that the city will contribute 20 percent of the estimated cost, or about $244. The Commission approved the recommendation by unanimous vote on the condition that by so contributing toward this improvement the State Highway Commission admits no liability or responsibility whatsoever for the structural capacity of the bridge now or in the future. The Commission ordered the matter covered by appropriate agreement with the city and that such condition be included therein.

The Commission also discussed a request from the City of Carlton for state aid in the maintenance of certain city streets that are being damaged by log-hauling traffic. The Engineer gave as his thought that approval of this request is in conformity with the Commission's established policy of assisting small cities and towns in the financing of repair work on city streets that are being damaged by log haulers. He recommended, however, that the improvement in this instance should be limited to making serviceable only the center portion of the street. He estimated the total cost involved at $1,695, of which amount the city would pay about $400, which is the estimated cost of normal maintenance. The Commission approved the request by unanimous vote on the basis of the Engineer's recommendation.

A letter was presented from the McNary Development Association, Umatilla, Oregon, requesting early construction of a bridge across the Columbia River near the site of the proposed McNary Dam, but not on the dam itself. The Secretary was instructed to reply that the Commission, in conjunction with the State of Washington, has applied for special Federal monies with which to finance bridge construction on the dam, and until it is known definitely whether or not such Federal aid is to be obtained the Commission will make no definite statements or take any definite action with respect to a new bridge.

The Commission discussed a request from the Tollgate Recreation Council, Pendleton, for the construction of parking areas along the Weston-Elgin Highway at Tollgate and at Spout Springs Mountain, for the benefit of people who wish to engage in winter sports at these locations. The Commission deferred a decision in this matter pending discussion of the Minor Betterment Budget for 1947.

The Engineer reported that, in conformity with authority previously granted him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission at its meeting on November 26, 1946, the conditions of the awards having been satisfied:

(1) Grading and oil-mat surfacing the Cove-Union Section of the Cove Secondary Highway, Union County; contract awarded on December 3, 1946, to E. C. Hall Company, Portland, the low bidder;

(2) Birkenfeld-Washington County Line Rock Production Project on the Nehalem Secondary Highway, in Columbia County; contract awarded on December 24, 1946, to A. H. Saxton & Son, Corvallis, low bidder.

The Commission by unanimous vote confirmed the awards as reported upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler.

The Engineer reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of 1945 State

Tax Street Funds which they received in 1946 and that the plans for improvements to be undertaken with such funds have been examined and found satisfactory:

Banks	Eagle Point	Empire	Imbler
Canyon City	Eastside	Florence	Yamhill

He recommended approval of the plans by the Commission as is required by law. The Commission approved the plans and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Banks	$ 371.00
Canyon City	468.63
Eagle Point	364.99
Eastside	958.28
Empire	1,061.92
Florence	908.71
Imbler	273.37
Yamhill	627.84

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Banks - Wilkes Avenue, Parmley Street, Woodman Street
Canyon City - Washington Street, Main Street, Park Street, Izee Street, Bridge Street, Clay Street
Eagle Point - Hamilton Avenue
Eastside - First Avenue
Empire - Washington Street, Broadway Street, Newmark Avenue
Florence - Washington Street, Lincoln Street, Josephine Street
Imbler - Second Street
Yamhill - Olive Street, Laurel Street, Elm Street, 1st Street, 3rd Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Banks, and approved by the State Highway Commission on April 4, 1946, shall be canceled, in accordance with the request of the City of Banks on file in the records of the Oregon State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 30th day of December, 1946.

The Engineer also reported that the City of Waldport has fulfilled the legal requirements with respect to the expenditure of 1944 State Tax Street Funds which it received in 1945; also, that the city's plans for the improvements to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by the Oregon State Highway Commission apportioned to the city or town hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the sum or amount set opposite the name of said city or town:

Waldport - $880.58

AND, WHEREAS, said city or town has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify said city for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following street in the following named city or town:

Waldport - Hospital Hill Road, from Alsea Highway to hospital

2. That the type, plan and character of improvement proposed in the resolution filed with the State Highway Commission by the above named city or town hereby are approved.

3. That the action taken by said city or town, as evidenced by appropriate resolution adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city or town so as to qualify said city or town to receive and use the funds to it apportioned.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in said city or town a duly certified copy of the resolution adopted by the city or town together with a copy of the resolution approving the plans submitted by said city or town.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 30th day of December, 1946.

The Engineer brought up for discussion a request from The Dalles City for state cooperation in the improvement of a city street known as Brewery Grade at its intersection with the Columbia River Highway in The Dalles. He advised that the city is widening Brewery Grade at this intersection, and in connection therewith, has stated a willingness to deposit the excavated materials along the north slope of the state highway embankment as may be directed by State Highway engineers, and to place on the widened embankment a layer of selected roadbed topping rock if the state will channelize this intersection and widen the existing pavement. He estimated the total cost of the state's share at $8,900 and the cost to the city at upwards of $6,600, and advised that the city work would be done by city forces and the state's work by state forces. He recommended approval of the project. Following discussion the Commission approved the recommendation by unanimous vote, subject to the condition that the city shall complete its portion of the work before the state's portion is started. In this connection the Chief Counsel advised that the city does not care to enter into a formal agreement with the Commission covering the matter. The Commission agreed to the waiver of the formal agreement and authorized the matter covered by exchange of letters; however, reiterated that the state's share of the work, under the circumstances, shall not be started until the city's portion of the work is completed.

The Engineer reported that the surveys for the relocation of the Oregon Coast Highway between Youngs Bay Bridge and Lewis and Clark River, in Clatsop County, and for the relocation of the Albany-Lyons Secondary Highway between Crabtree Creek and Scio, in Linn County, have been completed. He presented maps showing the revised locations for the Commission's consideration and approval. He recalled that the relocation survey for the above-mentioned section of the Oregon Coast Highway was ordered by the Commission when Senator M. R. Chessman was a member, and he particularly recommended that this survey be adopted by the Commission and that the Commission authorize descriptions furnished the Right of Way Department to secure right of way options. The Commission deferred adoption of the survey for this project pending a report from the Engineer and the Chief Counsel as to the probable cost of the right of way; however, approved the survey for the relocation of the Crabtree Creek-Scio Section of the Albany-Lyons Secondary Highway. The following resolution approving the Crabtree Creek-Scio survey was adopted by the Commission by unanimous vote:

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the Crabtree Creek-Scio Section of the Albany-Lyons Secondary Highway, in Linn County, and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Crabtree Creek-Scio Section of the Albany-Lyons Secondary Highway, together with the map, which for identification purposes bears the map file No. 6B-21-18, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the thirtieth day of December, 1946.

The Commission considered the following requests for extensions of time within which to complete highway contracts:

Guerin Bros., Contract No. 2717, for the Prospect-Antelope Creek Rock Production Project on the Crater Lake Highway, in Jackson County, requested an additional extension of time of 92 days, from June 30 to October 1, 1946, within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to conditions beyond their control. The Engineer advised that the contractor was handicapped by an extraordinary number of breakdowns of his equipment. The delay, however, he said, did not cause any inconvenience, although the cost of engineering supervision exceeded by a small amount the anticipated expenditure for this purpose. He recommended that the extension of time requested be granted to September 27, 1946, the day the job was actually completed, rather than to October 1, without penalty. The Commission approved the recommendation by unanimous vote, however, not for the reasons given by the contractor for overrunning the specified time limit.

McNutt Bros., Contract No. 2732, for construction of the Coyote Creek-Grave Creek Section of the Pacific Highway, in Josephine County, requested an extension of time of 94 days, from July 31 to November 2, 1946, within which to complete this job. They attributed their failure to complete this project within the specified time limit to inclement weather, which necessitated closing down the work earlier in the fall than was anticipated and delayed resuming operations later in the spring, slide conditions caused by storms, delays encountered in securing asphalt paving materials for the job, shortage of labor and skilled operators, and extra time required for foundation excavations than was anticipated. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are substantially correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote; not, however, on the basis of the reasons given by the contractor for overrunning the specified time limit.

J. R. Maginnis, Contract No. 2749, for clearing right of way on the Circle Bridge-Hug Point Section of the Oregon Coast Highway, in Clatsop County, requested an additional extension of time of 243 days, from December 31, 1946, to August 31, 1947, within which to complete this job. He gave no reason for failure to complete the project within the specified time limit but advised that the work left to be done on the contract consists merely of burning a few charred piles of refuse which it is impractical to burn until the summer of 1947. The Engineer recommended that the extension of time requested be granted without penalty. He advised that the contractor would be held responsible for completion of the clearing and burning of the material piled on the north end of the first section which is to be placed under contract for grading so that

there would be no interference with the grading contractor's operations; however, if the work is not completed by that time the grading contractor will be required to do it for an amount not to exceed $500, which amount will be deducted from the amount the state owes the clearing contractor. A letter was presented from the Public Roads Administration concurring in the Engineer's recommendation. The Commission approved the recommendation by unanimous vote, however, not on the basis of the reasons given by the contractor for failure to complete the project within the specified time limit.

Morrison-Knudsen Co., Inc., Contract No. 2767, for construction of the Arthur Street Overcrossing on Front Avenue, in Portland, requested an extension of time of 180 days, from December 31, 1946, to June 30, 1947, within which to complete this job. The following reasons were given by the contractor for overrunning the specified time limit: Delay in the award of the contract; delay in obtaining steel piling because of steel mill strikes; inability to secure a sufficient number of competent workmen and materials to keep the work going at correct speed; difficulties encountered in driving foundation piling because of unanticipated obstructions. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are substantially correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not however, for reasons stated by the contractor for overrunning the specified time limit.

Struss and McCoy, Contract No. 2770, for the Redmond Rock Production Project on the McKenzie, The Dalles-California, Ochoco, and O'Neil Highways, in Crook and Deschutes Counties, requested an additional extension of time of 74 days, from January 1 to March 15, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to equipment breakdowns which required six week's time to repair. The Engineer advised that progress on this job has been slow for reasons stated by the contractor; however, the state has suffered no particular loss to date. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote. Such approval, however, was not granted on the basis of the reasons given by the contractor for overrunning the specified time limit.

Newport, Kern & Kibbe, Contract No. 2785, for regrading and oil-mat surfacing on the Lexington-South Springs Section of the Lexington-Echo Secondary Highway, in Morrow County, requested an extension of time of 215 days, from November 30, 1946, to June 30, 1947, within which to complete this job. They based their request on the following reasons: Inability to secure skilled labor which prevented double shift operations during favorable weather conditions; and serious handicaps in the use of equipment caused by difficulties in securing repair parts and supplies.

The Engineer advised that this contract was awarded on February 26, 1946, but the contractor did not begin operations until April 8, 1946, because he was busily engaged on another state highway contract, and it, therefore, was not possible for the contractor to complete this work within the specified time limit. He recommended, nevertheless, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, however, not on the basis of the reasons given for overrunning the time limit.

Newport, Kern & Kibbe, Contract No. 2786, for regrading and oil-mat surfacing on the South Springs-Umatilla County Line Section of the Lexington-Echo Secondary Highway, in Morrow County, requested an extension of time of 215 days, from November 30, 1946, to June 30, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to secure skilled labor, which prevented double shift operations when working conditions were favorable; and to difficulties in securing repair parts and supplies for their equipment. The Engineer advised that this contract was awarded on February 26, 1946, but the contractor did not start operations until June 18, 1946, because he was engaged in work on another state highway contract. He recommended, nevertheless, that the extension of time be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, however, not for the reasons given by the contractor for overrunning the specified time limit.

W. R. Grasle Company, Contract No. 2794, for installation of the lighting system on the Interstate Bridge between Portland, Oregon, and Vancouver, Washington, requested an extension of time of 59 days, from December 31, 1946, to February 28, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to secure definite information or a commitment from suppliers as to delivery of materials required for the work. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct, and he recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote, not, however, for the reasons given by the contractor for overrunning the time limit.

Archie R. Averill, Contract No. 2808, for construction of a trestle bridge on the Pacific Highway at Junction City, Lane County, requested an extension of time of 121 days, from November 30, 1946, to April 1, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to shortages of material and labor. The Engineer advised that the reason given by the contractor for overrunning the time limit is substantially correct and recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote, not, however, for the reasons stated by the contractor.

Angelo A. Doveri, Contract No. 2814, for construction of the Chiloquin Bridge on The Dalles-California Highway, in Klamath County, requested an extension of time of 243 days, from November 30, 1946, to July 31, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to a shortage of skilled labor and of material, which delayed construction until the winter season when concrete cannot be placed satisfactorily. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, for the reasons given by the contractor for overrunning the time limit.

Del R. Beebe, Contract No. 2818, for re-oiling the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highways, in Deschutes, Lake and Harney Counties, requested an additional extension of time from October 31, 1946, to August 15, 1947, within which to complete this job. He alleged that labor and material shortages encountered during the summer season on other construction projects forced commencement of this contract too late in the season for completion within the specified time limit. He also advised that work was delayed because of unfavorable weather conditions. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct and recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously, not, however, for the reasons given by the contractor for failure to complete the job on time.

John A. Logan, Contract No. 2821, for construction of the Prineville Grade Separation structure on the Madras-Prineville Secondary Highway, in Crook County, requested an extension of time of 60 days, from December 31, 1946, to March 1, 1947, within which to complete this job. He alleged that his failure to complete the project within the specified time limit was due to delays in securing materials. The Engineer recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote, not, however, for the reason stated by the contractor.

Warren Northwest, Inc., Contract No. 2822, for grading, paving, widening, and curb construction on the Pacific Highway East and on the Hillsboro-Silverton Secondary Highway, in Woodburn, Marion County, requested an extension of time of 227 days, from November 30, 1946, to July 15, 1947, within which to complete this job. The contractor alleged that the delay in awarding this contract and unusually wet weather during the last half of October and November, which prevented construction of a satisfactory paving job, were the reasons why the contract was not completed within the specified time limit. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit

are correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote, not, however, for reasons stated by the contractor.

Harr and Horton, Contract No. 2841, for pavement widening on the Forest Grove Section of the Wilson River and Nehalem Secondary Highways, in Washington County, requested an extension of time of 31 days, from November 30 to December 31, 1946, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays caused by new water main construction and service installations by the City of Forest Grove, and by the relaying of gas pipe services and mains by the Portland Gas & Coke Company, also, to heavy rains during November which caused unworkable conditions. The Engineer advised that conditions beyond the contractor's control delayed construction operations on this job so that it was impossible for the work to be completed within the specified time limit. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the reasons given by the contractor.

The Engineer reported that Contracts Nos. 2717, 2775, 2777, 2793, 2812, 2819, 2838, and 2848 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2717, with Guerin Brothers, for producing crushed gravel in stockpiles on the Prospect-Antelope Creek Section of the Crater Lake Highway in Jackson County; completed September 27, 1946.

Contract No. 2775, with Harrisburg Sand & Gravel Company, for furnishing crushed gravel in stockpiles on the Halsey-Holley Section of the Halsey-Sweet Home Secondary Highway in Linn County; completed September 7, 1946.

Contract No. 2777, with Newport, Kern & Kibbe, for regrading, surfacing and oiling on the Gilliam County Line-Eightmile Section of the Wasco-Heppner Secondary Highway in Morrow County; completed September 17, 1946.

Contract No. 2793, with Curtis Gravel Company, for regrading and oil-mat surfacing on the Mill Creek Forks-The Dalles Section of the Mill Creek County Road in Wasco County; completed November 29, 1946.

Contract No. 2812, with Porter W. Yett, for grading and paving on the Judkins Point-Springfield Junction Section of the Pacific Highway in Lane County; completed November 26, 1946.

Contract No. 2819, with A. H. Saxton & Sons, for furnishing crushed rock in stockpiles on the Dairy Section of the Klamath Falls-Lakeview and Dairy-Bonanza Highways in Klamath County; completed November 30, 1946.

Contract No. 2838, with Edlefson-Weygandt Company, for topsoiling on the Front Avenue (Alder St.-Sheridan St.) Section of the Pacific Highway West in Multnomah County; completed November 29, 1946.

Contract No. 2848, with Dobyns & Webb, for revetment on the Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County; completed November 25, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Engineer reported that construction of the relocated section of the Hood River Secondary Highway between Woodworth Acres and Parkdale has been completed and consequently the old route of the highway between these points no longer is of value for state highway purposes. He recommended that the Commission take appropriate action abandoning the old highway and allowing it to revert to Hood River County for future maintenance. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Hood River Secondary Highway known as the Woodworth Acres-Parkdale Section in Hood River County, the northerly terminus of which is at Highway Engineer's Station 203+00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 319+15.1 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes, but is needed and must be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be

made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY this Commission as follows:

1. The section of the old right of way of the Hood River Secondary Highway which is known as the Woodworth Acres-Parkdale Section, the beginning point of which is Engineer's Station 205+15 and the ending point of which is Engineer's Station 315+70 of the reconstructed line, hereby is abandoned as a part of the right of way of said secondary highway.

2. The section of said highway hereby abandoned is shown colored in red on the map attached hereto, marked Exhibit A, and by this reference made a part hereof. *

3. Said abandoned section of the right of way of said highway shall be continued and maintained as a county road by the County Court of Hood River County pursuant to agreement heretofore executed by the Highway Commission and the County Court of Hood River County.

4. The area shown colored in green on said Exhibit A includes right of way acquired for the location and construction of said highway. In connection with all the area colored in green it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit A shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

5. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Hood River County a duly certified copy hereof, and shall file with the Clerk of Hood River County a like certified copy; and said County Court is hereby respectfully requested to take appropriate official action by resolution or otherwise by which the County shall accept the said abandoned section of the said old right of way shown colored in red on the map attached hereto and marked Exhibit A, and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. *

Footnote:

* The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 135, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Commission had under discussion the adoption of resolutions abandoning portions of the old right of way of the Pacific Highway between Wolf Creek and Sexton Mountain, in Josephine County, since the new highway between these points has been constructed. The Engineer exhibited a map showing in red the sections of the old right of way that are to be abandoned as a state highway and that are to be maintained as a county road by Josephine County, showing in brown the sections which are to be abandoned as parts of the state highway and hereafter will be under the jursidiction and control of Josephine County for maintenance as a county road or for vacation purposes as the County Court may determine, and showing in green the portions of the old right of way that are to be retained by the Highway Commission for highway right of way and other public purposes and uses. Inspection of the map indicated to the Commission that certain sections of the old route would be isolated or "dead-ended", which raised the question whether or not definite action with respect to such parcels should be taken without first consulting with the Josephine County Court. The Commission decided to defer action on the matter until it has been brought to the County Court's attention and its attitude ascertained. The matter was referred back to the Engineer for handling.

The Engineer brought up for discussion the matter of combining two state secondary highways in Malheur County — Nyssa-Adrian Secondary Highway No. 450, which extends from the town of Nyssa southerly a distance of 20.95 miles to the intersection of Homedale Spur Secondary Highway No. 455 with the Jordan Valley County Road, about 8.7 miles south of Adrian; and Homedale Spur Secondary Highway No. 455, which extends easterly a distance of about 1.95 miles from the intersection of the Nyssa-Adrian Secondary Highway No. 450 with the Jordan Valley County Road. He advised that the combination of these two secondary highways is proposed to simplify and to improve the records and that no change whatsoever is contemplated or is intended. The question arose whether or not the County Court of Malheur County has been consulted with respect to this change. It appearing that this has not been done, the Commission decided to defer action until the County Court's attitude has been ascertained.

The Engineer presented a petition signed by numerous parents who have children attending the grade school at Sylvan at the head of Canyon Road, Portland, and a letter from Mr. James Landye requesting the installation of a traffic signal on the Sunset Highway at its junction with the county road at Sylvan for the benefit and safety of school children who are obliged to cross

this intersection going to and from school. It is alleged that this is a very dangerous intersection and that fatal accidents will occur unless something is done to protect pedestrians at this point. The Engineer advised that this intersection was investigated about a year ago and traffic conditions at that time did not warrant the installation of a signal; however, since then traffic has increased, and now it is his recommendation that a standard signal be installed when one is available and that in the meantime he be authorized to install, as a temporary expedient, a simple signal assembled from odds and ends that are now in stock. In the discussion the question arose who is responsible for the installation of this signal, inasmuch as the intersection is formed by the junction of a state highway with a county road. The Commission appeared favorably inclined to contribute toward the installation of the signal but evidenced a reluctance to assume the full responsibility. Chairman Banfield gave as his thought that counties should be asked to join in the expense of installations at such locations. Commissioners Schaupp and Chandler concurred, whereupon the Engineer was instructed to discuss the matter with the Board of County Commissioners of Multnomah County.

The Engineer reported that it would be advisable for the Commission to establish a reduced-speed zone on the McKenzie Highway east of the town of Springfield, particularly between Mile Post 1.81 and Mile Post 3.47, because of the many accidents that have occurred along this section. He recommended a 25-miles-per-hour speed zone extending from the east city limits of Springfield, Mile Post 1.81 to Mile Post 2.40, which is just east of the railroad crossing; and a 35-miles-per-hour speed zone for the section between Mile Post 2.40 and the junction with the Springfield-Crestall Secondary Highway at Mile Post 3.46. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts, and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said dif-

ferent speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: .....McKenzie Highway.....

Highway number: .....15.....Route number: ..US28.....

Location of Termini		Established Speed
M.P. 1.81 (east city limits, Springfield)	to M.P. 2.40 (east side of R.R. crossing)	25 miles per hour
M.P. 2.40 (east side of R.R. crossing)	to M.P. 3.47 (junction with Springfield-Creswell Secondary Highway)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

The Secretary presented a letter from Mr. Merle R. Chessman, former State Highway Commissioner, relative to his appointment as a member of the Advisory Committee on Travel and Informational Matters. The Commission ordered the communication filed for future consideration.

A letter was presented from Mr. Phillip H. Parrish, Chairman of the Memorials Committee of the Oregon Historical Society, advising that the Memorials Committee favors the erection and maintenance of signs along The Dalles-California Highway at Upper Klamath Lake, giving historic data with respect to the lake, and offering to furnish data with respect to the lake if the Commission desires it. In view of this communication the Commission voted unanimously to erect appropriate signs at this location bearing inscriptions

which meet the approval of the Memorials Committee. The Secretary was instructed to convey such information to Mr. Parrish and to ask him to furnish the factual data that the Committee has available concerning the subject matter.

The Engineer brought up for discussion a request from the Portland Gas & Coke Company for relief from the payment of a fee for maintaining its gas pipe line on the Willamette River Bridge at Albany. He advised that the company is installing a six-inch gas main on this bridge and that the permit that was issued authorizing the company to install its facilities on the bridge provides that the company shall pay $100 annually for the privilege, which is the amount that The Pacific Telephone and Telegraph Company has been paying since 1926 for a similar privilege. He further advised that, with the exception of the Interstate Bridge between Portland and Vancouver, the Albany Bridge is the only one for which an occupancy fee is charged and that the fee was charged the telephone company because of extra expense which the state incurred during the construction of the bridge to provide space thereon for the telephone facilities. The question arose whether or not the Portland Gas & Coke Company should be relieved of the payment of this charge and whether or not The Pacific Telephone and Telegraph Company should be required to continue annual payments. It was the thought of the Commission that the matter should be studied from a state-wide standpoint, whereupon it was referred to the Chief Counsel for investigation and recommendation.

The Commission discussed the overweight log-hauling violations committed by Linden Alvin Jenkins, Albert Henry Strain and Jess W. Walton, and a request from Mr. T. L. Weaver, Justice of the Peace, Canyonville, that these operators be given trial load permits which would enable them to load their trucks within allowable weight limits. The Commission authorized the granting of permits for such trial movements with the understanding that thereafter the operators will be expected to keep their loads within the maximum weight limits allowed or suffer the penalty of having their permits canceled.

The Commission also discussed the log-hauling violations of Mr. E. L. Hilterbrand for transporting overweight loads and for "laying-out" in order to avoid having his truck weighed by state weighmasters. Mr. Hilterbrand's record for the first ten months of 1946 indicates seven overweight violations out of 127 loads weighed, which places him in Class II. The Commission ordered that Mr. Hilterbrand be warned to comply with the requirements and that a repetition of these offenses or the committing of any other will result in the cancellation of his P.U.C. permit.

The Engineer requested instructions relative to the granting of permits for log movements 12½ feet overall in height. The Commission ordered that each application for overheight log-hauling permits shall be given individual attention and authorized the granting of such permits if it is ascertained that the movements can be made without causing undue hazard to other traffic.

A letter was presented from Mr. Barney Lucas, Seaside, requesting permission to "daylight" a cut bank on the Oregon Coast Highway near Manzanita. The Engineer advised that Mr. Lucas owns land at this location with considerable

frontage on the highway, and it appears that he now is developing this property and wants to remove the material from the highway, presumably to enable him to lay out streets which would connect with the highway. He further stated that approval has been given to an access at one point for a proposed county road, but he did not believe that access to the highway should be given at additional points along Mr. Lucas's frontage because of the hazard that would be created for traffic on this important highway. He pointed out that the state has not acquired right of access from the property owners along this section and that the only means of controlling right of access would be to deny Mr. Lucas's request for permission to "daylight" the cut. The Commission voted unanimously denying Mr. Lucas's request unless a satisfactory arrangement can be worked out by the Engineer and the Chief Counsel.

The Commission discussed a letter from the Oregon Motor Transport Association suggesting "that the Highway Commission be encouraged to erect barricades on all highways where weather conditions dictate the use of chains for safe passage;" also, requesting that stop and go signals be installed at Mosier Tunnel on the Upper Columbia River Highway as an aid to the prevention of accidents. The Commission referred to the Chief Counsel the Association's suggestion relative to the maintenance of barricades and instructed the Engineer to be guided by the Chief Counsel's decision with respect thereto. The Engineer recommended approval of the request for the installation of stop and go signals at Mosier Tunnel. The recommendation was approved by the Commission by unanimous vote on the condition that the signal aprons shall be set far enough ahead of the tunnel entrances that ample warning may be given traffic entering the portals.

The Commission had under discussion the authorizing of repairs to and the maintenance of the road which extends from the Oregon Coast Highway to Devil's Punch Bowl State Park, Lincoln County. It appears that this road was quite badly damaged by storms during the period December 9 to 15, 1946, because of inadequate drainage, and the question now arises who is responsible for the repairs, the state or the county, such repair being estimated to cost about $6,000. The Engineer advised that the former Highway Commission, on August 14, 1935, authorized an expenditure of a nominal sum to maintain this road in a fair condition because it is the main road leading to a state park, and that it has been maintained by the state since that time, notwithstanding that the road is not on the state highway sytem. It was his thought that the road should be designated a state secondary highway if the Commission decides to continue maintaining it. The Chief Counsel advised that, inasmuch as the state has been maintaining the road for the past ten years, it is the state's responsibility to make repairs. Following discussion the Commission, by unanimous vote, authorized the immediate repair of the road at state expense but deferred until a later date its decision with respect to placing it on the state highway system.

The Engineer asked the Commission to confirm the telephonic authority given him to sell privately to Mr. R. C. Patterson, Independence, an accumulation of scrap steel, cast iron, bronze, radiators and batteries stored

at the Highway Shops in Coquille at the following unit prices:

Scrap Steel	$ 6.00 per ton
Scrap cast iron	8.00 per ton
Scrap bronze	.05 per pound
Scrap radiators (large)	1.50 each
Scrap radiators (small)	1.00 each
Scrap batteries	.50 each

The Commission by unanimous vote confirmed the authority to sell this material to Mr. Patterson at such unit prices.

The Commission had under discussion a request from the 20-30 Club, Portland, for the installation of service club sign racks at state highway entrances into Portland similar to those that have been erected at some of the smaller cities and towns of the state. The request was denied by the Commission because there is not enough room on a single sign rack to accomodate a panel for each of the many service clubs in Portland, and were more than one sign rack permitted the purpose for which the racks were authorized would be defeated.

The Commission had under discussion a resolution from the City of Warrenton requesting that there be placed on the state secondary highway system for future state maintenance the city streets over which the Columbia River Highway was originally routed — Chapman Street from 19th Street to Everett Avenue, thence on Everett Avenue to Wheeler Street, thence on Wheeler Street to Albany Avenue, thence on Albany Avenue and Second Street to the intersection of Second Street with Main Street, route of the Ft. Stevens County Road, a distance of 1.60 miles; also, that the Commission designate as a state secondary highway the Ft. Stevens County Road from its junction with the present Oregon Coast Highway near Skipanon, in Warrenton, via Main Street, Massachusetts Avenue, Clatsop Street, East Pacific Street, and Pacific Street to the Ft. Stevens boundary in Hammond, a distance of 4.48 miles. The Commission also considered, in connection with this subject, a resolution from the County Court of Clatsop County requesting that the Ft. Stevens Road, as above described, be designated a state secondary highway. In the discussion of this matter it appeared to the Commission that the requirements of the Commission with respect to such designations have been fulfilled, in view of which the Commission approved the requests and by unanimous vote adopted the following resolutions designating as state secondary highways both the roads and the city streets described in the resolutions of the city and the county:

WHEREAS, under the provisions of Title 100 O.C.L.A. and in particular, Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Clatsop County Court of the State of Oregon, has selected the road, street, or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said road, street or highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described market road, county road, highway, street, route, or location of a highway in Clatsop County be and the said market road, county road, highway, street, route, or location, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Warrenton Secondary State Highway No. 105:

Beginning at the intersection of Chapman Street with 19th Street in the Town of Warrenton, Clatsop County, Oregon, said point also being in the Oregon Coast Highway; thence northerly and westerly via Chapman Street, Everett Avenue, Wheeler Street, Albany Avenue and 2nd Street, to the intersection of Main Street and 2nd Street in Warrenton, a distance of approximately 1.60 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Title 100 O.C.L.A., Subsection 36, Section 115.

WHEREAS, under the provisions of Title 100 O.C.L.A., and in particular, Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Clatsop County Court of the State of Oregon, has selected the road, street, or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said road, street or highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be

added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described market road, county road, highway, street, route, or location of a highway in Clatsop County be and the said market road, county road, highway, street, route, or location, hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Fort Stevens Secondary State Highway No. 104:

Beginning at the junction of the Fort Stevens Road with the Oregon Coast Highway near Skipanon in Warrenton; thence northerly via Main Street, Massachusetts Avenue, Clatsop Street, East Pacific Street, and Pacific Street, to the Fort Stevens boundary in Hammond, being a distance of 4.48 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Title 100 O.C.L.A., Subsection 36, Section 115.

The Commission had under discussion the setting of a definite date for its next regular meeting heretofore tentatively scheduled for Monday and Tuesday, February 3 and 4, 1947. The Commission, by unanimous vote, approved such tentative date as its next meeting date and instructed the Secretary to make the usual arrangements to hold this meeting in the auditorium of the Public Service Building. The Commission also tentatively set Tuesday and Wednesday, March 18 and 19, as the date for its next following regular meeting, in Portland.

The Commission considered the offers of The Ohio Casualty Insurance Company and the United Pacific Insurance Company to furnish a blanket bond covering all State Highway Department employees in the amount of $2,500 each, with an additional premium for excess coverage over and above $2,500. The Engineer advised that for the past several years The Ohio Casualty Insurance Company has furnished a bond covering certain Highway Department employees in responsible positions, the amount of coverage for each employee depending on such employee's responsibility. There are 312 employees bonded at the present time, he said, with coverages ranging from $1,000 to $20,000, and at the rate of $2.10 per $1,000 per year the premium amounts to $1,883.70. This company, he said, now proposes to furnish a blanket bond covering all State Highway Department employees in the amount of $2,500 each for a premium of $439.39,

with excess insurance at the rate of $1.75 per $1,000 if the total excess is over $182,500. At such rate, he said, the total premium, based on excess coverage for 312 employees, would be $995.03. This company, he said, also offers to write a blanket bond covering each employee in the amount of $5,000 with excess bond at the rate of $1.625 per $1,000, which would result in a total premium of $656.38 for the entire coverage. The United Pacific Insurance Company, on the other hand, has offered, through two separate agencies in Salem, to furnish a blanket bond covering each Highway Department employee in the amount of $2,500 for $969.97, and excess coverage at the rate of $2.50 per $1,000, or a total of $1,807.47, based on excess coverage for 312 employees. It was his thought that the offer of The Ohio Casualty Insurance Company is by far the best and recommended that this company be requested to furnish a blanket bond on the basis of its proposal to furnish such a bond containing $5,000 coverage for each employee. The Commission approved the recommendation by unanimous vote subject to the condition that the provisions of the bond meet with the approval of the Chief Counsel.

The Engineer brought up for discussion matters pertaining to the construction of the Sunset Highway through the Commonwealth, Inc. subdivision west of Portland and in connection therewith exhibited a model of the proposed improvement showing in perspective the proposed highway grade separation structures, one of which is within the limits of the Commonwealth, Inc. subdivision and the other, at the intersection of the Sunset Highway with the Tualatin Valley Highway, being two miles apart. He requested authority to advertise for bids for the construction of this last completing link of this highway. In the discussion that followed it appeared that final agreement with Commonwealth, Inc. concerning the right of way through its subdivision has not been reached. In view thereof, the Commission ordered that this project be postponed until this right of way matter, and any other pending matters concerning the project, have been satisfactorily disposed of.

Consideration was given by the Commission to the following matters of unfinished business:

1. Proposed designation as state secondary highways of certain county roads in Clackamas County extending from Estacada to Milwaukie: The Engineer advised that the Commission agreed to so designate these county roads if the Federal government would contribute the sum of $275,000 toward the cost of constructing the roads to proper standards and if Army equipment were made available to maintain all highways in the state over which log hauling is being carried on. Concerning the equipment, he said that a certificate has been received from the Federal government providing some equipment, but nothing definite has been received, so the matter is still status quo. He was instructed to follow up the matter, to keep a record of what he does in connection therewith, and to present the matter to the authorities in Washington, D.C., if necessary, through Oregon's delegation in Congress.

2. Establishment of reduced-speed zones in Roseburg and Twin Rocks: The Engineer advised that he has contacted the State Police Department with respect to designating a 35-miles-per-hour speed limit between Mile Post

197.68 and Mile Post 198.32 on the Pacific Highway at the north city limits of Roseburg and the designation of a 35-miles-per-hour speed limit between Mile Post 61.41 and Mile Post 62.20 through the Twin Rocks District just south of the Town of Rockaway and that the Superintendent of State Police approves the establishment of such reduced-speed zones. He recommended approval of such reduced-speed zones by the Commission as an accident-prevention measure. The Commission approved the recommendation and by unanimous vote adopted the following resolutions relative thereto:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: ..... Pacific Highway .....

Highway number: .....1.....Route number: ..US99.....

Location of Termini	Established Speed
M.P. 197.68 to M.P. 198.32 (North CL of Roseburg)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in suffi-

cient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: .....Oregon Coast Highway.....

Highway number: .....9.....Route Number: ..US101.....

Location of Termini	Established Speed
M.P. 61.41 (South City Limits of Rockaway) to M.P. 62.20 Covers section of US101 through Twin Rocks (unincorporated)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

---

3. Establishment of a "no parking" zone on the Pacific Highway (Franklin Boulevard) between Highway Engineer's Stations 123+20 and 127+40 at the north end of University Street in the City of Eugene: The Engineer advised that the establishment of a "no parking at any time" zone at this location is in the interests of traffic safety and is in accord with the viewpoint of the Eugene city officials; moreover, the city has agreed to cooperate to the extent of improving the entrance into University Street, which is in bad shape at the present time, and by making other improvements. Further, the city police have pledged their cooperation in the matter of enforcing the parking restrictions. The Commission voted unanimously approving the establishment of such "no parking" zone provided the City of Eugene will adopt an ordinance declaring such zone and provided further that the proceedings meet with the approval of the Commission's Chief Counsel.

4. Report of the Engineer and the Chief Counsel on an inquiry relative to the plans of the Commission for the improvement of the Oregon Coast Highway south of Waldport: The Assistant Counsel, Mr. George Neuner, reported that the person making the inquiry owns property along the highway at this point which he wishes to develop in harmony with the highway, that, pursuant to instructions by the Commission at the previous meeting, this person was contacted relative to the purchase of extra right of way along this frontage, but the offer received to date, in his estimation, is exorbitant and he cannot recommend it to the Commission. Negotiations are continuing, he said, and further report will be rendered later. The Commission took no action in the matter.

5. Adoption of a permanent location for the Columbia River Highway through the City of Hood River: The Chief Counsel advised that he has studied the letters received from the City of Hood River, the Hood River County Court, and others, endorsing the location north of the railroad tracks, and it is his opinion that the letters are sufficient to indicate the attitude, both official and otherwise, of the writers with respect to the proposed and requested relocation of the highway within the Hood River corporate limits. He added that the letters could not be construed as official expressions except perhaps the statement made by the county court, but they are sufficient to indicate and to express an approval of the proposed location. It was his thought that the letters meet the requirements of the Commission with respect to adoption of the permanent route of this highway through the City of Hood River when the Commission is ready to act on the matter. The Commission took no action on the matter.

6. Request of Mr. J. S. Burres, Moro, for the strengthening of the Cottonwood Bridge over the John Day River on the Wasco-Heppner Secondary Highway: The Engineer recalled that Mr. Burres, who appeared before the Commission on November 26, 1946, declared that this bridge is posted for a five-ton maximum load limit; however, investigation of the records reveals that, whereas such reduced load limit was ordered in 1938, the former Commission, on December 5, 1940, lifted the restrictions following completion of repairs, and the reduced load limit signs were taken down. Personal inspection of the premises recently, he added, do not reveal any reduced load limit signs on the structure, contrary to the statements made by Mr. Burres when he was present at the Commission meeting.

7. Request of Mr. J. S. Burres, Moro, for permission to make certain repairs to the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway, using his own equipment: The Engineer advised that this matter has been investigated by Division Engineer Wm. E. Chandler, who states that the condition of the road now is no worse than it has been for many years and that improving it to facilitate the transportation of a large number of wheat trucks over the section, as is contemplated, would necessitate a major improvement, costing more money than the Commission has available for the purpose. He suggested that a small amount of state force work at points particularly desired by Mr. Burres would be helpful and recommended approval of such a project rather than that Mr. Burres be allowed to do the work on his own account because of the possibilities of accidents occurring, unless, perchance, Mr. Burres is willing to enter into an agreement with the Commission and will indemnify the Commission should accidents occur. Chairman Banfield expressed himself in favor of doing a small amount of widening on some of the bad turns and suggested a maximum expenditure of about $2,000 for this purpose. Commissioners Schaupp and Chandler approved the suggestion, whereupon the Engineer was instructed to make further investigation to determine just what can be done for such amount. The Engineer is to report back to the Commission when the investigation is completed, at which time the Commission will take definite action.

8. Suggestion of the Recreational Resources Committee of the Portland Chamber of Commerce that a state park be named in honor of Mr. S. H. Boardman, State Parks Superintendent: The Commission deferred action on this matter pending a conference with members of the Oregon Roadside Council, which is to appear before the Commission on the following day.

9. Proposed rerouting of the Oregon Coast Highway along Roosevelt Drive through the City of Seaside: The Chief Counsel reported briefly the present status of this matter and advised that he would render a complete report as soon as possible. The Commission took no action pending the filing of such report.

10. Naming of a bridge in honor of the late C. B. McCullough: The Engineer advised that he followed the previous instructions of the Commission regarding this matter, but to date has received no definite information as to the attitude of the people of the cities of Coos Bay and North Bend rela-

tive to so naming the Coos Bay Bridge on the Oregon Coast Highway. He suggested that it might be helpful if Commissioner Chandler would make some inquiry along that line since he is a resident of the City of Coos Bay. Commissioner Chandler consented to make such inquiry, whereupon the Commission approved the suggestion.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the auditorium of the Public Service Building.

T H Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon
December 31, 1946

The State Highway Commission reconvened the meeting at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. H. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp was excused.

Bids, as follows, for highway construction work and for the purchase of concession privileges in Vista House at Crown Point on the Upper Columbia River Highway were opened and read in conformity with previously-published notices, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

13573

BAKER-HOMESTEAD HIGHWAY NEAR RICHMOND IN BAKER COUNTY
CONSTRUCT "LOVE" BRIDGE OVER POWDER RIVER

Lindstrom Bros., Portland	$ 23,931.50

FOUR STATE HIGHWAYS IN KLAMATH COUNTY
KLAMATH FALLS ROCK PRODUCTION PROJECT

Gladney & Adams, Klamath Falls	$ 38,367.00

JOHN DAY HIGHWAY IN MALHEUR COUNTY
IRONSIDE-JAMIESON ROCK PRODUCTION PROJECT

Jack R. Taggart, Salem	$ 33,655.00
A. H. Saxton & Son, Corvallis	37,217.50
Rogers Construction Co., Portland	37,973.00
Frank N. Parsons, Forest Grove	44,470.00

HEPPNER-SPRAY SECONDARY HIGHWAY IN MORROW COUNTY
HARDMAN HILL SECTION

J. S. Risley, Milwaukie (2)	$118,448.00
E. C. Hall Co., Portland (1)	120,348.00
O. C. Yocom Co., McMinnville (3)	123,271.00
Homer G. Johnson, Portland (1)	128,104.00
Sound Constr. & Engr. Co., Seattle, Wn. (1)	129,631.90

(1) Bidder will accept award only in combination with the Rhea Creek-Hardman Hill Project.

(2) Bidder will make lump sum reduction of $2,730.00 if also awarded Rhea Creek-Hardman Hill Project.

(3) Bidder will make lump sum reduction of $5,520.00 if also awarded Rhea Creek-Hardman Hill Project.

HEPPNER-SPRAY SECONDARY HIGHWAY IN MORROW COUNTY
RHEA CREEK-HARDMAN HILL SECTION

J. S. Risley, Milwaukie	$ 76,590.00
Homer G. Johnson, Portland	80,475.00
Sound Constr. & Engr. Co., Seattle, Wn. *	81,893.00
E. C. Hall Co., Portland *	84,555.00
O. C. Yocom Co., McMinnville *	91,050.00

* Bidder will accept award of this project only in combination with Hardman Hill Project.

1946

COMBINATION BIDS FOR ABOVE TWO PROJECTS

(1) Hardman Hill Section of the Heppner-Spray Secondary Highway.
(2) Rhea Creek-Hardman Hill Section of the Heppner-Spray Secondary Highway.

	(1)	(2)	Reduc.	Comb. Bid
J. S. Risley	$118,448.00	976,590.00	$2,730.00	$192,308.00
E. C. Hall Co.	120,348.00	84,555.00	None	204,903.00
Homer G. Johnson	128,104.00	80,475.00	None	208,579.00
O. C. Yocom Co.	123,271.00	91,050.00	5,520.00	208,801.00
Sound Constr. & Engr. Co.	129,631.90	81,893.00	None	211,524.90

OLD OREGON TRAIL IN UMATILLA COUNTY
UMATILLA DAM-HERMISTON SECTION

O. C. Yocom Co., McMinnville	$141,478.00
K. F. Jacobsen Co., Portland	142,692.50
Vernie Jarl, Gresham	144,905.00
J. A. Terteling & Son, Boise, Idaho	146,225.10
Babler Bros., Portland	149,373.00
Homer G. Johnson, Portland	164,425.00
R. A. Heintz-Constr., Portland	164,764.00
E. C. Hall Co., Portland	168,642.00
Natt McDougall Co., Portland	169,960.50
C. T. Malcom Co., Portland	258,638.50

CROWN POINT VISTA HOUSE
CONCESSION PRIVILEGES

	PER CENT OF GROSS SALES
Multnomah Falls Gift Shop, Multnomah Falls	10.5%
Joseph V. Tompkins, Salem	06.5%
Edwin L. Dimmitt, Portland	02.0%

Mr. Charles Hovey, Manager of the Logging Department of the Vancouver Plywood Corporation, was present in response to the Commission's request to show cause why the company's log-hauling permit should not be canceled in view of the record of overweight violations that have been charged against his company's equipment. Chairman Banfield recited for Mr. Hovey's benefit the record of the company's violations and inquired what the company intends to do to correct the situation. He advised him that the overloading must stop; otherwise, the Commission will cancel the company's permit. He suggested that the company either purchase scales for the weighing of its loads before they enter a state highway or secure the services of a new loader if

the man now so employed cannot or will not keep the weight of loads within the specified limits. Mr. Hovey admitted the violations, which, he said, have occurred notwithstanding definite instructions to the men in charge of loading to keep loads within the prescribed limits. He further stated that the company wishes to cooperate with the Highway Commission in every way and to that end is now purchasing scales for the weighing of its loads so hereafter definitely no overloads will occur. In view of the assurances given by Mr. Hovey, the Commission decided unanimously not to cancel the permit of the company for past offenses. It was understood, however, that a repetition of the offenses would result in the cancellation of the permit regardless of the number of trucks that are being operated under it.

Captain C. T. Smith, owner of the Columbia River ferry boats at The Dalles and at Maryhill, and Mr. Bert Geer, his manager, came before the Commission regarding construction of a new approach road to the Maryhill ferry landing. Captain Smith advised that he proposed to construct a new ferry landing about 740 feet downstream from the present ferry landing, which will necessitate construction of a new approach thereto from the Columbia River Highway. Surveys have been made, he said, which disclose that a new connection with the highway can be constructed that will meet the requirements of the State Highway Commission and will overcome objections previously offered by the Commission and its engineers. He exhibited a plan of the proposed improvement, which includes construction of a retaining wall parallel with the highway for a distance of about 300 feet and the construction of roadway ramps leading from the highway up to the ferry road junction from the east and from the west. Such ramps, he said, are to be on a three percent grade, the top to be level with the railroad, so that traffic would cross the railroad at grade. He further advised that the ramps and the ferry road will be paved 20 feet wide, and that it is proposed to construct a concrete ramp 230 feet long at the ferry landing.

Mr. Geer advised that the new road will provide a saving of 3/4 of a mile to the traveling public, and, based on an estimated number of 82,067 cars that crossed the Maryhill Ferry in 1946, such saving would amount to about 54,000 miles a year. He predicted that traffic crossing the ferry in 1947 would reach 100,000 cars. He also said that the use of the proposed landing would shorten by about ten minutes the time now required to cross the river.

The Engineer questioned the safety features of the proposed connection and requested time to make investigations and studies before passing judgment. He pointed out that the approach to the present ferry is a county road, which the state oiled but does not maintain; also, that it will be necessary to secure an order from the Public Utilities Commissioner authorizing the new railroad crossing. He also mentioned that the highway grade at this point is some four and one-half feet below the railroad tracks, and there are possibilities that the highway would have to be raised. Chairman Banfield remarked that the present ferry approach is the route of US97, and if the new approach is constructed, it probably will mean the rerouting of this Federal highway. The Chief Counsel advised that if the Commission routes

traffic over the new approach it would be the state's obligation to maintain it. The matter was discussed further but action thereon was deferred pending additional study and report from the Engineer, to whom it was referred.

The Chief Counsel brought up for discussion a settlement with Mr. W. H. Gonyea for right of way needed for the proposed improvement of the Pacific Highway across Mr. Gonyea's land between Judkins Point and Goshen. At his request Mr. Ray Landon, right of way buyer who has been carrying on the negotiations with Mr. Gonyea, explained details. It appears that Mr. Gonyea owns land on both sides of the highway location and has plans for the construction of a tourist motel on one side of the highway and in connection therewith he will need commercial access to the highway at two points. Mr. Gonyea also wants one private access to his home on the opposite side of the highway. It appears, also, that Mr. Gonyea owns frontage on the highway nearly 3/4 of a mile long, and he has agreed to sell the right of way to the state for $1,000 if given the access to the highway which he considers he needs; but he will not settle on any other basis and will go to court if the state will not meet his terms. The Engineer stated that he is inclined to recommend refusal of Mr. Gonyea's terms until he has had time to study the situation. It was Chairman Banfield's thought that if negotiations are continued they should be on a no-access basis, which is in conformity with the Commission's established policy. As a result of discussion the Commission deferred action pending a complete report by the Engineer. The Engineer was instructed to render such a report at the next meeting. In the meantime negotiations with Mr. Gonyea are to be discontinued.

The Commission had under consideration additional matters of unfinished business, as follows:

1. Possibility of securing reimbursement from the State Restoration Fund for losses incurred, notwithstanding that the property damaged is not restored to its original condition: The Chief Counsel advised that the law, as written, does not permit the Board of Control to reimburse state departments for losses unless the property damaged is restored, and that it would take an action of the Legislature to change it. Chairman Banfield suggested that the Legislature should not be requested to change the law and that, if the Commission has any property which it considers should be covered by special insurance, such special insurance should be purchased. The suggestion was approved by Commissioner Chandler and it was so ordered.

2. Proposed acquisition of the Cliff House property on the Oregon Coast Highway at Depoe Bay for park purposes: The Assistant Counsel, Mr. George Neuner, reported that a formal offer to pay $4,000 was made for this property but the owner was not interested in selling it at that price and indicated that the property would cost the state in excess of $7,500. In view thereof, he said, a condemnation action was filed but the case has not yet come to trial. The Commission took no action on the matter.

3. Question of leasing a narrow strip of state property in Astoria to Foster and Kleiser Company on which to maintain a platform for the use of

workmen in erecting advertising signs: The Chief Counsel advised that he has nothing to report on this matter except that he has arranged to discuss the sale of the property to the owner of the adjoining land, the results of which he will report to the Commission at the next meeting.

A delegation from Portland representing the Oregon Roadside Council and including Mrs. Daniel Heffner, President, Miss Julia Hobday, Vice-President; Mrs. Cora Murney, Treasurer; and Mr. O. C. Roehr, Counsel, was present and urged the Commission to purchase for park purposes a strip of land lying along the Oregon coastline north of the Chetco River, in Curry County, and to name this park "Samuel H. Boardman Park" in honor of Mr. S. H. Boardman, State Parks Superintendent. Mrs. Heffner headed the group. All members of the delegation spoke in behalf of this request. Chairman Banfield advised that the Commission recognizes the service which has been rendered the State of Oregon by Mr. Boardman, but the purchase and naming of the park in his honor are two different matters and cannot be considered at the same time. He further stated that it is the policy of the Commission not to acquire state park areas until they have been inspected by the State Parks Superintendent and his recommendation has been received. The Commission, he said, has not received a recommendation from Mr. Boardman with regard to the piece of land mentioned by the delegation, but the Commission will discuss it with Mr. Boardman and secure his recommendation as to its feasibility as a state park area. The naming of the park for Mr. Boardman is something that the Commission will have to consider at a later date. This concluded the discussion.

Mrs. William T. Lambert, Legislative Chairman, State Garden Clubs of Oregon, came before the Commission regarding the erection of markers and the ornamentation of US99 in recognition and commemoration of the services and achievements rendered by men and women who served in the armed forces of the United States in World War II. Mrs. Lambert advised that the National Council of State Garden Clubs is sponsoring a "Blue Star Memorial" program in connection with which the Federation of Garden Clubs of Oregon, and other state federations of garden clubs, have been asked to cooperate, the object of which is, as stated, to commemorate the services and achievements of those who served in the last war. The State Garden Club of Oregon, she said, has endorsed this program and has prepared a joint resolution for adoption by the Oregon Legislature in which US99 is designated as "The Blue Star Drive" and in which the State Highway Commission is instructed to file with the Secretary of State a description of the particular section of US99 so designated and to cause to be erected along this highway suitable tablets and/or ornamentation to perpetuate the resolution. Mrs. Lambert explained that the State of Oregon will not be called upon to appropriate any money for the proposed plantings, inasmuch as that feature will be taken care of wholly by the state garden clubs, although the State Highway Commission might be asked to contribute a small sum for signs. The planting, she said, will be done under the supervision of the State Highway Commission and will be in locations that meet with the Commission's approval. Mrs. Lambert filed with the Commission a copy of the joint resolution which the Legislature is to be asked to adopt. She explained that the Garden Clubs are not asking the State Highway Commission to do anything at the present time but are simply bringing the matter to the

Commission's attention prior to presenting their resolution to the Legislature in order that the Commission may know just what they have in mind. Chairman Banfield advised that he did not believe the State Highway Commission will oppose the bill or object to carrying out any instructions the Legislature may see fit to give the Commission in regard to this subject. This concluded the conference.

The Assistant Counsel, Mr. George Neuner, presented a map showing an area along the Johns-Glendale Junction Section of the Pacific Highway in Douglas County where the state is purchasing right of way from a Mr. W. A. Martin, et al. He advised that Mr. Martin owns several hundred acres at this place which are severed by the new highway location, leaving two isolated pieces on the south side of the highway, one of which contains 14.6 acres, and the other 53 acres. Mr. Martin, he said, wants to utilize both tracts, which necessitates the granting to him of two farm crossings; moreover, it will necessitate construction of an underpass and considerable fencing. In order to avoid this expense he recommended that the state purchase both tracts at $50 per acre, which is the value placed on them by the appraisers. He pointed out that there would be some salvage, inasmuch as the state can resell the excess property; and, that by purchasing the property the state would be able to control access to the highway from the property. The Chief Counsel concurred in the recommendation. The Commission approved the purchase of the property at the price quoted.

The Engineer brought up for discussion a request from Senator E. R. Fatland, Condon, for the rerouting of the Wasco-Heppner Secondary Highway through the property of a Mr. R. A. Meyers, west of the town of Condon. He advised that the new highway location severs Mr. Meyers' property in a manner that is objectionable to him and that Senator Fatland is asking that the location be given further study, which will mean deferring indefinitely the award of the contract for constructing the new section, bids for which were received at the meeting on November 26. The Commission deferred action on the matter pending a full written report on the subject from the Engineer.

Messrs. J. J. Gard and R. B. Ebersole, Assistant Secretary and Treasurer, and Government Sales Agent, respectively, of the Interstate Tractor and Equipment Company, Portland, appeared before the Commission with regard to the delivery of the third of three motor graders which were ordered from the company in May 1945 as the result of competitive bidding. Mr. Ebersole explained that the company has already delivered two of the graders at the price stipulated in its quotation; however, they have been unable, because of scarcity of equipment, to deliver the third grader. He inquired whether or not the Highway Commission would insist that they do so, notwithstanding that the company stands to lose a considerable sum because of the increased price that the manufacturers are now demanding. He pointed out that the company delivered the second grader to the state at its bid price of $7,341.23, less $250 allowance for an old grader, notwithstanding that the allowable price under the O.P.A. regulations at the time was $8,462.30, so the company stands to lose $1,121.07 in that transaction. The present price for the same equipment, he said, is $9,087.30, which is $1,746.07 more than the purchase price

in 1945. He pointed out that the quotation they submitted in 1945 was predicated upon the ability of the State of Oregon to obtain release from the War Production Board Order L-192 covering this type of equipment and advised that it would not have been possible for the company to have guaranteed its price unless the state obtained such release. Such release, he said, was, or has not, been obtained, which partially accounts for the nondelivery of the equipment to date. He asked the Commission to reimburse the company for its loss on delivery of the second grader and to relieve the company from its obligation to deliver the third grader; however, he added, the company will complete delivery of this equipment and assume the loss if the Commission insists.

Mr. Card stated that the company accepted the order in good faith, and its failure to complete the delivery of the graders was for reasons beyond its control. He confirmed Mr. Ebersole's statement that the company would deliver the third grader if the Highway Commission insists but could not promise when that would be because deliveries are very slow from the factory.

The Chief Counsel inquired whether or not the company could have protected its price from the factory if it had paid cash when the order was placed. Mr. Card replied that the company had tried to do that but without success, whereupon the Chief Counsel remarked that the company has a good "talking point" were the matter to be tried in court. Mr. Card again stated that the company will abide by the Commission's decision and will deliver the third grader when it can, even at a loss to the company, if the Commission insists but will also accept cancellation of the order without obligation if the Commission approves disposition of the case in that manner.

The Engineer recommended, under the circumstances, the cancellation of the order. Following further discussion motion was made by Commissioner Chandler that the company be relieved from furnishing the third grader without obligation, either to the state or to the company, but that the company will be required to assume its loss on the delivery of the second grader. Chairman Banfield seconded the motion and declared it carried. The Engineer was thereupon authorized by the Commission to obtain quotations for the delivery of another grader.

Mr. Earl L. Dickson, Eugene, came before the Commission with reference to his request for certain revisions in the newly-constructed highway improvement at the Pacific Highway-McKenzie Highway Junction in West Springfield, in order to allow the traveling public freer access to his business establishment at this place. Chairman Banfield advised the results of his inspection of the premises on Saturday, December 21, 1946, particularly pointing out that, in his estimation, there is no way to remove any portion of the channelization strips that have been installed without creating a hazardous condition for other traffic, of which there is a large volume. He suggested the possibilities of constructing a turn-around under the approach to the Willamette River Bridge at this place if Mr. Dickson would provide parking space off the highway right of way, perhaps in back of his store building. The Commission, he said, might look with favor on granting two entrances to such parking area if that can be done without

creating a hazardous condition, and if Mr. Dickson will provide the roadway leading to the area. He added that it is necessary that one-way traffic be maintained in front of Mr. Dickson's store building as a matter of safety to other highway traffic. Mr. Dickson was further informed that it is contrary to the policy of the Commission to do anything that would react harmfully to private interests if that can be avoided, but sometimes it is necessary for the Commission, as a public duty, to do certain things that adversely affect private business when the interests and safety of the general public demand it. He reiterated that the Commission might look with favor on granting two entrances to Mr. Dickson's property, one at each side, if satisfactory points of entrance can be found, but definite action in that regard cannot be taken until further investigations have been made, and that the Commission is definitely opposed to making the changes requested by Mr. Dickson.

Mr. Dickson declared that this is a matter which is beyond the handling of traffic and that it is his intention to keep working on the matter regardless of the stand taken by the Highway Commission.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission discussed with the Engineer the bids received at the morning session for contract work and took the following action thereon by unanimous vote:

The contract for the Klamath Falls Rock Production Project on four state highways in Klamath County was awarded to the low and only bidder, Gladney & Adams, Klamath Falls.

The contract for the Ironside-Jamieson Rock Production Project on the John Day Highway, in Malheur County, was awarded to Jack R. Taggart, Salem, the low bidder.

The awards of the contracts for the remaining projects were held pending approval by the Public Roads Administration. The bids for these projects were referred to the Engineer with authority to award the contracts to the low bidder in each instance when such approval has been obtained.

The Commission also considered the three offers received for the purchase of concession privileges at Vista House, Crown Point. The award of this contract was deferred until the next meeting of the Commission. The bids were referred to the State Parks Superintendent and the Chief Counsel to analyze and report their recommendation at that time.

The Commission had under discussion the offer of the Southern Pacific Company to sell to the state for the sum of $420 a small tract of land containing 14,797 square feet that is needed as right of way in the town of West Linn. The Chief Counsel recommended purchase of the property at such figure. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote. (See Voucher No. 18638).

The Chief Counsel brought up for discussion a request from the owners of property in Block 32, Bennett's Addition to the City of Coos Bay, that Fifth Street North, which has been vacated by city ordinance at the request of the Highway Commission, be reopened so as to allow them access to the highway from this street. He advised that the street was vacated by City Ordinance No. 1547 in 1941 in order to preserve the freeway characteristic of the highway at this point. The Engineer advised that, were the street to be reopened, it would defeat such freeway characteristic and would introduce a definite hazard to highway traffic. He recommended that the reopening should be opposed, particularly since the people residing along Fifth Street now have access to their properties from other city streets. In the discussion that followed the Commission indicated that it considered it unwise to grant the request of the property owners; however, definite action on the matter was deferred pending further study.

The Engineer presented a status report on expenditures to date for highway equipment. He pointed out that the Commission heretofore authorized an expenditure of $450,000 for emergency purchases, of which amount $270,819.92 has actually been spent for equipment received, and $176,510.68 has been committed by orders, leaving a balance of only $2,669.40 to finance additional purchases that are badly needed. He requested authority to spend an additional $100,000 for this purpose. The request was approved by the unanimous vote of the Commissioners present.

The Engineer presented to the Commission for approval a list of Minor Betterment projects for undertaking during 1947, totaling $258,390 for highways and $153,325 for bridges; grand total, $411,715. He advised that this is only a partial list of projects and that others would be submitted to the Commission for approval later. He explained briefly the details with respect to each of the projects presented. The Commission deferred action on the matter until its next meeting when Commissioner Schaupp is present.

In the discussion of this matter the Engineer pointed out that there was omitted from this list an item of $13,000 for construction of parking areas along the Keston-Elgin Highway at Tollgate and at Spout Springs Mountain, which tentatively has the approval of the Commission. He was instructed to include this item in the list for consideration by the Commission at the next meeting.

The Commission had under discussion matters pertaining to the Legislative Assembly which will be in session beginning Monday, January 13, 1947. The Commission ordered that no Highway Department employee whomsoever shall engage in lobbying at this session; further, that if information concerning highways is requested by any member of the Legislature such information shall be given in writing and all such information shall be the Highway Department's official information and shall be signed by the highway official who furnishes it. A copy of all information furnished the Legislature shall be retained for the Commission's records and files.

The Engineer brought up the matter of maintaining the newly-designated secondary highways in the town of Warrenton. He advised that inasmuch as the State Highway Department has assumed jurisdiction over these roads, provision will have to be made to finance maintenance and betterment work which may be required, since no provision was made for such work in the 1947 Budget which the Commission adopted at the previous meeting. The Commission deferred action on this matter pending a report from the Engineer as to the costs involved. The Engineer was instructed to furnish such information at the next meeting.

Chairman Banfield brought up for discussion matters pertaining to the ferry boat "North Beach" which has been used as an auxiliary boat in connection with the ferry operation between Astoria, Oregon, and Megler, Washington. He inquired as to the condition of this boat, which it is proposed to replace with a new one. The Engineer advised that, according to investigations, it would cost between $40,000 and $80,000 to put this boat in serviceable condition, and even then it would be too small to provide the service that would be demanded of it, if last year's record can be taken as an indication of what the future requirements will be. Inspection of the boat, he said, reveals much rotten wood in the hull, and, according to marine architects, the boat could not be reconditioned to provide service for more than five years. He gave as his thought that it would be a waste of funds to spend so much money in the repair of the old boat for such a short period of time when what is really needed is a faster boat with double the capacity. He pointed out that the engines in this boat are in fair condition and probably could be salvaged for at least $10,000, provided they cannot be used in the new boat.

Chairman Banfield suggested that it would be advisable to secure expert advice from the American Bureau of Shipping as to the seaworthiness of this boat before it is disposed of and the engines removed. The Engineer estimated the cost of such inspection at about $500 and requested authority to have the American Bureau of Shipping inspect the boat along with its inspection of the other ferry boats. The Commission approved the request and ordered that only one of the boats shall be inspected at one time so as to insure that at least one ferry boat will be operating at all times.

At 3:00 p.m. Chairman Banfield announced the awards of contracts for which bids were received at the morning session, as follows:

"Construct 'Love Bridge' over the Powder River on the Baker-Homestead Highway near Richmond, Baker County. The Commission received only one bid for this project, being that of Lindstrom Bros., Portland, at $23,931.50. The bid is satisfactory, but award of the contract is being deferred pending satisfaction of a certain condition. The bid has been referred to the Engineer with authority to award the contract when this condition has been satisfied.

"Klamath Falls Rock Production Project on four state highways in Klamath County. The only bid received for this project was that of Gladney & Adams, Klamath Falls, at 38,367. The Commission has awarded

the contract to the bidder at their bid price.

"Ironside-Jamieson Rock Production Project on the John Day Highway, Malheur County. Jack R. Taggart, Salem, submitted the low bid for this job at $33,655. The second low bid was that submitted by A. H. Saxton & Son, Corvallis, at $37,217.50. There were two higher bidders. The Commission has awarded the contract to the low bidder, Jack R. Taggart, at his bid price.

"Grading, surfacing and oiling the Hardman Hill Section of the Heppner-Spray Secondary Highway, Morrow County. The Commission received five bids for this work, the low one being that of J. S. Risley, Milwaukie, at $118,448. Mr. Risley agreed to a lump sum reduction of $2,730 if also awarded the Rhea Creek-Hardman Hill Project, bids for which were also received at this meeting. The second low bidder was E. C. Hall Co., Portland, at $120,348. This contractor qualified his bid by stating that he would not accept the award of this contract unless also awarded the contract for the Rhea Creek-Hardman Hill Project. The low bidder for the Rhea Creek-Hardman Hill Project, consisting of widening, surfacing and oiling, and furnishing crushed rock in stockpiles, was J. S. Risley, Milwaukie, at $76,590. Homer G. Johnson, Portland, submitted the next low bid at $80,475. There were three higher bidders. A tabulation of the bids received for both projects, in combination, reveals the bids of J. S. Risley to be low. The bids are satisfactory, but the Commission has deferred the award of the contract pending the satisfaction of certain conditions. The bids have been referred to the Engineer with authority to award both contracts to J. S. Risley, the low combination bidder, on the basis of his combination bid which totals $192,308, when the conditions are satisfied.

"Grading, surfacing and oiling the Umatilla Dam-Hermiston Section of the Old Oregon Trail in Umatilla County. The low bidder for this project was O. C. Yocom Co., Mcminnville, at $141,478. The second low bidder was K. F. Jacobson Co., Portland, at $142,692.50. There were eight higher bidders. The low bid is satisfactory to the Commission, but the award of the contract is being held pending satisfaction of certain conditions. The bids have been referred to the Engineer with authority to award the contract to the low bidder, O.C. Yocom Co., when the conditions have been satisfied.

"Sale of concession privileges at Vista House, Crown Point, on the Columbia River Highway, Multnomah County. The high bidder for this concession was Multnomah Falls Gift Shop, Multnomah Falls, at 10.5 percent of gross sales. The next high bidder was Joseph V. Tompkins, Salem, at 6.5 percent of gross sales. The third, and only other, bid was received from Edwin L. Dimmitt, Portland, at two percent of gross sales. The Commission has referred the bids to the State Parks Superintendent and the Chief Counsel to analyze and report back to the Commission at its next meeting when final action will be taken thereon."

The Commission considered and signed agreements, etc., as follows:

Cooperative agreement with Public Roads Administration and U.S. Forest Service covering forest highway construction.

Agreement with E. J. Lindvick, et al. covering lease of property for roadbuilding materials.

Agreement with Henry Zorn covering rental of portion of Champoeg State Park for farming purposes.

Easement deed authorizing Bonneville Power Administration to maintain a stub pole with anchors and guys on state highway property in Tillamook County.

Agreement with the City of Salem covering installation of a flashing beacon on Pacific Highway East at the intersection of Mission and South Commercial Streets, Salem.

Agreement with the City of Eugene covering installation of traffic signals at the intersections of Sixth Avenue and Sevenue Avenue (state highway routes) with Blair Boulevard, in Eugene.

Agreement with the City of Eugene and Lane County covering a proposed three-way project along the old mill race in the City of Eugene.

Project statement with the P.R.A. covering improvement of the Albany-Lyons Secondary State Highway.

Project statement with the P.R.A. covering improvement of the Hillsboro-Newberg Section of the Hillsboro-Silverton Secondary Highway.

Project statement with the P.R.A. covering improvement of the Pittsburg-Scappoose Road in Columbia County.

There being no further business to come before the Commission at this time the meeting adjourned at 3:00 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Portland, Oregon
February 3, 1947

The State Highway Commission met in regular session at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of the meeting held on December 30 and 31, 1946.

The State Parks Superintendent was present and reported on the following matters:

1. Offer of Denny Logging Company to purchase "down" timber along the Salmon River Highway wayside strips: The Parks Superintendent advised that there are about 68 fir trees, containing approximately 200,000 board feet of timber, which the company would like to purchase and for which they have offered to pay the sum of $400. He advised that this timber was advertised for sale at one time, but the Commission received no bids for it. He recommended acceptance of the offer from a standpoint of improving the appearance of the roadside. The Commission approved the recommendation unanimously, subject to the condition that the loading of the timber on the highway right of way shall be strictly prohibited.

2. Request of Marine Parks Committee of the Columbia River Yachting Association for establishment of landing areas along navigable waterways of Oregon: The Parks Superintendent advised that approval of this request would eventually result in the expenditure of a large sum of money which is not available for purposes of this kind. He pointed out that landing areas are now available at a number of locations, such as at Champoeg State Park on the Willamette River, and he exhibited a map showing the location of such places. He recommended that the request be denied. The Commission approved the recommendation unanimously, however instructed the Parks Superintendent to prepare a report with maps showing state parks that are located on streams having boating facilities.

3. Establishment of a policy regarding overnight camping in state parks: The Commission discussed this matter at some length but deferred action for about six months, there being a question as to the advisability of inaugurating a program of this nature.

4. Sale of concession in Vista House at Crown Point: The Chief Counsel reported this matter on behalf of the Parks Superintendent. He

advised that he and the Parks Superintendent have carefully considered the bids received at the previous meeting for the purchase of this concession and recommend acceptance of the offer of the Multnomah Falls Gift Shop, which submitted the high bid therefor at 10.5% of gross revenues. He further advised that he has consulted with Mr. Edwin L. Dimmitt, present caretaker at Vista House, regarding the vacation of the premises, and Mr. Dimmitt advises that 30 days' time is sufficient for him to vacate the premises. The Commission deferred a decision in the matter pending consultation with Mr. Frank L. McGuire, Portland, who is interested in the matter on behalf of Mr. Dimmitt and who is scheduled to appear before the Commission at this meeting with regard thereto. (See ahead for further discussion---The Commission later in the session awarded the contract to the Multnomah Falls Gift Shop.)

5. Proposed establishment of a state park along the Oregon Coastline south of Gold Beach, Curry County: The Parks Superintendent exhibited a map showing the location and boundaries of this proposed park, which he stated contains about 2,600 acres of land, all of which is privately owned. He recommended purchase of the property as being very desirable from a park standpoint and to provide right of way for the future location of the Oregon Coast Highway along this section. It was his thought that the land could be purchased for about $10 per acre. The Commission by unanimous vote authorized investigations to ascertain the possibilities of acquiring the property and the probable cost thereof, such investigations to be made without obligating the Commission in any way to establish a state park at this location.

6. Approval of orders for state park betterment work for 1947 performance: The State Parks Superintendent presented a list of projects proposed to take up the full amount of $265,000 budgeted for state park development work this year together with maps showing a number of the parks and work orders showing details of contemplated improvements, as follows:

OREGON STATE PARKS DEPARTMENT

Proposed Betterment Orders - 1947 ++

	Work Order Details	For Present Approval	For Later Approval	Total
I. FOR CONSIDERATION FEBRUARY 3:				
1. With Maps:				
Armitage		$ 300.00	$7,000.00	$ 7,300.00
* 1- 20 picnic tables	$ 200.00			
* 2- Fireplace	100.00			
** 3- Caretaker's house	7,000.00			

(Con't)

	Work Order Details	For Present Approval	For Later Approval	Total
Bradley		$ 648.00		$ 648.00
* 1- 6 picnic tables	$ 48.00			
* 2- 1 stove	100.00			
* 3- 1 5000-gal. wooden water tank, pipe and fittings	500.00			
Cascadia		$2,900.00		2,900.00
* 1-Water system - reservoir, pipe, material	1,800.00			
* 2- Latrine	1,000.00			
* 3- 20 picnic tables	100.00			
Champoeg		1,050.00		1,050.00
* 1- 1 picnic kitchen	750.00			
* 2- 30 picnic tables	300.00			
Dabney		1,750.00	7,750.00	9,500.00
1- Install water system	600.00			
2- Construct latrine	1,000.00			
* 3- Fireplace	750.00			
4- 15 picnic tables	150.00			
** 5- Caretaker's house	7,000.00			
Ecola		1,950.00	5,200.00	7,150.00
* 1- Spring development, pipe and fittings	300.00			
** 2- 1 picnic kitchen	750.00			
* 3- 1 latrine	1,000.00			
* 4- 10 picnic tables	100.00			
** 5- Shelter building	4,200.00			
* 6- Bronze Plaque for Rodney Glisan	100.00			
* 7- 2,560 lin. ft. curbing in parking area	700.00			
Saddle Mt.		300.00	7,000.00	7,300.00
* 1- Development of spring	100.00			
* 2- 2 stoves	100.00			
* 3- 10 picnic tables	100.00			
** 4- Caretaker's house	7,000.00			
Shore Acres		4,850.00	750.00	5,600.00
* 1- 500' rock wall	700.00			
* 2- Remove water pipe and replace for new system	1,000.00			
* 3- 15 picnic tables	150.00			
** 4- 1 picnic kitchen	750.00			
* 5- Construct dam and reservoir	3,000.00			

(Con't)

1147

	Work Order Details	For Present Approval	For Later Approval	Total
Short Sand		$ 1,200.00	$ 7,000.00	$ 8,200.00
* 1- Latrine	$ 1,000.00			
* 2- Fireplace	100.00			
* 3- 10 picnic tables	100.00			
** 4- Caretaker's house	7,000.00			
Silver Creek		6,300.00	12,100.00	18,400.00
* 1- Remodel lodge	500.00			
* 2- Remove CCC building from camp, take to park and remodel	5,000.00			
** 3-(Complete community (building, labor	8,500.00			
(Complete community (building, materials	3,600.00			
* 4- Glass tops for 25 myrtle tables	300.00			
* 5- Convert wood furnace to oil furnace - oil tank	500.00			
Tou Velle		2,890.00	9,400.00	12,290.00
* 1- Guard rails	200.00			
* 2- Water line and fountains	250.00			
* 3- Latrine and cesspool	1,500.00			
** 4- 2 sheltered stoves	2,400.00			
* 5- 24 stationary picnic tables	800.00			
* 6- 6 moveable picnic tables	60.00			
* 7- 1 group picnic tables	80.00			
** 8- Caretaker's house	7,000.00			
Williamson		1,850.00	750.00	2,600.00
* 1- Develop water system	150.00			
* 2- Latrine	750.00			
* 3- Betterment to caretaker's house	500.00			
** 4- Stove	750.00			
* 5- 10 picnic tables	100.00			
* 6- Memorial stone and plaque	150.00			
* 7- Entrance road to picnic area	200.00			
Yaquina		300.00	750.00	1,050.00
* 1- 28 picnic tables	200.00			
* 2- Water system	100.00			
** 3- 1 picnic kitchen	750.00			

(Con't)

FEB 5 1947

	Work Order Details	For Present Approval	For Later Approval	Total
2. Without Maps:				
Alderwood		$ 200.00	$	$ 200.00
Spring development-pipe line	$ 200.00			
Battle Mt.		175.00		175.00
Reinforce roof of mess hall	175.00			
Cape Arago		200.00		200.00
20 picnic tables	200.00			
Cape Sebastian		500.00		500.00
Placing rock guard wall-300' - estimated cost	500.00			
Dorris		50.00		50.00
5 picnic tables	50.00			
Emigrant Springs		70.00		70.00
Install bath tub in caretaker's house	70.00			
Harris (Jennie B. Harris)		300.00		300.00
Clearing and constructing trail	300.00			
Van Duzer Forest Corridor		100.00		100.00
10 picnic tables	100.00			
Vista House		5,000.00		5,000.00
New top to Vista House	5,000.00			
II. FOR LATER CONSIDERATION:				
Azalea			3,000.00	3,000.00
Community shelter bldg.	3,000.00			
Bend			7,000.00	7,000.00
Caretaker's house	7,000.00			
Champoeg			100,000.00	100,000.00
Building to house historical exhibits	100,000.00			
Collier			13,100.00	13,100.00
Install drinking water system	600.00			
Irrigation system	2,600.00			
Latrine	1,000.00			
Three-way stove	1,200.00			
20 picnic tables	200.00			
Memorial monument	500.00			
Caretaker's house	7,000.00			

(Con't)

1947

	Work Order Details	For Present Approval	For Later Approval	Total
The Cove			$20,804.00	$20,804.00
Swimming pool	$20,000.00			
Water system – incl. ram and 5,000 gal. storage tank	600.00			
Drinking fountain	84.00			
10 picnic tables	60.00			
2 stoves	60.00			
Neptune			7,000.00	7,000.00
Caretaker's house	7,000.00			
		$32,883.00	$208,604.00	$241,487.00
CONTINGENCIES				23,513.00
TOTAL 1947 BUDGET				$265,000.00

Footnotes:

++ In order to conserve space some of the individual items have been abbreviated. A true copy of the complete program as presented by the State Parks Superintendent is available for inspection in the office of the State Highway Commission in Salem, being file No. 15 under the heading "Special Matters".

The Parks Superintendent advised that the plans for all of the work contemplated under the heading "I. FOR CONSIDERATION FEBRUARY 3:" have been prepared and that he is ready to proceed with construction upon approval of the details by the Commission. He suggested, however, that work in connection with the double-starred items, such as building construction, be postponed until conditions are more favorable for such work. The Parks Superintendent further advised that the details with respect to work contemplated in the parks listed under the heading "II. FOR LATER CONSIDERATION" have not been worked up but will be ready for the Commission's approval at the next meeting.

Preliminary to discussion of this program Chairman Banfield inquired whether or not the Parks Department has sufficient equipment on hand to perform the work contemplated by the orders. He stated that the park work, except roadway construction and maintenance, must be performed without any conflict whatsoever with highway construction and maintenance or to the detriment of state highways, and if the Parks Department has

the equipment and the crews to perform the proposed park work on such basis, then that work should proceed; otherwise, not. Chairman Banfield also inquired if the entire state had been considered in the preparation of the park-development program. He explained that, as a matter of policy, all parts of the state should be considered in the allocation of the funds and should be included in any program for state park development so that expenditures will be divided throughout the state on an equitable basis. The Parks Superintendent advised that he has sufficient equipment on hand, or will have within the near future, to carry on satisfactorily all of the work contemplated in the work orders as submitted; also, that he has given consideration to all of the parks of the state in preparation of the park-development program. He said that the entire state is not represented in detail by the work orders presently submitted, but additional projects are being prepared and will be presented to the Commission for approval at its next meeting.

There followed careful consideration and discussion of the park-improvement program as presented. As a result thereof, motion was made by Commissioner Schaupp that all of the work listed under the headings "I. FOR CONSIDERATION FEBRUARY 3: 1. With Maps: 2. Without Maps:", except the double-starred items, be approved and that the Parks Superintendent be authorized to proceed with the construction of the same. The motion was duly seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

In the discussion of the details of the foregoing park-development program, the Commission gave special consideration to the following matters: Sale of concession privileges at Silver Creek Falls State Park, purification of water in state parks, construction of buildings, and distribution of the funds throughout the state.

Concerning the operation of the concession in Silver Creek Falls State Park, the Chief Counsel reported on the proposed arrangement with Mr. Ralph Nohlgren, of Salem, covering these operations. He advised that Mr. Nohlgren is spending about $4,500 for equipment, etc. and gave as his feeling the Commission should consider this feature in determining the amount that Mr. Nohlgren should pay as compensation for the concession privileges. He recommended a minimum of $25 per month for rental plus an additional two percent of gross sales if revenues exceed $4,000 but are not more than $5,000, three percent of gross sales if revenues exceed $5,000 but are not more than $7,500, four percent of gross sales between $7,500 and $10,000, and five percent of the gross revenues in excess of $10,000, and that when the gross revenues amount to $10,000 monthly, that the arrangement be reviewed by the Commission. The arrangement also provides, he said, that Mr. Nohlgren shall be furnished a building to be used as living quarters for his hired help, none at present being available for such purpose, and in this connection he mentioned that the State Parks Superintendent has a building at the old CCC camp situate nearby which could be moved to the park and used for this purpose. He recommended approval of the arrangement, including the furnishing of the building, in view of the expenditure that Mr.

Nohlgren has to make before he can start operating. The Commission by unanimous vote authorized the Chief Counsel and the Parks Superintendent to work up an agreement with Mr. Nohlgren on the basis of the recommendation. The Commission made it clear that it did not wish to be bothered with complaints and other details of the operation and ordered that all such matters be referred to the State Parks Department for handling.

As to the purification of water in state parks the Commission was of the opinion that the people generally consider that water made available for their use in public places is pure and accordingly ordered that the water in all state parks be tested for purification and the public properly informed.

Concerning the construction of buildings in state parks, the Commission ordered that no building shall be constructed until the plans for the same have been presented to the Commission and its approval obtained.

Concerning the distribution of park-development funds the Commission ordered an equitable distribution throughout the state as a matter of policy.

7. Request of service clubs of Ontario, Vale and Nyssa for establishment of a state park at Owyhee Reclamation Dam: The State Parks Superintendent reported very briefly on this matter. He was instructed by the Commission to render a detailed report at the next meeting.

8. Resolution from the Central Point Grange protesting the sale of any part of the land heretofore presented to the state as a gift by Mr. F. L. Tou Velle, former State Highway Commissioner: The Commission ordered that the Grange be informed that information it has received to the effect that the Highway Commission is considering the sale of any portion of this property is erroneous---that the State Highway Commission is not considering the disposal of any of this land, but rather is discussing the matter of increasing its holdings at this point.

Mr. Frank L. McGuire, Realtor, Portland, came before the Commission at this time regarding the sale of concession privileges in the Vista House at Crown Point on the Upper Columbia River Highway. Mr. McGuire stated that he is appearing on behalf of Mr. Edwin L. Dimmitt, who has acted as caretaker at this place for a number of years and who would like to continue in business at this location. Mr. Dimmitt, he said, did not fully understand just what the Commission wanted when it advertised for bids for the purchase of the concession and, consequently, made a token offer to pay the state two percent of gross revenues. Mr. McGuire gave as his thought that this should be given consideration by the Commission in making its decision and that Mr. Dimmitt should be allowed to meet the proposal of the high bidder or that the Commission should cancel all bids received and readvertise the concession for new bids. Action on the matter was deferred by the Commission until later in the session following consultation with the Chief Counsel. (The matter was reconsidered on the last day of the meeting, and the contract was at that time awarded to the Multnomah Falls Gift Shop, which submitted the high bid of 10.5% of gross revenues for the concession. See ahead for details.)

The Assistant Counsel, Mr. J. W. DeSouza, was present and requested authority to acquire certain parcels of real property that are needed for

various highway improvements throughout the state. He presented a list of such properties together with the offer that he recommended in connection with each parcel. After careful consideration of the individual items the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UMATILLA-HERMISTON SECTION, OLD OREGON TRAIL

2045- Umatilla County Right of Way					
	3.09 acres	$ 00.00	$	00.00	Benson
2332- Tiller, Roy E. and Ethel M. Tiller Right of Way Option expires July 8, 1947					
	1,307 sq. ft. at 5¢ sq. ft.	65.35			
	11 shade trees at $5.00	55.00		120.35	"
2329- Union High School District #9 Right of Way Option expires July 8, 1947					
	0.33 acre	00.00			
	State to level same grade as present 225x110 foot area-football field- (estimated cost $200.00)			00.00	"

(Con't)

UMATILLA-HERMISTON SECTION, OLD OREGON TRAIL (CON'T)

2060- Casper, Harm H. Right of Way Option expires July 9, 1947				
	0.56 acre at $100.00	$ 56.00	$	
	54 rods fence at $2.00 rod	108.00		
	1 gate	20.00		
	106 shade trees at $2.50 each	265.00	449.00	Benson
13318- Heinrich, William L. Right of Way Option expires July 9, 1947				
	0.12 acre at $100.00	12.00		
	12 rods fence at $2.00	24.00		
	6 trees at $2.50	15.00	51.00	"
13326- Brown, James L. and O. L. Hodge Right of Way Option expires July 8, 1947				
	435 sq. ft. at 5¢ sq. ft.	21.75		
	6 rods fence at $1.00 - move	6.00	27.75	"
13320- Hooker, Alton M. Right of Way Option expires July 8, 1947				
	0.10 acre at $100.00	10.00		
	10 rods fence at $2.00 rod	20.00		
	12 trees at $2.50 each	30.00	60.00	"
13330- Tanner, Florence Anna Right of Way Option expires July 7, 1947				
	3,485 sq. ft. at 5¢ sq. ft.	174.25	174.25	"
13321- Harsha, Lee W. Right of Way Option expires July 14, 1947				
	435 sq. ft. at 5¢ sq. ft.	21.75	21.75	"

(Con't)

UMATILLA-HERMISTON SECTION, OLD OREGON TRAIL (CON'T)

13331-	Tanner, Florence Anna Right of Way Option expires July 7, 1947 4,356 sq. ft. at 5¢ sq. ft.	$ 217.80	$ 217.80	Benson
13327-	Thomas, Chas. A. Jr. Right of Way Option expires July 8, 1947 435 sq. ft. at 5¢ sq. ft. Allowance for moving 32x48' building Damages,-including grade	21.75 400.00 228.25	650.00	"
13328-	Fraser, Hugh B. Right of Way Option expires July 7, 1947 435 sq. ft.	5.00	5.00	"
13322-	Campbell, George C. Right of Way Option expires July 7, 1947 2,178 sq. ft. at 5¢ sq. ft.	108.90	108.90	"
13323-	Bensel, John G. Right of Way Option expires July 7, 1947 871 sq. ft. at 5¢ sq. ft.	43.55	43.55	"
13329-	Skovbo, Jens J. and Dave McCurdy Right of Way Option expires July 8, 1947 75 sq ft.	5.00	5.00	"
13324-	Huddleston, Dewey Right of Way Option expires July 17, 1947 0.01 acre (435 sq. ft.) (at 5¢ sq. ft.) 4 locust trees at $5.00	21.75 20.00	41.75	"

1947

GRANT COUNTY LINE-CROW FLAT SECTION, JOHN DAY-BURNS HIGHWAY

13016- Edward Hines Lumber Company or Oregon & Northwestern Railroad Company
Easement

0.18 acre	$ 1.00	$ 1.00	Parker

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY

* 12909- First Presbyterian Church of Monument
Right of Way
Option expires
June 23, 1947

98 sq. ft. at 2¢ sq. ft.	1.96		
Allowance-removing garage and fence	75.00	76.96	Cozad

UNITY-MILL GULCH SECTION, BAKER-UNITY HIGHWAY

13227- Rouse, John
Easement

0.57 acre - for hauling road easement (State to provide stock guard at entrance from the highway)	00.00	00.00	"

13226- U. S. Government
Gravel Pit

5.94 acres	00.00	00.00	"

ADRIAN-HOMEDALE SECTION, NYSSA-ADRIAN HIGHWAY

13337- Cameron, J. E.
Right of Way
Option expires
June 23, 1947

Allowance-80 rods barbed wire fence at 75¢ rod	60.00	60.00	"

13056- Pinney, Marcus J.
Lease
Option expires
June 28, 1947

3 year lease on 4.04 acres at $150.00	606.00	606.00	"

(Con't)

1947

ADRIAN-HOMEDALE SECTION, NYSSA-ADRIAN HIGHWAY (CON'T)

13095- Holly, Arthur C.
Gravel Pit
Option expires
July 8, 1947
1.50 acres at $50.00 — $ 75.00 — $ 75.00 — Cozad

13052- Tullis, Edwin William
Gravel Pit, Haul Road
Option expires
July 9, 1947
10.0 acres at $100.00 — 1,000.00
0.85 acre haul road — 00.00 — 1,000.00 — "

13091- Tullis, Edwin William
Right of Way
Option expires
July 9, 1947
30 rods barbed wire fence at $1.00 rod - move — 30.00 — 30.00 — "

13094- Chaney, H. F.
Gravel Pit
Option expires
July 8, 1947
7.89 acres at $50.00 — 394.50 — 394.50 — "

13093- Holly, Daniel T. and Wm. E. Swan
Gravel Pit
Option expires
July 10, 1947
2.96 acres at $100.00 — 296.00 — 296.00 — "

ADRIAN-CALDWELL SECTION, ADRIAN-SPUR HIGHWAY

13332- Glucas, Phil
Gravel Pit
Option expires
July 10, 1947
3.45 acres at $150.00 — 517.50 — 517.50 — "

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

10617-A Johnson, James L. and Ethel T. Johnson
Right of Way
Option expires
June 4, 1947
224 sq. ft. at 15.62¢ sq. ft. — 35.00 — 35.00 — Collins

(Con't)

1947

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (CON'T)

12798-	Austin, Percy and Martha E. Austin, and Armour F. and Carrol B. Spaulding Right of Way Option expires June 9, 1947			
	0.58 acre at $4,000.00	$ 2,320.00	$ 2,320.00	Collins
12799-	Spaulding, Arthur and Sue Spaulding Right of Way Option expires June 10, 1947			
	0.58 acre at $5,000.00	2,900.00	2,900.00	"
	(This deal is contingent upon option on file #12798 being approved; otherwise out)			
3292-A	Rosander, Linus Right of Way Option expires June 11, 1947			
	0.339 acre at $2,000.00	678.00	678.00	"
12794-	DeLashmitt, Gale Fenimore and Iva P. DeLashmitt Right of Way Option expires June 4, 1947			
	340 sq. ft. at 14.7¢ sq. ft.	50.00	50.00	"
	Complete waiver access			
3258-B	Durig, Wm. F. and Edna Durig Right of Way Option expires April 23, 1947			
	21,039.5 sq. ft. at $0.114 plus sq. ft.	2,415.00		
	10 fruit trees at $8.50 each	85.00	2,500.00	"
3186-B	Holbokm, Anna M. Right of Way Option expires May 25, 1947			
	0.543 acre at $2,000 acre	1,086.00	1,086.00	"
	Waiver of access except private use			

(Con't)

1947

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (CON'T)

12796-	McCamman, John C. and Nancy J. McCamman Right of Way Option expires May 29, 1947				
	1.657 acres at $2,000.00 less	$3,302.00	$		
	102 rods fence at $2 to move	204.00			
	Allowance trees and for moving barn	594.00	4,100.00	Collins	
	Waiver of access except to Barnes road				
3178-A	Walker, C. E. Right of Way Option expires April 25, 1947				
	0.392 acre at $500.00	196.00	196.00	"	
	State to construct an approach at Station 3222+35 (business access)				
12803-	Braeger, Otto C. and Helen Braeger Right of Way Option expires June 6, 1947				
	0.127 acre at $5,000.00	635.00	635.00	"	
	Complete waiver of access				
3138-A	Viggers, Welthea and Isaac Right of Way Option expires June 5, 1947				
	0.305 acre at $3,000.00	915.00			
	Allowance - cost piping water to property, etc.- (pole line)	85.00	1,000.00	"	
3165-A	Kirkpatrick, Estella A. and Ralph I. Right of Way Option expires June 10, 1947				
	0.19 acre at $200.00	38.00			
	Waiver of access to Austin Road	12.00	50.00	"	

(Con't)

MAY 3 1 1947

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (CON'T)

12804- White, Edw. C, and Merle Ann White
Right of Way
Option expires
June 11, 1947

0.167 acre at $5,000 per acre	835.00		
Allowance for damages	415.00	1,250.00	Collins
Waiver of access - Sta. 3265+00 to 3267+00 - complete			

3291-A Eastman, Charles W. and Esther Eastman
Right of Way
Option expires
July 16, 1947

1.69 acres at $2,000	3,380.00		
Allowance - moving fruit house	300.00		
Allowance - loss fruit trees, berry bushes	100.00	3,780.00	"
Private access - South side at Sta. 3212 and north side - Station 3210+00			

13200- Ruedy, Robert E. and Thelma Ruedy
Right of Way
Option expires
July 17, 1947

1,300 sq. ft. at 10¢ sq. ft.	130.00	130.00	"
Complete waiver access			

3175-A Ide, W. H. Estate
Right of Way
Option expires
June 18, 1947

0.791 acre at $500.00	395.50		
Allowance - limited waiver of access	104.50	500.00	"
Private access - Station 3226+50			

13201- Schaudt, Carl and Augusta Schaudt
Right of Way
Option expires
July 9, 1947

0.86 acre at $2,000.00	1,720.00		
Allowance - work previously done by owner,			

(Con't)

3 1 47

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (CON'T)

13201-	Schaudt, Carl and Augusta Schaudt (Con't) Right of Way Option expires July 9, 1947	$	$	
	such as digging well, clearing, planting shrubs, etc.	280.00	2,000.00	Collins
	No access - takes all			
12929-	Shank, F. A. and Georgia D. Shank Option expires July 18, 1947 Right of Way			
	13.7 sq. ft.	5.00	5.00	"
	Access to service road only			
3139-A	Brussat, Arthur A. and Annie L. Brussat Right of Way Option expires July 20, 1947			
	0.18 acre at $2,000.00	360.00	360.00	"
	Waiver access, except to service road when constructed			
13210-	West Slope Water District Right of Way Option expires July 28, 1947			
	0.275 acre at $5,000.00	1,375.00	1,375.00	"
	Complete waiver of access except to service road when constructed			
** 3294-A	Cooke, O. F. and Ella M. Cooke Right of Way Option expires July 29, 1947			
	3.231 acres at $2,000.00	6,462.00		
	Loss 30 walnut trees at $20 each	600.00		
	General damage to home grounds, inconvenience, new location winery/ dryer	3,000.00		
	Moving garage and dryer building, winery building, estimated at	15,000.00	25,062.00	"
	Private access North side - Sta. 3243+00			
	Private access South side - Sta. 3226+50 and 3238+40			

(Con't)

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (CON'T)

12797- Kauffman, Louis W. and Eva M. Kauffman
Right of Way
Option expires
July 29, 1947

4,456 sq. ft. at 10¢ sq. ft.	$ 445.60	$	
Damage - to remaining portion and waiver of access	304.40	750.00	Collins
No access to be allowed			

WEST UNION-CORNELIUS PASS SECTION, HILLSBORO-CORNELIUS PASS HIGHWAY

12545- Kuratli, H. A. and Ida Kuratli
Right of Way
Option expires
March 26, 1947

2.22 acres at $260.00	577.20		
150 rods fence at $2.00 rod	300.00		
Severance and general damages	372.80	1,250.00	"

12544- Staehle, Ernest and Amanda Staehle
Right of Way
Option expires
April 9, 1947

0.32 acre at $300.00	96.00	96.00	"

12542- Reichen, Christian
Right of Way
Option expires
July 8, 1947

0.11 acre at $300.00	33.00		
40 rods fence at $1.50 rod to move	60.00	93.00	McCallister

12541- Bienert, Henry and Lena Bienert
Right of Way
Option expires
April 4, 1947

0.01 acre	00.00	00.00	Collins

12543- Wismer, Laura
Right of Way
Option expires
July 14, 1947

(Con't)

WEST UNION-CORNELIUS PASS SECTION, HILLSBORO-CORNELIUS PASS HIGHWAY (CON'T)

12543-	Wisner, Laura (Con't)			
	Right of Way			
	Option expires			
	July 14, 1947			
	2.69 acres at $300.00	$ 807.00	$	
	30% severance to 2.95 acres	265.50		
	Allowance - fruit trees, oak shade tree	127.50		
	Crop damage - $100; moving bulbs $25	125.00		
	General damage to remainder farm	100.00	1,425.00	McCallister
12538-	Zuercher, Elizabeth			
	Right of Way			
	Option expires			
	July 15, 1947			
	0.27 acre at $300.00	81.00		
	Trees, crop damage, bushes, shrubs	119.00	200.00	"
	State to replace concrete steps, rockery (Estd)	$100.00		
12534-	Falk, Henry and Ruth Falk			
	Right of Way			
	Option expires			
	April 9, 1947			
	0.28 acre at $300.00 less	74.00	74.00	Collins
12537-	Jaggi, Christian, Jr., and Alfred Jaggi			
	Right of Way			
	Option expires			
	April 7, 1947			
	0.68 acre at $300.00	204.00		
	Estimated cost moving garage	400.00	604.00	"
12533-	Mason, Lloyd and Marie Mason			
	Right of Way			
	Option expires			
	July 18, 1947			
	0.22 acre at $300.00	66.00		
	Moving 27 rods fence	9.00	75.00	McCallister

(Con't)

MAY 3 1947

WEST UNION-CORNELIUS PASS SECTION, HILLSBORO-CORNELIUS PASS HIGHWAY (CON'T)

12586- Childress, Vechel and Wavie Childress
Right of Way
Option expires
July 9, 1947

1.78 acres at $250.00 plus	$ 455.00	$	
0.85 acre at $125.00	106.25		
160 rods fencing at $2 rod	320.00		
Severance and crop damage	118.75	1,000.00	McCallister

12539- Zuercher, Louis and Thekla Zuercher
Right of Way
Option expires
April 11, 1947

0.01 acre	5.00	5.00	Collins

12540- Neelan, Joseph Daniel
Right of Way
Option expires
July 13, 1947

0.30 acre at $300.00	90.00	90.00	McCallister

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

*** 13311- City of Sandy
Right of Way

0.14 acre	1.00	1.00	Parker

*** 12948- Hutcheson, Carl
Right of Way
Option expires
July 6, 1947

0.52 acre at $200.00	104.00	104.00	"

*** 12941- City of Sandy
Right of Way
Option expires
July 6, 1947

1 city lot (0.10 acre)	300.00	300.00	"

*** 12947- Gunnick, Frank and Francis Gunnick
Right of Way
Option expires
July 2, 1947

0.94 acre at $300.00	282.00		
moving rabbit hutches,			

(Con't)

JUL 3 1947

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (CON'T)

*** 12947-	Gunnick, Frank and Francis Gunnick (Con't)			
	Right of Way			
	Option expires			
	July 2, 1947	$	$	
	fruit trees and berry bushes	52.00		
	Concreted well 25x5', 105' 3/4" pipe at 20¢ ft.	271.00		
	4 rods fence at $1.50 rod	6.00		
	Gravel for driveway	18.00	629.00	Parker
*** 12956-	Reiner, W.F. and Mary H. Reiner, and Frank Gunnick and Francis Gunnick			
	Right of Way			
	Option expires			
	July 2, 1947			
	95 sq. ft.	10.00	10.00	Norlin
*** 13310-	Eliason, Howard and Eunice Eliason			
	Right of Way			
	Option expires			
	July 1, 1947			Parker
	0.014 acre	10.00	10.00	Norlin
*** 12976-	Wilcox, Roy			
	Right of Way and Easement			
	Option expires			
	July 4, 1947			
	1.28 acres at $300.00	384.00		
	0.11 acre - easement	25.00		
	Severance - 3 acres	225.00		
	Damage allowance - inconvenience of access	125.00	759.00	"
*** 12952-	Haselwander, Henry			
	Right of Way			
	Option expires			
	July 6, 1947			
	0.03 acre at $300.00	9.00		
	7 fruit trees at $25 each	175.00		
	Cutting off fence, moving bulbs, shrubs	16.00	200.00	Parker

(Con't)

3 1947

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (CON'T)

*** 12966-	School District #39, Clackamas County			
	Right of Way			
	Option expires			
	July 7, 1947			
	0.08 acre at $300.00	$ 24.00	$ 24.00	Parker
*** 12963-	Newman, A. W. and Rosie Newman			
	Right of Way			
	Option expires			
	July 13, 1947			
	0.03 acre	5.00	5.00	"
*** 12955-	Flath, Emil and Hulda M. Flath			
	Right of Way			
	Option expires			
	July 6, 1947			
	0.06 acre at $300.00	18.00		
	0.04 acre at $750.00	30.00		
	0.05 acre at $100.00	5.00		
	Trees, shrubs	26.00		
	14 rods fence at $1.50 move	21.00	100.00	"
*** 12975-	Lundeen, Victor and Mabel Lundeen			
	Right of Way			
	Option expires			
	April 30, 1947			
	(CORRECTION)			
	2.50 acres at $100.00	250.00		
	0.67 acre at $100.00	67.00		
	208 rods fence at $2.00 rod	416.00	733.00	"
Previous report:				
	2.50 acres at $100.00	250.00		
	208 rods fence at $2.00 rod	416.00		
		666.00		
*** 13222-	Huber, Peter			
	Right of Way			
	Option expires			
	July 6, 1947			
	0.08 acre	5.00	5.00	"

(Con't)

1947

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY (CON'T)

*** 12941-A-	Kain, Anna Jessica Right of Way Option expires July 15, 1947			
	12,632 sq. ft. at 8¢ sq. ft.	$ 1,000.00	$	
	Moving shoe shop and trailer house, estimated at	500.00	1,500.00	Parker
*** 12954-	Brockway, Leola M. Right of Way Option expires July 15, 1947			
	0.12 acre at $300.00	36.00		
	31 rods fence at $1.50 rod - move	46.50	82.50	"
*** 12941-B-	Hawkins, Riley M. Right of Way Option expires July 22, 1947			
	9 sq. ft.	5.00	5.00	"

CRABTREE CREEK-SCIO SECTION, ALBANY-LYONS SECONDARY

13279-	Shoemaker, Rexford C. and Katherine Shoemaker Right of Way Option expires July 23, 1947			
	1.34 acres at $200.00	268.00		
	0.93 acre at $125.00	116.25		
	0.89 acre at $300.00	267.00		
	Cherry, walnut trees	70.00		
	136 rods woven wire barbed fence at $1.50 per rod	204.00		
	8 rods picket yard fence at $2.00 rod	16.00	941.25	Norlin
13284-	Myers, E. D. Right of Way Option expires July 20, 1947			
	0.58 acre at $140.00	81.20		
	85 rods woven wire, barbed at $2.00 rod	170.00	251.20	"

(Con't)

1947

CRABTREE CREEK-SCIO SECTION, ALBANY-LYONS SECONDARY (CON'T)

13290- Krosman, Barbara Right of Way Option expires July 19, 1947				
	0.02 acre at $400.00	$ 8.00	$	
	Apple trees, moving shrubs, flower bed	32.00		
	Taking board walk and walk approach	15.00	55.00	Norlin
13292- Kukacka, John F. and Vincie Kukacka Right of Way Option expires July 19, 1947				
	0.06 acre at $400.00	24.00		
	Allowance for 25 rose bushes, 2 cedar trees, wooden walk and approach over ditch	59.50	83.50	"
13287- Rodgers, J.L. and W.P. Lund and Frances M. Lund Right of Way Option expires July 19, 1947				
	0.12 acre at $400.00	48.00		
	47 rods fence at $2.00 rod	94.00	142.00	"
13286- Novak, Joseph and Lottie Novak Right of Way Option expires July 15, 1947				
	0.23 acre at $400.00 acre	92.00		
	42 rods fence at $1.50 rod - move	63.00	155.00	"
13288- Palon, Edward and Barbara Palon Right of Way Option expires July 15, 1947				
	0.10 acre at $400.00	40.00		
	22 rods fence at $1.50 rod - move	33.00	73.00	"

(Con't)

FEB 3 1947

CRABTREE CREEK-SCIO SECTION, ALBANY-LYONS SECONDARY (CON'T)

13291-	Strode, Edward W. and Neva E. Strode Right of Way Option expires July 19, 1947			
	1,440 sq. ft. lawn at 5¢ sq. ft.	72.00		
	5 trees at $10.00 each	50.00		
	10 feet concrete walk and decorative bridge over side ditch	25.00		
	Allowance - shrubs, roses, boxwood, and Japanese quince	30.00	177.00	Norlin
13277-	Kalina, Edward F. and Fannie Kalina Right of Way and Stock Pile Option expires July 15, 1947			
	2.36 acres at $200.00	472.00		
	49 rods new fence at $2.00 rod	98.00	570.00	"
13276-	Horsburgh, David H. and Clara B. Horsburgh Right of Way Option expires July 21, 1947			
	2.61 acres at $200.00	522.00		
	126 rods fence at $2.00 rod	252.00		
	156 rods fence at $1.50 rod	234.00		
	2 gates at $20.00 each	40.00		
	Severance damage - 20% 1.65 acres at $200.00	66.00	1,114.00	"
13289-	Boyanovsky, Joseph and Agnes Boyanovsky Right of Way Option expires July 27, 1947			
	0.08 acre at $600.00	48.00		
	Allowance - hedge, lawn, trees, moving plants, shrubs, bulbs	135.08		
	22 rods fence at $2 rod	44.00		
	Allowance - moving garage, with concrete floor	100.00	327.08	"

(Con't)

JUL 3 1947

CRABTREE CREEK-SCIO SECTION, ALBANY-LYONS SECONDARY (CON'T)

13285- Buckner, Daisy (Albert E. Randall Est.)
Right of Way
Option expires
July 28, 1947

3.58 acres at $75.00	$ 268.50	$	
170 rods fence, at $1.50 - remove	255.00	523.50	Norlin

13281- Brock, George M.
Right of Way
Option expires
July 27, 1947

0.25 acre at $200.00	50.00	50.00	"

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

12022- Miller, Edward T. and Lucile Miller
Right of Way
Option expires
July 3, 1947

0.49 acre at $500.00	245.00		
2 cherry trees at $25.00 each	50.00		
2 cherry-shade trees at $75.00 each	150.00		
6 apple trees at $15.00 each	90.00		
Shrubs, flowers	50.00		
Allowance - loss of lawn - 830 sq. ft. at 10¢	83.00		
66 rods woven and barbed wire fence at $2	132.00		
Consequential damages - (partly lieu of moving house, estimated at $2,000) -	1,000.00	1,800.00	Landon
Plus private access to service road			

12030- Union High School District #1
Right of Way
Option expires
July 8, 1947

0.11 acre at $500.00	55.00	55.00	"
Waiver of access, except private access - Station 352+15, south side, and private access to service road			

(Con't)

1947

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (CON'T)

12040- Zoulek, E.P. and Evelyn M. Zoulek				
Right of Way				
Option expires				
July 25, 1947				
3.87 acres at $150.00	$ 580.50	$		
56 rods woven wire fence at $2 rod	112.00	692.50	Landb n	
Waiver of access				
12039- Griggs, Elizabeth, Frank L. Smith and Mary Belle Smith				
Right of Way				
Option expires				
July 18, 1947				
4.08 acres at $200.00 acre	816.00			
132 rods fence at $2 rod; 2 iron gates at $22.50 each	309.00			
Severance damages, lieu cattle pass	1,375.00	2,500.00	"	
Private access South side- Sta. 486+50				
Private access North side- Sta. 496+15				
12047-A- Mathews, Henry C. and Ruby Mathews				
Channel change and Easement for source gravel				
Option expires				
July 21, 1947 -				
1.26 acres at $200.00	252.00			
Easement on area to later be determined for hauling road, and also for channel change	00.00	252.00	"	
12017- Giustina, Erminio and Irene Giustina				
Right of Way				
Option expires				
July 6, 1947				
0.11 acre at $500.00	55.00			
Planting and transplanting new shrubbery	511.80	566.80	"	
Private access, North side, Sta. 299+50, and to service road to be constructed				

TIDEWATER SECTION, ALSEA HIGHWAY

12642- Anderson, Maurice and Esther Anderson
Right of Way
Option expires
March 4, 1947

5,227.2 sq. ft. at 5¢ sq. ft.	$ 261.36		
Allowance - for damages balance tract	188.64	$ 450.00	McChesney
Plus road approach			

12639- Linton, Mildred K. and George F. Linton
Right of Way
Option expires
March 11, 1947

0.83 acre at $1,000	830.00		
0.74 acre at $1,480.00 damaged 25%, or	370.00	1,200.00	"
Plus road approach			

12637- Ralls, C. W. and Verna E. Ralls
Right of Way
Option expires
March 5, 1947

0.15 acre at $1,000.00	150.00		
Allowance for damages - too close to house, taking water frontage, etc.	127.50		
15 rods fence at $1.50 rod	22.50	300.00	"
Plus road approach			

12636- Shirley, Fred and Acuda Shirley
Right of Way
Option expires
March 15, 1947

0.04 acre at $1,000.00	40.00		
Allowance - damages	160.00	200.00	"
Plus road approach			

13079- Kleinclaus, Wilfred and Katherine Kleinclaus
Right of Way
Option expires
April 13, 1947

0.11 acre at $500.00	55.00	55.00	"

(Con't)

1947

TIDEWATER SECTION, ALSEA HIGHWAY (CON'T)

13078- Wells, J.D. and Josie O. Wells, and C.D. Whitehorn and Agnes O. Whitehorn
Right of Way
Option expires
April 3, 1947
0.42 acre at $500.00 $ 210.00 $ 210.00 McChesney

13077- Gessner, Paul W. and Katherine A. Gessner
Right of Way
Option expires
April 3, 1947
0.2204 acre at $500.00 110.20
12 rods fence to move at $1.00 rod 12.00 122.20 "

13029- Hoflich, H. and Fleta Hoflich
Right of Way
Option expires
April 17, 1947
3049.2 sq. ft. at 8½¢ sq. ft. 259.18
Allowance - damages to balance of land 90.82 350.00 "
Plus road approach

12653- Bradley, Walter S. and Janet W. Bradley
Right of Way
Option expires
February 1, 1947
640 sq. ft. 1.00 1.00 "

12632- Barclay, G. N. and Marie Barclay
Right of Way
Option expires
April 23, 1947
0.64 acre at $1,000.00 640.00
2.0 acres at $25.00 50.00
Damages to balance of property 160.00 850.00 "

12649- Kelley, Earl F. and Jennie J. Kelley
Right of Way
Option expires
April 17, 1947
4,000 sq. ft. at 15¢ sq. ft. 600.00 600.00 "

(Con't)

TIDEWATER SECTION, ALSEA HIGHWAY (CON'T)

12645-	Wirth, George and Frances Wirth Right of Way Option expires March 23, 1947	$	$	
	0.385 acre at $1,000.00 acre	385.00		
	Allowance - magnolia, walnut, shrubs	205.00		
	Moving buildings, low bid- including excavating 1500 yards earth, etc.	4,950.00	5,540.00	McChesney
12640-	Buchanan, M.C. and Marian E. Buchanan, Ruth E. Clark and R. Ralph Clark, Alice Leah and K.W. Sawyer Right of Way Option expires April 9, 1947			
	0.10 acre at $1,000.00	100.00		
	Damages to balance land	50.00	150.00	"
12638-	Silvey, Thomas E. and Allen S. Silvey Right of Way Option expires April 24, 1947			
	0.75 acre at $1,000.00	750.00		
	Allowance: trees, berry patch, grading between highway and river	400.00		
	Damage to balance property, lieu moving or purchasing house	1,350.00	2,500.00	"
12633-	Bennett, S. M. and Anna L. Bennett Right of Way Option expires April 23, 1947			
	0.32 acre at $1,000.00	320.00		
	Allowance - wrecking and moving woodshed	200.00		
	200 yds. dirt to be put in yard	200.00		
	Allowance - willow tree, move outdoor toilet, apple tree	75.00		
		795.00		
	Damages to property - value $6700 - 15%	1,005.00	1,800.00	"

OCEAN LAKE SECTION, OREGON COAST HIGHWAY

13314- Hay, C. L.				
Right of Way				
Option expires				
July 8, 1947				
	500 sq. ft. at 40¢	$	$	
	sq. ft.	200.00		
	Moving buildings, estimated at	1,250.00	1,450.00	Witt
13316- Didak, Joseph and Helena Didak				
Right of Way				
Option expires				
July 8, 1947				
	500 sq. ft. at 40¢			
	sq. ft.	200.00	200.00	"
13315- Madigan, John T. and Millie Madigan				
Right of Way				
Option expires				
July 6, 1947				
	500 sq. ft. at 40¢			
	sq. ft.	200.00		
	Moving hedge, flowers	50.00		
	Allowance - moving building back 6 feet	500.00	750.00	"

ROOTS CREEK-SILETZ SECTION, SILETZ SECONDARY HIGHWAY

13219- Kosydar, John and Ted Kosydar				
Easement				
	Have executed easement for drain pipe purposes - 3,700 sq. ft.	00.00	00.00	McChesney

PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER AND PACIFIC HIGHWAY WEST

**** 13185- Linfield College				
Right of Way				
	0.73 acre at $1,000.00	730.00		
	7,840 sq. ft. at 15¢ sq. ft.	1,176.00		
	Estimated Cost			
	Moving shrubs	50.00		
	Construct new sign	250.00		
	Move or reconstruct brick pillars	200.00	2,406.00	Witt

FOOTNOTES:

* In the discussion of Item No. 12909, acquisition of land from the First Presbyterian Church of Monument needed as right of way for the new location of the Kimberly-Long Creek Secondary Highway through the town of Monument, the Secretary presented a petition signed by 32 residents of the town urging retention of the present route of this secondary highway rather than the proposed route. The Engineer recalled that the Commission at the previous meeting formally adopted the revised route and that right of way along such route for the most part has already been obtained. He pointed out that the construction of the route on the proposed alignment has been approved by the Public Roads Administration, which would have to concur in any change that might be made. Mr. T. M. Davis, District Engineer of the Public Roads Administration, was present and expressed himself as being opposed to any change in the adopted location. In view of this information the Commission decided unanimously not to change its previous decision as to the permanent location of this highway.

** Item No. 3294-A, acquisition of right of way from O. F. Cooke and Ella M. Cooke. In the discussion of this item it was explained that the right of way originally acquired for this highway was only 160 feet wide, but later on it was decided to obtain a standard-width right of way of 220 feet; further, that because of this decision it is now necessary to re-establish the Cooke's winery buildings, which are located within the proposed widened section; otherwise, the right of way at this point will be considerably narrower than that on each side of this property. It appeared to the Commission after considerable discussion that it is now too late to make any change in the highway alignment to avoid these buildings and that it has no alternative but to pay the expense of providing the standard-width right of way at this point. In view thereof the Commission approved the purchase of the Cooke property on the basis of the option reported; however, ordered that, hereafter, all cases where right of way acquisitions are to be less than the standard width for the particular project, the matter be brought to the special attention of the Commission for instructions. The Commission will then decide the question of width on the basis of the findings.

In this connection the Commission also discussed the proposed agreement with Commonwealth Inc. for right of way needed for the Sunset Highway across its holdings south of Cedar Mills. The Engineer reported that indications are a satisfactory agreement will be reached in the near future so the project can be advertised for bids to be received at an early meeting. The Commission instructed the Engineer not to advertise this project for bids until all matters pertaining to its arrangement with Commonwealth Inc. have been satisfactorily consummated and the agreement executed by both parties.

*** In the discussion of right of way acquisitions for the Eagle Creek-Sandy Section of the Woodburn-Sandy Secondary Highway it was pointed out that, whereas the survey for the permanent location of this highway had been completed for a considerable time, it appears that the Commission has not adopted the survey by formal resolution, which action is now needed in connection with a right of way condemnation case. The Engineer presented a map showing the proposed permanent location between Eagle Creek and Sandy, together with other information pertaining thereto. Following careful consideration of such matters the Commission approved the survey and by unanimous vote adopted the following special resolution prepared by the Chief Counsel relative thereto:

WHEREAS, the Commission on the twenty-ninth day of May, 1945, adopted by formal resolution a postwar program of highway construction, reconstruction and improvement, which program contained along with other highways therein designated the Woodburn-Sandy Highway in Clackamas County; and

WHEREAS, in furtherance of said program of highway projects and in response to the order and direction of the Commission the Engineer surveyed the said highway, including such changes, modifications and relocations as in the opinion of said Engineer should be made with respect to the existing route and on the 24th day of September, 1945, filed his report and recommendation covering said route and location; and

WHEREAS, the Commission approved said survey and directed the Engineer to prepare the descriptions of all real properties the acquisition of which was deemed and found necessary for and in connection with the accomplishment of said highway construction; and

WHEREAS, pursuant to instructions, options covering the real properties needed were procured from most of the respective owners and with respect to properties which could not be acquired by agreement the Commission directed that such properties be acquired by condemnation; and

WHEREAS, it now appears that by inadvertence and oversight formal approval and adoption of said survey, route and location was not entered in the minutes and records of the Commission other than such approval and adoption as is found in the Commission's resolution by which the said postwar program was adopted and in the Commission's resolution by which condemnation proceedings were authorized,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the survey, route and location made, reported and recommended by the Engineer covering and pertaining to the Eagle Creek-Sandy Section of the Woodburn-Sandy Highway in Clackamas

County and the field notes and other related engineering data be and the same are hereby approved and adopted.

2. That the construction, reconstruction and improvement of said highway shall, when accomplished, be in accordance with said survey, route and location unless changed, modified or altered by order of the Commission.

3. That the descriptions of real properties prepared by the Engineer covering real properties needed for such project be and they hereby are approved.

4. That this resolution be entered in the minutes and records of the Commission as of the third day of February, 1947, but the action hereby taken shall be deemed and considered an approval and adoption of said survey, route and location as of the 24th day of September, 1945.

**** Item No. 13185, purchase of right of way from Linfield College needed in connection with the improvement of the Salmon River Highway and the Pacific Highway West between Pringle Corner and McMinnville. In the discussion of this item, which the Commission approved, the Commission also discussed matters pertaining to the proposed channelization of traffic at the intersection of the Pacific Highway West and the Salmon River Highway a short distance west of McMinnville, and acquisition of additional parcels of land needed as right of way. The Commission deferred its approval of the channelization project and of the acquisition of the additional right of way until later in the session. The Engineer was instructed to have on hand when discussion of the subject is resumed a map of the highway alignment showing the plan of the proposed channelization project and right of way needed to effect the same. (Discussion of this matter was resumed during the afternoon session, at which time the Assistant Counsel presented a map showing the plan for the proposed channelization of the highway junction. The Commission questioned the need for such channelization project at this location and at the suggestion of Commissioner Schaupp decided not to acquire the right of way needed for the same until he has had an opportunity to inspect the site and to satisfy himself as to the need of the channelization. See ahead for minute entry.)

Also, in the discussion of right of way acquisitions the Commission ordered that hereafter small-scale alignment maps showing highway locations as approved and adopted by the Commission shall be available for inspection by the Commission when right of way matters are discussed.

The Assistant Counsel also requested authority to institute condemnation proceedings to acquire right of way needed in connection with a number of highway improvements. He presented a list of such properties and the offer that he recommended in condemnation for each parcel, as follows:

		Recommended Offer
PELICAN CITY-SOUTH 6TH STREET SECTION OF KLAMATH FALLS-MALIN HIGHWAY		
File 11523	Wilson Title & Abstract Company	$500.00
File 11399	Rowland S. Kemp	750.00
File 11341	Neoma Morton	200.00
File 11366	C. L. Lowe	1250.00
CRABTREE CREEK-SCIO SECTION OF ALBANY-LYONS HIGHWAY		
File 13283	Margaret Baker Walker	450.00
EAGLE CREEK-SANDY SECTION OF THE WOODBURN-SANDY HIGHWAY		
File 12945	Ernest H. Krebs, et ux.	475.00
File 12944	Ruth Lindau and M. Lindau	325.00
UMATILLA-HERMISTON SECTION OF OLD OREGON TRAIL		
File 13319	J. E. Mooney	10.00

Following careful consideration the Commission approved the respective offers and authorized condemnation of the properties as requested. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the

safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Wilson Title & Abstract Company, et al., which property is located in Block 25 in Eldorado Heights, an addition to Klamath Falls, situated in Section 20, Township 38 South, Range 9 East, W.M., Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 11523, which property is being acquired for right of way purposes in connection with the Klamath Falls-Malin Highway; (*)

Real property owned by Rowland S. Kemp, which property is located in Lot 9, Block 24, Hot Springs Addition to Klamath Falls, Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 11399, which property is being acquired for right of way purposes in connection with the Klamath Falls-Malin Highway; (*)

Real property owned by Neoma Morton, which property is located in Lots 4 and 5, Block 18, Sunnyside Addition to Klamath Falls, Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 11341, which property is being acquired for right of way purposes in connection with the Klamath Falls-Malin Highway; (*)

Real property owned by C. L. Lowe, which property is located in Lot 17, and Lot 18, Block 29, Hot Springs Addition to Klamath Falls, Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 11366, which property is being acquired for right of way purposes in connection with the Klamath Falls-Malin Highway; (*)

Real property owned by Margaret Baker Walker, which property is located in the southwest quarter (SW¼) of Section 20, Township 10 South, Range 1 West, W.M., Linn County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 13283, which property is being acquired for right of way purposes in connection with the Albany-Lyons Highway; (*)

Real property owned by Ernest H. Krebs, et ux., which property is located in the southeast quarter (SE¼) of the southwest quarter (SW¼) of Section 13, Township 2 South, Range 4 East, W.M., Clackamas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 12945, which property is being acquired for right of way purposes in connection with the Woodburn-Sandy Highway; (*)

Real property owned by Ruth Lindau and Milton A. Lindau, which property is located in the southeast quarter (SE¼) of the southwest quarter (SW¼) of Section 13, Township 2 South, Range 4 East, W.M., Clackamas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 7, and is further identified in the records of the Highway Commission as file R 12944, which property is being acquired for right of way purposes in connection with the Woodburn-Sandy Highway; (*)

Real property owned by J. E. Mooney, et ux., which property is located in the southwest quarter (SW¼) of the southwest quarter (SW¼) of Section 2, Township 4 North, Range 28 East, W.M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 8, and is further identified in the records of the Highway Commission as file R 13319, which property is being acquired for right of way purposes in connection with the Old Oregon Trail Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the third day of February, 1947.

FOOTNOTES:

(*) The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 72, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Assistant Counsel also requested authority to condemn property owned by G. E. Walling, et ux, as an addition to Short Sand Beach State Park on the Manzanita-Arch Cape Section of the Oregon Coast Highway. He advised that this tract contains 112 acres of land which is appraised by the Highway Department appraiser at $10 per acre, or a total of $1,120. He also said that the property has been appraised by D. O. Fisher, Appraiser, Cannon Beach, at $1,200, and by Charles Henrys, Appraiser, Seaside, at $1,570. He recommended an offer of $1,500 in the condemnation proceedings. The State Parks Superintendent, who was present, urged acquisition of this property as essential for the proper development of the present park, advising that it is the only place where a road can be constructed giving access to the park. He explained his long-range plan for the development of this park, which includes the acquisition of land back as far as Sugar Loaf Mountain, and declared that eventually this would be the most spectacular park in the State of Oregon. The acquisition of the ocean frontage, he said, is most important at this time and, in his estimation, the Walling tract, which is a key to the situation, should be acquired now while it can be obtained at minimum cost. He pointed out that were the present owners to construct a building on the property it would not be possible for the state to acquire the land without paying an exorbitant sum for it. He gave as his thought that the property could be purchased for about $2,500. The Assistant Counsel, Mr. George Neuner, gave as his thought that the property could not be purchased for less than $5,000. Following considerable discussion the Commission deferred its decision until later. The Parks Superintendent was instructed to render an additional report within the next month or two.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the award of contracts would be made at 4:00 p.m. in the same room:

COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY
EVERGREEN FERRY SECTION

Dobyns & Webb, Salem	$ 34,331.00
Coos Bay Dredging Co., Coos Bay	35,704.00

OREGON COAST HIGHWAY NEAR NEWPORT IN LINCOLN COUNTY
CONSTRUCT 182 FT. REINFORCED CONCRETE VIADUCT OVER SPENCER CREEK

Archie R. Averill, Portland	$ 41,650.00
Tom Lillebo, Reedsport	44,530.00
J. P. Brittan & Co., Portland	49,500.00
Walder & Kenworthy, Milwaukie	49,640.00
Grimstad & Vandervelt, Astoria	64,790.00

HILLSBORO-SILVERTON SECONDARY HIGHWAY IN WASHINGTON AND YAMHILL COUNTIES
SCHOLLS-NEWBERG SECTION

	USING ASPHALT	USING TAR
O. C. Yocom Co., McMinnville	$103,736.00	$104,092.00
J.N. & M.J. Conley, Portland	107,371.00	- - - - - -
Porter W. Yett, Portland	109,327.85	- - - - - -
Rogers Constr. Co., Portland	109,862.00	- - - - - -
E. H. Itschner, Molalla	110,070.00	- - - - - -
A. H. Saxton & Son, Corvallis	111,376.00	- - - - - -
Homer G. Johnson, Portland	113,532.00	- - - - - -
R. O. Dail, Portland	118,423.00	- - - - - -
Sound Constr. & Engr. Co., Seattle, Wn.	133,002.00	- - - - - -

OLD OREGON TRAIL IN UNION COUNTY
MEACHAM-HILGARD ROCK PRODUCTION PROJECT

La Grande Concrete Pipe Co., La Grande	$ 12,145.00

The Chief Counsel reported a proposed settlement of a condemnation action to acquire right of way for a revision of the Oregon Coast Highway across property owned by Charlotte M. Thomas, Lincoln County. He advised that Mrs. Thomas owns certain property situate between the old highway and the ocean upon which she has constructed a number of tourist cabins far enough back from the highway so that her patrons would not be disturbed by the noises of highway traffic; however, the present plans of the Commission provide for the relocation of the highway in close proximity to her development, and Mrs. Thomas alleges $20,000 damages on that account. He further advised that he was unable to reach a satisfactory settlement with Mrs. Thomas, in view of which the Commission authorized condemnation and an offer of $7,500 for her land, which was appraised at $7,800. Mrs. Thomas, he said, refused the offer but now has agreed to accept the sum of $8,250 as payment in full. He recommended authority from the Commission to close the transaction for such sum. The Commission approved the recommendation by unanimous vote.

The Assistant Counsel, Mr. George Neuner, reported on the condemnation case of the State vs. Poe concerning acquisition of right of way for the

relocation of the Pacific Highway across Mr. Poe's premises in Josephine County. He advised that he has reached a settlement with Mr. Poe on the basis of a cash payment in an amount less than that which the Commission approved as an offer in condemnation but it involves a question of access to the highway from Mr. Poe's property. Mr. Poe, he said, is of the opinion that he has a fine location for a number of housing units which he wants to rent on a month-to-month basis, which requires the right of access to the highway for each one of his tenants, of whom there will be seven, such right of access to be over a private roadway heretofore authorized for the owner's private use. This roadway, he said, will be at one end of Mr. Poe's premises, and Mr. Poe also wants a private roadway access to the highway from the other end of his premises. Mr. Neuner gave as his thought that the granting of two entrances would not be a deviation from the Commission's established policy with respect to such matters, and he recommended approval of the request which, he said, would obviate the necessity to complete the condemnation case. The Chief Counsel concurred in the recommendation, advising that, in his estimation, the use of two entrances would not impair the capacity of the highway. The Commission approved such compromise settlement by unanimous vote.

The Assistant Counsel, Mr. DeSouza, again brought up for discussion the matter of acquiring right of way for the proposed traffic channelization project at the junction of the Pacific Highway West and the Salmon River Highway just west of McMinnville. He exhibited a map showing the plan. The question arose in the minds of the Commission as to the need for such channelization. The Engineer advised that this is a very important highway junction point and eventually the channelization of traffic will be needed in order to avoid accidents. It was his thought that the right of way for such a project should be obtained now while it can be purchased at reasonable expense, before costly developments take place. Commissioner Schaupp stated that he would like to inspect the site before passing on the matter, whereupon the Commission voted unanimously to defer its decision until Commissioner Schaupp has made such inspection. (This matter was discussed further by the Commission, along with other channelization projects, immediately before the meeting adjourned on Wednesday, February 5, 1947. See minute entry ahead.)

The Assistant Counsel, Mr. J. W. DeSouza, reported the results of negotiations to acquire timber tracts adjacent to the Oregon Coast Highway between Otter Crest and Otter Rock, in Lincoln County. He advised that the Oregon Pulp and Paper Company owns a 25.4-acre tract on the east side of the highway which contains 740,000 board feet of spruce and 330,000 board feet of hemlock which it is willing to sell to the state at the rate of $4 and $5 a thousand board feet, respectively, which means that if the state traded the timber growing on the highway right of way for the company's timber the state then would have to buy approximately 898,000 board feet of timber from the company. He also stated that he contacted Mr. W. F. Badley, the owner of timber on the west side of the highway, and ascertained that his property is not for sale, although Mr. Badley stated he would give the state first opportunity to buy it should he decide later on to sell it. It appeared to the Commission that the report did not cover the two tracts which the Commission

had in mind at the previous meeting when it authorized negotiations, in view of which action on the matter was deferred until its next meeting. The matter is to be reconsidered at that time, together with a recommendation from the Engineer and the State Parks Superintendent.

The Assistant Counsel also brought up for discussion the application of The Pacific Telephone and Telegraph Company for land on which to maintain two of its repeater stations, one of the stations to be located on property acquired by the Commission from Lydia Powers at the Town of Talent, in Jackson County, and the other on land acquired from W. A. Weideker south of the Town of Wolf Creek, Josephine County. He presented maps showing the location of both tracts. Inspection of the map of the Wolf Creek property revealed that the tract desired by the company is situate some distance from the highway right of way. As the result of discussion the Commission authorized the granting of a ten-year lease to the company for the use of a site abutting the highway right of way rather than removed therefrom, the consideration to be $10 per year. Inspection of the map of the site near Talent revealed that the property lies at the junction of the highway with a county road and is triangular in shape, each side being about 110 feet long. The Engineer pointed out the possibilities of widening the highway at this point at some time in the future for four lanes of traffic, in which event the property in question would be needed for highway purposes. In view thereof the Commission deferred action with respect to this particular tract and referred the matter to the Engineer and the Chief Counsel for report at the next meeting as to what should be done to protect the state's interests in the event of the future widening of the highway at this point.

The Executive Committee of the Association of Oregon Counties appeared before the Commission at this time regarding a bill now before the Oregon Legislature which provides for increasing the allocation of state highway revenues to counties from 15.7 percent to 20 percent. The group was headed by Mr. F. L. Phipps, Executive Secretary of the Association, and included County Judge J. H. Allen, Grant County; County Judge A. H. Boice, Curry County; County Judge Nelson B. Higgs, Harney County; County Judge Grant Murphy, Marion County; County Judge E. L. Pope, Clackamas County; County Judge C. L. Allen, Deschutes County; County Judge T. A. Power, Jefferson County; and Frank L. Shull, Member, Board of County Commissioners, Multnomah County. Mr. Phipps presented a resolution that was adopted by the Association of Oregon Counties at its annual meeting in Portland on December 10, 1946, in which the State Highway Commission is requested to cooperate with the counties in requesting the Oregon State Legislature to pass legislation increasing the allocation of state highway revenues to the counties to an amount not less than 20 percent of such revenues in any calendar year and that such amounts be paid to the counties monthly or quarterly. In support of this resolution Mr. Phipps advised that the counties are asking such increase in funds because of the increased cost of county road construction and maintenance that has resulted from the heavy hauling that the roads are obliged to carry and because of the decrease in revenues from tax sources. The Association, he said, wants an agreement with the State Highway Commission on this matter which it can submit to the Legislature. He pointed out that

the Interim Tax Study Committee appointed by the Governor made a recommendation that the counties' share of the state highway revenues be increased to 20 percent and that the cities' share be increased to ten percent. The cities are not satisfied and are demanding 15 percent of the highway revenues for their purposes. As to such allocations, he said that the Association of Oregon Counties feels that the cities' demand for 15 percent of the funds is not justified, but the majority of the counties feel that there is justification for increasing the county share to 20 percent.

Judge Higgs gave as his thought that the present allocation to the counties is satisfactory and should not be disturbed; however, if any money is to be taken away from the State Highway Commission, the counties should receive the benefit of it rather than the cities. Judge Allen, of Grant County, expressed himself similarly.

Chairman Banfield explained at considerable length why the Commission cannot approve increasing the allotment to the counties and the cities. He pointed out that the State Highway Commission was handicapped during the wartime period because of the "freeze" order of the Federal Government which would not permit highway construction except on those projects that were absolutely needed in connection with the war effort, and, as a result, the Highway Commission has accumulated funds to match the Federal funds that are now being used in postwar construction. The Postwar Construction Program, he said, was prepared by the Commission as the result of careful study, with the approval of the counties. This calls for a definite program of $36,000,000 for three postwar years; however, in contracting the first year's program, it has been found that the actual costs are about $1,500,000 more than was estimated, so if the Highway Commission is able to complete this program it will probably mean an expenditure of $39,000,000. He pointed out that heavy traffic has been excessive, which is reflected in maintenance costs, maintenance alone, without any betterments, being now approximately $1,000 a mile compared with $400 per mile prior to the war, so, the Commission has found it necessary to budget $7,200,000 annually for maintenance alone.

Chairman Banfield went on to state that the Commission, after preparing its program, allocated available funds to various districts of the state as evenly and as fairly as it could; however, it was found that there were numerous sections of highway which needed improvement badly but which could not be constructed because Federal funds could not be used, so the Commission provided an additional program of state money, amounting to about $6,500,000, for these projects. He also mentioned right of way acquisition which, he said, is now costing the state two and three times as much as it did before the war, and as a result, it was necessary for the Commission to provide for an expenditure of about $1,000,000 a year for this purpose. To keep the program as presently formulated, he said, would require about $4,000,000 more money than is now available, so the Commission cannot say that it can let the counties and the cities have larger shares of state highway revenues without jeopardizing the state highway program.

Chairman Banfield mentioned that there are reports that the State

Highway Commission has a surplus of from $10,000,000 to $15,000,000 on hand and advised that this impression is not correct because the accumulated revenues have been allocated to various jobs as match money in securing Federal funds. If the percentage of highway revenues to counties and cities is not increased, he said, then the entire construction program will be carried through to completion; but, on the other hand, if additional monies are taken away from the Commission, the projects cannot go forward as planned, and it then will be necessary to re-arrange the program to fit the funds available. He also explained the procedure required to secure Federal funds, advising that the Federal Government does not advance the money for construction of projects that are approved for Federal aid, but these projects must be financed in the first instance by the state which secures reimbursement from the Government when the job is completed.

There followed a general discussion, during which Judge Pope inquired if it is not true that the state's revenues have increased. Chairman Banfield replied in the affirmative; however, he added that the counties and the cities share in such increase; moreover, the increase in revenue is more than offset by the increase in construction costs. He reiterated that if the Legislature sees fit to give the cities and the counties greater shares of the highway revenues, the construction program will have to be cut back accordingly, so there will not be much highway construction except that which is financed with Federal funds, although if an emergency job arises the Commission will take care of it in some manner. He also mentioned the possibility of selling bonds to finance highway construction and advised that the Commission does not look with favor on selling bonds while the counties have the same privilege. He expressed appreciation for the counties' position but stated that facts are facts, and it is the feeling of the Commission that it should go before the Legislature and give it the information it is now giving this delegation.

Mr. Phipps inquired how much the actual revenues received in 1946 exceed these estimated prior to the beginning of that year. The Engineer advised that he is not in position to give actual figures, but in the contracting of the projects in the first year postwar program, it has been found that costs have risen 58 percent, which exceeds greatly the actual percentage increase in revenues coming into the Highway Department.

In summing up the situation Chairman Banfield advised that highway construction is now at the crossroads, and if the counties and the cities receive more money than they are now receiving, new state highway construction will have to cease or will have to be financed by the sale of bonds. He suggested, that if the Commission were sure that its revenues would continue, it might be possible to advance construction of secondary highway improvements that are included in the present program. There is only a certain amount of money available, he said, regardless of which agency spends it — the state, the counties, or the cities. It was his thought that there is a middle ground that could be followed in keeping highway revenues in a position where they are flexible enough to maintain a balanced program. The five-percent increase that the counties are requesting, he said, will amount to about $1,000,000

annually. He advised that the Highway Commission is of the opinion that it would not be good business to take this money away from the state, but the Commission is willing to spend additional sums for construction on the county road portion of the Federal Secondary Systems up to an amount equal to the difference between the 15.7 percent of the revenues which the counties now receive and the 20 percent of the revenues that they are requesting. Such sum, he said, would be distributed throughout the state so that each district would receive its proportionate share each year. He concluded the conference by stating that the Highway Commission considers that the basis on which the state, counties, and cities are now operating with respect to highway funds should not be changed because there is not sufficient highway money available to satisfy all of the agencies that want additional allotments, including the state police department; however, if the present distribution of highway revenues is changed, then the Commission will be forced to revise the highway program accordingly because it does not intend to commit more funds than it has available.

The Commission discussed with the Engineer the bids received at 2:00 p.m. for highway construction projects and took the following action thereon by unanimous vote:

All bids for the grading and surfacing of the Enegren Ferry Section of the Coos River Secondary Highway, in Coos County, were rejected by the Commission as being too high.

The bids received for the construction of the reinforced concrete viaduct over Spencer Creek on the Oregon Coast Highway near Newport, Lincoln County, were referred to the Engineer with authority to award the contract to the low bidder, Archie R. Averill, upon approval by the Public Roads Administration.

The Commission awarded to O. C. Yocom Co., McMinnville, the contract for surfacing and oiling the Scholls-Newberg Section of the Hillsboro-Silverton Secondary Highway on the basis of its bid using asphalt.

The Commission awarded to La Grande Concrete Pipe Company contract for the Meacham-Hilgard Rock Production Project on the Old Oregon Trail, in Union County.

At 4:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Grading and surfacing the Enegren Ferry Section of the Coos River Secondary Highway, in Coos County. The Commission received two bids for this project, the low one being that submitted by Dobyns & Webb, Salem, at $34,331, and the other being that submitted by Coos Bay Dredging Co., Coos Bay, at $35,704. The Commission has rejected both bids.

"Construction of a reinforced concrete viaduct over Spencer Creek on the Oregon Coast Highway near Newport, Lincoln County. The low bidder for this work was Archie R. Averill, Portland, at $41,650. Tom Lilleho,

Reedsport, submitted the next low bid at $44,530. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Archie R. Averill, when certain conditions have been satisfied.

"Surfacing and oiling the Scholls-Newberg Section of the Hillsboro-Silverton Secondary Highway, in Washington and Yamhill Counties. The low bidder for this work was O. C. Yocom Co., McMinnville, at $103,736 based on the use of asphalt, and $104,092 based on the use of tar. J.N. & M.J. Conley, Portland, submitted the next low bid at $107,371 based on the use of asphalt. They submitted no bid based on the use of tar. There were seven higher bidders. The Commission has awarded the contract to the low bidder, O. C. Yocom Co., at its bid price of $103,736 based on the use of asphalt.

"Meacham-Hilgard Rock Production Project on the Old Oregon Trail, in Union County. The Commission received only one bid for this project, being that of La Grande Concrete Pipe Co., La Grande, at $12,145. This bid is satisfactory and the Commission has awarded the contract to this company at its bid price."

The Assistant Counsel reported an offer from Captain John H. Graham, North Bend, to pay $200 for State Highway property in North Bend, described as fractional lots 1, 2, 3 and 4 of Block 7, Midland Addition to North Bend. He advised that the Commission authorized the sale of this property in 1945, and the high bid for the same, submitted on November 26, 1945, was $100, which the Commission rejected because the appraised value of the property was $200. Captain Graham, he said, has now offered to pay the amount of the appraised value, and he recommended acceptance of the offer. The Commission approved the recommendation by unanimous vote.

The Assistant Counsel also reported the offer of Mr. Ralph W. Lee, Tolovana Park, Oregon, to pay $50 for an old residence building located on highway right of way situate in Block 3, Silver Point Terraces adjacent to the Oregon Coast Highway at Tolovana Park. He advised that this house was advertised for sale at one time, but no offers were received. He recommended acceptance of Mr. Lee's offer because the building is of no value and it would be advantageous to have it removed from the highway right of way. The Commission approved the recommendation on the condition that Mr. Lee will clear up the site and leave it in a condition satisfactory to the Engineer and that he will not move the house on the highway.

An offer was presented from the Magic Gas and Appliance Company, Eugene, to pay $50 for a small triangular tract of state-owned land, situate near the overcrossing on the Pacific Highway north of Eugene, that is needed in connection with the construction of the company's railroad spur track at this point. The Assistant Counsel advised that the tract is not needed for state highway purposes and recommended acceptance of the offer. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

The Assistant Counsel brought up for discussion a request from a Mr. Joseph Peterkort for right of access to the Sunset Highway from his property at four different places. It appears that Mr. Peterkort owns a considerable frontage on the highway, and that he contemplates dividing his property into four tracts and deeding one tract to each of his four sons. He wants to make certain that each of them has access to the highway for private purposes. The Engineer advised that Mr. Peterkort's land extends for about 3,700 feet along the highway. He recommended approval of Mr. Peterkort's request for private access to the highway at the four points on the condition that later on, if the Commission considers it advisable to eliminate them, Mr. Peterkort will agree thereto and will donate the right of way for a service road. In the further discussion of the matter it was brought out that Mr. Peterkort will accept $1,500 for the right of way if granted access at four points. The Commission considered that such settlement is better from the state's standpoint than incurring an obligation to build a service road later on and thereupon, by unanimous vote, approved settlement on such basis.

The Engineer brought up for discussion the question of extending the time limit set forth in the Commission's agreement with the City of Portland covering the leasing of city-state-owned property for off-street parking of motor vehicles, said property being bounded by S.W. Front Avenue, S.W. Harbor Drive, S.W. Salmon Street, and S.W. Main Street, Portland. He advised that, according to the provisions of the agreement, the property can be rented up to, but not beyond, February 28, 1947. He pointed out that the time is not propitious to landscape the area and suggested, in view thereof, that the arrangement for the use of the property be extended for a period of one year, to, but not beyond, February 28, 1948. The Commission approved the suggestion by unanimous vote on the condition that the city requests such extension.

The Chief Counsel brought up for discussion House Joint Resolution No. 6 of the Oregon Legislature now in session which provides for transfer of the Sodaville Springs Park, Linn County, from the jurisdiction of the State Board of Control to the State Highway Commission. He read aloud the resolution. The Commission took no action on the matter other than to indicate that it would accept jurisdiction over this park if the Legislature makes the transfer.

The Chief Counsel requested instructions whether or not to resume negotiations for right of way needed for the improvement of the Oregon Coast Highway in the town of Gold Beach which the Commission ordered discontinued some time ago because it appeared that the people of this town would not cooperate with the Commission in conformity with previous understanding. The Chief Counsel advised that the matter under controversy in this town now has been settled, and the people have indicated their desire to proceed with the improvement on the original basis. The Commission, by unanimous vote, authorized continuation of the negotiations.

The Chief Counsel reported on a question concerning the Commission's authority to charge public utilities a fee for the attachment of their facili-

ties to bridge structures. He advised that pole line companies are given a right by law to occupy the right of way of public highways free of charge and that by court decision bridges are defined as public highways; however, he knows of no law or court decision which requires the Commission to make highway structures available to public utility companies without charging for it, such matters being committed to the discretion of the Commission. He further stated, if the Commission were to permit such use of a structure which would add an increased financial burden to the state with respect to the particular structure or highway, then, in his opinion, the Commission should require the utility to pay the additional cost, but if the state is not inconvenienced, either in maintenance or operation costs, then the Commission may lawfully grant such use of its structures without charge but it should not in any way assume any responsibility or liability for the safety of the utility or its equipment. Relative to pipe line installations, he advised that he knows of no statute which vests in pipe line companies an absolute right to use the right of way of public highways. He added that the State Highway Commission would be freer of liability if it allowed the use of bridge structures by such utilities without charge. This matter was discussed at some length, but final action thereon was deferred by the Commission until its next meeting. The Engineer and the Chief Counsel were instructed to render a joint recommendation at that time.

The Chief Counsel brought up for discussion a request from the Crown Zellerbach Corporation for an extension of its agreement with the State Highway Commission covering certain riparian rights along the Willamette River at Oregon City. He explained that the former Highway Commission in 1942 entered into such an agreement with this Corporation whereby there was leased to the Corporation certain riparian rights abutting upon the east bank of the Willamette River between the north line of Ninth Street Extended and the south line of Fifteenth Street Extended, such rights permitting the Corporation to boom, brail, and raft logs in the Willamette River at this point. The agreement also provided for payment to the state by the Corporation of a rental charge of $500 per year, payable in two semi-annual payments. This agreement, he said, expires on February 13, 1947, and the Corporation now wishes to extend it for another five-year period. He recommended approval of the request. The Commission approved the recommendation by unanimous vote. (The new agreement was executed by the Commission later in the session.)

The Chief Counsel also brought up for discussion a bill now before the Oregon Legislature which has for its purpose the increasing of the Highway Commission's contribution to the State Police Department by $1,000,000 in order to permit the employment of additional officers and to finance salary increases. He advised that he has already reported to the Commission on this matter in writing and is simply bringing the matter to the Commission's attention at this time for instructions. It was the thought of the Commission that the committee which has this bill under consideration should be informed of the Commission's attitude with respect thereto, whereupon the Chief Counsel was instructed to bring such information to the attention of the committee members.

The Engineer presented a report from the American Bureau of Shipping on its inspection of the ferry "North Beach", which is being considered as an auxiliary vessel for use in connection with the ferry operation between Astoria, Oregon, and Megler, Washington. According to the report of the American Bureau of Shipping, it would cost approximately $85,000 to repair the vessel so that it would be satisfactory to use in this operation, and it is the opinion of its surveyor, Mr. Charles R. Hudson, who signed the report, that, "due to the age of the vessel, the advanced stage of deterioration, her small size for the service intended, and reported alterations to fit changed operating conditions, expenditure of the amount necessary for reconstruction and fitting out would not be justified". Chairman Banfield expressed himself as being opposed to the expenditure of so much money if it is not recommended by the American Bureau of Shipping. The Commission took no action on this particular matter. (See report of American Bureau of Shipping dated January 21, 1947, and Engineer's report to the State Highway Commission dated January 28, 1947, in general files, for details.)

In this connection the Engineer also reported that the ferry boat "Tourist No. II", which was used by the Navy during the wartime period, should be in satisfactory condition, although an inspection of this vessel will be made later to determine definitely what, if anything, should be done to it in the way of repairs. "Tourist No. III", he said, also has been inspected by the American Bureau of Shipping, which reports that repairs should be made that will cost approximately $17,600, some of which can be made by State Highway Forces and the balance by the Astoria Marine Construction Company. He detailed the various items making up the total, quoting aloud from a letter directed to him by Mr. W. W. Stiffler, Assistant Maintenance Engineer, dated February 1, 1947. (See letter in general files for details.) The Engineer recalled that the appraised value of this ferry boat is $90,000 and advised that, if the Commission authorizes the repairs, the vessel will serve satisfactorily for 4 years. He recommended approval of the expenditure. Following discussion the Commission, by unanimous vote, approved the repairing of the vessel "Tourist No. III" as recommended and authorized the Engineer to proceed with the work.

The Engineer then brought up for discussion a report from Mr. L. R. Hussa, President of the Albina Engine and Machine Works, Inc., Portland, on his study of the Astoria-Megler ferry operation. (See signed report in general files for details.) He commented on the report in general and advised that, while Mr. Hussa did not wish to make a formal estimate on the cost of constructing a new ferry boat that would meet the requirements, he roughly estimated that such a boat designed for a 10-knot speed would cost approximately $470,000 and one designed for a 12-knot speed would cost approximately $490,000. (See Engineer's letter directed to the Oregon State Highway Commission dated January 28, 1947, in general files, for details of his report.) In the discussion that followed the Engineer requested authority to have Mr. Hussa complete the design, plans, and specifications for a new ferry boat and to submit them to the American Bureau of Shipping and the U.S. Coast Guard for approval, in order to expedite as much as possible the advertising for bids

for the construction of the ferry boat. The request was approved by the Commission by unanimous vote. The Engineer was also authorized by the Commission to advertise this project for bids as soon as the plans, specifications, etc., have been approved by the proper Governmental agencies.

The Engineer reported on the frequency of high water conditions in the Willamette River at the junction of the Pacific Highway and the McKenzie Highway at West Springfield, as ordered by the Commission at the previous meeting. He advised that during the past 12 years there have been 12 floods which would have inundated the pavement on the proposed turn-around under the approach to the Willamette River Bridge at this point, had it been constructed, and of these 12 floods seven would have inundated the pavement on the main highway; further, that during this period the turn-around would have been rendered unusable for 25 days. In view of this information he recommended construction next spring of the turn-around under the bridge approach, which he estimated would cost about $12,000, including right of way expense. The Commission approved the recommendation by unanimous vote, that appearing to the Commission to be the only solution possible to satisfy the complaint of Mr. E. L. Dickson who alleges that people from Eugene are now obliged to cross the river into the Town of Springfield in order to reach his place of business at the junction of these two highways.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
February 4, 1947

The State Highway Commission reconvened its meeting at 9:00 a.m. in the auditorium of the Public Service Building with all Commissioners, the State Highway Engineer, the Chief Counsel, and the Secretary present.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m.:

WOODBURN-SANDY SECONDARY HIGHWAY IN CLACKAMAS COUNTY
EAGLE CREEK-SANDY SECTION

	USING ASPHALT	USING TAR
R. A. Heintz-Constr., Portland	$221,710.75	- - - -
Vernie Jarl, Gresham	243,462.00	- - - -
Babler Bros., Portland	247,594.00	- - - -
Homer G. Johnson, Portland	248,830.00	- - - -
K. F. Jacobsen Co., Inc., Portland	263,643.50	- - - -
Kuckenberg Constr. Co., Portland	281,134.00	- - - -
Leonard & Slate Oreg. Ltd., Portland	287,317.50	- - - -

COLUMBIA RIVER AND OREGON COAST HIGHWAYS IN CLATSOP COUNTY
ASTORIA (BOND ST.-COMMERCIAL ST. AND TAYLOR AVE.-ASTOR ST.) SECTION

Heavy Hauling Co., Astoria	$ 62,838.67
Grimstad & Vandervelt, Astoria	69,994.50
Larson & Palmberg Co., Astoria	74,460.50

OREGON COAST HIGHWAY IN CLATSOP COUNTY
CIRCLE BRIDGE-SUMMIT SECTION

Leonard & Slate Oreg. Ltd., Portland	$291,473.00
Guy F. Atkinson Co., Portland	368,478.50
Kuckenberg Constr. Co., Portland	409,896.00
McNutt Bros., Eugene	428,503.00
Grimstad & Vandervelt, Astoria	443,822.00
Natt McDougall Co., Portland	464,319.15

PACIFIC HIGHWAY IN JACKSON COUNTY
ASHLAND (WATER ST.-OAK ST.) SECTION

Scheffel & Gilman, Medford	$ 56,217.50

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY
FRONT AVENUE (SHERIDAN STREET-BANCROFT STREET) SECTION

Kuckenberg Constr. Co., Portland	$932,753.50
C. J. Montag & Sons, Portland	971,746.00
Peter Kiewitt Sons' Co., Seattle, Wn.	1,274,225.25
Guy F. Atkinson Co., Portland	1,419,589.00

ROSS ISLAND BRIDGE RAMPS IN MULTNOMAH COUNTY
FRONT AVENUE PROJECT IN PORTLAND

Kuckenberg Constr. Co., Portland *	$ 54,240.00
C. J. Montag & Sons, Portland	59,980.00
Peter Kiewitt Sons' Co., Seattle, Wn.*	68,233.00

* Bidder will accept award only in combination with Front Avenue Project

COMBINATION BIDS FOR ABOVE TWO PROJECTS

(1) Front Avenue (Sheridan St.-Bancroft St.) Section of Pacific Highway West
(2) Ross Island Bridge Ramps on the Front Avenue Project

	(1)	(2)	Reduc.	Comb. Bid
Kuckenberg Constr. Co.	$932,753.50	$54,240.00	- - -	$ 986,993.50
C. J. Montag & Sons	971,746.00	59,980.00	- - -	1,031,726.00
Peter Kiewitt Sons' Co.	1,274,225.25	68,233.00	- - -	1,342,478.25

Messrs. E. F. Butler, Naval Architect, and Jack Carter, Assistant Naval Architect, from the Albina Engine and Machine Works, Inc., were present and exhibited sketches and a model of the hull of a vessel that they have in mind for use in connection with the Astoria-Megler ferry operations. The Commission examined this material but took no action on the matter.

Mr. E. L. Dickson, Albany, owner of a business establishment at the junction of the Pacific and the McKenzie Highways in West Springfield, was present with further reference to his former request for adjustments in the highway improvement recently completed at this intersection so as to give his patrons freer access to his premises. Mr. Dickson stated that he has appeared before the Commission on four different occasions, at the last one of which he was given the Commission's decision relative to his complaint. He inquired if the Commission's decision as expressed at the previous meeting was unanimous. Chairman Banfield replied that Commissioner Schaupp was not present when the matter was discussed but that Commissioner Chandler and he were in mutual agreement on the subject. He explained the action for the benefit of Commissioner Schaupp and inquired whether or not he concurred therein. Commissioner Schaupp replied in the affirmative.

Mr. Dickson then directed inquiries to the Commission concerning certain legal features involved in the case. He was referred by Chairman Banfield to the Commission's Chief Counsel for information with respect thereto. Mr. Dickson then asked the privilege of reading and copying the stenographic notes that were taken at his former meetings with the Commission. He advised that he previously requested copies of the notes but was refused on orders of the Commission. He was informed by Chairman Banfield that there is no authority to give anyone a transcript of any Highway Commission meeting until the minutes have been prepared and have been approved by the Commission. When that has been done, he said, the minutes are then open for public inspection.

There followed a general discussion of other matters, some of which did not concern the State Highway Department. Mr. Dickson requested the establishment of a 15-miles-per-hour speed limit from "Glenwood Junction" to Springfield. It was suggested to him that he present his request to the State Speed Control Board, which has jurisdiction in such matters.

Chairman Banfield concluded the discussion by stating that the State Highway Commission is ready and willing to answer any questions that Mr. Dickson may ask concerning the channelization project, which is the subject of his complaint, and will not deny him any information he wishes which the Commission feels is public information, but the Commission is unwilling to discuss at its public sessions matters that do not concern the State Highway Department.

A delegation from Coos County, representing the Seven Devils Road Association, was present and urged construction of a new highway down the coastline from North Bend to Bandon, via Cape Arago, somewhat paralleling the so-called "Seven Devils Route", and including a bridge across the Coquille River at Bandon. Mr. Hugh G. Lennon, Coquille, Director of the Association, headed the group, which included David R. Philpott, Coquille, President; Don Hultin, Bandon; George Chandler, Bullards, Director; Lans Leneve, Bandon, Director, Chamber of Commerce; J. F. Fitzsimmons, Bullards, Director; Hans Nelson, North Bend, Member; and G. R. Hammond, Portland, representing the Portland Chamber of Commerce.

Mr. Lennon explained the object of the hearing and presented a petition bearing the names of 5,131 people who urge construction of this project. Mr. Lennon asserted that the petition expresses the honest views of the people who signed it and who are affected by the proposed highway. In support of the petition Mr. Lennon advised that the present "Seven Devils" Road between Coos Bay and Bandon is in a very poor condition and that the people residing thereon are hemmed in and are badly in need of an outlet; also, that the ferry service across the Coquille River is not good and that accidents frequently occur. Construction of the proposed new road, he said, would shorten the distance between Bandon and Coos Bay by some 15 or 16 miles and would open up an entirely new district. He urged favorable consideration of the request and advised that people along the route will donate right of way 100 feet wide.

Another speaking in behalf of the project was Mr. Nelson, who advised that the petitioners are in harmony with the road program as prepared by the State Highway Commission, but they are urgently in need of this new road, particularly the bridge across the Coquille River. This road, he said, will open up new vistas and will provide access to numerous scenic parks along the route. He further stated that they do not wish to interfere with the program of construction under which the Commission is now working, but the road under discussion is needed to immediately relieve the people residing along the route who practically have no outlet at the present time. Mr. Hammond endorsed the project from the tourist standpoint. Mr. Leneve declared that there is no improvement which the State Highway Commission could undertake that would be more advantageous to the State of Oregon and would bring more money into the state than the one under discussion. He mentioned three beautiful beaches that would be made accessible to the public if the road were constructed and advised that these are of interest to tourists because they abound in agates, clams, mussels, etc., which are a big tourist attraction. He further stated that the ferry operation at Bandon is now uncertain and that the new road would open up big timber development and be of great benefit to the lumber industry.

The Engineer exhibited a map showing alternate routes of this highway which have been considered. He advised that reconnaissance surveys had been made of each and gave figures as to the advantages and cost of each route.

Chairman Banfield advised that this is an entirely new project to this Commission, which is not in position at this time to pass on it but must first discuss the alternate routes with the Engineer to determine which is the most feasible, and then it will be necessary to study the question of financing construction. In reply to Mr. Nelson's statement that the road would open up additional parks, Chairman Banfield stated that the Highway Commission cannot build roads to state parks as a first consideration because they are of secondary importance; however, the Commission favors development of state parks after the highways are constructed. He explained the Commission's financial set up, particularly pointing out that the Postwar Program, on which the Commission is now working, takes all of the money that is available to the Commission, so it is not in position to make any promises or commitments with

respect to this job. He also pointed out that the counties and the cities are asking for greater shares of the state highway revenues, and if their requests are granted by the Legislature, then the Commission will be forced to make adjustments in its present program. He inquired whether or not the delegation is willing that the monies allotted to the Coos Bay district for highway improvements be reallocated for the construction of the road under discussion, to which Mr. Lennon replied that they are not asking the Commission to delete any project from the program but are simply requesting relief so people of this district will have a better outlet than presently exists.

Chairman Banfield concluded the discussion by stating that at the present time he can see no way to finance the construction of this road because funds definitely are not available for it nor adequate to open up many other districts in a similar category; however, the Commission will refer this matter to the Engineer and the Chief Counsel for a thorough investigation and report. The Engineer and the Chief Counsel were thereupon instructed to render such a report.

A delegation representing the Parkrose Chamber of Commerce and including Harry H. Pearce, Director; Robert A. Freeman, Secretary; R. B. McLaughlin, President; Ray Smith, William A. Manassau, John H. Matney, and C. S. Auger came before the Commission and urged improvement to Sandy Boulevard (Columbia River Highway route) between 107th Avenue and 122nd Avenue. Mr. Pearce headed the group. He urged the widening of this thoroughfare for four lanes of traffic and the construction of concrete curbs and sidewalks along this section between 99th Avenue and 106th Avenue. Mr. Pearce advised that the former Highway Commission, in 1941, authorized this improvement and appropriated the money to finance construction; however, the war came along, and the project was postponed. He exhibited a letter written to their Secretary dated October 2, 1941, advising that the Commission had approved the project and had authorized the Engineer to place it in the program for construction in 1942. He asked the Commission to revive the project so the work could go forward.

The Engineer estimated the cost of the proposed improvement at about $200,000, including an adequate storm sewer system which, he said, is a necessary part of the project. Chairman Banfield advised that this is an entirely new project to the present Highway Commission and that it is now too late to consider it in the present Postwar Construction Program; moreover, there are no unobligated funds available with which to finance the work. He advised the delegation that the Commission will have the records checked to ascertain just what commitment the former Highway Commission made, if any, but in any event the delegation need not expect the Commission to furnish curbs and sidewalks. He added that, if the records disclose that the former Highway Commission definitely promised to do the work, then the present Commission will try to follow through with it. The Engineer was thereupon instructed to render a full report on the subject, and the delegation was informed when this is analyzed it will be informed of the Commission's decision.

Mr. Matney then reported a dangerous condition on Killingsworth

Avenue, Portland, between 89th Avenue and 92nd Avenue, where, he said, drainage conditions are faulty, particularly on the south side of the street. This matter was referred by the Commission to the Engineer for investigation.

A delegation from Benton and Linn Counties, representing the Benton-Linn Flood District, came before the Commission in the interests of the Corvallis-Eastside Secondary Highway. This group was headed by Mr. N. A. Havercamp, President, Corvallis, and included the following: Homer Beach; James C. Wescott; F. E. Bogue, Chairman, Roads Committee, Gilbert Beach; Mrs. Homer Beach; and Mrs. Gilbert Beach, all of Corvallis. Mr. Havercamp read aloud and filed with the Commission a petition urging reconstruction of the grade of this highway to prevent its inundation during periods of high water. In support of this petition Mr. Havercamp advised that during flood periods water overflows the highway and traffic is absolutely blocked for long periods of time. He mentioned that during the high water in December 1946 the road was closed for six days, and it was impossible for the people residing along the road to secure medical care and fire protection; in fact, one house was almost burned down because of the impossibility of bringing in fire-fighting equipment. He added that during this time people residing in this locality were also unable to go to their places of business, their schools, and their market center. He urged the Commission to reconstruct the grade at a higher elevation at certain points between the Willamette River Bridge at Corvallis and Peoria Road intersection and to open up the highway embankment at a point a short distance east of the Willamette River Bridge where it acts as a dam and creates a condition whereby high water flows over the roadway, causing severe damage to valuable farm and residential property. Others speaking in behalf of the improvement were Messrs. Wescott and Gilbert Beach.

Chairman Banfield advised that this is a new problem to the present Highway Commission, which will have to have a complete report from the Engineer before passing on it. The Engineer was thereupon instructed to render such a report in sufficient detail that the Commission may be able to determine whether or not the state is responsible for the conditions that exist.

A delegation from Amity and vicinity was present in the interests of the Bellevue-Hopewell Secondary Highway No. 153, particularly the section thereof which extends from the town of Amity to a connection with Salem-Dayton Secondary Highway No. 150 at Hopewell. This group was headed by Mr. H. W. Torbet, President of the Bank of Amity, and included the following:

Homer Ross, Member, Yamhill County Court
U. S. Alderman, Owner-manager, Alderman Farms
Clyde LaFollette, LaFollette Farms
Vernon Burlingham, of Burlingham-Meeker and E. F. Burlingham & Sons
Howard Stephens, Farmer
O. E. Roth, Merchant, City Recorder of Amity
Frank Finnicum, Farmer, Dayton
L. M. Christensen, President, Coast Land Company

Delbert Smith, Farmer, Dayton
Clark Noble, Farmer, Dayton
Glenn Watts, Partner, Aldridge & Watts
T. C. Richter, School Bus Driver, Member, City Council, Amity
E. M. Jordan, Mayor of Amity
A. L. Matthews, Chairman, Union High School, District No. 5, Yamhill County
H. S. Deedon, Farmer, Salem
L. Scoggins, Farmer, Dayton
Jake Tompkins, Farmer, Dayton
P. E. Meeker, President, Amity Commercial Club
Rex Menegat, Superintendent of Schools, Amity
Freeman Frazer, Manager, Tillamook-Amity Cooperative
G. A. McCullough, President, Amity Nut Growers
Arthur Anderson, Contractor, Member, Amity City Council
H. M. Hawkins, President, Commonwealth Inc.

Mr. Torbet presented a petition signed by numerous residents of this district calling attention to the necessity for improving this highway, particularly the section thereof which crosses the hills east of Amity, by eliminating dangerous curves to provide for safer traveling conditions. He also presented a letter from the Yamhill County Court endorsing the petition. Mr. Torbet presented oral arguments in support of this request, as did also County Commissioner Homer Ross, Vernon Burlingham, and Glen Watts. Mr. Burlingham, who is in the feed business, spoke of the heavy tonnage which is trucked over this road. He advised that the truckers all prefer a highway with eight percent grade rather than the curvature that exists on the present route. Mr. Watts advised that he is in the car repair business, and during the last 30 days five wrecks have been towed into his place of business from this highway, all of which occurred by reason of the excessive curvature in this road. The Engineer estimated the cost to eliminate the curves on one of the summits at about $25,000. He did not have the cost estimate on improvement of the highway across the other summit. He pointed out that there now appears in the construction program an item of $20,000 for the improvement of the West Side Pacific Highway (US99W) in the town of Amity, and were the Commission to approve the Amity-Hopewell Project, excavated materials could be salvaged for use in connection with the Amity Project and a net saving of several thousand dollars might be had. The matter was discussed at considerable length, but a decision thereon was deferred by the Commission until its next meeting. The Engineer was instructed to render a full report on the matter at that time.

The Commission recessed for luncheon from twelve o'clock noon to 1:30 p. m., following which the meeting reconvened with the same persons present and participating.

The County Court of Douglas County, represented by County Judge D. N. Busenbark and County Commissioners H. B. Roadman and Lynn V. Beckley, was present and urged the Commission to cooperate with the county on a 50-50 basis in the replacement of a bridge over Little River on the North Umpqua County Road near a place known as Glide. Judge Busenbark advised that the rebuilding

of this bridge is not in the current highway program, but its replacement is urgent because of the heavy traffic that uses it. He also said that the bridge, which is of light steel construction, was redecked by the County last fall, and if the Commission approves the project, then the County would like to retain the structure and the new deck for use elsewhere. The County's share of the expense, he said, would be made available to the Commission whenever it was needed. The Engineer advised that this project is on the Federal Aid Secondary Highway System but is not in the approved program. He pointed out present difficulties in securing steel, but expressed the belief that there is a good possibility of obtaining such material by the time the project is ready to be placed under contract. He estimated the cost of the structure at $75,000.

Chairman Banfield advised that the Highway Commission would like to cooperate in this work if money were available, but there is a question whether or not the Commission will have any to spare for this purpose since the Legislature is now being asked by certain factions to take away more of the highway revenues for the benefit of other agencies; notwithstanding this, however, he said the Commission will check its financial status and if funds can be found to pay the state's share the Commission will be glad to cooperate. The Commission was assured by the County Court that it does not want to take away any money from the State Highway Department but would like for the Commission to take over jurisdiction of this road. This concluded the hearing, except that the Engineer was instructed by the Commission to report on this matter at the next meeting.

The Engineer reported that, as previously instructed by the Commission, the Board of County Commissioners of Multnomah County has been contacted with respect to contributing county funds toward the cost of installing a traffic signal on the Tualatin Valley Highway at Sylvan, and it appears that the Board members are somewhat divided in their opinion although all are agreed that the traffic signal is desirable. Commissioner Schull, he said, stated frankly that he did not believe the county should be asked to cooperate in the cost, although Commissioner West suggested that possibly the county should contribute on a percentage basis, as determined by the ratio of traffic on the state highway and the intersecting county roads. Commissioner Brown, he said, was of the opinion that the matter should be given further consideration before a decision was reached. He also advised that Commissioner Schull stated his intention to discuss the matter personally with Chairman Banfield and also to confer with the Highway Commission regarding the matter. Chairman Banfield advised that Mr. Schull has not yet contacted him regarding the subject, in view of which the Commission decided to defer further consideration of the matter until its next meeting.

The Engineer reported on investigations that have been made of the rather extensive restaurant development which is planned along the Canyon Road Section of the Sunset Highway. He exhibited a map showing a plan of the highway and the ownership of property abutting thereon, and pointed out that a considerable portion of such abutting land is owned by the City of Portland

and Multnomah County. He also pointed out that the present highway has been constructed for four lanes of travel, which, in his estimation, is too narrow for this thoroughfare, and suggested that right of way sufficiently wide for six traffic lanes should be acquired now before developments occur that would greatly increase the cost to the state if the highway is widened later on. Chairman Banfield suggested that the city and the county should be informed of the requirements of this highway and the need for additional right of way, and that each should be requested to deed to the state the city-and county-owned lands that will be needed. It was his thought that if the city and the county will cooperate by deeding such property to the state without cost, the Commission might then consider the acquisition of the privately-owned land that will be needed. The suggestion was approved by Commissioners Schaupp and Chandler, and it was so ordered.

The Engineer brought up for discussion matters pertaining to the proposed relocation of the Lewis and Clark River-Youngs Bay Bridge Section of the Oregon Coast Highway, Clatsop County, and particularly reported the cost to construct this section and to purchase needed right of way for it as instructed by the Commission at the previous meeting. He estimated the cost to grade and pave the section, which is about three miles in length, at $245,900, and the cost of the right of way, as appraised by the Right of Way Department, at $20,500, or a total of $266,400. He advised that the survey for this section has been completed and suggested, if the Commission is inclined to reroute the highway, that right of way be obtained now because the proposed location extends through a district that is developing rapidly and the cost of right of way will be much more later on. Chairman Banfield stated that the Commission is definitely opposed to making this project a part of the present highway set up, but if the amount of money required to purchase right of way in order to protect future interests of the state is not too great, then the Commission might favor acquisition of the land, however, without any obligation whatsoever to construct the project. He personally favored acquisition of the right of way now if the cost is not exorbitant because of the value it will be to the Highway Commission at some future time when it is ready to start construction. Commissioners Schaupp and Chandler expressed themselves similarly, whereupon the Chief Counsel was authorized and instructed to proceed with the securing of options for right of way 100 feet wide. The following resolution approving the survey of the section was adopted by the Commission by unanimous vote:

> WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the Lewis & Clark River-Youngs Bay Bridge Section of the Oregon Coast Highway, in Clatsop County, and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and
>
> WHEREAS, the Engineer has reported the completion of the said survey and has submitted the same for the approval or disapproval of the Commission; and
>
> WHEREAS, after due consideration of said survey, field notes,

maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Lewis & Clark River-Youngs Bay Bridge Section of the Oregon Coast Highway, in Clatsop County, together with the map, which for identification purposes bears the map file No. 6B-21-12, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the fourth day of February, 1947.

Mr. John A. Laing, Chairman, Guest Center Committee, Visitors Service of the Portland Chamber of Commerce, came before the Commission at this time regarding the establishment of a guest center on a block of city-state-owned property bounded by S.W. Harbor Drive, S.W. Salmon Street, S.W. Front Avenue, and S.W. Main Street. He exhibited a blue print drawing of the proposed layout and pointed out that only one approved entrance to the property has been provided, that being from S.W. Salmon Street, which is in conformity with the agreement between the State Highway Commission and the City of Portland covering such use of the property. He explained that this single entrance, which would also be used as an exit, will not properly serve the area and requested the Commission's approval of a second entrance to the property from Front Avenue a short distance north of its intersection with Main Street. The Engineer recommended approval of the request and advised that it previously had been approved by City Commissioner William A. Bowes. The Chief Counsel advised that if the Commission approves the second entrance the agreement between the Commission and the City will have to be modified accordingly. Following discussion the Commission approved the second entrance, from Front Avenue, by unanimous vote and instructed the Chief Counsel to prepare a modified agreement covering the matter.

The Engineer reported on the cost to repair the damage to highway facilities caused by high water in December 1946, particularly pointing out that the expense to date has amounted to $92,325, of which $69,750 represents expenditures on primary highways and $22,625 represents expenditures on secondary highways. The Commission took no action on the matter

The Engineer also reported the results of taking of bids in Salem on January 27 for the purchase of a tract of state-owned land at Albany and for the purchase of used equipment stored at Salem. He advised that only one bid was received for the purchase of the land at Albany, being that of Mr. Theodore Hoflich for the sum of $600. The value of the property as appraised by the Right of Way Department, he said, is $650. He recommended acceptance of Mr. Hoflich's offer. The Chief Counsel concurred therein. The Commission approved the recommendation unanimously.

With respect to the sale of the used equipment stored at Salem, the Engineer presented a list of the high bidder for each of the items advertised, together with his appraised value of each item as follows:

SALE OF USED EQUIPMENT STORED AT SALEM

Item No	Item	High Bidder	High Bid	Eng'rs. Est.
1	Oliver Mower, Dept. No. 35-641	J.R. Harding, Orchards, Wn.	$15.00	$ 2.00
1A	Oliver Mower, Dept. No. 35-638	J. R. Harding, Orchards, Wn.	10.00	1.00
2	McCormick Mower, Dept. No. 34-637	J.R. Harding, Orchards, Wn.	30.00	7.50
3	McCormick Mower, Dept. No. 22	Sullivan Wrecking Co., Portland	27.67	4.00
4	Oliver Mower, Dept. No. 38-639	Sullivan Wrecking Co., Portland	27.67	6.00
5	McCormick Mower, Dept. No. 34-639	J.R. Harding, Orchards, Wn.	30.00	2.00
6	Oliver Mower, Dept. No. 35-645	J.R. Harding, Orchards, Wn.	30.00	5.00
7	McCormick Mower, Dept. No. 36-636	J.R. Harding, Orchards, Wn.	30.00	3.50
8	McCormick Mower, Dept. No. 34-644	J.R. Harding, Orchards, Wn.	20.00	3.50
9	McCormick Mower, Dept. No. 37-649	J.R. Harding, Orchards, Wn.	30.00	3.50
10	50 gal. Asph. Kettle, Dept. No. 29-538	City of West Salem	50.00	20.00
11	200 gal. Asph. Kettle, Dept. No. 88	Sullivan Wrecking Co., Portland	4.57	2.50
12	100 gal. Asph. Kettle, Dept. No. 27-538	Sullivan Wrecking Co., Portland	6.97	2.50
13	200 gal. Asph. Kettle, Dept. No. 37-541	Don Rae, Salem	4.00	2.00

(Con't)

Item No	Item	High Bidder	High Bid	Eng'rs. Est.
14	200 gal. Asph. Kettle, Dept. No. 29-543	L.C. Davidson, Salem	$32.00	$25.00
15	165 gal. Asph. Kettle, Dept. No. 29-539	Sullivan Wrecking Co. Portland	25.97	25.00
16	Studebaker 1939 Sedan, Dept. No. 39-175	Acme Auto & Truck Wreckers, Salem	2,575.64	600.00
17	Ford 1935 Sedan, Dept. No. 35-51	" " "		175.00
18	Ford 1935 Sedan, Dept. No. 35-56	" " "		200.00
19	Ford 1935 Sedan, Dept. No. 35-57	" " "		150.00
20	Ford 1935 Sedan, Dept. No. 35-66	" " "		150.00
21	Ford 1935 Sedan, Dept. No. 35-69	" " "		175.00
22	Ford 1936 Sedan, Dept. No. 36-61	" " "		175.00

He recommended sale of the property to the high bidder in each instance. The Commission approved the recommendation by unanimous vote, and it was so ordered.

The Engineer reported that, pursuant to authority and instructions given to him by the Commission at its meeting on November 25 and 26, 1946, he has had a reconnaissance survey made of the county road which extends from Coburg Road Junction to Marcola, in Lane County, to determine the approximate permanent location of this highway for the benefit of the Eugene Water Board in connection with the construction of a city water pipeline. The investigation reveals, he said, that the Eugene Water Board wishes the state to join in the purchase of a right of way along which the Water Board already maintains a power transmission pole line under lease from the property owners. The cost to purchase such right of way, he said, would be great because the location is through valuable property; moreover, in his estimation, the road as presently located will satisfy the requirements of the people residing along it. He recommended that the Commission do not join with the city in this project because of the expense involved. Commissioner Schaupp moved adoption of the report and the recommendation. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

A letter was presented from the City of Corvallis requesting a traffic survey to determine the need for installing traffic signals on Third Street at its intersection with Van Buren Street and "A" Street, in Corvallis. The Engineer advised that investigation has been made of these two locations, and, in his estimation, stop and go signals are not required, but flashing beacons would be helpful in the prevention of accidents. He recommended approval of the installation of such type signal at each of these points on the condition that the City of Corvallis will pay 50 percent of the cost involved, which is estimated at $200 each, will maintain the signals after

they are installed, and will furnish the electrical energy required to operate them. The Commission approved the recommendation unanimously. The matter is to be covered by a written agreement between the City and the Commission.

The Engineer reported the need to increase the 1947 budget allotment for maintenance of secondary highways $20,000 to take care of the expense of reconstructing bridges and performance of other maintenance work on the Warrenton and Ft. Stevens Secondary Highways which the Commission recently added to the Secondary Highway System, and he requested authority to increase the budget in such amount. The Commission approved the request by unanimous vote.

The Engineer discussed with the Commission the request of Captain C. T. Smith, owner of the Columbia River Ferry at Maryhill, for state cooperation in the construction of a new roadway extending from the Columbia River Highway to a new ferry landing which he proposes to construct a short distance downstream from the existing landing. The Engineer recalled that Capt. Smith presented to the Commission at its last meeting plans for his proposed improvement. He advised that he has studied the plans very carefully and can see no justification in changing the present approach, particularly in view of the expense involved and the traffic hazard that would be created at the point where the new road will cross the Union Pacific Railroad tracks. He explained that at the railroad crossing Capt. Smith proposes to construct a rock wall paralleling the railroad and the highway to confine the roadway embankment leading from the highway to the railroad tracks, which arrangement he considered highly dangerous because of the short distance between the wall and the railroad. An alternate type of construction, he said, would be to raise the highway grade to an elevation equal to that of the railroad, which would cost approximately $32,000. He recommended that the Commission do not approve Capt. Smith's plan and, if Capt. Smith finds it necessary to change the location of his ferry slip, that he be required to construct a new roadway at his own expense extending from the new landing to a junction with the existing road.

In response to an inquiry from Chairman Banfield, the Chief Counsel advised that the Commission assumes no responsibility for traffic after it leaves a state highway and enters a private or a county road, but, if the Commission, in the present instance, should join with Capt. Smith in construction of a new road to the proposed ferry landing, then it would assume a responsibility for traffic using it up to the ferry landing but not beyond that point. In view of the Engineer's recommendation and the information given by the Chief Counsel, the Commission considered it unwise to join with Capt. Smith in this undertaking and thereupon denied his request.

The Engineer presented for the Commission's information a resume of the 1947 budget for the purchase of equipment. He pointed out that the budgeted amount for this purpose is $1,200,000, including an amount of $350,000 for the purchase of a new ferry boat at Astoria. The Commission, he said, has authorized expenditures totaling $500,000, of which amount $346,270 has been

obligated by purchase orders through the Board of Control, leaving a balance authorized, but unobligated, of $153,730. He estimated the additional truck requirements at approximately 175, which would cost approximately $350,000, and requested, in view thereof, an additional authorization of $200,000 from the unauthorized balance of the budgeted amount. He pointed out that of the total amount authorized for expenditure by the Commission, $223,490 was authorized by Commissioners Schaupp and Chandler over the telephone on January 10, 1947, and asked the Commission to confirm such authorization. In the discussion of this matter Chairman Banfield requested a complete report on the new equipment that has been purchased during the last few months so as to give the Commission a clear picture of the equipment that has been ordered and of that which has been received. It was his thought that the Commission should have the benefit of such information before authorizing an expenditure of any additional money. The report is to be thorough and is to cover all features. The Commission also ordered that the unobligated but authorized balance of $153,730 be not expended until authorized by the Commission. The expenditure of $223,490 as authorized by telephone on January 10, 1947 was confirmed by unanimous vote. (This matter was discussed further on the last day of the meeting, at which time the Commission by unanimous vote authorized an expenditure of approximately $150,000 of the unobligated balance of $153,730 for the purchase of additional Government equipment.)

The Engineer brought up for discussion matters pertaining to the construction of the Oak Hill Railroad Overcrossing on the Richardson-Eugene Secondary Highway, in Lane County. He advised that this project is included in the current Federal Aid Construction Program and, according to Federal Law authorizing the work and the Public Roads Administration rules for administering the program, the state is required to submit, along with plans, specifications, etc., an agreement with the railroad company setting forth, among other things, a portion of the cost that the railroad company is to bear. The railroad's portion of the cost, he said, is supposed to be determined by the state upon an analysis of the benefits to the railroad and is limited to a maximum of 10 percent of the project costs. He advised that he has been unable to reach an agreement with the Southern Pacific Company, which is involved in this instance, the Company alleging that its total maximum net benefit amounts to only $600 as compared with $12,300 which would be its share on the basis of 10 percent of the estimated cost of the project. He further stated that it does not appear possible to reach an agreement with the Company on terms that can be recommended to the Public Roads Administration for acceptance, so in order to expedite the project he suggested that it be withdrawn from the Federal Aid Program and placed on the state program, and the matter re-referred to the Oregon Public Utilities Commissioner for an allocation of costs under state law. Should the Public Utilities Commissioner follow the precedent established in connection with past projects, he said, the probabilities are that the railroad company will be assessed from 30 percent to 40 percent of the project costs. In any event, it could not be less than the amount of cooperation now offered by the Company. He recommended such transfer of this project. The Chief Counsel concurred therein. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, on or about the eleventh day of April, 1941, pursuant to mutual understanding between the State of Oregon, acting by its Highway Commission, and the United States Government, acting by its Public Roads Administration, a petition was filed with the Public Utilities Commissioner for an order authorizing the construction of a grade separation project defined and identified in said petition as a crossing over the tracks of the Southern Pacific Company at a point approximately 5.2 miles west of Eugene, said crossing being for the purpose of carrying the Fisher Road-Oak Hill Section of the Eugene-Swisshome Secondary Highway over the tracks of said company; and

WHEREAS, said petition disclosed and represented that said structure when constructed would be accomplished with Federal grade crossing elimination funds and that the Company would be reimbursed for all necessary and proper expenditures in connection with said project permitted and authorized by General Administrative Memorandum No. 39 and General Administrative Memorandum No. 100 issued by the Public Roads Administration, together with amendments and supplements thereto; and

WHEREAS, the Public Utilities Commissioner after a hearing issued his order dated July 21, 1941, by which order the said grade elimination project was authorized and said order provided among other things that "the structure shall be constructed by the State of Oregon from Federal grade crossing elimination funds and that the Southern Pacific Company shall be reimbursed for all necessary and proper expenditures in connection with said project allowed by and not prohibited by General Administrative Memorandum No. 32 and General Administrative Memorandum No. 100 issued by the Public Roads Administration and amendments and supplements thereto; and

WHEREAS, before said grade elimination project was accomplished the United States became involved in the World War and Federal funds made available for said project and similar projects were withdrawn and have not been reinstated under the terms and conditions in effect when said petition was filed and said order was made; and

WHEREAS, the Federal funds now available for the construction of grade elimination projects are made available on condition that the railroad company contribute to the cost of the project on a basis provided for in said law and in the rules and regulations promulgated pursuant to the law, but said rules and regulations and said Federal law require that before a project can be promoted there must be an agreement between the railroad company and the State, in which agreement shall be set out all of the terms and conditions provided for in the law and in the regulations and in particular an agreement between the railroad company and the State with respect to the amount of contribution to be made by the company; and

WHEREAS, the State and the Company have failed to reach an agreement with respect to the portion of the cost of said grade elimination to be borne by the Company, and therefore the Commission has reached the conclusion that said project cannot be constructed within the meaning and benefits of the Federal law and the Federal rules and regulations now in effect; and

WHEREAS, it is the opinion of the Commission that the grade crossings involved and which may be eliminated by reason of the accomplishment of said grade elimination are still as hazardous as when the matter was first presented to the Public Utilities Commissioner by the Highway Commission, and it is therefore the opinion of the Commission that said project should be accomplished under the State law with State and Railroad funds rather than with State or Federal funds;

NOW, THEREFORE, BE IT RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the Commission does find and declare that the hazard which existed with respect to the crossings at grade of the tracks of the Southern Pacific Company as disclosed in said petition filed with the Public Utilities Commissioner on April 11, 1941, and on which the Public Utilities Commissioner made his order No. F 1984 is still present and, in the opinion of the Commission, should be eliminated.

2. That negotiations carried on over a long period of time have failed to result in an agreement between the State and the Railroad Company with respect to an allocation of costs incident to the construction of said grade elimination.

3. That in the absence of such agreement Federal funds are not available for said project.

4. That in the opinion of the Commission the construction of said overcrossing is necessary and proper for the service, convenience and safety of the public.

5. That the Commission does hereby order and direct that said grade separation project be accomplished under and pursuant to the provisions of Chapter 1, Title 100, O.C.L.A.

6. That the Commission's Chief Counsel be and he hereby is instructed to file with the Public Utilities Commissioner a petition for an order reopening the matter heretofore presented, and in connection with which Order No. F 1984 was made, for the purpose of allocating the cost of said project between the State and the Company on such basis as may to the Commissioner seem proper.

7. That said Chief Counsel be and he is instructed to do such other things, file such other papers and present such evidence as the circumstances and conditions may warrant.

A delegation from Port Orford representing the Chamber of Commerce and the City Council, consisting of Mr. M. E. Kelley, Chairman, and Mr. Frank Shaw, Secretary, (both also members of the City Council) came before the Commission regarding the proposed improvement of the Oregon Coast Highway through their town. Mr. Kelley was spokesman. He advised that the improvement proposed by the Highway Commission now extends from Jefferson Street to 12th Street, but they would like to have the project extended to 20th Street and a sufficient distance beyond that point to eliminate a sharp turn in the present alignment. The Engineer advised that he is not in position to advise the Commission relative to the extension because it was not known in advance of this meeting what the city had in mind. The Assistant Counsel, Mr. George Neuner, advised that when this matter first was under discussion, last year, there was a question whether or not the city would agree to the closure of certain streets at the highway right of way line, and the Legal Department was instructed to investigate. He read aloud a letter from the City Recorder advising that the City Council did not wish these streets closed, and advised, in view thereof, that nothing further was done. Mr. Kelley advised that the City Recorder had misinterpreted the Council's orders, that the City Council was agreeable to the closing off of some of the streets but felt that it was not necessary to take legal action with respect to others because they had never been opened and could not be opened. Following discussion, and in order to clarify the situation, the Commission instructed the Engineer and the Chief Counsel to go to Port Orford and consult with the members of the City Council in an endeavor to reach a satisfactory agreement.

Mrs. Eloise Van Slatte, Umatilla, Oregon, and her attorney, Mr. Robert F. Maguire, Portland, came before the Commission regarding a settlement for right of way that is needed for the Umatilla-Hermiston Section of the Old Oregon Trail (new location) at its junction with the Columbia River Highway near the town of Umatilla. It appears that the highway improvement requires the taking of some of Mrs. Van Slatte's land with 650 foot frontage along the Columbia River Highway, and Mrs. Van Slatte objects thereto unless she is paid the price which she could obtain for her property from private persons. Mr. Maguire, who presented the case, advised that Mrs. Van Slatte recently sold a small tract at this location, 200 feet by 300 feet in dimension, fronting on the Columbia River Highway, for $12.50 per front foot. He suggested that the highway be relocated over an old county road a short distance east of the adopted location, which would allow Mrs. Van Slatte to retain considerable more frontage on the Columbia River Highway where the land is most valuable. It was his thought that this could be accomplished without any construction difficulties and without increasing the cost of construction.

The Engineer explained the reasons for the plan as designed, advising that the highway was located in its present position because it provides a direct connection with the road leading to the McNary Damsite. He further stated that it was necessary to provide a wide wye connection at the highway junction point to accomodate the large volume of oil truck traffic which originates at a depot in the town of Umatilla and which will use this highway in making distributions throughout Eastern Oregon and Idaho. It will be no problem to control eastbound traffic that enters the Columbia River Highway

from points south of Umatilla, he said, because the volume of such traffic will be negligible, but southbound traffic must be controlled in order to avoid accidents. He also pointed out that the contract for the Umatilla-Hermiston Project has already been awarded, and the contractor is well along with his grading construction.

This matter was discussed at considerable length, but a decision thereon was deferred by the Commission until the following day. The Engineer was instructed to have available at that time alignment and topographical maps and other detailed information. (As the result of further discussion on the following day the Commission voted unanimously to make no change in the plans for this improvement. See ahead for minute entry.)

A delegation representing the Marine Parks Committee of the Columbia River Yachting Association was present regarding the development of riverside parks along the navigable waterways of Oregon. Mr. Lawrence Barber, Portland, Chairman of the Committee and Marine Editor of the Oregonian, headed the group, which included Committee members, as follows: Dean B. Webster, Lt. Com., Portland Power Squadron; Jack O'Felt, Vice President, Columbia River Yachting Association and former Commodore of Lake Oswego Yacht Club; Fred A. Nitchy, Cruising Chairman, Portland Yacht Club; Stafford Jennings, representing the Marine Dealers Association; Steven Vranson, Commodore of the Portland Yacht Club; Charles Lundburg, Commodore of Columbia River Yacht Club; Donald A. Schafer, Secretary-Treasurer of Columbia River Yachting Association; and Leon Haskell, District Captain, Coast Guard Auxiliary.

Mr. Barber read aloud a prepared statement by the Marine Parks Committee requesting "That the Oregon State Highway Commission adopt a policy of establishing a number of public parks along navigable waterways of the state where they can be available to motorists who would like to get down to the rivers and lakes to launch their small boats brought in upon car tops or trailers and where they can picnic and swim in season; and also where boaters can have opportunities to land without encroaching upon private property"; also requesting "such park sites be developed in the future for the general comfort of motorists and boaters, with provision for sanitation and at places with some outdoor cooking facilities and possibly some fresh water". (See statement dated February 4, 1947, in general files for details.) Elaborating on this request, Mr. Barber stated that at the present time the Committee has only one park site in mind which they would like to see developed, being located at Rooster Rock Beach on the Upper Columbia River Highway. Mr. Webster spoke on behalf of the small boat owners, Mr. Schafer spoke on behalf of groups who cruise over weekends. Mr. Haskell spoke in behalf of the project from a safety standpoint in the launching of small boats.

Chairman Banfield advised that the Commission discussed this matter on the previous day and, according to the advice of its Chief Counsel, it appears that because of the manner in which the monies available to the Highway Commission are controlled and set up the Commission can only spend the funds for the highway program and for parks which are directly reached by state highways. It appeared to the Commission, he said, in view of this

advice, that any parks which might be made available to boaters would be those that are provided only incidentally. He added that while the Highway Commission is not in position to spend any of its money for purposes requested by this delegation, it might be able to help a little where parks are now located along waterways. Chairman Banfield's remarks were confirmed by the Commission's Chief Counsel, who stated that the Commission's authority is limited to the purchase and development of parks that are located on a state highway or can be conveniently reached by a highway.

There followed a general discussion of the matter. The Commission ordered a report and map from the State Parks Superintendent showing the state parks that are located on waterways and which might be developed as requested.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and took the following action thereon by unanimous vote:

The Commission referred to the Engineer the bids received for the construction of the Eagle Creek-Sandy Section of the Woodburn-Sandy Secondary Highway with authority to award the contract to the low bidder when certain conditions have been satisfied.

The Commission also referred to the Engineer the bids received for the Astoria (Bond Street-Commercial Street and Taylor Avenue-Astor Street) Section of the Columbia River and Oregon Coast Highways with authority to award the contract to the low bidder if the City of Astoria approves construction of the Taylor Avenue-Astor Street unit. If the city will not approve construction of such unit, then the Engineer is authorized to award the contract for the Bond Street-Commercial Street unit only, such disposition of the matter being provided for in the provisions of the contract.

The Commission awarded to the low bidder, Leonard & Slate, Oreg. Ltd., Portland, the contract for the grading and surfacing of the Circle Bridge-Summit Section of the Oregon Coast Highway, in Clatsop County.

The one and only bid received for the construction of the Ashland (Water Street-Oak Street) Section of the Pacific Highway, in Jackson County, was rejected by the Commission as being too high.

The Commission referred to the Engineer the bids received for the grading and paving of the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West and the bids received for the improvement of the west end of the Ross Island Bridge on the Front Avenue Project, in Portland, with authority to award the contracts to the bidder submitting the low combination bid therefor when approval of the awards has been received from the Public Roads Administration, which is cooperating in the project.

At 3:00 p.m. Chairman Banfield publicly announced the awards of contracts, as follows:

"Grading, paving, and oiling the Eagle Creek-Sandy Section of the Woodburn-Sandy Secondary Highway, in Clackamas County. The low bid received for this project was submitted by R. A. Heintz - Construction, Portland, at $221,710.75, based on the use of asphalt. They did not submit a bid based on the use of tar. Vernie Jarl, Gresham, submitted the next low bid at $243,462. He also did not submit a bid based on the use of tar. There were five higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, R. A. Heintz - Construction, when certain conditions have been satisfied.

"Grading, paving, and construction of traffic control structures on the Astoria (Bond Street-Commercial Street and Taylor Avenue-Astor Street) Section of the Columbia River and Oregon Coast Highways, Clatsop County. Heavy Hauling Company, Astoria, submitted the low bid for this project at $62,838.67. Grimstad & Vandervelt, Astoria, submitted the next low bid at $69,994.50. The only other bid received was from Larson & Palmberg Co., Astoria, at $74,460.50. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Heavy Hauling Company, when certain conditions have been satisfied.

"Grading and bituminous macadam surfacing on the Circle Bridge-Summit Section of the Oregon Coast Highway, in Clatsop County. The low bid for this project was submitted by Leonard & Slate Oreg. Ltd., Portland, at $291,473. The second low bid was submitted by Guy F. Atkinson Co., Portland, at $368,478.50. There were four higher bidders. The Commission has awarded the contract to the low bidder, Leonard & Slate Oreg. Ltd. at its bid price.

"Grading and paving the Ashland (Water Street-Oak Street) Section of the Pacific Highway, in Jackson County. The Commission received only one bid for this project, being that of Scheffel & Gilman, Medford, at $56,217.50. The bid has been rejected.

"Grading and paving and construction of five reinforced concrete structures on the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West, Portland, Multnomah County. Kuckenberg Construction Co., Portland, submitted the low bid for this job at $932,753.50: C. J. Montag & Sons, Portland, submitted the next low bid at $971,746. There were two higher bidders. This project was advertised for combination bids with the reconstruction of the approaches to the Ross Island Bridge, for which Kuckenberg Construction Co., Portland, was also the low bidder at $54,240. C. J. Montag & Sons, Portland, submitted the second low bid for such project at $59,980. There was one higher bidder. A tabulation of the bids received for both projects reveals that the combination bid of the Kuckenberg Construction Co. was low at $986,993.50. The combination bid submitted by C. J. Montag & Sons was second low at $1,031,726. The Commission has referred the bids

received for both projects to the Engineer with authority to award the contracts to the low combination bidder, Kuckenberg Construction Co., when certain conditions have been satisfied."

The Engineer requested authority for an additional expenditure of $30,000 in connection with the Oneonta Borrow Pit Excavating and Shaping Project on the Columbia River Highway, in Multnomah County. He advised that the original force account contract with Berke Bros. provided for the sloping of the west side of the pit, which work can be finished within the amount originally appropriated by the Commission for the work; however, it now appears desirable and necessary to remove a large accumulation of additional material in the approximate center of the pit area, which is estimated to cost $20,000, and to install perforated drain pipes, which is estimated to cost about $10,000, in order to insure complete control of the situation and to safeguard the highway. The Commission by unanimous vote approved the additional $30,000 expenditure as a safety measure.

The Engineer also requested authority for an additional expenditure of approximately $7,000 to complete engineering studies of the proposed highway through Sullivan's Gulch, Portland, in order to obtain complete information that the Commission needs in order to pass on the project. He recalled that the original authorization for this work was $15,000, but, he said, the desired information cannot be obtained without the additional expenditure. Chairman Banfield gave as his thought that the additional expenditure is justified since, if the Commission enters into an agreement with the City of Portland with respect to this project, it will mean a commitment of from $10,000,000 to $12,000,000 over a period of time, so it would be advisable to secure full information in advance. The Commission thereupon by unanimous vote authorized the additional expenditure as requested.

A letter was presented from the Klamath County Court suggesting, if there is a question as to the disposition of funds which the Commission has appropriated to finance the highway approach into the City of Klamath Falls on the First Avenue-Esplanade Section of the Klamath Falls-Malin Highway, that this money be spent for the construction of the Henley-California State Line Section of this highway rather than diverted to some other part of the state. At the suggestion of Commissioner Schaupp the Secretary was instructed to inform the County that the Commission has appropriated the funds for a certain project and does not feel that it should make any change in the allocation at the present time.

A letter was presented from the Cottage Grove Chamber of Commerce inquiring as to the possibilities of securing further improvements to the Pacific Highway (US99) between Springfield Junction and Yoncalla. They urged such improvements from a safety standpoint. The Commission ordered that the Chamber of Commerce be informed that, in view of the limited amount of funds available to the Commission for new construction, the Commission is not now in position to give consideration to additional improvements on this section of highway.

A resolution was presented from Tillamook County Pomona Grange in which the State Highway Commission is urged to take immediate steps to correct the flood-water condition that exists on the Oregon Coast Highway at a point where it crosses the Kilchis River between Tillamook City and Bay City so as to provide adequate and sufficient measures for the uninterrupted passage of motor traffic over the Kilchis River during periods of high water. The Engineer advised that this is a desirable improvement, but no provision has been made for it in the Commission's current construction program. The Commission denied the request because of lack of funds with which to finance the improvement and instructed the Secretary to so inform the Grange.

Consideration was given by the Commission to a letter from George S. Zimmerman, President of the Yamhill Chamber of Commerce, suggesting the re-routing of the Tualatin Valley Highway between Yamhill and McMinnville because of numerous accidents that occur at the junction of this highway with US99W; also, suggesting the possibility of a further extension of this highway north from Yamhill to the town of Gaston. The Engineer exhibited a map showing the proposed route and read aloud Mr. Zimmerman's letter. It appeared to the Commission that the approval of this request would result in a duplication of highways in this district, that it would be a costly project for which funds are not available at the present time and the logical solution of the problem would be the elimination of some of the crooks and turns in the present highway. The request was denied.

The Commission had under discussion numerous requests for the construction of guard fence along the Minam Hill Section of the Wallowa Lake Highway to eliminate possibilities of fatal accidents such as recently occurred at this place. The Engineer advised that the accident referred to occurred on the reconstructed portion of this highway where an extra-width roadbed was provided as a safety measure and it was not thought that a guard fence or sight posts were required; however, he has ordered a guard fence constructed at this particular place as an additional safeguard. He advised that there are many places throughout the state where similar conditions obtain, such as on the Wallowa Lake Highway, the Green Springs Highway, the Siskiyou Section of the Pacific Highway, and the section of the Baker-Unity Highway over Dooley Mountain. He estimated that it would cost approximately $30,000,000 to install guard fences at all such locations on mountain grades. He suggested that it would be helpful to install sight posts only equipped with small reflectors, and he advised that the matter is now being studied and that he will have a complete report for the Commission's consideration in the near future. There followed a general discussion of the matter during which Chairman Banfield gave as his thought that when a accident occurs such as happened on Minam Hill the Commission should be prepared to say what has been done and what is being done as a preventative measure. He also gave as his thought that the reflector buttons should be attached to each sight post and to each guard rail post. The Engineer was instructed to render a complete report on this subject covering the entire state.

In this connection Chairman Banfield brought up the question of installing reflectors in highway tunnels. It was the thought of the Commission

that such reflectors should be installed in each tunnel as a safety measure, and it was so ordered.

The installation of a stop and go traffic signal at the twin tunnels at Mosier on the Upper Columbia River Highway was also discussed. The Engineer recalled that the Commission at the previous meeting authorized the installation of stop and go signals at this place. He advised that the approaches to this tunnel are unsafe because of the character of the slopes above the highway, and so there is a question whether there is a greater hazard to traffic from falling rocks than from collisions in the tunnel. He was instructed to consult with the Chief Counsel with respect thereto and to report back to the Commission when a decision will be made whether or not to install stop and go signals at this place.

A petition was presented from residents of Springfield, Oregon, requesting installation of a warning signal at the point where the McKenzie Highway crosses the Wendling Branch of the Southern Pacific Company at grade east of Springfield; also requesting the installation of a similar signal at the intersection of Third and Main Streets, in Springfield. The Engineer advised that the first of the above-mentioned installations is high on the priority list of signalization projects and that the Southern Pacific Company recognizes the hazard at this point and has offered to contribute 50 percent of the cost of the installation, which is estimated at $2,810. He recommended approval of this installation and requested authority to proceed with the work as soon as equipment is available and an order has been received from the Public Utilities Commissioner covering the matter. He also recommended that the request for the signal installation at Third and Main Streets be denied. The Commission approved both recommendations by unanimous vote.

The Engineer brought up for consideration a request from the City of Klamath Falls for engineering assistance in connection with the preparation of plans for installing a lighting system on South Sixth Street immediately south of a similar installation now being made by Mr. Alfred D. Collier of that city. He recommended approval of the request and that he be authorized to prepare the plans and specifications, which he estimated would cost about $300. The Commission approved the recommendation unanimously.

The Secretary presented a resolution from the Union Avenue Association, Inc., Portland, requesting the illumination of Union Avenue, Portland, as a public safety measure. The Association contends that because of the improper lighting of this thoroughfare a traffic hazard exists, both for vehicles and pedestrians, which could be eliminated if the street were properly lighted. The Commission denied the request, it being the opinion of the Commission that this is a city responsibility.

A petition was presented from residents of East Salem requesting footpath construction along the Silver Creek Falls Secondary Highway south of a place known as "Four Corners" for the benefit of school children and other pedestrians. The Commission deferred a decision in this matter pending action by the State Legislature on legislation concerning the same subject.

The Commission referred to the Engineer for investigation and report a request from the Bay City Chamber of Commerce, Tillamook County, for the improvement of the Oregon Coast Highway through the city similar to the improvement that is being constructed through the Ocean Lake district.

A petition was presented from residents of Corvallis requesting guard fence construction along the Albany-Corvallis Highway from the Corvallis City Limits northeasterly a distance of approximately three-quarters of a mile where the highway is located in close proximity to the Willamette River; also, a letter from Mr. Lynn Gallagher, board member of Fairplay School, requesting sidewalk construction along this highway extending from Corvallis to the school, a distance of about two and one-half miles. The Engineer advised that there is merit in this request and that the improvement should be made as a traffic-safety measure; moreover, the project is included in the tentative Minor Betterment Budget for 1947 and is estimated to cost about $9,000. The Commission deferred action on the matter pending consideration of the projects for the Minor Betterment Program.

The Engineer reported the award of the following contracts, bids for which were referred to him by the Commission on December 31, 1946, with authority to award the contracts when certain conditions have been satisfied:

Construction of "Love" Bridge over Powder River on Baker-Homestead Highway near Richland, Baker County; contract awarded on January 8, 1947, to Lindstrom Bros., the low and only bidder;

Umatilla Dam-Hermiston Section of the Old Oregon Trail, Umatilla County; contract awarded on January 10, 1947, to O. C. Yocom Co., low bidder;

Hardman Hill and Rhea Creek-Hardman Hill Sections of the Heppner-Spray Secondary Highway in Morrow County; both contracts awarded on January 10 to J. S. Risley, the low bidder, on the basis of his combination bid for both jobs.

The Engineer advised that the conditions of the awards have been fulfilled, and he asked the Commission to confirm the awards. The Commission by unanimous vote confirmed the action of the Engineer on this matter.

The Engineer also reported that the following cities and towns have satisfied the requirements with respect to the expenditure of 1945 State Tax Street Funds which they received in 1946 and that the plans for the several improvements which the cities contemplate financing with such funds have been examined and found satisfactory:

Amity	Dayville	Glendale	Oakland	Talent
Columbia City	Falls City	Long Creek	Phoenix	Waldport
Dayton	Fossil	Myrtle Creek	Prairie City	

He recommended approval of the plans by the Commission in order to satisfy the legal requirements. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Amity	$ 818.60
Columbia City	491.16
Dayton	953.78
Dayville	204.27
Falls City	1,073.94
Fossil	799.07
Glendale	836.62
Long Creek	357.48
Myrtle Creek	662.39
Oakland	551.24
Phoenix	648.87
Prairie City	971.80
Talent	572.27
Waldport	946.27

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Amity - Woodson Street, Oak Street, Sherman Street
Columbia City - 2nd Street, "E" Street
Dayton - Alder Street, Church Street, Ash Street, Third Street, Fourth Street, Fifth Street, Sixth Street, Seventh Street
Dayville - One block south from highway or Franklin Avenue (unnamed street), and one block southwest from highway or Franklin Avenue (unnamed street)
Falls City - Lombard Street, S. Main Street, Mill Street, Pine Street, 2nd Street, 5th Street, Bryant Street, Prospect Street, Wood Street
Fossil - Adams Street, Fifth Street, Main Street, Broadway Street, Rutledge Street, "B" Street, Chase Street, Third Street, Jay Street, Sixth Street

Glendale - Pacific Avenue, Molly Street
Long Creek - 2nd Street
Myrtle Creek - First Street, Hall Street, Second Street, Division Street
Oakland - Oak Street, 3rd Avenue
Phoenix - Church Street, Rose Street, 5th Street, "C" Street
Prairie City - Bridge Street, Main Street
Talent - Gibson Street, "I" Street
Waldport - Mill Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the City.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 4th day of February, 1947.

The Engineer also reported that the towns of Jordan Valley and Mitchell have fulfilled the legal requirements with respect to the expenditure of 1944 State Tax Street Funds which they received in 1945 and that the plans for the contemplated improvements have been examined and found satisfactory. He recommended approval of the plans by the Commission to satisfy the legal requirements. The Commission approved the recommendation unanimously and thereupon adopted the following resolution with regard thereto by unanimous vote:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Jordan Valley	$ 382.98
Mitchell	306.11

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Jordan Valley - Oregon Avenue, Somnerville Street
Mitchell - Nelson Street, Rosenbaum Street, High Street, Folston Alley, also two unnamed streets from Rosenbaum Street to High Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Highway Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 4th day of February, 1947.

The Commission had under consideration the adoption of a resolution to accomplish the apportionment to the cities and towns of the state five percent of the 1946 highway revenues. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon the assurance of the Engineer that the respective amounts have been checked and are in conformity with the legal requirements:

WHEREAS, it is provided by Chapter 371, Oregon Laws, 1943, that:

"Beginning with the year 1943 and annually thereafter there shall be and hereby is appropriated out of the state highway fund

such sums of money as will equal 5 percent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year, and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A., and under the provisions of section 115-528, O. C. L. A., and under the provisions of section 110-1705, O. C. L. A., and from fines and penalties assessed and collected for violations of the motor vehicle and transportation laws, and which have been paid to the state treasurer, which appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year."

AND, WHEREAS, the moneys which have been credited to the state highway fund by the state treasurer between January 1 and December 31 of the year 1946, and which have accrued from the sources designated in said Chapter 371, Oregon Laws, 1943, amount to $22,334,410.35, being as follows:

Section 115-135, O.C.L.A. (Motor Vehicle License Fees) - -	$ 3,729,610.64
Section 115-528, O.C.L.A. (Motor Transportation Fees) - -	2,505,732.05
Section 110-1705, O.C.L.A. (Gasoline Tax) - - - - - - - - -	15,962,001.35
From fines and penalties assessed and collected for violations of the motor vehicle and transportation laws, and which have been paid to the state treasurer	137,066.31
Total - - - - - - -	$22,334,410.35

AND, WHEREAS, the five per cent of this $22,334,410.35 which is available for apportionment to the cities and towns amounts to $1,116,720.52;

AND, WHEREAS, the apportionment of the $1,116,720.52 to the cities and towns of the State is to be based upon the "population" as defined by Chapter 371, Oregon Laws 1943, subject to such changes as have been made under authority of Chapter 122, Oregon Laws 1945;

AND, WHEREAS, by applying the factors of allocation provided for in said Chapter 371, Oregon Laws 1943; and Chapter 122, Oregon Laws 1945; the State Highway Commission has arrived at and made its apportionment of the said $1,116,720.52 to the several cities and towns of the State;

NOW, THEREFORE, the State Highway Commission does hereby certify to the Honorable Robert S. Farrell, Jr., Secretary of State of the State of Oregon, the following apportionment or appropriations out of said state highway fund for the calendar year 1946, to wit:

I. Cities of Populations 1,000 or More

City	Population	Amount
Albany	5,654	$11,339.75
Ashland	4,744	9,514.64
Astoria	10,389	20,836.34
Baker	9,342	18,736.46
Bandon	1,004	2,013.64
Beaverton	1,492*	2,992.38
Bend	10,021	20,098.27
Burns	2,566	5,146.41
Canby	1,236*	2,478.94
Central Point	1,156*	2,318.49
Coos Bay	5,259	10,547.53
Coquille	3,327	6,672.68
Corvallis	8,392	16,831.12
Cottage Grove	2,626	5,266.75
Dallas	3,579	7,178.10
Enterprise	1,709	3,427.60
Eugene	20,838	41,793.01
Forest Grove	2,449	4,911.75
Freewater	1,041*	2,087.85
Gladstone	1,910*	3,830.72
Grants Pass	6,028	12,089.85
Gresham	2,724*	5,463.30
Heppner	1,419*	2,845.97
Hermiston	2,107*	4,225.83
Hillsboro	3,747	7,515.04
Hood River	3,280	6,578.42
Independence	1,608*	3,225.03
Jacksonville	1,011*	2,027.68
Junction City	1,415*	2,837.95
Klamath Falls	16,497	33,086.63
La Grande	7,747	15,537.50
Lakeview	2,466	4,945.85
Lebanon	2,729	5,473.32
McMinnville	3,706	7,432.81
Medford	11,281	22,625.34
Milton	1,849*	3,708.38
Milwaukie	5,146*	10,320.90
Molalla	1,236*	2,478.94
Monmouth	1,072*	2,150.02
Mount Angel	1,279*	2,565.18
Myrtle Point	1,296	2,599.28
Newberg	2,960	5,936.62
Newport	2,019	4,049.34
North Bend	4,262	8,547.93
Nyssa	1,855	3,720.42

(Con't)

4 1 47

City	Population	Amount
Ontario	3,551	$ 7,121.94
Oregon City	6,124	12,282.39
Oswego	2,445*	4,903.73
Pendleton	8,847	17,743.68
Portland	203,596**	408,335.21
Prineville	2,358	4,729.24
Rainier	1,183	2,372.64
Redmond	2,164*	4,340.15
Reedsport	1,979*	3,969.11
Roseburg	4,924	9,875.65
St. Helens	4,304	8,632.17
Salem	30,908	61,989.55
Seaside	2,902	5,820.29
Sheridan	1,504*	3,016.45
Silverton	2,925	5,866.42
Springfield	3,805	7,631.37
Stayton	1,085	2,176.09
Sutherlin	1,300*	2,607.30
Sweet Home	2,141*	4,294.07
The Dalles	6,266	12,567.18
Tillamook	2,751	5,517.45
Toledo	2,288	4,588.85
Union	1,398	2,803.85
Vale	1,083	2,172.08
Vernonia	1,420*	2,847.97
Warrenton	1,916*	3,842.76
West Linn	2,165	4,342.16
West Salem	2,005*	4,021.26
Woodburn	2,200*	4,412.35
	501,010	$1,004,833.27

* Population as determined by actual count made under supervision of Secretary of State.

** 2/3 of 1940 census, as provided in Chapter 371, Oregon Laws 1943.

II. Cities of Populations Less Than 1,000

City	Population	Amount
Adams	169	$ 338.95
Amity	545	1,093.06
Antelope	90	180.51
Arlington	609	1,221.42

(Con't)

City	Population	Amount
Athena	513	$ 1,028.88
Aumsville	174	348.98
Aurora	243*	487.36
Banks	247	495.39
Barlow	52	104.29
Bay City	538*	1,079.02
Boardman	110	220.62
Bonanza	233	467.31
Brownsville	960*	1,925.39
Butte Falls	339	679.90
Canyon City	312	625.75
Canyonville	255	511.43
Carlton	964*	1,933.41
Cascade Locks	703	1,409.95
Cave Junction	243*	487.36
Chiloquin	741	1,486.16
Clatskanie	708	1,419.98
Coburg	456	914.56
Columbia City	327	655.84
Condon	856	1,716.81
Cornelius	781*	1,566.39
Cove	321	643.80
Creswell	497	996.79
Culver	181*	363.02
Dayton	635*	1,273.57
Dayville	136	272.76
Donald	186*	373.04
Drain	597	1,197.35
Dufur	392	786.20
Dundee	209	419.17
Eagle Point	451*	904.53
Eastside	638	1,279.58
Echo	454*	910.55
Elgin	997	1,999.60
Empire	707*	1,417.97
Estacada	673*	1,349.78
Fairview	305	611.71
Falls City	715	1,434.01
Florence	605*	1,213.40
Fossil	532	1,066.99
Garibaldi	899*	1,803.05
Gaston	333	667.87
Gearhart	319	639.79
Gervais	332	665.86
Glendale	557	1,117.13
Gold Beach	569*	1,141.19

(Con't)

4 1 47

City	Population	Amount
Gold Hill	536	$ 1,075.01
Granite	86	172.48
Grass Valley	204	409.15
Haines	377	756.12
Halfway	416	834.34
Halsey	305	611.71
Hammond	422	846.37
Harrisburg	622	1,247.49
Helix	121	242.68
Hines	677	1,357.80
Hubbard	387	776.17
Huntington	741	1,486.16
Imbler	182	365.02
Ione	262	525.47
Island City	177	354.99
Jefferson	479	960.69
John Day	962*	1,929.40
Jordan Valley	274	549.54
Joseph	593	1,189.33
Juntura	167	334.94
Lafayette	560*	1,123.14
Lexington	223	447.25
Lonerock	46	92.26
Long Creek	238	477.34
Lostine	204	409.15
Madras	795*	1,594.46
Malin	535	1,073.00
Manzanita	219*	439.23
Maupin	267	535.50
Merrill	648	1,299.64
Mitchell	219	439.23
Monroe	311	623.75
Monument	118	236.66
Moro	309	619.74
Mosier	216	433.21
Myrtle Creek	714*	1,432.01
Nehalem	247	495.39
North Powder	376	754.11
Oakland	592*	1,189.33
Oakridge	520	1,042.92
Oceanlake	557*	1,117.13
Paisley	237	475.33
Philomath	876*	1,756.92
Phoenix	641*	1,285.60
Pilot Rock	478*	958.68
Port Orford	755	1,514.24

(Con't)

City	Population	Amount
Powers	762*	$ 1,528.28
Prairie City	701*	1,405.94
Richland	254	509.43
Riddle	214	429.20
Rockaway	616*	1,235.46
Rogue River	474*	950.66
St. Paul	183	367.03
Sandy	660*	1,323.71
Scappoose	502*	1,006.82
Scio	351	703.97
Scotts Mills	227	455.27
Shaniko	55	110.31
Sherwood	563*	1,129.16
Sisters	656*	1,315.68
Sodaville	99	198.56
Stanfield	566*	1,135.18
Sublimity	280	561.57
Summerville	80	160.45
Sumpter	420	842.36
Talent	381	764.14
Troutdale	211	423.18
Tualatin	238*	477.34
Turner	414	830.32
Umatilla	370	742.08
Waldport	630	1,263.54
Wallowa	838	1,680.71
Wasco	303	607.70
Weston	498	998.80
Wheeler	259	519.45
Willamina	886*	1,776.97
Yamhill	418	838.35
Yoncalla	378*	758.12
	55,787	$111,887.25

* Population as determined by actual count made under supervision of Secretary of State.

That a certified copy of this resolution and certificate be delivered to the said Secretary of State for his use and guidance in the administration of said law.

That this resolution be entered in the minutes and records of the Commission as of February 4, 1947.

---

4 1 47

The following persons representing the City of Portland came before the Commission regarding the installation of traffic lights on Front Avenue: City Commissioner William A. Bowes, City Engineer Ben S. Morrow, City Traffic Engineer F. T. Fowler, and City Construction Engineer L. G. Apperson. Mr. Bowes advised that the Oregon Journal has purchased the old market building situate between Front Avenue and Harbor Drive and is now remodeling it as a permanent headquarters for its paper. The Journal, he said, employs in excess of 700 people, all of whom will be obliged to cross Front Avenue daily, which is going to be rather hazardous in view of the vehicular traffic volume along this thoroughfare; moreover, the Journal has in excess of 1,500 callers at its offices daily who also will be subjected to this hazard. The signalization of certain intersections along Front Avenue, he said, appears to be a necessity, particularly at Yamhill, Salmon, and Taylor Streets. He estimated the cost at about $2,000 for each intersection and asked state cooperation on a 50-50 basis. He also pointed out that conduits are already in place, so no extra expense is required on that account.

The State Highway Engineer explained that the conduits were installed in connection with the highway contract for the improvement of this street because it could be done much cheaper at that time and would avoid the necessity to tear up the street later on; however, he said there is nothing contained in the agreement between the city and the state covering the maintenance of state highway routes with respect to the state contributing toward the lighting costs.

Chairman Banfield advised that the Commission is not in a position today to make a decision in the matter, that the project is an expensive one involving several miles of construction, and the Commission of necessity must consult with the State Highway Engineer and the Chief Counsel before taking action. He suggested that the city proceed with the installation of the signals to take care of the Journal situation, and, if later on the Commission finds that it has an obligation with respect to the lighting of this street, then the state will pay its portion of the costs. He concluded the conference by reiterating that the Commission does not now know the extent of its overall responsibility regarding this matter but will give it careful study and will cooperate if it considers the state has an obligation.

Mr. Bowes also brought up for discussion the agreement entered into by the state and the city on August 31, 1944, covering the maintenance and control of city streets over which state highway traffic is routed. He advised that this agreement provides that from time to time, by mutual agreement between the city and the state, other streets may be added to the agreement, and also any other matters which call for special or particular consideration may be considered and amendments made to this agreement. He presented a letter outlining the various things that he had in mind, which included (1) street lighting along the Front Avenue Project, (2) installation of traffic signals as a cooperative project, (3) transfer to the city right of way acquired for Swift Boulevard, (4) reach an understanding with respect to jurisdiction of McLoughlin Boulevard back of the curb lines, and (5)

transfer to the city of right of way acquired by the state for the Swan Island Approach Road. He advised that recently several important matters have developed in connection with the jurisdiction and interpretation of verbal agreements between the city and the state, and suggested that these matters should be put down in writing as an amendment to the above -mentioned agreement of August 31, 1944, so as to avoid misunderstandings. At the Commission's request the Secretary read aloud Mr. Bowes' letter. (See letter dated February 4, 1947, in general files, for details.) The Commission referred the letter to the Engineer and the Chief Counsel to analyze and instructed them to report their recommendation to the Commission at its next meeting.

In this connection Chairman Banfield brought up for discussion the City's resolution designating Jefferson Street and Columbia Street one-way traffic streets between Harbor Drive and S.W. 14th Avenue. He advised that it is true the State Highway Commission agreed to cooperate with the City in this matter, but the City's resolution covering the arrangement is not strictly in conformity with the Commission's understanding. In view of this fact the Commission's Chief Counsel has been instructed to prepare a resolution covering the matter as was agreed when the matter was first discussed. He said that he was bringing the matter up at this time simply to make it clear that Columbia Street is still a city street and is to be maintained by the City as such until it has been formally designated by the State Highway Commission as a state highway route. (The resolution regarding this matter was adopted by the Commission on the following day. See minute entry and resolution ahead.)

The Secretary presented a letter from County Judge F. E. Gilkey, Lincoln County, and a petition signed by numerous citizens of Lincoln County who reside along the Siletz-Nashville County Road wherein the Highway Commission is requested to designate and improve this road as a state highway. The Commission denied the request because of the low priority of the project and lack of funds with which to finance the work.

The Chief Counsel presented a letter from Hon. J. O. Johnson, State Representative, inquiring as to the plans of the Highway Commission with respect to the widening of the Tualatin Valley Highway for four lanes of traffic between Beaverton and Forest Grove. The Engineer advised that, whereas the highway as presently constructed may be somewhat narrow for the volume of traffic which it now carries, the completion of the Sunset Highway in the not distant future, in his estimation, will relieve the situation considerably. He recommended in view thereof that no money be spent for widening this section until the Sunset Highway has been completed and opened for travel, at which time further consideration can be given the need for the widening work which Mr. Johnson requests. He further stated that there are no unobligated funds available for this improvement. The Commission concurred in the viewpoint of the Engineer and ordered that Representative Johnson be so informed.

The Engineer reported that the relocation surveys for the following

sections of state highways have been completed and asked the Commission to approve them as the permanent routes of such highway sections:

Adrian-Homedale Section of the Nyssa-Adrian Secondary Highway, Malheur County;

Umatilla River Dike Section adjacent to the Boardman-Stanfield Highway, Umatilla County.

After study, the Commission approved the relocations as reported and thereupon, by unanimous vote, adopted the following resolutions with regard thereto upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of each of the following sections of state highways, to wit:

Adrian-Homedale Section of the Nyssa-Adrian Secondary Highway, Malheur County;

Umatilla River Dike Section adjacent to the Boardman-Stanfield Highway, Umatilla County,

and in connection therewith to prepare maps showing the route and location of said sections of highways and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the surveys of the above-mentioned sections of state highways, together with the maps, which for identification purposes bear the map file Nos. 6B-21-3 and 6B-21-4, and 6B-22-10, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the fourth day of February, 1947.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Warren Northwest, Inc., Contract No. 2738, for grading and paving the South Unit of the Steiwer Hill-Albany Section of the Pacific Highway East in Linn County, requested an extension of time of 360 days, from September 30, 1946, to September 30, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to noncompletion of certain overflow bridge structures which were being built by another contractor under a separate contract. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct and recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation, not, however, on the basis of the contractor's statement.

Warren Northwest, Inc., Contract No. 2739, for grading and paving the North Unit of the Steiwer Hill-Albany Section of the Pacific Highway East, in Marion County, requested an extension of time of 360 days, from September 30, 1946, to September 30, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delay occasioned by the noncompletion of certain overflow bridges that were being built by another contractor. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statement.

O. C. Yocom Co., Contract No. 2771, for grading and surfacing the Buell and Salt Creek-Dolph Corner Sections of the Dallas-Coast Secondary Highway, in Polk County, requested an extension of time of six months, from October 31, 1946, to June 30, 1947, within which to complete this job. They advised that their progress on this job was delayed because of inclement weather conditions and the severity of early fall rains which did not permit the placing of the bituminous wearing surface as required. They also stated that the Engineer had requested that the oiling work be deferred until suitable weather condition in the spring. The Engineer advised that all of the grading and surfacing work and approximately half of the bituminous macadam construction was completed before the heavy fall rain set in, but due to the fact that oiling work cannot be done successfully when the surface is wet, he ordered such work deferred until next summer. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was

presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, not, however, on the basis of the contractor's statements.

C. J. Eldon, Contract No. 2773, for trestle bridge construction over McKay Creek on the Wolf Creek (Sunset) Highway, in Washington County, requested an additional extension of time of 151 days, from December 31, 1946, to May 31, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing necessary materials. The Engineer recommended that an additional extension of time of 120 days, up to April 30, 1947, rather than 151 days as requested, be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statement.

Tom Lillebo, Contract No. 2774, for construction of the Fuller and Ojalla Bridges over the Siletz River on the Siletz Secondary Highway, in Lincoln County, requested an extension of time of 242 days, from December 31, 1946, to August 30, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing delivery of structural and reinforcing steel. The Engineer advised that the reason given for overrunning the specified time limit is correct, and he recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation, not, however, on the basis of the contractor's statement.

Adler Construction Company, Contract No. 2791, for grading the Mill Creek-Miller Flat Section of the Warm Springs Highway, in Jefferson and Wasco Counties, requested an additional extension of time of 180 days, from November 30, 1946, to May 30, 1947, within which to complete this job. They attributed their failure to complete the contract within the specified time limit to adverse weather conditions. The Engineer advised that the reason given for overrunning the time limit is substantially correct and, he recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statement.

Strong and Macdonald, Contract No. 2795, for grading and surfacing the Spring Creek Hill Section of The Dalles-California Highway, in Klamath County, requested an extension of time of 151 days, from December 31, 1946, to May 31, 1947, within which to complete this project. They attributed their failure to complete the work within the specified time limit to adverse weather conditions, unsettled labor market, and difficulties in obtaining repair parts for their machinery.

The Engineer advised that progress on this project has been slow because of the inability of the contractor to obtain proper equipment to handle large boulders; however, he has now secured such equipment, and completion of the job will be expedited as weather conditions permit. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statements.

McNutt Bros., Contract No. 2796, for grading the Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway, in Klamath County, requested an extension of time of 151 days, from December 31, 1946, to May 31, 1947, within which to complete this job. They alleged that unfavorable weather conditions interfered with the expeditious handling of the work and was a direct cause of their failure to complete the contract within the specified time. The Engineer advised that the contractor's delay in completing the small amount of work remaining will not cause the state any additional expense for engineering, neither will it affect the plans for surfacing the section. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statement.

R. A. H eintz - Construction, Contract No. 2797, for grading the Spring Creek Hill-Lobert Section of The Dalles-California Highway, in Klamath County, requested an extension of time of 151 days, from December 31, 1946, to May 31, 1947, within which to complete this job. He gave extremely wet weather conditions as the reason for overrunning the time time limit. The Engineer advised that early rains were experienced on this project which materially delayed finishing operations, which are about all that remains to complete the work. He further advised that the contractor has made good progress throughout the season and that the state will not incur any loss by reason of delay. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statement.

Warren Northwest Inc., Contract No. 2799, for grading and paving the Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway, in Klamath County, requested an extension of time of 196 days, from December 31, 1946, to July 15, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delay in the award of the contract, waiting for public utilities to complete the readjustment of their facilities, and delays in delivery of cement. The Engineer advised that the contractor and the public utilities concerned both experienced difficulties in securing labor and materials for their respective work, which is the reason that the contract was not completed within the specified time limit. He recommended,

in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statements.

Philpott & Buckingham, Contract No. 2833, for reconstructing the Mill Creek Bridge on the Dallas-Coast Secondary Highway, in Polk County, requested an extension of time of 120 days, from January 31, 1947, to May 31, 1947, within which to complete this project. They attributed their failure to complete the work within the specified time limit to scarcity of adequate labor, difficulties in securing materials, and inclement weather. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statements.

The Engineer reported the Contract No. 2766 for grading on the Madras-Lamonta Section of the Madras-Prineville Secondary Highway, in Jefferson County, and Contract No. 2847, for landscaping the Ocean Lake Section of the Oregon Coast Highway, in Lincoln County, have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2766, with R.A. Heintz - Construction, for grading on the Madras-Lamonta Section of the Madras-Prineville Secondary Highway in Jefferson County; completed August 28, 1946;

Contract No. 2847, with Knight Pearcy, d.b.a. Knight Pearcy Nursery Co., for landscaping on the Ocean Lake Section of the Oregon Coast Highway in Lincoln County; completed December 27, 1946.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Engineer reported receipt of a letter from The Pacific Telephone and Telegraph Company advising that the Company has purchased property on the south side of Burnside Street and east of S. W. 9th Avenue, Portland, on which it contemplates construction of a twelve-story building in connection with its expansion program, which improvement will involve an expenditure of several million dollars, and requesting an expression from the State Highway Commission as to its plans for the future widening of Burnside Street, which would affect their building design. The Engineer advised that, in his estimation, there is no occasion for the further widening of Burnside Street, at least from the state highway standpoint, because of the probable future designation of this street west of Broadway as a one-way street for eastbound traffic and the routing of westbound traffic on Couch Street, studies for which already have been made by the City. The further widening of Burnside Street, he said, is a very expensive proposition, and he suggested that the Company be advised to consult with the Portland City Council for its answer. The Commission concurred in the viewpoint of the Engineer and so ordered.

The Commission had under consideration renewal of its agreement with MacWilkins Cole & Weber, the advertising agency which is supervising publicity matters for the Travel and Information Department. The Commission voted unanimously to extend the present arrangement for another year. (An agreement covering the matter was executed by the Commission later in the session.)

In this connection the Engineer brought up for discussion the question of continuing the Highway Department's membership in the National Association of Travel Officials. He advised that the dues are $50 a year and that membership in the Association was authorized by the former Highway Commission upon recommendation of the members of the Advisory Committee on Travel Matters. The Commission by unanimous vote decided to continue its membership in this Association and authorized the payment of the dues for the current year.

The Engineer asked the Commission to confirm telephonic authority given him to spend an additional $17,000 for purchase of buildings in Camp Adair. He advised that about three years ago the Commission budgeted the sum of $200,000 for the construction of buildings with the understanding that before any expenditure was made on this account he would secure the approval of the Commission. He further advised that on November 25, 1946, the Commission authorized an expenditure of $12,000 for the purchase and re-erection of four buildings to be used as maintenance headquarters at Florence, Dexter, Dufur, and Cave Junction and for an equipment storage building at the Salem Shops; also, that on January 20, 1947, telephonic approval for an additional expenditure of $5,000 was authorized by Commissioners Schaupp and Chandler for the purchase and re-erection of two additional buildings at Salem, and that on January 22, 1947, Commission Chandler authorized an additional expenditure of $12,000 to purchase, move, and re-erect three motor repair buildings for maintenance headquarters at Woodburn, Troutdale, and North Bend and for one fire station building at the maintenance headquarters at Warm Springs Junction. He asked the Commission to confirm such telephonic authorizations, totaling $17,000, which brings the total expenditure for such purposes to $29,000. The

Commission approved such expenditure by unanimous vote.

In this connection the Engineer was instructed to send pictures of the re-erected buildings to each member of the Commission for his information.

The Engineer reported receipt of information from the War Assets Corporation that it has for sale a limited stock of steel girder highway spans now stored at Atlanta, Georgia, the spans being 30 feet in length and consisting of four I beams, and, as manufactured, have a roadway width of 12 feet 6 inches. These may be purchased, he said, for the sum of $387.51 per span f.o.b. Atlanta, Georgia, and if obtainable, will effect a saving of $30,000 in the construction of approaches to the Willamette River Bridge at Independence. He also said that additional steel can be used to advantage in the construction of the Stillwell Bridge at Tillamook. He requested authority to purchase 45 spans, which would cost approximately $26,505.67, including freight. The Commission approved the request by unanimous vote.

The Commission had under discussion the adoption of a policy with regard to the painting of parallel parking stalls on state highway routes through cities. The Engineer advised that a number of years ago, as an inducement to the cities to adopt parallel parking ordinances, the Commission agreed to paint parallel parking stalls on highway routes, which is quite a task for the sign crews inasmuch as it is necessary to repaint the lines two or three times a year. A number of the cities, he said, have installed parking meters, which changes the picture somewhat and raises the question whether or not the state should continue the painting of the parking stalls at such places because of the additional work that would be required, it being essential that the parking stalls be well marked when meters are used. He recommended continuation of the present policy in all places where no meters have been installed and that in localities where the city maintains meters the responsibility for painting the parallel parking areas be placed upon the cities, which, he said, can do the work cheaper than it can be done by the state. The Chief Counsel concurred in the recommendation, giving as his thought that it is only right that the cities should perform such function inasmuch as they are securing revenues from the meters. The Commission approved the recommendation unanimously.

The Engineer reported completion of construction of the Ruckles Creek-Middle Bridge Section of the Baker-Homestead Highway, in Baker County, and recommended abandonment of certain fragments of the old right of way and that such portions be allowed to revert to the county for maintenance as a county road or disposed of otherwise as the County sees fit. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler:

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Baker-Homestead Highway No. 12 known as the Ruckles Creek-Middle Bridge Section in Baker County, the

westerly terminus of which is at Highway Engineer's Station 729+00 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 862+34.8 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway or other public purposes, while other portions or sections may be needed and may be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The areas of land within the limits of the old right of way and outside the limits of the right of way of the reconstructed highway which lie between Engineer's Station 731+00 and Engineer's Station 744+20 of the reconstructed highway, between Engineer's Station 746+00 and Engineer's Station 773+50 of the reconstructed highway, between Engineer's Station 774+50 of the reconstructed highway and Engineer's Station 778+50 of the reconstructed highway, and between Engineer's Station 778+00 and Engineer's Station 802+00 of the reconstructed highway, and between Engineer's Station 802+00 and Engineer's Station 842+50 of the reconstructed highway, and which areas are shown colored in brown on the map attached hereto, which map is marked "Exhibit A" and by this reference made a part of this resolution, are no longer needed for highway and may not be needed for any other public purpose, and, therefore, all of said areas colored in brown and enumerated above are eliminated from the right of way of said highway, and such title, interest or right which the State has or may have had in said real property is hereby permitted to revert to the County, and shall be under the jurisdiction and control of the County and shall be maintained by the County as a public road pursuant to agreement between the County and the State dated December 27, 1945. *

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the relocation and reconstruction of the said highway. It is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State and shall not be permitted to revert to the County or become the property of abutting owners. *

3. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties title to which is to be retained by the State shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Baker County a duly certified copy thereof, and shall file with the Clerk of Baker County a like certified copy; and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road or shall vacate any or all of said abandoned sections as may be determined by the County Court, permitting such areas to revert to the owners of the abutting property. *

FOOTNOTE:

* The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 129, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Commission also had under discussion the disposition of certain sections of the Oregon Coast Highway within the City of Coos Bay which no longer are required for state highway purposes since the highway has been reconstructed at this location, particularly along the Ingersoll Avenue-Johnson Avenue unit and through the Bunker Hill district. The Engineer advised that the City Council has signed an agreement covering the future disposition of such areas and recommended action by the Commission in conformity therewith. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Oregon Coast Highway known as the Ingersoll Avenue-Johnson Avenue Section, and the Bunker Hill Section, in Coos County, the northerly terminus of which is at Highway Engineer's Station 17+39 of the reconstructed line at the intersection of Broadway and Ingersoll Avenue, in the City of Coos Bay, and the southerly terminus of which is at Highway Engineer's Station 89+00 of the reconstructed line

at the intersection of the Oregon Coast Highway and Linton Avenue, in the First Addition to Bay Park in Coos County; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, and are no longer needed for highway purposes.

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation; and

WHEREAS, the City of Coos Bay and the Highway Commission have entered into an agreement relating to the use and jurisdiction of the abandoned sections, said agreement being dated December 30th, 1946;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the sections or areas of the old right of way which lie between Highway Engineer's Station 23+25 and Highway Engineer's Station 29+90 of the reconstructed highway, and also between Highway Engineer's Station 30+00 and Highway Engineer's Station 39+20 of the reconstructed highway, and are otherwise shown and identified colored in red on Exhibit A, attached hereto, and by this reference made a part hereof, are hereby abandoned as any part of the right of way of the said State Highway. The Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road shall be assumed and exercised by the City Council of Coos Bay. *

2. That the area shown colored in green on said Exhibit "A" includes right of way acquired for the relocation and reconstruction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit A shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the City Council of Coos Bay, a duly certified copy thereof, and shall file with the Clerk of Coos County and the Recorder of the City of Coos Bay a like certified copy, and the City Council hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the City shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked Exhibit A, and shall assume jurisdiction thereover as city streets.*

FOOTNOTE:

* The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 153, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Engineer presented for the Commission's approval a form of agreement with Malheur County with respect to the abandonment of certain sections of the old right of way of the Nyssa-Adrian Secondary Highway, Malheur County, when this highway has been reconstructed on permanent alignment. He recommended approval and execution of the agreement, which is in conformity with the Commission's policy to provide for the disposition of such fragments of right of way prior to contracting a highway improvement. He exhibited a map showing the sections of right of way under discussion. The Commission approved the recommendation by unanimous vote. (The agreement was signed by the Commission on the following day.)

The Commission had under discussion the combination of two secondary highways in Malheur County in order to simplify the records — Nyssa-Adrian Secondary Highway No. 450 and Homedale Spur Secondary Highway No. 455. The Engineer recalled that this matter came before the Commission at the previous meeting, but action thereon was deferred pending securing of the approval of the Malheur County Court. The approval of the County Court, he said, has been obtained. He recommended appropriate action by the Commission combining these two secondary highways. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, on November 13, 1931, the Commission selected and designated as a secondary highway a county road in Malheur County then under the jurisdiction of the County Court of said County, and on May 17, 1937 by amended resolution the location of said road was changed and

the description of said road now reads as follows:

> Beginning at Nyssa in Malheur County, Oregon; thence southerly via Adrian to a junction with the Homedale Spur Secondary State Highway No. 455 and the Jordan Valley County Road approximately 8.7 miles south of Adrian, a distance of 20.95 miles,

which said county road upon its selection and designation as a secondary state highway was identified in the records of the Highway Commission as the Nyssa-Adrian Secondary State Highway No. 450; and

WHEREAS, on November 13, 1931, the Commission designated as a secondary state highway a county road in Malheur County, which road was under the jurisdiction of the County Court and was defined and described as follows, to wit:

> Beginning at a junction with the Nyssa-Adrian Secondary State Highway No. 450 and the Jordan Valley County Road, approximately 8.70 miles south of Adrian; thence easterly to the Oregon-Idaho state line, a distance of 1.95 miles,

which said county road upon its selection and designation as a secondary highway was thereafter identified in the records of the Highway Commission as the Homedale Spur Secondary State Highway No. 455; and

WHEREAS, by reason of the relocation and contemplated reconstruction of said secondary highways and by reason of the communities which are served by said highways it is the judgment and opinion of the Commission that said highways should be combined and thereafter identified as a secondary highway to be known as the Nyssa-Adrian Secondary Highway No. 450;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting as follows:

1. That the Nyssa-Adrian State Highway No. 450 and the Homedale Spur Secondary State Highway No. 455 shall be and the same hereby are for all purposes combined and shall hereafter be identified and known as the Nyssa-Adrian Secondary State Highway No. 450.

2. That the route, location and description of said Secondary Highway No. 450 shall be and is described as follows:

> Beginning at Nyssa in Malheur County, Oregon; thence southerly via Adrian to a point approximately 8.3 miles south of Adrian; thence easterly to the Oregon-Idaho state line, a distance of 22.47 miles.

3. That this resolution be entered in the minutes and records of the Commission as of the 4th day of February, 1947.

The Commission discussed the claim of Claude F. Williams, Prineville, for damages which he alleges occured to his alfalfa hay crop and field as the result of the blocking of drainage from his field during the construction of the Prineville Grade Separation project. The Engineer advised that during the excavation work in connection with the construction of the east pier of this structure an old timber plank culvert under the old railroad grade was destroyed, and drainage water thereafter accumulated, forming a pond in Mr. Williams' hayfield which resulted in the destruction of about four tons of newly-cut hay and about one acre of growing alfalfa, which Mr. Williams declares is worth the sum of $114. He advised further than no one knew that the culvert was there when the contract was awarded; otherwise, appropriate provision would have been made in the specifications, and the contractor would have been required to protect it. The State Highway Department, he said, is responsible for the damage, and accordingly recommended payment of the claim. The Chief Counsel concurred therein. The Commission approved the recommendation by unanimous vote.

The Commission discussed a resolution from the Disabled American Veterans, Chapter No. 15, requesting insertion of a clause in all state highway contracts giving veterans preference of employment.. The Chief Counsel advised that the Legislature in 1945 enacted a law which requires that war veterans be given preference for appointment and employment in every department and upon all public work in the State of Oregon and of any county, city, town, or municipal corporation, or other political subdivision thereof. This act of the Legislature, he said, indicates that some such consideration be given to war veterans, and he suggested that it would be advisable for the Commission to comply therewith. The Engineer advised that such a clause has been contained in all highway contracts since World War I; however, it does not state that the contractor shall employ disabled veterans. Following discussion the Commission referred the resolution to the Chief Counsel for reply by quoting the law. The Engineer was instructed to bring to the attention of all contractors the clause of the contract which states that war veterans shall be given preference in employment on public work and to ask them to comply therewith insofar as is possible.

A letter was presented from the St. Helens Pulp and Paper Co., St. Helens, Oregon, requesting a three-year extension of its agreement with the State Highway Commission covering its use and operation of a timber trestle over the Lower Columbia River Highway at Mile Post 89.51, Clatsop County. The Engineer advised that the company has been operating a logging railroad over this structure for the past three years without any trouble or complaints. He recommended that the company's request for extension of the agreement be approved provided the company will make repairs as may be necessary to put the structure in a safe and sound condition. The Commission approved the recommendation unanimously.

The Commission had under discussion a request from the City Council of Lebanon, Oregon, for a one-year extension of the arrangement had last year for state maintenance of a log trucking route through their city. The Engineer advised that the previous arrangement, which expired December 31,

1946, provided for improvements that were estimated to cost a total of $8,000, of which amount the state was obligated to pay $6,000 and the city $2,000. He recommended approval of the request if investigation reveals that the amounts are right. Chairman Banfield recalled that the Commission's present policy limits to $2,500 the state's contribution to cities for projects of this kind. It was his thought that the Commission should adhere to such policy, and suggested cooperation with the City of Lebanon on such basis. Commissioners Schaupp and Chandler concurred thereby making the decision unanimous.

The Engineer reported that, in conformity with authority previously granted him by the Commission, he has posted several state highways for reduced weight loads in order to make certain that they will not be damaged during the time that frost is leaving the ground. He asked the Commission to confirm such postings, and thereupon the Commission adopted the following resolution with regard thereto by unanimous vote:

WHEREAS, by the provisions of Section 115-394, O.C.L.A., the Commission is empowered to reduce the maximum load which may move over any state highway or section thereof and may reduce the speed at which traffic may operate over such highways or sections of highways if and when the Commission finds, upon investigation, that such action is necessary in order to preserve said highways or that such action is in the interests of the general public; and

WHEREAS, the following highways and/or sections of highways are state highways and as such are under the jurisdiction and control of the State, to wit:

Alsea Highway No. 27 from Mile Point 7.50 (7.5 miles east of Waldport) to Mile Point 28.08 (Lincoln-Benton County line) in Lincoln County, being the unoiled section of said highway

Alsea-Deadwood Secondary Highway No. 201 from Mile Point 0.00 (Junction with the Siuslaw Highway) to Mile Point 19.45 (Terminus at "old" Paris) in Lane County

Richardson-Eugene Secondary Highway No. 220 from Mile Point 11.94 at Richardson to Mile Point 36.57 (Junction with Territorial Secondary Highway at Elmira) in Lane County

McKenzie Highway No. 15 from Mile Point 12.00 at Walterville to Mile Point 55.00 (Junction with road at Belknap Springs)

Hood River Secondary Highway No. 281 from Mile Point 11.72 (Junction with county road to Dee) to Mile Point 17.80 (Junction with county road at west limits of Parkdale)

AND, WHEREAS, after inspection and study of said highways by the Engineer he has reported to the Commission that the highways above named

and defined are, because of frost and other climatic conditions and effects, in such state of repair and in such condition generally that the use of the same by the movement thereover of trucks carrying a maximum weight of load and vehicle permitted by law will render the same unsafe and in some respects impassable; and

WHEREAS, based on the report of the said Highway Engineer and on his recommendation, it is the opinion and finding of the Commission that the total gross weight of combined load and vehicle using said highways or any of the same should be reduced as hereinafter in this order provided;

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED by this Commission, all members being present, as follows:

1. That the Commission does hereby find and declare that the highways or sections of highways above named have been and are being deteriorated by reason of frost and other climatic conditions and therefore in order to preserve and protect the same the maximum gross weight of load and vehicle permitted on said highways and the speed at which such vehicles may move must be reduced as herein provided.

2. That the maximum gross load and the speed of operation of such vehicle and load shall be:

Name of Highway	Maximum Gross Load	Speed
Alsea Highway No. 27 from Mile Point 7.50 (7.5 miles east of Waldport) to Mile Point 28.08 (Lincoln-Benton County line) in Lincoln County, being the unoiled section of said highway	6 tons	Legal
Alsea-Deadwood Secondary Highway No. 201 from Mile Point 0.00 (Junction with the Siuslaw Highway) to Mile Point 19.45 (Terminus at "old" Paris) in Lane County	6 tons	Legal
Richardson-Eugene Secondary Highway No. 220 from Mile Point 11.94 at Richardson to Mile Point 36.57 (Junction with Territorial Secondary Highway at Elmira) in Lane County	6 tons	Legal
McKenzie Highway No. 15 from Mile Point 12.00 at Walterville to Mile Point 55.00 (Junction with road at Belknap Springs)	10 tons	Legal
Hood River Secondary Highway No. 281 from Mile Point 11.72 (Junction with county road to Dee) to Mile Point 17.80 (Junction with county road at west limits of Parkdale)	50% of maximum gross and axle weights allowed by statute	Legal

3. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle.

4. It is further ordered that these rules and regulations shall be in full force and effect from the fourth day of February, 1947, until rescinded, modified or revoked by order of the Highway Commission.

5. It is further ordered that a notice be posted in a conspicuous manner and place at each end of each of the above-named highway sections so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions of the traffic hereby in this order determined and fixed.

6. It is further ordered that a certified copy of this order be furnished to the County Court of each county in which any of said highways are located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

Dated this fourth day of February, 1947.

In this connection the Engineer brought up for discussion the question whether or not log hauling should be permitted on the Mt. Hood Highway this year between Barlow Pass and Cooper Spur. He recommended that such operations be allowed from Mile Post 69.90, near Newton Creek, to Mile Posts 95.74 and 95.82, where the loads leave the highway enroute to the plants of the Hood River Box and Veneer Company and the McNeil Lumber Company, respectively, on the condition that the overall length of the equipment and load shall not exceed 56 feet and, provided further that (1) such hauling shall be carried on only during a period to be specified by the State Highway Engineer (approximately between June 1 and October 1), that (2) between Mile Post 69.90 (Entrance to the highway) and Mile Post 78.43 (Cooper Spur) all loaded logging trucks shall be preceded by a pilot car which shall proceed far enough in advance of the loaded truck to stop all opposing traffic at a location that is suitable for passing; and that (3) between Mile Post 69.90 (Entrance to the highway) and Mile Post 78.43 (Cooper Spur) the speed of all empty and/or loaded logging trucks shall not exceed 15 miles per hour, and that the empty logging trucks shall stay on the right hand side of the yellow traffic line and at no time encroach upon the lane of opposing traffic. He advised that the weight of the loads would be legal and that log hauling would not be permitted until such time as the highway has dried out sufficiently to stand up under the heavy loads. The Commission approved the recommendation by unanimous vote and so ordered.

Messrs. J. S. Burres, Moro, Oregon, and George Kaseberg, Condon, Oregon, stockmen and farmers, came before the Commission at this time and urged

improvements to the Cottonwood Grade Section of the Wasco-Heppner Secondary State Highway. Chairman Banfield advised that there is now contained in the Commission's third year Postwar Construction Program an item of $102,000 for the improvement of a seven-mile section of this road extending easterly from the John Day River, and the Commission expects to place this work under contract during 1948. He assured the gentlemen that the Commission would do the work unless it is deprived of the funds that have been budgeted to finance it. He pointed out that there are many parts of the state highway system that are in a similar state of disrepair that cannot be improved because funds are not available to pay for the work. As a result of considerable discussion the Engineer was authorized and instructed to spend about $2,000 to improve some of the bad places on this grade pending construction of the major project. He was also instructed to report at the next meeting how much it will cost to make the road safe for travel. Mr. Kaseberg urged better maintenance at the east end of the grade. The Engineer advised that he would look into this feature and would have the Maintenance Engineer call upon Mr. Kaseberg in the near future to ascertain just what he has in mind.

The meeting adjourned at 5:30 p.m. to reconvene at 9:00 a.m. the following morning in the Imperial Hotel.

Portland, Oregon
February 5, 1947

The meeting of the State Highway Commission reconvened at 9:00 a.m. in Room 715 (Imperial Room) of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:00 a.m.)
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Engineer brought to the Commission's attention a news item from the morning Oregonian of January 23, 1947, advising that the Clackamas County Court has ordered a maximum load limit of 15,000 pounds on all county roads in order that they might not be damaged by heavy traffic during the period that frost is leaving the ground. The Commission took no action on such matter.

The Commission discussed matters pertaining to the designation as a state secondary highway of the county road which extends from Estacada to Milwaukie, in Clackamas County, particularly the question of costs. The Engineer was instructed to render a detailed report on such matter. (This matter was discussed further later in the session when Commissioner Schaupp was present. See minute entry ahead.)

A letter was presented from Karl L. Janouch, Forest Supervisor, Rogue River National Forest, advising that the Forest Service plans to sell

timber in the Rogue River National Forest above the Diamond Lake-Crater Lake Highway Junction, the anticipated cut being estimated at between ten million and fifteen million board feet annually, and inquiring whether or not the State Highway Commission has any objections to the truck hauling of the logs over the Diamond Lake Highway and Crater Lake Highway to Prospect and Medford. The Engineer advised that this highway was constructed primarily as a recreational road and that the foundation is not strong enough to carry log-hauling traffic. He recommended, in view thereof, that no log hauling be permitted on this road. The Commission approved the recommendation unanimously. (The U.S. Forest Service advised subsequent to this meeting that other arrangements had been made for the transportation of the logs so that it would not be necessary to truck them over the West Diamond Lake Secondary Highway.)

The Commission had under discussion the advisability of ordering reduced speed limits on certain highways for trucks engaged in log hauling, particularly highways which have narrow and crooked sections where the truck-hauling of logs endangers other traffic. The Engineer recommended adoption of an order designating maximum speeds as follows:

Highway	Section and Mile Post	Maximum Speed
Tiller-Trail	Deadhorse Canyon (M.P. 40.43) to M.P. 41.44	15 Miles-per-hour
Tiller-Trail	Summit West Section (M.P. 23.58 to M.P. 27.92)	15 Miles-per-hour
Elkin-Sutherlin	M.P. 13.44 to M.P. 18.01	25 Miles-per-hour
Elkin-Sutherlin	M.P. 18.01 (Summit of Marvin Hill) to M.P. 22.84 (Road to Cole's Valley)	15 Miles-per-hour
Elkin-Sutherlin	M.P. 22.84 to Sutherlin	25 Miles-per-hour
Siletz Highway	M.P. 5.52 (End of pavement) to M.P. 10.55 (2 miles south of Macks Landing)	20 Miles-per-hour
Siletz Highway	M.P. 12.93 to M.P. 23.88 (Siletz Town)	20 Miles-per-hour
Siletz Highway	M.P. 23.88 (Siletz Town) to M.P. 31.86 (Jct. with Corvallis-Newport Hwy.)	30 Miles-per-hour

The Engineer advised that the State Police Department alleges that it does not have the authority to make arrests for speed violations merely because permits issued by the State Highway Commission contain a reduced speed limit clause; however they do have such an authority when a reduced speed is ordered by the Public Utilities Commissioner. He gave as his thought, in view thereof, if the Commission approves the speed reductions as recommended that it should authorize the Secretary to ask the Public Utilities Commissioner

to include them as restrictions in special carrier permits issued in his office. Following discussion the Commission by unanimous vote approved the reduced speed limits recommended by the Engineer, and ordered that they be forwarded to the Public Utilities Commissioner with the Commission's recommendation that they be adopted in connection with the issuance of special carrier permits.

The Commission discussed a letter from Mr. R. W. Arens, County Commissioner of Hood River County, requesting certain information concerning the plans of the State Highway Commission for the further development of the Columbia River Highway east of Portland. Chairman Banfield gave as his thought that this letter should go unanswered as to details until the Legislature, which is now in session, adjourns and the Commission knows what the status of its finances are to be. Commissioner Chandler concurred.

In this connection the question arose whether or not the Hood River-Mosier Section of this highway could be broken down into comparatively small increments in order to facilitate construction. The Engineer was instructed to look into this feature and to advise the Commission relative thereto.

The Engineer reported a request from the Wagner and Bevier Logging Company for permission to conduct logging operations on private property adjacent to the Albany-Lyons Secondary Highway along Thomas Creek, Linn County. He advised that these operations are to be conducted on a steep hillside above the highway and undoubtedly some of the trees will be felled on the highway and will constitute a hazard to highway traffic, which condition has prompted the company's request. He further stated that quite a number of these trees lean toward the highway, and if they are not felled now while there is an opportunity to secure protection for highway traffic, the probabilities are that they will fall naturally, later on, thereby increasing the hazard; moreover, it is quite likely that rocks and boulders will be dislodged from the cliffs above the highway and these too will constitute a serious traffic hazard which could be minimized were the felling of the trees conducted under proper supervision. He recommended approval of the company's request provided it will comply with certain conditions for public protection as are contained in the proposed agreement which he presented for inspection. The Chief Counsel concurred in the recommendation, advising that he prepared the agreement which contains provisions that will amply protect the Commission and the general public if complied with by the Company. After careful consideration the Commission approved the recommendation by unanimous vote and thereupon signed the agreement.

The Engineer reported that the plans for the proposed bridge across the Willamette River at Independence are completed. He requested authority to present the plans to the U. S. War Department for approval, that being required before a contract for construction of the structure can be awarded. The Commission approved the request by unanimous vote.

The Engineer requested authority to attend, at state expense, a

meeting of the Legislative Subcommittee of the Executive Committee of the American Association of State Highway Officials which is to be held in Washington, D.C. during the first week of March. He advised that this is an important committee which is extremely active in securing increased highway appropriations and it is quite important that he attend since he is the only western member of the committee and will be depended on to look out for the interests of the Western states. The Commission approved the request by unanimous vote subject to further approval by Governor Snell.

The Secretary presented an invoice from the American Association of State Highway Officials covering payment of annual dues in this Association for 1947 amounting to $450. The Commission approved the invoice and ordered it paid.

The Commission had under discussion the setting of a date for its next regular meeting in Portland and decided to hold such meeting on Monday and Tuesday, March 24 and 25, 1947, provided that meets with the pleasure of Commissioner Schaupp. (Commissioner Schaupp expressed his approval later in the session.) The Secretary was instructed to make the usual arrangements to hold this meeting in the auditorium of the Public Service Building, Portland.

The Commission discussed the following items of unfinished business:

1. Sale of concession privileges in Silver Creek Falls State Park: The Chief Counsel reported briefly on this matter earlier in the session. He advised at this time that he would render a complete report at the March meeting of the Commission.

2. Request of Roy A. Gould for permission to maintain a residence building on State Highway Department property adjacent to the Wilsonville-Highway near Glenwood, Washington County: The Chief Counsel advised that, in his opinion, it would be satisfactory to grant Mr. Gould this privilege for a period of five years and that he is now preparing a form of agreement on such basis, the consideration being that upon the expiration of the five-year period the state may purchase the building, if it so desires, for a nominal amount yet to be negotiated. He recommended approval of the arrangement. The Commission approved the recommendation unanimously.

3. Request of Boardman Public Schools for acquisition of a state-owned gravel pit and stockpile site for school purposes: The Engineer advised that he wrote the school district in conformity with instructions from the Commission at the previous meeting, but he has received no reply to date. The Secretary was instructed to delete this item from future agendas.

4. The designation of Jefferson Street and Columbia Street, Portland, as one-way traffic streets: The Chief Counsel read aloud a redraft of a form of resolution covering this matter which he has prepared pursuant to instructions from the Commission at the previous meeting. The Commission approved the form as rewritten and thereupon, by unanimous vote, adopted the resolution as follows:

WHEREAS, the volume and type of traffic which enters and leaves the City of Portland over the Canyon Road is such as to create a severe traffic hazard and traffic congestion; and

WHEREAS, as a means of terminating, or at least minimizing, such unfavorable conditions, it is proposed by the municipal authorities of the City of Portland that two one-way traffic routes be established over which there may move Canyon Road traffic within a specified area; and

WHEREAS, the City has adopted Resolution No. 23106, a copy of which, for appropriate reference, is attached, by which resolution the City has officially established one-way traffic connections, using S.W. Jefferson Street from S.W.Harbor Drive to S.W. Fourteenth Avenue for westbound traffic, and S.W. Columbia Street from S.W. Fourteenth Avenue to S.W. Harbor Drive for eastbound traffic, until plans can be approved and agreements entered into by the City of Portland and the Oregon State Highway Commission for the division of costs on an entire project now under consideration; and (*)

WHEREAS, the Highway Commission is of the opinion that the proposed one-way traffic routes will tend to minimize traffic congestion and traffic hazard until some more permanent arrangement can be developed by the City and the State; and

WHEREAS, the City and the State are jointly engaged in a traffic study for the purpose of developing a scheme and plan of street improvement, coupled with traffic control, which will contribute a measure of relief to the disturbing traffic congestion which now prevails with respect to Canyon Road and its related arteries;

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and affirmatively voting, as follows:

1. That the one-way traffic arrangement and control provided for by the City in its Resolution No. 23106 be and the same hereby is approved.

2. That, pending further conference between the City officials and the members of the Oregon State Highway Commission, the maintenance of said one-way traffic streets shall remain the obligation of the City.

3. That the Highway Commission does hereby recommend that a further study of traffic conditions with respect to Canyon Road and its points of contact within the corporate limits of the City of Portland be made by the City and the State for the purpose of determining to what extent and in what manner traffic accomodations can be provided which will more adequately serve immediate and future needs.

4. That the State of Oregon, acting by its State Highway Commission, hereby offers to contribute one-half of the cost incident to and involved in the installation of traffic signals, necessary traffic devices and installations, for the purpose of channelizing traffic, for the accomplishment of necessary street widening, and paving and for pavement patching, all of which are a part of contemplated improvement of Columbia Street between Front Avenue and a proposed connection with Jefferson Street near S.W. Eighteenth Street.

5. That this resolution be entered in the minutes and records of the Commission as of February 5, 1947, and a correct copy thereof delivered to Will E. Gibson, Auditor of the City of Portland.

The following is an exact copy of the City of Portland's resolution No. 23106 referred to in the foregoing resolution:

(*) "Resolution No. 23106

WHEREAS, the City Traffic Engineer has prepared plans for a one-way connection between SW Canyon Road and SW Harbor Drive using SW Jefferson Street westbound and SW Columbia Street eastbound, with necessary connections to SW Harbor Drive and Jefferson Street at SW 18th Avenue; and,

WHEREAS, the Oregon State Highway Commission on October 29, 1946, approved the taking over of SW Columbia from SW 18th Avenue to SW Harbor Drive and of SW Jefferson Street from SW 4th Avenue to SW Harbor Drive, and of the operation of SW Jefferson Street from SW Harbor Drive to SW 14th Avenue as a westbound street and SW Columbia Street from SW 14th Avenue to SW Harbor Drive, as an eastbound street, until plans can be approved and and agreements entered into by the City of Portland and the Oregon State Highway Commission for the division of cost on the entire project; and,

WHEREAS, the Council feels that this much needed improvement should be expedited as much as possible in order to relieve congestion which now exists on SW Jefferson Street and provide safe movement of traffic north and south across SW Jefferson Street; now therefore,

BE IT RESOLVED that the Council hereby approves of the operation of SW Jefferson Street as a one-way traffic street westbound from SW Harbor Drive to SW 14th Avenue, and SW Columbia Street as a one-way traffic street eastbound from SW 14th Avenue to SW Harbor Drive.

Adopted by the Council, Nov. 22, 1946

WILL E. GIBSON
AUDITOR OF THE CITY OF PORTLAND

Com'r Bowes
11-15-46
mkr;pjh"

---

5. Request of the City of Canby for traffic control on US99E through Canby: The Engineer advised that his report on the subject is not ready for presentation.

6. Request for parking areas along the Weston-Elgin Secondary Highway for the benefit of winter sports enthusiasts. The Engineer advised that this project is included as an item in the 1947 tentative Minor Betterment Program for the Commission's consideration when that program is discussed.

7. Proposed abandonment of portions of the old right of way of the Pacific Highway (US99) between Wolf Creek and Sexton Mountain, Josephine County: The Engineer recalled that this matter was before the Commission at the previous meeting when he was instructed to ascertain the attitude of the Josephine County Court with respect thereto. Expression, he said, has not been received from the County Court although the Court prior to the construction of this project signed an agreement with the Commission covering the matter. In view of this information the Commission unanimously approved the disposition of the old right of way as planned and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway known as the Wolf Creek-Sexton Mountain Section, in Josephine County, and

WHEREAS, by reason of the relocation of said section of highway, portions of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, and

WHEREAS, it is the purpose of the Commission to take official action upon the disposition of the areas and sections of the right of way of said highway as affected by said relocation, and

WHEREAS, Josephine County and the Commission have entered into an agreement under date of April 23, 1946, relating to the use and jurisdiction of the abandoned sections, such contract to be distinguished from a contract under date of June 14, 1944, relating to portions of the Pacific Highway to the south of those covered by the later agreement, and

WHEREAS, the contract for the construction of this relocated section of the Pacific Highway was completed on November 22, 1946, and highway traffic is now routed over such new section,

NOW, THEREFORE, be it and it hereby is resolved by this Commission, as follows:

1. That attached hereto, marked Exhibit A and by this reference made a part hereof as if completely set out herein, is a white print upon which is designated the various units and colors hereinafter referred to. *

2. That the section of the old route referred to as Unit "F", colored in red, and particularly described as:

> Beginning at Highway Engineer's Station 11+00 of the old Pacific Highway in the Northeast quarter of the Southeast quarter of Section 22, Township 33 South, Range 6 West, W.M.; thence southerly along the former route of the Pacific Highway to Highway Engineer's Station 73+70 of the old highway on a line between the Northwest quarter of the Southwest quarter of Section 26 and the Northeast quarter of the Southeast quarter of Section 27, Township 33 South, Range 6 West, W.M., Josephine County, Oregon,

is hereby abandoned as any part of the right of way of the Pacific Highway, but all of said Unit is to remain and be maintained as a county road by Josephine County.

3. That the sections of the old route of the Pacific Highway, identified as Units "G" and "H", colored in brown, and particularly described as follows:

Unit "G"

> Beginning at Highway Engineer's Station 172+50 of the former route of the Pacific Highway on the line between the Southeast and Southwest quarters of the Northeast quarter of Section 35, Township 33 South, Range 6 West, W.M.; thence southerly via the former route of the Pacific Highway to Highway Engineer's Station 196+40 of the former route of the Pacific Highway on the line between the Southeast and Southwest quarters of the Southeast quarter of Section 35, Township 33 South, Range 6 West, W.M.; Josephine County, Oregon,

Unit "H"

> Beginning at Highway Engineer's Station 204+00 of the former route of the Pacific Highway on the line between the Southwest quarter of the Southeast quarter of Section 35, Township 33 South, Range 6 West, W.M., and the Northwest quarter of the Northeast quarter of Section 2, Township 34 South, Range 6 West, W.M.; thence southeasterly via the former route of the Pacific Highway to Highway Engineer's Station 216+29.6 of the former route of the Pacific Highway in the Northeast quarter of the Northeast quarter of Section 2, Township 34 South, Range 6 West, W.M., Josephine County, Oregon,

be and the same hereby are abandoned as parts of said state highway, and shall hereafter be under the jurisdiction and control of Josephine County and may be vacated or kept by the county for such public use as the County Court of that county may determine.

4. That the sections of the old right of way, colored in green on the attached exhibit, shall be retained by the Highway Commission for

highway right of way and other public purposes and uses. *

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Josephine County, a duly certified copy thereof, and shall file with the Clerk of Josephine County, one copy.

The County Court of Josephine County is respectfully requested to take appropriate official action, by resolution or otherwise, by which the county shall accept the said abandoned sections of the old right of way of the Pacific Highway.

FOOTNOTE:

* The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 136, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway known as the Wolf Creek-Sexton Mountain Section, in Josephine County, and

WHEREAS, by reason of the relocation of said section of highway, portions of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, and

WHEREAS, it is the purpose of the Commission to take official action upon the disposition of the areas and sections of the right of way of said highway as affected by said relocation, and

WHEREAS, Josephine County and the Commission have entered into an agreement under date of June 14, 1944, relating to the use and jurisdiction of the abandoned sections, and

WHEREAS, the contract for the construction of this relocated section of the Pacific Highway was completed on November 22, 1946, and highway traffic is now routed over such new section,

NOW, THEREFORE, be it and it hereby is resolved by this Commission, as follows:

1. That the sections or areas of the old right of way, includ-

ing the connecting road, described as follows, to-wit:

> Old highway from engineer's station 216+29.6 through an equation 260+00 = 912+77 to engineer's station 873+42; and the connection between the northerly end of the reconstructed section over Sexton Mt. and the old or present highway from engineer's station 431+85 to engineer's station 444+30,

are hereby abandoned as any part of the right of way of the Pacific Highway; that all of said abandoned sections of said highway are to remain and be maintained as a county road by Josephine County.

2. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Josephine County, a duly certified copy thereof, and shall file with the Clerk of Josephine County, one copy.

The County Court of Josephine County is respectfully requested to take appropriate official action by resolution, or otherwise, by which the County shall accept the said abandoned section of the old right of way of the Pacific Highway, and shall maintain the same for public purposes.

---

8. Question of designating as a state secondary highway a county road which extends from the Oregon Coast Highway to Devils Punch Bowl State Park, Lincoln County: The Engineer and the Chief Counsel both recommended that this road be placed on the State Secondary Highway System. The Commission approved the recommendation unanimously on the condition that the County Court will formally request such designation in order to satisfy the legal requirements.

9. Adoption of a permanent location for the Columbia River Highway through the City of Hood River: The Commission deferred action on this matter until later.

10. Naming of a bridge in honor of the late C. B. McCullough: Commissioner Chandler reported that he has made some inquiries regarding this matter in the Coos Bay district and the general consensus is that the Coos Bay Bridge on the Oregon Coast Highway should be so named although there are some people who want this bridge named in honor of Captain A. N. Simpson, a pioneer of the district and for whom the state park at the south end of the bridge already has been named. (A resolution was presented from the Coos and Curry Pioneer and Historical Association suggesting that this bridge be named "Simpson Bridge" in honor of this pioneer.) Chairman Banfield gave as his thought that the Commission should have a formal request for the naming of the bridge in honor of Mr. McCullough before it takes definite action on the matter, in view of which the matter was referred back to Mr. Chandler to handle.

11. Settlement with Mr. W. H. Gonyea for right of way needed for the proposed improvement of the Pacific Highway between Judkins Point and Goshen: The Engineer and the Chief Counsel advised that they are not ready to report on this subject.

12. Request for the rerouting of the Wasco-Heppner Secondary Highway through the property of Mr. R. A. Myers a short distance west of Condon: The Engineer advised that this matter is being investigated, but off hand he does not favor any change; however, he is assembling information and will report the matter in detail at the next meeting of the Commission. He pointed out that the Commission received bids on November 26, 1946, for the construction of the highway between Condon and Hay Creek along the proposed alignment through Mr. Myers' property and that a satisfactory bid was received therefore, but award of the contract was deferred pending disposal of this right of way matter. It was the thought of the Commission that it would not be right or fair to hold the contractor to his obligation any longer, and accordingly the Commission, by unanimous vote, rejected all bids received therefor and ordered return of the bid deposits of the respective bidders.

In this connection consideration was given by the Commission to the execution of an agreement with Gilliam County covering the abandonment of the old right of way of this highway which will no longer be of value for state highway purposes if the highway is realigned as planned. The Commission decided not to sign such an agreement at this time because of the uncertainity of the location. The Secretary was instructed to delete this item from the agenda until a definite decision has been reached with respect to the permanent location.

13. Question of re-opening Fifth Street North in the City of Coos Bay in order to permit property owners along this street access to the highway: Commissioner Chandler advised that neither the City Council nor the City Manager are in favor of granting such right of access, in view of which he recommended that the request of the property owners for such privilege be denied. The Commission approved the recommendation unanimously and it was so ordered.

14. Request of Weyerhaeuser Timber Company to construct its logging railroad at grade across the Pacific Highway at Sutherlin. The Engineer advised that he had nothing further to report on this matter except that the company has filed its application with the Public Utilities Commissioner for a hearing on the grade crossing feature. He stated that it is his intention to offer objections to the grade crossing when the matter is discussed. The Commission approved the report.

15. Inquiry from an owner of property along the Oregon Coast Highway south of Newport as to the plans of the Commission for the improvement of the highway at this point: The Chief Counsel advised that, in conformity with instructions from the Commission, he contacted this property owner relative to the acquisition of extra-width right of way along his frontage and was

quoted an exorbitant price for it, so nothing further has been done. It was his thought that this is a matter that could well wait for future developments. The Commission ordered this item deleted from future agendas.

16. Request of Foster and Kleiser Company for permission to maintain a workmen's platform on a four-foot strip of state-owned land in Astoria in connection with the maintenance of an advertising sign: The Chief Counsel advised that, as instructed by the Commission, he has endeavored to secure an expression from the owner of the adjacent property whether or not he would be willing to purchase this four-foot strip and lease it to Foster and Kleiser Company along with his other property; however, this man, who is of Chinese extraction, has not replied to date. The Commission instructed the Chief Counsel to give the Chinese one more chance and to report the results of his efforts at the next meeting.

17. Question of purchasing public liability and property damage insruance covering accidents that occur at the Interstate Bridge: The Commission ordered this item deleted from future agendas until the Chief Counsel is ready to report the outcome of a pending case.

18. Request for improvement of the Fox Hollow Secondary Highway from Eugene south about four miles: The Engineer advised that this project is included in the tentative Minor Betterment Program for consideration by the Commission when that matter is discussed.

19. Proposed rerouting of the Oregon Coast Highway through the town of Seaside: The Chief Counsel advised that there is nothing to report on this subject. The Commission ordered the item deleted from future agendas.

20. The Commission also ordered deleted from future agendas the matter of acquiring right of way for a proposed service road along US99E through the Kellogg Park Housing Project between Portland and Milwaukie.

21. Proposed acquisition of the Cliff House property on the Oregon Coast Highway at Depoe Bay for state park purposes: The Chief Counsel advised that, pursuant to authority previously granted by the Commission, he has begun proceedings to acquire this property by condemnation and that action is now under way. The Commission approved the report.

22. Request of the City of Portland for installation of traffic signals, etc., on McLoughlin Boulevard and on Barbur Boulevard, state highway routes, Portland: The Engineer advised that his report on this subject is not ready but that he will endeavor to prepare it for presentation at the next meeting of the Commission.

Commissioner A. W. Schaupp arrived at this time and entered into the discussions that followed.

The Engineer reported the need to establish a reduced speed limit along South Sixth Street in Klamath Falls, route of the Klamath Falls-Lakeview

Highway, particularly between M.P. 1.55 (at the junction of the Midland Secondary Highway, also being at the south city limits) and M.P. 3.37, which is 0.8 mile east of the USRS Canal crossing. He recommended the establishment of a 35-miles-per-hour speed zone between these points as a safety measure. The Commission approved the recommendation and thereupon adopted the following resolution with regard thereto by unanimous vote:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: Klamath Falls-Lakeview (S. 6th Street - Klamath Falls)

Highway number: 20 Route number: ORE. 66

Location of Termini				Established Speed
M.P. 1.55 (Jct. Midland Hwy. City Limits - Klamath Falls	to	M.P. 3.37 (0.8 miles east of USRS Canal)		35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he

hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

The request of the City Planning Commission of Klamath Falls for a restudy of the possibility of integrating traffic between connecting arterial highways in Klamath Falls was considered by the Commission. Action on this matter was deferred until a later date pending a report by Commissioner Schaupp and the Engineer.

The Commission resumed discussion of the matter of designating as a state secondary highway certain county roads between Estacada and Milwaukie, in Clackamas County. The Engineer reported on the progress to date in securing equipment needed for highway maintenance, this being one of the factors controlling the placing of these roads on the State Secondary Highway System. He advised that he has not been very successful to date in securing such equipment but believed eventually the equipment will be received. He also reported the estimated cost to maintain and construct this road, advising that, from preliminary investigations, the construction cost will be about $550,000, of which amount the Federal Government, through the Federal Housing Authority, agreed to contribute $275,000. In addition thereto, the state is to pay the cost of making a location survey, which is estimated at $25,000, and is to maintain the road, which is estimated to cost about $50,000, during the first year. In other words, the state is obligated to spend about $350,000 during the first year that it assumes jurisdiction over the road.

There followed a general discussion of the matter, during which Chairman Banfield gave as his thought that the road should be placed on the State Secondary Highway System for future state improvement and maintenance. Commissioners Schaupp and Chandler concurred. The Chief Counsel was thereupon instructed to prepare an appropriate form of agreement between the county and the state covering the matter. The Engineer was authorized and instructed to proceed immediately with the making of necessary surveys so the Commission will be in position to formally designate this road as a state secondary highway at its next meeting. The Commission also ordered that information be obtained from the County Court of Clackamas County regarding the right of way situation and as to how long a time the county will agree to maintain the present road. The Engineer was also authorized to inform Mr. W. H. Lynch, Division Engineer of the Public Roads Administration, that the Commission has approved this project and is now proceeding with the making of necessary surveys. In order that there may be no misunderstanding with regard to the securing of the Federal contribution of $275,000 for construction, the Commission ordered that a written

agreement be had with the Public Roads Administration covering this feature.

Mrs. Eloise Van Slatte and her attorney, Mr. Robert F. Maguire, reappeared before the Commission at this time with regard to land that is needed as right of way for a proposed connection of the Old Oregon Trail (new route between Hermiston and Umatilla) with the Columbia River Highway near Umatilla. The Engineer exhibited a map showing the proposed connection and explained details. Following considerable discussion Chairman Banfield advised that the Commission wishes to discuss this matter privately with the Engineer and the Chief Counsel before making its decision. Mrs. Van Slatte and Mr. Maguire thereupon departed.

In the further discussion of this matter the Engineer advised that from an engineering standpoint it is not feasible to change the plan as suggested by Mr. Maguire and recommended adherence to the present plan without alteration. The Chief Counsel advised that right of way for the Hermiston-Umatilla Project, which is now under contract, has been obtained with the exception of that needed from Mrs. Van Slatte. Commissioner Schaupp expressed the feeling that the Commission must follow the Engineer's recommendation in this matter. Commissioner Chandler pointed out that the contract for the construction of the project has already been awarded and the work is now under way, in view of which it is going to cost a considerable sum of money to make alterations. It was his thought that the Commission has no alternative but to proceed as recommended. Chairman Banfield expressed himself similarly and declared it to be the unanimous decision of the Commission that the project go forward as planned. The Chief Counsel was thereupon authorized and instructed by the Commission to proceed with condemnation proceedings to acquire this property. The following resolution with regard thereto, modifying and amending the resolution that was adopted by the Commission on December 30, 1946, authorizing condemnation of the property, was thereupon adopted by the Commission by unanimous vote:

> WHEREAS, the Commission on the thirtieth day of December, 1946, adopted and entered in the minutes and records of its meeting a resolution by which, among other things, it found and declared it necessary that the State acquire for right of way purposes some real property described in said resolution and authorized the Commission's Chief Counsel to negotiate with the owner of said real property for the acquisition of the same by agreement, and if it was found that such property could not be acquired by agreement then the Chief Counsel was instructed to institute and prosecute a condemnation proceeding; and
>
> WHEREAS, since the adoption of said resolution the owner of said property, to wit: Eloise Van Slatte, and her counsel, Robert F. Maguire, requested and were given an opportunity to appear before the Commission at its regular meeting in Portland on February 4, 1947, to discuss with the Commission matters involved in the acquisition of said property; and

WHEREAS, at said hearing it was requested by counsel for the owner of said land that the route of said highway be changed so as to follow an existing county road or that, if the route could not be changed, then a lesser area of the owner's property be taken; and

WHEREAS, after the said conference and after consideration of all of the matters and things presented and discussed it was the opinion and judgment of the Commission that the best interests of the public would not be served were the route to be changed so as to follow the said county road, and it was further the judgment and opinion of the Commission that the area of land described and sought to be acquired could not in the interests of the public be lessened; and

WHEREAS, since the adoption of said resolution and the description of the real property as given therein, it has been found that said description should be changed in a minor manner;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that said resolution adopted by the Commission on the thirtieth day of December, 1946, be and the same is modified and amended as follows:

1. That the real property to be acquired for said highway shall be and the same hereby is described as follows:

A parcel of land lying in the southwest quarter (SW¼) of the northwest quarter (NW¼) and the northwest quarter (NW¼) of the southwest quarter (SW¼) of Section 15, Township 5 North, Range 28 East, W.M., Umatilla County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Eloise Van Slatte recorded in Book 151, Page 319, of Umatilla County Record of Deeds; the said parcel being described as follows:

Beginning at a point which is the intersection of the south line of the Columbia River Highway and the west line of Section 15, said point being 50 feet southerly from (when measured at right angles to) the center line of the Columbia River Highway at Engineer's Station 64+40, said point also being 3524 feet north and 8 feet east of the southwest corner of Section 15; thence South 0° 08' East a distance of 0.4 feet to a line which is 50 feet southwesterly from and parallel to the 1946 relocated center line of the Old Oregon Trail; thence parallel to said relocated center line on a 522.96 foot radius curve right (the long chord of which bears South 48° 40' 30" East for 647.23 feet) a distance of 697.87 feet and South 10° 26' 45" East 1808.29 feet to the south line of the northwest quarter of the southwest quarter of Section 15; thence South 88° 51' 45" East along said south line 102.08 feet to a line which is 50 feet northeasterly from and parallel to said relocated center line of the Old Oregon Trail at a point opposite Engineer's Station 30+73.24; thence North 10° 26' 45" West parallel to said relocated center line a distance of 1771.38

feet to a point opposite Station 13+03.86; thence North 79° 33' 15" East approximately 40 feet to the southerly extension of the west line of that tract of land conveyed to Oscar C. Hopkins and Carl Secaur by that certain deed recorded in Book 178, Page 178, of Umatilla County Record of Deeds; thence northerly along said west line and its southerly extension approximately 440 feet to the south line of the Columbia River Highway; thence westerly along said south line of the Columbia River Highway approximately 640 feet to the point of beginning.

The parcel of land to which this description applies contains 6.66 acres.

2. That the right of access to the highway to be built over said above described property shall remain in the abutting owner.

3. That the route selected for said section of highway as the same is disclosed in said original resolution and on the map which is related to said highway be and said route hereby is readopted as the route and location for said highway construction.

4. That except as amended by this amendatory resolution the original resolution shall remain in full force and effect.

5. That this resolution shall be entered in full in the minutes and records of this Commission as of the fifth day of February, 1947.

Reconsideration was given by the Commission to the sale of concession privileges in the Vista House at Crown Point on the Upper Columbia River Highway, being a resumption of the discussion of this matter that began on the first day of this meeting. In reply to the inquiry of Chairman Banfield, the Chief Counsel advised that, in his estimation, the Commission has no alternative but to accept the high bid submitted for this privilege by the Multnomah Falls Gift Shop —— that to do otherwise would be unfair. He further advised that he has contacted Mr. Edwin L. Dimmitt, the present caretaker at this place, regarding his vacation of the premises, and Mr. Dimmitt states that 30 days' notice to vacate would be satisfactory for his purposes. In view of this advise, the Commission voted unanimously to accept the offer of the Multnomah Falls Gift Shop which was received at the previous meeting.

Chairman Banfield brought up for discussion the matter of contracting the construction of the dredge fill sections on the Upper Columbia River Highway. The Engineer advised that suitable equipment to handle this work is scarce, and, in view thereof, the project is of interest to only a limited number of contractors who can handle the work. He further advised that he has discussed the matter with the General Construction Company from a standpoint of doing the work on a force account basis, and this Company at

first stated its willingness to rent equipment to the state for the sum of $1,500 a day, but later withdrew its offer because the dredge that it had available at that time burned, so he is now considering renting a dredge from the City of Portland. Mr. W. H. Lynch, Division Engineer of the Public Roads Administration, was present and stated his willingness to consider performance of the work on such basis, however, gave as his thought that the Commission should readvertise the project for bids at least once more before taking definite action to that end. He suggested that there are one or two contractors in the San Francisco area who might be interested. Following discussion the Commission voted unanimously to readvertise the project for bids and instructed the Engineer to do so at once in order that contractors may have plenty of time to make such investigations as may be required.

Chairman Banfield also brought up for discussion the matter of constructing the approach to the steel bridge on the Front Avenue Project in Portland. The Engineer was instructed to proceed at once in arranging details with the city and the railroad which is involved in order to avoid delays in proceeding with construction when the Commission is ready to contract the work.

The Engineer requested instructions relative to the construction of the landscaping project along Front Avenue, Portland, between Alder Street and Sheridan Street. He advised that this work was scheduled for contracting in March of this year, but because of the shortage of plant materials and supplies needed to construct a watering system it should be postponed. He recommended that the work be deferred for about a year when probabilities are that conditions will be better. Mr. Mark Astrup, Assistant Parks Superintendent, was present and gave further details why the work should be postponed. He recommended, pending construction of the major project, that the Commission authorize the seeding of the area to arrest erosion and to improve the appearance of the premises. He estimated the cost of such temporary work at $700 per acre, or a total of about $3,920. Following discussion the Commission voted unanimously to postpone the project and authorized a minimum expenditure for the planting of grass seed as a temporary expedient.

The Engineer also requested authority to spend an additional sum for extra landscaping work in connection with the Jantzen Beach Underpass Project. Mr. Mark Astrup, Assistant Parks Superintendent, explained the details in connection therewith. He advised that when the contract for the Jantzen Beach Underpass was awarded it was contemplated to landscape only two small traffic islands and provision for such work was made in the contract that was awarded to Edlefsen-Weygandt Co.; however, since that time the state has acquired title to additional areas within the "cloverleaf" which, in their present state, are unsightly. He recommended the regrading of these areas and placement of topsoil covering thereon, which he estimated would cost about $10,000; also, that the Commission authorize an expenditure of about $5,680 for the purchase of 71,000 English ivy plants to be used as a blanket covering for these areas and an additional expenditure of about $5,895 for planting, fertilizers, etc., and for the purchase of other shrubbery that is needed to give interest and utilitarian control of pedestrian traffic. He pointed out that this project is located at the entrance of the Pacific Highway into the State of Oregon from Washington, and, in his estimation, the proposed development is necessary in

order to give highway users a striking and favorable first impression of this state. The grading and topsoil work, he said, should be done now while the present contractor is on the job and before he constructs the pavement called for in his contract; otherwise, the source of the topsoil material will be lost. The Engineer concurred in the recommendation. Following discussion the Commission approved such project by unanimous vote.

The matter of purchasing additional equipment was again brought up for discussion by the Engineer. He advised that he had just received a telephone message that additional Government equipment costing approximately $150,000 is available to the State Highway Department if the Commission wants it. He urged favorable consideration by the Commission because the equipment is badly needed. The Commission by unanimous vote approved the purchase of such equipment, which is to be paid for out of the $153,730 balance remaining unobligated of the total amount of $500,000 heretofore authorized by the Commission for such purposes.

The Engineer presented an offer from Doernbecher Manufacturing Company to purchase 31 trees growing on the right of way of the Oregon Coast Highway where it passes through the Company's timber land near the town of Gardiner, Lane County, there being eight fir trees containing 13,246 board feet and 23 spruce trees containing 110,208 board feet. The Company offers to pay $5.75 per thousand board feet for the fir trees and $5.80 per thousand board feet for the spruce, the minimum figures set by the U.S. Forest Service for nearby National Forest timber. The Engineer recommended acceptance of this offer. The Commission approved the recommendation unanimously.

The Engineer also brought up for discussion log-hauling violations committed by C. R. Staples, Cascadia, and his partner, Huey VanHorn, as reported by the Chief Weighmaster, Mr. L. L. Spaulding. He explained the violations in detail and pointed out that Mr. Staples is one of the operators whose P.U.C. permit was canceled some time ago for other violations but was reinstated upon Mr. Staples' promise thereafter to comply with the requirements. (See letter dated January 30, 1947, from W. W. Stiffler, Assistant Maintenance Engineer, to R. H. Baldock, State Highway Engineer, in general files, for details of the violations.) The Engineer also reported on violations committed by Roland P. Hougham, McMinnville. In the discussion of these matters it appeared to the Commission that the cases against both operators were not clean cut because the weighmasters did not actually weigh the loads and the operators were not contacted by the weighmasters after they first ordered the loads to the scales for weighing purposes. The Commission restated its intention not to cancel the permit of any operator until it has a "sure" case against him.

The Engineer presented an application from the Roseboro Lumber Company, Springfield, to maintain and operate a cable over the McKenzie Highway at Mile Post 35.2 near Nimrod Road Junction as a temporary proposition pending reconstruction of their logging road bridge which was recently destroyed by high water in the McKenzie River. The Engineer estimated that it would take about six weeks to complete the bridge work. The Commission

approved the granting of a permit for this purpose provided the general public is properly protected.

The Engineer brought up for discussion matters pertaining to the 1947 Minor Betterment Program and particularly requested authority to purchase from commercial concerns oil rock that is needed for next summer's operations in improvement of shoulders adjacent to highway pavements. This material, he said, is urgently needed and should be arranged for at the earliest possible time so as to avoid delays in construction. He estimated the cost of this material at $60,000, including the oiling work. The Commission approved the expenditure by unanimous vote.

In this connection the Commission also discussed the matter of constructing footpaths but decided not to take any action on such matter until the Legislature adjourns.

The Engineer requested authority to perform certain bridge betterment work which is included in the 1947 Minor Bridge Betterment Budget, particularly ordinary items such as riprapping and construction of masonry walls, extending reinforced concrete box culverts, etc. He advised that the Commission, on November 26, 1946, authorized him to perform such routine work under work orders prepared at that time aggregating $40,775, and his object in bringing the matter up at this time is to secure authority for an additional expenditure of $36,415 on primary highways and $16,260 on secondary highways. The Commission approved the request by unanimous vote.

The Engineer again brought up for discussion the matter of constructing channelization projects and in connection therewith exhibited a model of such a project proposed for the Milton-Freewater Section of the Oregon-Washington Highway. Included in the discussion was the project proposed at Pringle Corner Junction a short distance west of McMinnville and that proposed on the Old Oregon Trail in the City of Pendleton. Chairman Banfield indicated his opposition to construction of such projects generally. As the result of the discussion the Engineer was instructed hereafter to discuss all such projects with the Commission prior to the final preparation of the plans.

The Commission considered and signed agreements, etc., as follows:

Agreement with Crown Zellerbach Corporation extending its lease to riparian rights in the Willamette River at Oregon City.

Agreement with MacWilkins, Cole & Weber covering the furnishing of advertising services for the Travel and Information Department during the year 1947.

Agreement with T. B. and Evelyn Waters covering the lowering of a culvert under The Dalles-California Highway at Engineer's Station 301+25 north of Klamath Falls, Klamath County.

Agreement with Wagner and Bevier Logging Company covering this Company's logging operations adjacent to the Albany-Lyons Secondary Highway along Thomas Creek, Linn County.

Agreement with the O.W. R.&N. Company and the Union Pacific Railroad Company covering installation of a metal pipe through a railroad embankment on the Vale-West Secondary Highway at Hope, Malheur County.

Cooperative contract with the U.S. Department of Agriculture, Forest Service, covering snow removal operations on Timberline Road during the 1946-47 snow season.

Permit granting to the Central Lincoln People's Utility District temporary permission to attach its facilities to the Coos Bay Bridge on the Oregon Coast Highway, in Coos County.

Agreement with Malheur County providing for the abandonment of certain portions of the old right of way of the Nyssa-Adrian Secondary Highway when contemplated improvements have been completed.

Agreement with the City of Coos Bay providing for disposition of the former route of the Oregon Coast Highway between Ingersoll Avenue and Johnson Avenue and through the Bunker Hill district in the City of Coos Bay since the highway has been rerouted and these sections are no longer of value for state highway purposes.

There being no further business to come before the Commission at this time the meeting adjourned at 12:30 p.m.

T. H. Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon
March 24, 1947

The State Highway Commission met in regular session at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of the meeting held on February 3, 4, and 5, 1947.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following matters:

1. Proposed maintenance expenditures in Sodaville State Park, jurisdiction over which recently was transferred by the State Legislature from the State Board of Control to the State Highway Commission: The Parks Superintendent requested approval of an expenditure of $1,800 in 1947 for this purpose, which includes employment of a caretaker at $35 a month. He further advised that the amount is provided for in the 1947 budget. The Commission approved the request by unanimous vote.

2. Proposed purchase of an 80-acre wayside timber tract on the Pendleton-John Day Highway at the junction of the John Day River with Camas Creek, in Umatilla County: The Parks Superintendent advised that this property is owned by G. E. Carnes who has offered to sell it to the state for park purposes at the rate of $10 per acre. He recommended acceptance of the offer. The Commission approved the purchase by unanimous vote upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler.

3. Proposal of Alfred D. Collier, Klamath Falls, for construction of a museum in Collier State Park, Klamath County: At the request of the Parks Superintendent the Secretary read aloud a letter from Mr. Collier setting forth his ideas with respect to the establishment of such a museum and tendering his check in the amount of $2,000, which is to be used in connection therewith. The Commission deferred action on the matter pending further investigation by the Parks Superintendent as to the costs involved, etc.

4. Request of Julius Siller, Winchester Bay, for permission to operate "dune skooters" in Umpqua Lighthouse State Park: The Commission indicated a reluctance to approve this request because it would establish a precedent which would be difficult to avoid in passing on similar requests in the future. Motion was made by Commissioner Schaupp that the

matter be laid on the table. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

5. Betterment orders covering four Eastern Oregon state parks: The Parks Superintendent presented betterment work orders for such parks for 1947 undertaking as follows:

Cline Falls State Park, Deschutes County

10 picnic tables	$ 100.00	
2 small latrines	126.00	
1 fireplace	100.00	$ 326.00

Wallowa Lake State Park, Wallowa County

*1-Floating pier, material and labor	$1,000.00	
**2-Caretaker's house	7,000.00	
*3-1 latrine	1,000.00	
**4-1 picnic kitchen	750.00	
*5-15 picnic tables	150.00	
*6-Betterment and extension of water system, estimate	150.00	$10,050.00

The Cove State Park, Jefferson County

*1-Construction of swimming pool	$20,000.00	
*2-Installation of water system, including ram and 5,000 gal. storage tank	600.00	
*3-Drinking fountain	84.00	
*4-10 picnic tables	60.00	
*5-2 stoves	60.00	$20,804.00

(Note: It is intended to apply the $4,000 received from Morrison-Knudsen, June 10, 1943, as payment for cinders sold from an area leased from the Government, toward the construction of the swimming pool. The Government requires all money received to be spent for improvement of the area and this sum has been earmarked since its receipt to be spent in this manner when materials are available.)

* To be constructed

Collier State Park, Klamath County

*1-Install drinking water system	$ 600.00

(Con't)

Collier State Park, Klamath County (Con't)

*2-Install irrigation system	$2,600.00	
*3-Latrine	1,000.00	
**4-Three-way stove	1,200.00	
*5-20 picnic tables	200.00	
*6-Memorial monument	500.00	
**7-Construction of caretaker's house	7,000.00	$13,100.00

* To be constructed
** To await better prices

The following action was taken by the Commission on the foregoing betterment orders by unanimous vote:

(1) The Commission approved all proposed expenditures in Cline Falls State Park totaling $326.00.

(2) The Commission approved all proposed expenditures in Wallowa Lake State Park except the construction of the caretaker's house.

(3) The Commission approved all items for The Cove State Park except construction of the swimming pool, action on which was deferred until a later date.

(4) The Commission approved all items listed for Collier State Park except construction of the caretaker's house.

6. Request of Marine Parks Committee of the Columbia River Yachting Association for development of boating facilities and picnic areas bordering navigable streams in Oregon: The Parks Superintendent presented a map showing existing state parks at such locations. The Commission went on record as being opposed to the acquisition of additional lands for the special accommodation of people who are interested in boating, however, indicated that it would approve the development of landing places for boats in existing state parks which border on such streams.

7. Proposed acquisition of wayside tracts along the Upper Columbia River Highway: The Parks Superintendent advised that there are several tracts adjacent to this highway which it would be desirable to acquire and suggested the use of Federal funds in connection therewith. In the discussion it was pointed out that Federal funds which are required to be expended for purposes of this kind are all obligated. The Commission decided not to consider the acquisition of these tracts unless the State Parks Superintendent should recommend purchase with state funds set up in the 1947 budget for acquisition of new parks.

8. Proposal for establishment of a state park at Owyhee Damsite,

Malheur County: The Parks Superintendent advised that local people have suggested establishment of a state park at this location, however, inquiry reveals that the National Park Service has already made investigations to that end, so there is a question whether or not the state should do anything about it. He pointed out that the site is situate about 14 miles from a state highway, and the development of the area would require improvement of the road leading to the site and construction of about ten miles of road around the lake. The Commission decided unanimously to let the National Park Service take the initiative in the matter.

9. Suggestion of the Springfield Chamber of Commerce that the state acquire timbered wayside strips along the McKenzie Highway between Finn Rock and Blue River: The Parks Superintendent advised that investigation reveals that the timber has already been removed by a logging concern, in view of which there is no particular object in acquiring the land at this time. The Commission decided unanimously not to purchase the property.

10. Proposed rental of CCC buildings located at Silver Creek Falls State Park: The Parks Superintendent advised that two church organizations, the Seventh Day Adventists and the Christian Church, have requested the privilege of using these buildings for about one week each some time during the coming summer season. He recommended approval of the requests on the condition that the churches will pay 15 cents per day for each person in their groups, which is the charge that was made last year for the same privilege. The Commission approved the recommendation unanimously.

11. Acquisition of two parks in Douglas County: The Parks Superintendent reported consummation of negotiations under way for some time with Douglas County concerning the acquisition of two park areas, both of which are former O. & C. lands. One of these consists of 200 acres located at Elkton Tunnel on the Umpqua Highway and the other is a 160-acre tract on Camas Mountain on the Coos Bay-Roseburg Highway. He recalled that the State Highway Department had these tracts under lease from the Federal Government for a number of years, having paid an annual rental for them, with a view to acquiring them outright; however, according to the Federal law the state cannot acquire them except through the county. Douglas County, he said, now owns both tracts and is willing to deed them to the state at the rate of $1 per thousand for the timber standing thereon, which totals $5,485. The Commission by unanimous vote authorized the acquisition of these properties at such figure.

12. Proposed addition to Rocky Creek State Park in Lincoln County: The Parks Superintendent presented an offer from Mr. Paul Beard to sell to the state 44 acres of land which he owns adjoining the present park for the sum of $4,000. He advised that the tract contains a beautiful stand of wayside timber and has a one-half mile frontage on the Oregon Coast Highway. Mr. Beard, he said, has been offered the sum of $5,000 for the property but wishes to give the state first refusal. Following

considerable discussion the Commission deferred a decision in the matter until a future date.

13. Suggestion of people of Eugene that the state acquire property on the south side of the McKenzie River about eight miles east of Vida, for park purposes: The Parks Superintendent recommended against the purchase of this property because it is located on the opposite side of the McKenzie River from the Highway. The Commission approved the recommendation by unanimous vote.

In the consideration of park matters the Engineer brought up for discussion the proposed revision of the Oregon Coast Highway across lands owned by Mr. W. F. Badley at Otter Crest. He advised that Mr. Badley is willing to sell the right of way only but wants to retain the area between the old and new highway locations to develop for business purposes; moreover, he wants the state to build a connecting roadway between the new and the old highway locations. He pointed out that if Mr. Badley were allowed to retain and develop the area between the two highway locations and constructed buildings thereon, the ocean view very likely would be cut off. He suggested that it would be advisable, before taking action in the matter, to secure a report from the State Parks Superintendent as to the effect such development would have on the state park at this location. The Assistant Counsel, Mr. DeSouza, confirmed the statements of the Engineer and gave figures of the value of the property as appraised by three different appraisers, one of which appraisal amounts to approximately $20,000, the second, approximately $37,000, and the third, about $62,000. As the result of discussion the Commission deferred a decision in the matter until the next meeting. The Engineer, the Chief Counsel, and the State Parks Superintendent were instructed in the meantime to make a thorough analysis of the matter and to report their findings at that time.

The Assistant Counsel, Mr. J. W. DeSouza, was present and asked the Commission to authorize the acquisition of certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties together with the offer that he recommended in connection with each parcel. Following careful consideration of each item the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

TIDEWATER SECTION, ALSEA HIGHWAY

12639-A-	Linton, Mildred K. and George F. Linton			
	Access to gravel pit			
	Option expires			
	0.09 acre at $2,777.77	$ 250.00	$ 250.00	McChesney
13509-	Bowersox, F.R. and D.W. Bowersox			
	Right of Way			
	Option expires			
	August 26, 1947			
	1,000 sq. ft. at 5¢	50.00	50.00	"
12631-	Trafzer, Bessie A.			
	Right of Way			
	Option expires			
	August 20, 1947			
	0.55 acre at $1,000	550.00		
	0.55 acre at $25	13.75		
	Allowance - trees	65.00	628.75	
	Est'd cost moving buildings	2,200.00	2,200.00	
			2,828.75	"
12651-	Tedrow, Dell M. and Lois Y. Tedrow			
	Right of Way			
	Option expires			
	August 3, 1947			
	3.0 acres at $657.42	1,972.25		
	1.11 acres at $25.00	27.75		
	97 rods fence at $1.50 rod	145.50		
	60 rods fence at $1.00 rod	60.00		
	Allowance, wrecking and moving calf barn	25.00	2,230.50	"
12641-	Cannon, Roy E. and Esta A. Cannon			
	Right of Way			
	Option expires			
	September 14, 1947			
	3,049 sq. ft. at $0.0984	300.00		
	2 piling driven in river for boat land at $20.00 each	40.00		
	Moving buildings, estimated at	1,400.00	1,740.00	"

OCEAN LAKE SECTION, OREGON COAST HIGHWAY

13314- Hay, C. L.
Right of Way
Option expires
September 18, 1947

	$	$	
Lot 15, Block 15, Braemer addition, Sec. 10, Township 7 South, Range 11 West, Lincoln County	3,500.00	3,500.00	Witt

HINSDALE SLOUGH - LUDER CREEK SECTION, UMPQUA HIGHWAY

12832- Johnson, Louis and Violette Johnson, and Wayne Weist
Wayside strip and right of way
Option expires
May 6, 1947

3.92 acres at $50.00	196.00	196.00	Gardiner

KLAMATH FALLS-KENO SECTION, GREEN SPRINGS HIGHWAY

10329-A- Holliday, C. L., Jr.
Stock pile site
Option expires
September 16, 1947

2.56 acres at $83.333	213.31	213.31	Cosad

KLAMATH FALLS SECTION, KLAMATH LAKE HIGHWAY

4355- Board of City Park Commissioners
Stock pile lease

1.02 acre - lease of stock pile site for a period of 3 years	00.00	00.00	DeSousa

ROUND BUTTE PARK SECTION, JEFFERSON COUNTY

13156- Angland, Pat M.
Park road

2.0 acres	00.00		
240 rods fence at $1.00 rod	240.00	240.00	Gardiner

HOPE-DERRY RANCH SECTION, VALE-WEST SECONDARY HIGHWAY

12758-A- Augustyn, Stanley
Easement
Have executed easement

0.23 acre	00.00	00.00	Cosad

(Con't)

1947

HOPE-DERRY RANCH SECTION, VALE-WEST SECONDARY HIGHWAY (CON'T)

12784-A-	Graham, R. D. and H. H. Goslin Right of way for road approach Option expires August 19, 1947			
	0.26 acre at $100.00	$ 26.00	$	
	16 rods fence at $1.50 rod	24.00	50.00	Conad

ADRIAN-HOMEDALE SECTION, NYSSA-ADRIAN HIGHWAY

13308-	Lippert, Mrs. R. H. Right of Way Have deed			
	2.78 acres	00.00	00.00	"
13055-	Lippert, Mrs. R. H. Gravel pit and stockpile site (Lease on gravel pit) Option expires August 18, 1947			
	3.78 acres at $150.00 to be leased for period of 3 years	567.00		
	1.0 acre (stockpile) at $150.00	150.00	717.00	"
13306-	Price, Clarence S. and Lorena E. Price Right of Way Have deed			
	2.44 acres	00.00	00.00	"
13305-	Wheeler, James S. Right of Way			
	4.84 acres	00.00	00.00	"

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY

12903-	Stubblefield, Otis Right of Way CORRECTION			
	4.0 acres at $100.00	400.00		
	0.05 acre at $5.00	0.25		
	240 rods fence at $2.00 rod	480.00		
	0.12 acre at $5.00	0.60		
	30 rods old fence to remove and rebuild - $1.00 rod	30.00	910.85	"

(Con't)

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY (CON'T)

12903- Stubblefield, Otis (Con't)
Right of Way
CORRECTION

PREVIOUS REPORT

4.0 acres at $100.00	$ 400.00	$		
0.05 acre at $5.00	0.25			
326 rods fence at $1.00 rod	326.00			
0.12 acre at $5.00	0.60		726.85	Conad
Additional amount due - - - - - -			184.00	

MORROW COUNTY LINE-STANFIELD SECTION, BOARDMAN-STANFIELD HIGHWAY

13488- Bowman, Estate Dan
Easement for dike purposes
Option expires
August 23, 1947

0.44 acre at $100.00	44.00	44.00	Landon

13491- Dillon Irrigation Company
Easement for dike purposes

No area given	00.00	00.00	"

13487- Culver, Theodore
Right of Way for dike
Option expires
August 19, 1947

8.88 acres at $110.00	976.80	976.80	"

WARRENDALE-CASCADE LOCKS SECTION, COLUMBIA HIGHWAY

12848- Bucher, Joseph A.
Park
Option expires
September 10, 1947

6.0 acres at $260.00 less	1,550.00	1,550.00	Parker

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER AND PACIFIC HIGHWAY WEST

13171- Roseen, Harry W.
Right of Way and Easement
Option expires
July 14, 1947

0.052 acre at $500.00	26.00		
10 foot easement along 400+ feet owner's property	50.00	76.00	Witt

(Con't)

1247

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER AND PACIFIC HIGHWAY WEST (CON'T)

13177-	Triplett, Mabel I. Right of Way Option expires July 22, 1947	$	$	
	697 sq. ft. at 20¢ sq. ft.	139.40		
	Trees - allowance	40.00	179.40	Witt
13176-	Arp, John Right of Way Option expires July 14, 1947			
	2,150 sq. ft. at 20¢ sq. ft.	430.00		
	Allowance - walnut, fir trees, bushes, and moving 9 rose bushes at 50¢ each	60.50	490.50	"
13175-	McBee, Zaida Right of Way Option expires July 21, 1947			
	1,678 sq. ft. at 20¢ sq. ft.	335.60		
	Allowance - shrubs and flowers (nursery)	160.00	495.60	"
	Allowance - for moving building	500.00	500.00 995.60	
13189-	Gillmouth, Jos. I. Right of Way Option expires June 8, 1947			
	127 sq. ft. at $1.00 sq. ft.	127.00	127.00	"
13190-	Schreiber, Bertha C. Right of Way Option expires July 29, 1947			
	0.598 acre at $250.00	149.50		
	52 rods fence at $1.50 rod (plus)	78.50	228.00	"
	Private access on north side at Station 386+00			

(Con't)

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER AND PACIFIC HIGHWAY WEST (CON'T)

13196- Frahm, J. Julius
Right of Way
Option expires
August 2, 1947

0.243 acre at $250.00	$ 60.75	$	
28 rods woven wire fence at $1.50 rod	42.00		
Waiver of access	5.00		
2 apple trees at $10 each	20.00	127.75	Witt

13182- Smith, F. F.
Right of Way
Option expires
July 28, 1947

3,050 sq. ft. at 30¢ sq. ft.	915.00		
Allowance - loss rose bushes - 100 at $1.00 each	100.00		
Holly tree	75.00		
Laurel hedge and shrubs	52.00		
General damages - loss front lawn, etc.	250.00	1,392.00	"

13164- Hess, Emory J. and Lena C. Hess
Right of Way
Option expires
September 7, 1947

1.825 acres at $1,000	1,825.00		
97 rods fence at $1.50 rod	145.50		
Waiver access	200.00	2,170.00	"
Plus cattle pass			

* PRINGLE CORNER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST

13169 - Farmer, David E.
Right of Way
Option expires
July 27, 1947

6,534 sq. ft. at 5¢ sq. ft.	$ 326.70	326.70	"

(Con't)

1947

* PRINGLE CORNER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST (CON'T)

13178- Case, Victoria and Margaret Ramsey, and J. M. Pitardi and Jeanette Pitardi
Right of Way
Option expires
July 21, 1947

1,306 sq. ft. at 20¢ sq. ft.	$ 261.20	$	
Allowance - 2 walnut trees at $35 each, for fir tree and rosehedge to move	78.80	340.00	Witt

13170- Bennett, C. N.
Right of Way
Option expires
July 28, 1947

4,573 sq. ft. at 5¢	228.65		
5 large oak trees at $25 each	125.00		
Moving 28 roses and shrubs, 500 shrubs, large laurel bush	44.00	397.65	"

13172- Odell, W. C. and Vada Odell
Right of Way
Option expires
July 16, 1947

0.166 acre at $1,000.00	166.00		
Allowance - moving shrubs, plants, for oak, fruit, pine trees, building new concrete and rock lily pond	395.00		
General damages	150.00		
45 rods fence at $1.25 rod	56.25	767.25	"

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER HIGHWAY

13167- Rogers, Lenore and T. H. Rogers
Right of Way
Option expires
September 9, 1947

2.07 acres at $500.00	1,035.00		
110 rods fence at $2 rod	220.00		
Allowance - loss crop	37.50		
Waiver of access	50.00		
Severance damages	500.00		
Loss 0.57 acre strawberry patch	50.00	1,892.50	"

(Con't)

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER HIGHWAY (CON'T)

13166-	Hamblin, George et al			
	Right of Way			
	Option expires			
	September 13, 1947	$	$	
	1.767 acres at $500.00	883.50		
	93 rods fence at $1.50 rod	139.50		
	Loss crop - allowance	43.75		
	Severance damages	400.00		
	Waiver of access	50.00	1,516.75	Witt
13168-	Breeden, John and Lotti I. Breeden			
	Right of Way			
	Option expires			
	September 17, 1947			
	3,049.2 feet at 5¢ less sq. ft.	152.45		
	10 rods fence at $1.50 rod	15.00	167.45	"
13163-	Rogers, Norris L. and Eunice B. Rogers			
	Right of Way			
	Option expires			
	September 16, 1947			
	3.442 acres at $500.00	1,721.00		
	175 rods fence at $1.50 rod	262.50		
	Allowance - vetch crop	86.50		
	Severance damages	500.00	2,570.00	"
13162-	Oldham, Carle E. and Elsie Oldham			
	Right of Way			
	Option expires			
	August 25, 1947			
	1.46 acres at $400.00	584.00		
	Loss crop Altafescue seed	75.00		
	Severance damages	750.00		
	77 rods fence at $2.00 rod	154.00		
	Waiver of access	115.00	1,678.00	"

(Con't)

1947

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER HIGHWAY (CON'T)

13195- Krieger, Peter J. and Paulina Krieger
Right of Way
Option expires
August 12, 1947

2.41 acres at $250.00	$ 602.50	$	
100 rods fence at $1.50 rod	150.00		
Allowance - for trees	450.00		
Damages - lieu moving house	1,250.00		
Waiver of access	250.00	2,702.50	Witt

13174- Ponsford, J. H. and Myrtle I. Ponsford
Right of Way
Option expires
August 18, 1947

2,283 sq. ft. at 20¢	456.60		
Allowance - trees, hedge	200.00		
Damages - lieu moving and re-arranging machine shop	1,500.00	2,156.60	"

13161- Brink, John W.
Right of Way
Option expires
August 4, 1947

4.33 acres at $350.00	1,515.50		
224 rods fence at $1.50 rod	336.00		
Loss crop - 4.33 acre at $25 acre	108.25		
Waiver of access	150.00		
Severance - damages - lieu cattle pass	750.00	2,859.75	"

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER AND PACIFIC HIGHWAY WEST

13198- Phillips, Rosa McPhillips
Right of Way
Option expires
September 17, 1947

2.0 acres at $250.00	500.00		
180 rods fence at $1.50 rod	270.00		
Cost rebuilding 2 brick pillars	300.00		
Allowance - damages lieu moving house	1,500.00		
Allowance - loss of trees	380.00	2,950.00	"

(Con't)

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER AND PACIFIC HIGHWAY WEST (CON'T)

13183-	Hutsell, J.S. and Phonella L. Hutsell			
	Right of Way			
	Option expires			
	September 16, 1947	$	$	
	2,352 sq. ft. at 30¢ sq. ft.	705.60		
	Allowance - loss shrubs, trees	50.00		
	Allowance - moving Neon motel signs	50.00		
	Damages - lieu moving market, store	750.00		
	Allowance - moving pump, island, tanks, canopy of service station	250.00		
	Damages - lieu moving restaurant	750.00	2,555.60	Witt
13160-	Rabe, Charles F. and Lucille F. Rabe			
	Right of Way			
	Option expires			
	June 15, 1947			
	0.959 acre at $450.00	431.55		
	Severance damages - 1.0 acre	75.00		
	Loss crop - 1.50 acre at $25 acre	37.50		
	Loss walnut and hawthorne trees	20.00		
	Waiver of access	75.00	639.05	"

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER HIGHWAY

13159-	McPhillips, B. A.			
	Right of Way			
	Option expires			
	September 18, 1947			
	9.87 acres at $250.00	2,467.50		
	534 rods fence at $2.50 rod	1,335.00		
	Severance damages	1,500.00		
	Loss vetch crop - 17.70 acres at $25 acre - allowed if not able to harvest	442.50	5,745.00	"

(Con't)

1947

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER HIGHWAY (CON'T)

13199- Wisecarver, Ralph H. et al
Right of Way
Option expires
September 14, 1947

	$	$	
3.08 acres at $250.00	770.00		
190 rods fence at $1.50 rod	285.00		
5 maple, 1 fir, 4 walnut trees	295.00	1,350.00	Witt

13165- Rogers, Nellie G.
Right of Way
Option expires
August 27, 1947

1.854 acres at $350.00	648.90		
Severance damages - 4 acres	150.00		
90 rods fence at $1.50 rod	135.00		
Loss wheat crop - 1.85 acres at $25.00 plus	47.25		
Waiver of access	25.00	1,006.15	"

13193- Mulkey, Chester L. and Bessie Mulkey
Right of Way
Option expires
August 25, 1947

2.46 acres at $350.00	861.00		
1.50 acres at $500.00	750.00		
Trees - allowance	990.00		
Allowance - move 1 1/10 mi. fence - $400	440.00		
Allowance - move buildings	1,350.00		
Allowance - move service station, pumps and tanks	550.00	4,941.00	"
State to pay $100 if 2.0 acres Ladina clover destroyed			

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER AND PACIFIC HIGHWAY WEST (CON'T)

13173- Odell, Vada F.
Right of Way
Option expires
July 16, 1947

0.369 acre at $500.00	184.50		
Allowance - 100 yr. old oak	50.00		
60 rods fencing at $1.50 rod	90.00	324.50	"

(Con't)

1947

* PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER AND PACIFIC HIGHWAY WEST (CON'T)

13181-	Maas, Jake and Agnes Maas Right of Way Option expires July 1, 1947	$	$	
	1,500 sq. ft. at 20¢ sq. ft.	300.00	300.00	Witt
13180-	Gilson, W.S. Right of Way Option expires July 9, 1947			
	6,534 sq. ft. at 20¢ sq. ft.	1,306.80		
	Moving Standard Electric chevron sign, estimated at	50.00	1,356.80	"
13187-	McMinnville Hospital, Inc., Right of Way Option expires July 9, 1947			
	304.9 sq. ft. at 50¢ sq. ft.	152.45	152.45	"
	State to rebuild concrete sidewalk and driveways			
13179-	Anderson, C.E. and M.B. Anderson Right of Way Option expires July 12, 1947			
	125 sq. ft. at 20¢ sq. ft.	25.00		
	Allowance - 75-year black walnut	75.00	100.00	"

* PRINGLE CORNER-McMINNVILLE SECTION, PACIFIC HIGHWAY

13530-	Bays, Bessie Right of Way Option expires September 20, 1947			
	9,800 sq. ft. at 30¢ sq. ft. plus 0	293.45	293.45	"
	Plus rebuilding concrete steps			

(Con't)

1.47

*PRINGLE CORNER-McMINNVILLE SECTION, PACIFIC HIGHWAY (CON'T)

13184- Arndt, Emily K.
Right of Way
Option expires
September 20, 1947

	$	$	
3,736 sq. ft. at 30¢	1,123.80		
Cost moving neon sign	50.00		
Cost moving 2 large arches, signs	100.00		
Cost moving lattice fence	50.00		
Loss rental 4 cottages, 1 week period	140.00		
Loss shrubs, trees, bridge	110.00		
Moving 4 cottages, garages, rebuilding, estimated	2,500.00	4,073.80	Witt

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

12886- Jacobs, Dean and Ila Jacobs
Right of Way
Option expires
August 12, 1947

0.34 acre at $300.00	102.00		
214 sq. ft.	00.00		
18 rods fencing at $2.00 rod	36.00	138.00	Landon
Waiver of access except connecting road			

12046- Jacobs, S.H. and Bertha W. Jacobs
Right of Way and channel improvement
Option expires
August 12, 1947

3.23 acres at $400.00	1,292.00		
126 rods fence at $2.00 rod	252.00		
Allowance - trees	150.00		
Allowance - machine shed, chicken house and fences, fences in barn lot, rack for feeding, to be moved	400.00		
Severance damages - 5.0 acres at $100	500.00		
Severance damages - 0.70 acre at $100	70.00		
Severance damages - 30 acre at $25	750.00		

(Con't)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (CON'T)

12046- Jacobs, S.H. and Bertha W. Jacobs (Con't)
Right of Way and channel improvement
Option expires
August 12, 1947

	$	$	
Allowance - lieu moving barn and service station	586.00	4,000.00	Landon
Commercial access - North side at Sta. 561+50			
Private access - South side at Sta. 560+72.46, only			

12935- Hyde, C.F., Stanley E. Williams and Jessie Sidney Williams, and Lee Roy Woods
Right of Way
Option expires
May 1, 1947

3.85 acres at $150.00	577.50		
116 rods at $1.50 rod	174.00	751.50	"

12036- Hyde, C.F. and Nellie F. Hyde
Right of Way
Option expires
May 19, 1947

3,820 sq. ft. at 1/2 ¢ sq. ft.	19.10	19.10	"
Waiver of access, except private access, South side, Sta. 422+50			

12934- Hyde, C.F., John Canady, Lee Roy Woods
Right of Way
Option expires
May 2, 1947

3.05 acres at $100.00	305.00		
92 rods fence at $1.25	115.00		
Allowance - moving and wrecking garage	15.00	435.00	"
Waiver access, except private access, both sides, opposite Sta. 421+50			

GILLESPIE CORNERS-COUNTY LINE SECTION, TERRITORIAL HIGHWAY

13391- Wills, Robert and Lulu Wills
Right of Way
Option expires
August 12, 1947

0.58 acre at $100.00	58.00		
45 rods fence to move at $1.50 rod	67.50	125.50	Benson

(Con't)

1947

GILLESPIE CORNERS-COUNTY LINE SECTION, TERRITORIAL HIGHWAY (CON'T)

13392- Seales, William I.
Stockpile site
Option expires
August 14, 1947
0.99 acre — $ 125.00 — $ 125.00 — Benson
Plus fencing

13393- Elmore, Burrle E.
Borrow and channel change
Option expires
August 13, 1947
0.52 acre, more or less — 50.00 — 50.00 — "

13508- Cline, Albert G. and Marguerite Cline
Lease, quarry site, haul road
Option expires
July 7, 1947
2.85 acres, more or less, - to be determined later - 5 year lease - basis 3¢ cubic yard, truck measurement, if after exploration suitable rock is found — Landon

13507- Gillespie, Marcellus, and Burrle E. Elmore and Rita Elmore
Quarry site - haul road
Option expires
August 2, 1947
area not determined - 5 year lease, or easement - basis 4¢ cubic yard, truck measurement — "

GILLESPIE CORNERS-DOUGLAS COUNTY LINE SECTION, TERRITORIAL HIGHWAY

13506- Foster, Martin and Candis Foster
Stockpile site
Option expires
July 29, 1947
1.10 acres at $200.00 — 220.00 — 220.00 — "
Plus fencing

13390- Addison, Theon and Bessie Addison
Right of Way
Option expires
August 1, 1947
0.41 acre at $125.00 — 51.25
66 rods fence to move - $1.50 rod — 99.00 — 150.25 — "

(Con't)

GILLESPIE CORNERS-DOUGLAS COUNTY LINE SECTION, TERRITORIAL HIGHWAY (CON'T)

13505- Addison, Theo P.
Right of Way
Option expires
September 20, 1947
0.12 acre LUMP SUM $ 5.00 $ 5.00 Landon

MILWAUKIE SECTION, PACIFIC HIGHWAY

9396-A- McPherson, G. J.
Gravel Pit
Option expires
August 3, 1947
0.25 acre at $200.00 50.00 50.00 Parker

12846- Witte, Marie
Gravel Pit
Option expires
August 3, 1947
0.12 acre 300.00 300.00 "
(5,277 sq. ft. at 5.7¢)

CRABTREE CREEK-SCIO SECTION, ALBANY-LYONS SECONDARY HIGHWAY

13278- Lettemair, Mae C.
Right of Way
Option expires
August 4, 1947
1.74 acres at $220.00 382.80
Severance - 0.26 acre
at $200.00 - 50% 26.00
Well, 20 feet deep, hand
dug 60.00
106 rods fence at $2.00
rod 212.00 680.80 Norlin

13282- Pruitt, Frank Estate
Right of Way
Option expires
July 29, 1947
2.09 acres at $225.00 470.25
91 rods at $2.00 rod 182.00 625.25 "

13218- Bruckman, G. A. and LaVerne Bruckman
Quarry site and haul road easement
Option expires
August 20, 1947
8.26 acres at $181.00 plus 1,500.00 1,500.00 "
0.59 acre, permanent easement
Plus fencing quarry site

(Con't)

1947

CRABTREE CREEK-SCIO SECTION, ALBANY-LYONS SECONDARY HIGHWAY (CON'T)

13280- Ray, Henry and Hannah Ray Estate
Right of Way
Option expires
August 7, 1947

1.62 acres at $200.00	$ 324.00	$		
76 rods fence at $2.00 rod	152.00		476.00	Norlin

13283- Walker, Margaret Baker
Right of Way
Option expires
September 5, 1947

1.53 acres at $225.00	344.25		
67 rods fence at $2.00 rod	134.00		
Allowance - damage irregular shaped field	71.75	550.00	"

ALSEA SECTION, ALSEA-DEADWOOD SECONDARY HIGHWAY

13504- Recken, E. W. and Wao Recken
Quarry site
Option expires
September 3, 1947

25.9 acres at $67.57	1,750.00	1,750.00	McChesney

DIXONVILLE-MARKS RANCH SECTION, NORTH UMPQUA HIGHWAY

13496- Beall, Thomas E.
Right of Way
Option expires
September 4, 1947

0.16 acre at $200.00	32.00		
55 rods fence - move - $2.00 rod	110.00	142.00	Norlin

13267- Adams, Orville D.
Scale site
Option expires
September 12, 1947

0.86 acre at $500.00	430.00		
48 rods fence at $2.00 rod	96.00		
Allowance - damages - loss road frontage	428.00	954.00	"

47

WEST UNION-CORNELIUS PASS SECTION, HILLSBORO-CORNELIUS PASS HIGHWAY

12314- Linden, Alex and Elsa V. Linden
Right of Way
Option expires
August 14, 1947

	$	$	
1.86 acres at $1,000.00	1,860.00		
Plus moving and re-establishing house, estimated at	1,100.00	2,960.00	McCallister

12313- Comte & Kohlman Company
Right of Way
Option expires
August 25, 1947

0.20 acre at $100.00	20.00	20.00	"

12587- Boechli, John and Emma Boechli
Right of Way
Option expires
August 6, 1947

4.04 acres at $200.00	808.00		
216 rods fence at $2.00 rod	432.00	1,240.00	"

12546- Curren, H. W. and Laura E. Curren
Right of Way
Option expires
September 6, 1947

4.26 acres at $300.00	1,278.00		
1.25 acres at $125.00	156.25		
345 rods fence at $2.00 rod	690.00		
Allowance - 700 feet 1 inch water pipe - 50¢ foot	350.00		
Severance damage - 5.0 acres 33⅓% - $100 acre	500.00		
General damage	975.75	3,950.00	"
Plus cattle pass			

12311- Brooks, Carl O., Mary P. Brooks, and Leonard C. Brooks, and Alice Brooks Allison and Jack R. Allison
Right of Way
Option expires
August 17, 1947

12.52 acres at $150.00	1,878.00		
60 rods fence at $2.00 rod	120.00		
Anchor posts	2.00	2,000.00	"

(Con't)

1947

WEST UNION-CORNELIUS PASS SECTION, HILLSBORO-CORNELIUS PASS HIGHWAY (CON'T)

12312-	Siedow, Susie A. and William Siedow			
	Right of Way			
	Option expires			
	August 5, 1947	$	$	
	5.53 acres at $300.00	1,659.00		
	39 rods fence at $2.00 rod	78.00		
	Damage - loss stock water	500.00	2,237.00	McCallister
12313-F	Comte and Kohlman, and V.C. Alexander and Jennie M. Alexander			
	Right of Way			
	Option expires			
	August 3, 1947			
	4.0 acres at $500.00	2,000.00		
	2-room house, cowshed, shop, chicken house, hoghouse, outhouse	650.00	2,650.00	"
12313-D	Grant, George P. and Gretta Belle Grant			
	Right of Way			
	Option expires			
	August 26, 1947			
	2.04 acres at $500.00	1,020.00	1,020.00	"
12313-A	Comte and Kohlman, and Rachel Barbara Mock			
	Right of Way			
	Option expires			
	August 18, 1947			
	0.01 acre	10.00	10.00	"
12589-	Kruger, William and Lena Kruger			
	Right of Way			
	Option expires			
	August 6, 1947			
	2.49 acres at $125.00	311.25		
	1.03 acres at $800.00	824.00		
	150 rods fence at $2.00 to be built by State	300.00	1,435.25	"
12535-	Ernst, Martin and Magdelena Ernst			
	Right of Way			
	Option expires			
	August 22, 1947			
	1.76 acres at $350.00	616.00		
	Crop damage at $50 acre (1.76 acre)	88.00		
	Severance damage	572.00		
	112 rods fence at $2.00 rod	224.00	1,500.00	"

(Con't)

WEST UNION-CORNELIUS PASS SECTION, HILLSBORO-CORNELIUS PASS HIGHWAY (CONT)

12313-E	Comte and Kohlman and Darrol C. Schwartz and Shirley M. Schwartz Right of Way Option expires August 25, 1947	$	$	
	0.61 acre at $300.00	183.00		
	Damage - taking spring for domestic use	67.00	250.00	McCallister
12588-	Boechli, Paul H. and Elva Boechli Right of Way Option expires August 7, 1947			
	1.79 acres at $150.00	268.50		
	50 rods fence at $2.00 rod	100.00	368.50	"
12313-B-	Linden, Alex G. and Elsa V. Linden Right of Way Option expires August 14, 1947			
	1.50 acres at $600.00	900.00	900.00	"
12536-	Loehden, Otto F. and Julia Loehden Right of Way Option expires September 7, 1947			
	1.79 acres at $350.00	626.50		
	112 rods fence at $2.00 rod	224.00		
	40 rods barn yard fence at $2 rod	80.00		
	Allowance for trees	510.00		
	Allowance for landscaping and moving garage to new location	250.00		
	40% damages on 3.88 acres	543.20		
	General damages - remainder land	1,266.30		
	Plus moving barn, estimated	1,000.00		
	Also, clover crop damage to Jaggi Bros.	150.00	4,650.00	"

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

3164-A-	Pointer, John H. and Nan A. Pointer			
	Right of Way			
	Option expires			
	August 12, 1947	$	$	
	0.640 acre at $6,000	3,840.00		
	0.248 acre at $5,000	1,240.00		
	General damage to remaining property and complete waiver of access	920.00	6,000.00	Collins
	Access to service road at Sta. 3257+40 and 3259+00			
3164-B-	Pointer, John H. and Nan A. Pointer			
	Right of Way			
	Option expires			
	August 12, 1947			
	1.137 acres at $5,000	5,685.00	5,685.00	"
	Waiver of access			
	Access to service road at Sta. 3257+50			
3293-A-	Karstens, Theodore			
	Right of Way			
	Option expires			
	August 16, 1947			
	0.903 acre at $2,000	1,806.00	1,806.00	"
	Private access - North side - Sta. 3233+00			
1355-A-	Pointer, Lewis S. and Catherine Pointer			
	Right of Way			
	Option expires			
	August 19, 1947			
	0.437 acre at $5,000	2,185.00		
	28 rods fence at $2.00	56.00		
	General damage, cost replatting	559.00	2,800.00	"
	Access to service road when constructed			
12802-	White, George McD. and Eileen White			
	Right of Way			
	Option expires			
	August 27, 1947			
	15,500 sq. ft. at 16¢ sq. ft. plus	2,500.00	2,500.00	"

(Con't)

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (CON'T)

12801-	Bentley, Edward E. and Elizabeth H. Bentley Right of Way Option expires July 19, 1947	$	$	
	17,300 sq. ft. at 12¢ plus	2,100.00		
	Allowance - cash expended for plans and specifications for new home	400.00	2,500.00	Collins
11508-	Raab, George A. and Anna Raab Right of Way Option expires September 2, 1947			
	332 sq. ft. at 25¢ sq. ft.	83.00		
	Allowance - taking lawn, replacing rockery	350.00		
	Allowance - moving and loss shrubs	100.00	533.00	"
3295-A-	Raab, Aloysis and Martha Raab Right of Way Option expires September 3, 1947			
	4,794 sq. ft. at 12¢ sq. ft.	575.28	575.28	"
3227-A-	Pointer, Frank W. and Clara Pointer Right of Way Option expires September 7, 1947			
	0.523 acre at $5,000.00	2,615.00	2,615.00	"
3289-B-	Peterkort, Joseph and Bertha A. Peterkort Right of Way Option expires September 12, 1947			
	0.528 acre at $2,500.00	1,320.00		
	Allowance - damages	180.00	1,500.00	"

1947

BERGER-BARNES ROAD SECTION, SUNSET HIGHWAY.

13561-	Wood, Lester J. and Ruth M. Wood Option expires September 18, 1947 1,313 sq. ft. (Needed to make better connection to Murray Road)	$ 25.00	$ 25.00	Collins

---

FOOTNOTES:

In the consideration of the property acquisitions mentioned in the foregoing resolution the Commission also discussed acquisition of right of way required for the improvement of the Midland-Mac's Store Section of the Lower Klamath Lake Secondary Highway. The Assistant Counsel presented offers from the several property owners based on a right of way 60 feet wide. The Commission considered such width right of way too narrow for a highway of this importance and ordered further negotiations based on a right of way 80 feet wide. (During the afternoon session the Assistant Counsel reported that a right of way 80 feet wide for this project would cost about twice as much as a 60-foot right of way. The Commission decided, notwithstanding the increased cost, to acquire an 80-foot right of way and so ordered.)

The Commission also ordered hereafter that no right of way should be acquired less than 80 feet wide unless under specific approval of the Commission.

The Commission also decided unanimously hereafter not to award a contract for any highway construction project unless and until the right of way for such project absolutely has been obtained.

In this connection the question arose as to the width of the right of way that should be acquired for the Klamath Falls-Merrill Section of the Klamath Falls-Malin Highway in the vicinity of the USRS Canal crossing. It appears that the present right of way is 60 feet wide, and objections have been raised by certain property owners to widening it because it would necessitate taking considerable valuable private land. The Engineer was instructed to consult with Commissioner Schaupp relative to the width that should be obtained.

* Pringle Corner-McMinnville Section, Salmon River Highway and Pacific Highway West: Prior to approving acquisition of the properties listed under this heading the Commission had under consideration the adoption of the permanent location survey for this section of the highway. The Engineer presented a map and other material showing the recommended location and advised that the survey has been completed in conformity therewith. He also reported the completion of additional surveys as follows and submitted maps and other material for each:

Midland-Mac's Store Section of the Lower Klamath Lake Secondary Highway, Klamath County

Carlton-Chehalem Valley Section of the Carlton-Chehalem County Road, Yamhill County

Roseburg-Dixonville Section of the North Umpqua County Road, Douglas County

Canemah-New Era Section of US99E, Clackamas County

Fremont Highway Junction-Camas Valley Section, Warner Secondary Highway, Lake County

Sheep Creek Hill Section, Little Sheep Creek Secondary Highway, Wallowa County

Mud Creek-Drakes Creek Section of the Warner Secondary Highway, Lake County

After study, the Commission approved the relocations as reported and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of each of the following sections of state highways, to wit:

Pringle Corner-McMinnville Section of the Salmon River Highway and Pacific Highway West, Yamhill County;

Midland-Mac's Store Section of the Lower Klamath Lake Secondary Highway, Klamath County;

Carlton-Chehalem Valley Section of the Carlton-Chehalem County Road, Yamhill County;

Roseburg-Dixonville Section of the North Umpqua County Road, Douglas County;

Canemah-New Era Section of US99E, Clackamas County;

Fremont Highway Junction-Camas Valley Section, Warner Secondary Highway, Lake County;

Sheep Creek Hill Section, Little Sheep Creek Secondary Highway, Wallowa County;

Mud Creek-Drakes Creek Section of the Warner Secondary Highway, Lake County;

and in connection therewith to prepare maps showing the route and location of said sections of highways and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the surveys of the above-mentioned sections of state highways, together with the maps, which for identification purposes bear the map file Nos. 6B-15-15 and 5B-8-19, 6B-22-21, 6B-22-8, 5B-13-22, 6B-23-3, 6B-22-17, 6B-16-5 and 6B-16-6, and 6B-22-22, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-fourth day of March, 1947.

The Engineer also reported completion of the following surveys:

Mill Creek Section, Pacific Highway, Eugene, Lane County

Proposed Sullivan's Gulch Section of the Columbia River Highway, Multnomah County

Ft. Hill Bridge Section of the Salmon River Highway, Polk County

He presented maps and other material with respect to each. A decision with respect to the approval of the survey for the Mill Creek Section of the Pacific Highway, in Eugene, was deferred by the Commission until its next meeting.

With respect to the survey of the Sullivan's Gulch Section of the Columbia River Highway, Portland, the Commission decided unanimously that the time is not propitious to approve such survey; however, the Com-

mission instructed the Engineer and the Chief Counsel to present the facts in detail to the Portland City Council and to ascertain the extent of the cooperation that the City of Portland will offer in the event the Commission approves the project for construction. The Engineer and the Chief Counsel were also instructed to discuss the facts with the officials of the railroad company which is involved. The Commission made it clear that it is making no commitment or assuming no obligation whatsoever at this time as to construction of the project.

The Commission deferred a decision with respect to the survey for the Ft. Hill Bridge Section of the Salmon River Highway until the following day pending receipt of additional information. (This survey was adopted by the Commission on March 25. See resolution ahead.)

The Assistant Counsel, Mr. DeSouza, also requested authority to condemn certain parcels of real property which cannot be acquired at reasonable cost by negotiation. He presented a list of such properties and the offer that he recommended in connection with each parcel, as follows:

		Recommended Offer
BARNES ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY		
3164-B	John H. Pointer and Nan A. Pointer	$6,000.00
3227-A	Frank W. Pointer, et al.	2,750.00
12928	Washington County, et al.	7,500.00
1352-A	Oregon Realty Company	4,500.00
3505-A	Ivan F. Phipps	1,100.00
13202	Etienne C. Ureel	600.00
3226-A	George Durig and Gladiola Durig	12,000.00
MORROW COUNTY-STANFIELD SECTION OF THE BOARDMAN-STANFIELD HIGHWAY		
13490	Frank Correa, Sr.	200.00
13489	Albert Leal, et al.	200.00
PLEASANT HILL-LOST CREEK SECTION OF THE WILLAMETTE HIGHWAY		
12039-A	Henry Knowles, et al.	900.00
SWEET HOME SECTION OF THE SANTIAM HIGHWAY		
13458	Vivian Weddle Long	5,650.00
PRINGLE CORNER-McMINNVILLE SECTION OF THE SALMON RIVER HIGHWAY		
13194	W. N. Ross and Laura Ross	450.00
13197	Estate of Charlotte McPhillips	350.00

(Con't)

PRINGLE CORNER-McMINNVILLE SECTION OF THE PACIFIC HIGHWAY WEST		Recommended Offer
13188	Sunset Oil Co.	$2,700.00
13186	Ethel Clark Fuller	350.00

Following careful consideration of each item the Commission approved the request and the offers and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities or towns, together with rights of access from the abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, the Sunset Highway (State Highway No. 47) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of said highway known as the Barnes Road-Multnomah County Line Section. For the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Sunset Highway, as one of the major highways of the State, carries a large volume of traffic and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that all of the properties hereinafter described are needed and required for use in connection with the construction and maintenance of the section of the Sunset Highway known and designated as the Barnes Road-Multnomah County Line Section;

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described on the attached sheets, all of which are made a part of this resolution; *

3. That all and each of said real properties are needed and the acquisition of the same is necessary for the specific purpose stated in the description of and for each ownership;

4. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury or damage;

5. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described hereinafter in this resolution, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the respective parcels of real property herein described and the highway which is to be constructed thereover, except at

such points or places as may be designated by the State Highway Commission;

6. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain;

7. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission;

8. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners;

9. The real properties sought to be acquired are described on the attached sheets, consisting of 3 pages, and on which sheets are shown the respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties; said parcels of real property are otherwise identified as Parcels 1 to 7 inclusive. *

20. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fourth day of March, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 73, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Commission heretofore has constructed a certain highway known and designated as the Boardman-Stanfield Highway; and

WHEREAS, a portion or section of said highway; namely, the section lying between Engineer's Station 1335 and Engineer's Station 1360, is in the vicinity of the Umatilla River and said section during flood

periods is being damaged and otherwise impaired, and it is the judgment of the Commission that if the causes and conditions which contribute to such damage and impairment are not corrected or adequately controlled irreparable damage will result to said highway; and

WHEREAS, in addition to the damage and threatened damage to said highway there are private properties located in the flood area, which properties are subjected to damage during flood periods; and

WHEREAS, it is the judgment and opinion of the Commission, based on the advice of its Engineer, that a dike or embankment should be constructed and maintained at a site and in a manner which will tend to confine the waters of said river within its walls or banks; and

WHEREAS, in order that a proper dike or embankment may be constructed, it is necessary that additional real property be acquired;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting:

1. That the Commission does hereby find and declare that in order to protect the Boardman-Stanfield Highway from the effects of the Umatilla River flood waters it is necessary that a dike or embankment be constructed for the purpose of confining flood waters within the river channel;

2. That the Commission does further find and declare that the real properties hereinafter described are necessary and that title thereto or an easement thereover must be acquired by the State so that there may be constructed thereon the said dike or river embankment;

3. That the real properties title to which or an easement over which is needed for the construction and maintenance of said dike are described as follows:

Parcel No. 1

A parcel of land lying in the northeast quarter (NE¼) of the northwest quarter (NW¼) of Section 8, Township 3 North, Range 29 East, W. M., Umatilla County, Oregon; the said parcel being all that portion of the northeast quarter (NE¼) of the northwest quarter (NW¼) of Section 8 included in a strip of land of variable width lying on each side of the center line of the Umatilla River Dike as said dike has been surveyed over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 8+22.5 through equation 14+76 back equals 15+00 ahead to Station 23+80, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 8+22.5, at which point the said center line intersects the north line of Section 8; said point being 30 feet east of the northeast corner of the northwest quarter (NW¼) of Section 8, Township 3 North, Range 29 East, W. M.; thence South 2° 26' West 480.7 feet; thence South 13° 24' 30" West 172.8 feet; thence South 27°50'30" West 205.94 feet; thence South 28° 48' 30" West 301.5 feet; thence South 62° 03' 30" West 195.7 feet; thence South 19° 09' East 176.86 feet to Station 23+80, opposite which the easterly line of said strip of land intersects the southerly line of the northeast quarter (NE¼) of the northwest quarter (NW¼) of Section 8.

The widths (in feet) of the strip of land above referred to are as follows:

Station to Station	Total Width	Width on East Side of Center Line	Width on West Side of Center Line
8+22.5 to 11+80	50 feet	20 feet	30 feet
11+80 to 15+50	70 feet	20 feet	50 feet
15+50 to 23+80	50 feet	20 feet	30 feet

The parcel of land to which this description applies contains 1.46 acres.

Parcel No. 2

A parcel of land lying in the southeast quarter (SE¼) of the northwest quarter (NW¼) and the northeast quarter (NE¼) of the southwest quarter (SW¼) of Section 8, Township 3 North, Range 29 East, W. M., Umatilla County, Oregon; the said parcel being all that portion of the southeast quarter (SE¼) of the northwest quarter (NW¼) and the northeast quarter (NE¼) of the southwest quarter (SW¼) of Section 8 included in a strip of land variable feet in width lying on each side of the center line of the Umatilla River Dike as said dike has been surveyed over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 23+65, through equation 36+78.95 back equals 30+56.15 ahead, to Station 39+84.4, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 23+65, opposite and 20 feet distant from which point the westerly line of the said strip of land intersects the north line of the southeast quarter (SW¼) of the northwest quarter (NW¼) of Section 8; said point being 1342 feet south and 400 feet west of the northeast corner of the northwest quarter (NW¼) of Section 8, Township 3 North, Range 29 East, W. M.; thence South 19° 09' East 128.61 feet; thence

South 33° 23' West 74.72 feet; thence North 32° 44' West 193.1 feet; thence South 89° 41' West 414 feet; thence South 17° 38' East 502.62 feet; thence South 23° 33' 30" West 183.51 feet; thence South 1° 05' East 148.84 feet; thence South 24° 34' East 386.92 feet; thence South 8° 05' West 198.98 feet to Station 39+84.4, which station is approximately 20 feet south and 700 feet west of the center of Section 8.

The widths (in feet) of the strip of land above referred to are as follows:

Station to Station	Total Width	Width on Left Side of Center Line	Width on Right Side of Center Line
23+65 to 25+68.33	30 feet	10 feet	20 feet
25+68.33 to 39+84.4	30 feet	15 feet	15 feet

The parcel of land to which this description applies contains 1.54 acres.

That Parcel No. 1, above described, it appears is owned by Rhea Pedro Leal and Manuel Pedro, Jr., and is in the possession of Frank Correa, Jr., as tenant; and that Parcel No. 2 above described it appears is owned by and is in the possession of Frank Correa;

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain;

5. That J. H. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. H. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to or an easement over the said parcels of real property;

6. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners; and

7. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-fourth day of March, 1947.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities or towns, together with rights of access from the abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways, or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Willamette Highway (State Highway No. 18) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the

traveling public, the Highway Commission relocated the section of said highway known as the Pleasant Hill-Lost Creek Section, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Willamette Highway, as one of the major highways of the State, carries a large volume of traffic and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THER FORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the property hereinafter described is needed and required for use in connection with the construction and maintenance of the section of the Willamette Highway known and designated as the Pleasant Hill-Lost Creek Section, which said property is owned by Henry Knowles and Alice Knowles, husband and wife, and is particularly described as follows:

A parcel of land lying in the southeast quarter (SE¼) of Section 1, also in the Jonathan Morgan D. L. C. No. 37, Township 19 South, Range 2 West, W. M., Lane County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Henry Knowles and Alice Knowles recorded in Book 155, Page 56, of Lane County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 170 feet in width, 80 feet on the northerly side and 90 feet on the southerly side of the center line of the Willamette Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 477+44.2 to Station 486+33.8, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 477+44.2, opposite and 80 feet distant from which point the northerly line of the said strip of land intersects the west line of said property; said point being 707.2 feet north and 2302.8 feet east of the southeast corner of the James R. Fisher, D. L. C. No. 43 in Section 1, Township 19 South, Range 2 West, W. M.; thence South 62° 53' East a distance of 889.6 feet to Station 486+33.8, opposite and 90 feet from which station the southerly line of said strip of land intersects the east line of said property.

The parcel of land to which this description applies contains 3.20 acres

2. That said property is needed and the acquisition of the same is necessary for right of way purposes in connection with said section of said highway;

3. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury or damage;

4. The Commission does hereby further find and declare that, in addition to the acquisition of said real property above described, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting property to the parcel of real property herein described and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission;

5. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of said real property, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain;

6. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owners or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcel of land, all rights of access thereto except at such points or places as may be designated by the

State Highway Commission, and in the event that no satisfactory agreement can be reached then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission;

7. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners; and

8. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fourth day of March, 1947.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways, or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are necessary for right of way purposes in connection with the Santiam Highway, which real property is owned by Vivian Weddle Long, is identified in the records of the Highway Commission as file R 13458, and is more particularly described as follows:

Parcel No. 1

A parcel of land lying in the southwest quarter (SW¼) of the northeast quarter (NE¼) of Section 31, Township 13 South, Range 1 East, W. M., Linn County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Vivian Weddle Long recorded in Book 143, Page 21, of Linn County Record of Deeds; the said parcel being described as follows:

Beginning at the intersection of the west line of First (now Twelfth) Street in Sweet Home with the south right of way line of the Santiam Highway, said point being 30 feet distant from (when measured at right angles to) the center line of said highway at Engineer's Station 1510+76.7; said point also being 74.5 feet north and 513.0 feet east of the southeast corner of the east projection of the Lowell Ames, Jr., D. L. C. No. 47 in said township and range; thence South 14° 56' East along the west line of said street a distance of 18.0 feet; thence South 76° 53' West parallel with the center line of said highway a distance of 95.7 feet to the west line of said Long property; thence North 14° 56' West along said west line a distance of 18.0 feet to the south right of way line of said highway; thence North 76° 53' East along said right of way line a distance of 95.7 feet to the point of beginning; containing 1723 square feet.

Parcel No. 2

A parcel of land lying in the southwest quarter (SW¼) of the northeast quarter (NE¼) of Section 31, Township 13 South, Range 1 East, W. M., Linn County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Vivian Weddle Long recorded in Book 143, Page 21, of Linn County Record of Deeds; the said parcel being described as follows:

Beginning at the Northeast corner of said property, said point being on the south right of way line of the Santiam Highway and 30 feet distant from (when measured at right angles to) the center line of said highway at Engineer's Station 1512+36.5; said point also being 110.8 feet north and 668.6 feet east of the southeast corner of the east projection of the Lowell Ames, Jr., D. L. C. No. 47 in said township and range; thence south along the east line of said property a distance of 18.5 feet; thence South 76° 53' West parallel with and 58 feet southerly from the center line of said highway a distance of 105.0 feet to the east line of First (now Twelfth) Street in the City of Sweet Home; thence North 14° 56' West along said street line a distance of 18.0 feet to the south right of way line of said highway; thence North 76° 53' East along said right of way line a distance of 109.8 feet to the point of beginning; containing 1933 square feet.

2. That the Commission does hereby find and declare that the said described parcels of real property are required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner of said real properties and/or with the tenants or persons in possession, if there be any, with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admis

sion in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-fourth day of March, 1947.

The Engineer reported that the Legislative Assembly, now in session, recently approved the Civil Service pay plan prepared by the State Civil Service Commission and that as a result of this action by the Legislature the plan becomes effective as of March 1, 1947. He explained that the plan includes the State Highway Department as well as other state departments, and if it is to be made effective in the Highway Department on March 1, then the Highway Commission should pass on the matter at this meeting. The Chief Counsel confirmed the Engineer's statement that the State Highway Department comes under the regulations the same as any other state agency. He pointed out that the plan has been approved by the State Budget Director and also by Governor Earl Snell and is in conformity with provisions of the statutes covering the subject. He and the Engineer both recommended approval by the Commission at this time. Following discussion the Commission approved the plan, by unanimous vote, effective March 1, 1947, upon assurance by the Engineer and the Chief Counsel that the plan is in conformity with the legal requirements, and that it is their recommendation it be adopted by the Commission.

The Chief Counsel brought up for discussion Senate Bill No. 139 now before the Legislature relating to the condemnation of real property by the State Highway Commission. He recommended that the Commission oppose this bill as unwise and unnecessary legislation in that it will prove detrimental to public welfare and will afford opportunity for delays and postponements in highway projects and will materially increase highway costs. He explained that the bill imposes on the state the burden of paying, in addition to other costs incident to condemnation cases, the attorneys' fees which may be allowed to the defendant by the court, and, in his estimation, if the bill becomes law, property owners will then be able to force the state into court under the condemnation statute in connection with right of way settlements. The Chief Counsel advised that this bill has already passed both houses of the Legislature and will soon be placed on the Governor's desk for approval and signature, if it is not already there. He read aloud a suggested letter directed to the Governor urging and recommending that he veto the bill. Commissioner Chandler moved approval of the letter as prepared. The motion was seconded by Commissioner Schaupp and carried by unanimous vote of the Commission. The Commission thereupon signed the letter.

The Commission recessed for luncheon at 11:55 a.m. and reconvened the meeting at 2:00 p.m. in the same room with the same persons present and participating.

At 2:00 p.m. bids as follows for highway construction were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 4:30 p.m. in the same room:

MT. HOOD AND WAPINITIA HIGHWAYS IN CLACKAMAS, HOOD RIVER AND WASCO COUNTIES
MT. HOOD ROCK PRODUCTION PROJECT

J. N. & M. J. Conley, Portland	$42,975.00
P. B. Doherty & Son, Portland	51,195.00

CAPE-ARAGO SECONDARY HIGHWAY IN COOS COUNTY
REPLACE PIER FENDER FOR SOUTH SLOUGH BRIDGE

Coos Bay Dredging Co., Coos Bay	$18,991.10
Hillstrom Shipbuilding Co., North Bend	20,741.00

PITTSBURG-SCAPPOOSE COUNTY ROAD IN COLUMBIA COUNTY
SPITZENBERG-SCAPPOOSE SECTION

	USING ASPHALT	USING TAR
J. N. & M. J. Conley, Portland	$ 56,744.90	$ 56,682.90
P. B. Doherty & Son, Portland	57,188.00	57,126.00
A. H. Saxton & Sons, Corvallis	58,354.00	- - - - -
Vernie Jarl, Gresham	60,748.00	- - - - -
Parker-Schram Co., Portland	66,538.00	67,740.00

PACIFIC HIGHWAY IN JACKSON COUNTY
ASHLAND (WATER ST.-OAK ST.) SECTION

Albert W. Denton, Vancouver, Wn.	$49,848.00
Scheffel & Gilman, Medford	52,738.00
R. & M. Constr. Co., Central Point	54,042.80

CRATER LAKE HIGHWAY IN JACKSON COUNTY
WIDEN REESE CREEK, LITTLE BUTTE CREEK AND ANTELOPE CREEK BRIDGES

No bids received

OREGON COAST HIGHWAY IN LINCOLN COUNTY
PAINTING YAQUINA BAY BRIDGE AT NEWPORT

Pacific Bridge Painting Co., San Francisco, Calif.	$14,148.75
L. E. Snell, Albany	33,624.00
J. S. Morris Co., Berkeley, Calif.	39,750.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
TROUTDALE-WAHKEENA CREEK SECTION

	SCHEDULE "A" (State Project Alone)	SCHEDULE "B" (Combination Bid with Forest Project No. 29-D (1)
Hydraulic Dredging Co., Ltd., Oakland Calif.	----------	$ 937,337.00
Johnson Western Co., San Pedro, Calif.	----------	962,235.00
Franks Dredging Co., Portland	----------	1,038,595.00
General Constr. Co., Portland	$1,041,515.00	----------

SHERARS BRIDGE SECONDARY HIGHWAY IN SHERMAN COUNTY
CONSTRUCT BRIDGE OVER BUCK HOLLOW CREEK

J. P. Brittan & Co., Portland	$ 37,320.00
E. F. Philpott, Portland	39,990.00
R. H. Jones, Hillsboro	42,765.00

BOARDMAN-STANFIELD HIGHWAY IN UMATILLA COUNTY
UMATILLA RIVER DIKE PROJECT

Loran Petro, Hermiston	7,290.00
Vernie Jarl, Gresham	7,425.00
T. W. Thomas, Portland	8,505.00
Leonard & Slate Oreg. Ltd., Portland	10,800.00
Stevenson Constr. Co., Salem	11,205.00
E. C. Hall Co., Portland	11,475.00
K. F. Jacobsen & Co., Inc., Portland	12,690.00
Dobyns & Webb, Salem	12,825.00
John A. Logan, Portland	12,960.00
Loyd Calkins, Ocean Lake	13,095.00
Gerald Miller, Prineville	13,365.00
R. A. Heintz Constr., Portland *	16,875.00
Heavy Hauling Co., Astoria	20,790.00

* Lump sum reduction of $2,000.00

The Chief Counsel brought up for discussion Senate Joint Resolution No. 9 providing for a committee to make a study of the transportation facilities of the state to determine the immediate and future need with respect to the construction and maintenance of public thoroughfares in the State of Oregon. He advised that the Senate Roads and Highways Committee will be in session on the following evening, March 25, and suggested that the Highway Commission should be present and express themselves relative thereto and particularly to inform the Committee of the attitude of the Commission with respect to that portion of the resolution which recommends and urges the State Highway Commission to consult with the several county courts and with the municipal authorities and render possible financial aid consistent with the primary obligation revolving on the state. It was his thought that the Commission should adopt a resolution expressing in writing its attitude with respect to such matters. He read aloud a form of resolution which he had prepared for the purpose. It appeared to the Commission that the resolution is in conformity with the ideas that were expressed to the county delegation which appeared before the Commission at its previous meeting. The Commission thereupon, by unanimous vote, adopted such resolution as follows:

WHEREAS, by the passage of Senate Joint Resolution No. 9 the Forty-Fourth Legislative Assembly of Oregon has recognized the ever-

increasing problems of highway, road and street construction and maintenance and has recognized also the problems of finance connected therewith; and

WHEREAS, for the purpose of evolving a businesslike approach to and a comprehensive solution of the problems which confront not alone the State but the counties and the municipalities as well, the legislature by the passage of said Senate Joint Resolution No. 9 has created a committee composed of members of the legislature and has charged said committee "to make a complete and exhaustive study of the transportation facilities of the state, including state highways, county roads and city streets; and, based upon such study and examination, determine the immediate and future needs and requirements with respect to the construction and maintenance of public thoroughfares of the state of Oregon"; and

WHEREAS, the members of the Oregon State Highway Commission appreciate the purpose of the Oregon legislature as disclosed in said resolution, and this Commission recognizes the real value which the work of said committee can and will contribute to the problems which need and demand solution; and

WHEREAS, the Oregon legislature in and by said resolution has said to this Commission:

> "Resolved, That pending the report and recommendation of said committee and action thereon by the legislature, it hereby is recommended and urged that the state highway commission confer, consult and cooperate with the several county courts and with the municipal authorities of the cities of the state and render all possible financial aid consistent with the primary obligation devolving on the state, to the end that the welfare of the cities, the counties and the state may be best served.";

and

WHEREAS, prior to the convening of the Forty-Fourth Legislative Assembly of Oregon, the Highway Commission after and as a result of conference with the Executive Committee of the County Judges of the State of Oregon undertook to expend on county roads during each of the years 1947 and 1948 one million dollars of highway funds, which allocation is to be in addition to the highway funds already allocated by law to the counties; and

WHEREAS, this Commission has heretofore recognized the needs of municipalities for additional funds for street construction and maintenance, and in keeping with such recognition has been contributing to some of the cities or towns of the State additional funds for street improvement; and

WHEREAS, for the purpose of joining with the Oregon legislature in its effort and plan to find a scientific and businesslike answer to the

problems with which State, county and city authorities are concerned, it is deemed by the Highway Commission appropriate that at this time the members of the Forty-Fourth Legislative Assembly be advised of the Commission's plans and commitments;

NOW, THEREFORE, BE IT RESOLVED BY THIS COMMISSION, all members being present and affirmatively voting, as follows:

1. That the Oregon State Highway Commission does hereby endorse the action of the Forty-Fourth Legislative Assembly of the State of Oregon in its purpose and objective as disclosed in said Senate Joint Resolution No. 9.

2. That the records, findings and data in the files of the Highway Commission relative to the subject and purpose set forth in said resolution and the services of the Highway Department be made available to the legislative committee created by the legislature.

3. That in response to the recommendation by the legislature as set forth in said resolution the Commission does hereby set aside for expenditure on county roads during the years 1947 and 1948 the sum of one million dollars for each year and does hereby set aside for expenditure on city streets during the years 1947 and 1948 the sum of five hundred thousand dollars for each year.

4. That the particular county roads to which said highway funds shall be applied and the type and character of construction or maintenance work to be done shall be determined as a result of conference between the Highway Commission and the county court of the county in which said roads are located, and the particular street or streets and the type and character of work to be done thereon shall be determined as a result of a conference between the Highway Commission and the municipal authorities of the cities in which such streets are located.

5. That the funds set aside by this resolution for expenditure on county roads shall be allocated to the several counties of the State pursuant to the following formula: one-third in the ratio which the area of each county bears to the total area of the State; one-third in the ratio which the rural population of each county bears to the total rural population of the State as shown by the latest federal census; and one-third in the ratio which the mileage of rural post roads in each county bears to the total mileage of rural post roads in the State.

6. That the funds set aside by this resolution for expenditure on city streets shall be allocated to the several cities of the State pursuant to the following formula: four hundred thousand dollars of highway revenues shall be allocated on the basis of the ratio that the urban population of each city bears to the total urban population of the State in accord with the latest federal census; provided that, if objection be made by any city on account of the growth of the city since the 1940

census was taken, the actual population may be determined by the Secretary of State by actual count, the cost of which shall be borne by the city, and the population so determined shall for the purpose of this resolution be regarded as the population of the city until the next federal census is taken. One hundred thousand dollars of state highway funds shall be reserved for expenditure by the State Highway Commission on the basis of need and shall be spent each year by the Commission on streets not a part of the state highway system and which streets are receiving excessive wear through sudden increases in population or heavy or unusual industrial traffic. The Commission shall determine the distribution of such expenditures upon applications made by the cities so affected.

7. That if additional funds are allocated to the counties and to the cities by the Forty-Fourth Legislative Assembly over and above the funds allocated to the counties pursuant to the provisions of Section 100-129, O. C. L. A., as amended by Chapter 376, Oregon Laws 1941, and over and above funds now allocated to the cities pursuant to the provisions of Chapter 371, Oregon Laws 1943, then the Highway Commission cannot make available for county roads or city streets the allocations set up in this resolution, for the reason that a double allocation of highway revenues for said purpose would so deplete highway revenues that the Commission would be unable to meet commitments and obligations already assumed.

8. That this resolution shall be entered in the minutes and records of the Commission as of March 24, 1947, and copies be made available to the members of the Forty-Fourth Legislative Assembly of the State of Oregon.

Dated this 24th day of March, 1947.

The Commission also had under discussion Senate Bills Nos. 433 and 434 relative to construction of an office building for the State Highway Department. The matter was discussed at considerable length in a general way, but no definite action was taken on the matter.

The Assistant Counsel brought up for discussion the question of constructing a fence along property that was acquired from N. Brown and Sons for right of way for the Burns-Lawen Section of the Burns-Crane Highway, in Harney County. He advised that as part consideration in acquiring the right of way the state agreed to re-establish an existing fence. This was done, but the posts were turned upside down, and because of decay the top part is not very attractive. Mr. Brown, he said, has asked the replacement of about 50 posts which he alleges should not have been used, and he agrees to purchase and install the posts himself if the Commission will allow him $25 for his trouble. The Commission by unanimous vote authorized settlement with N. Brown and Sons on such basis.

The Assistant Counsel reported on a proposed settlement of the damage claims of the Misses Mendenhall and Gilbert Hays resulting from flood waters of the Umatilla River on the Boardman-Stanfield Highway near Stanfield. The claims have been investigated, he said, and there is no question that the damage occurred and that the state is responsible. He said that the Misses Mendenhall, who own the property, will accept the sum of $725 in payment of the damage, and that Mr. Hays, who is a tenant on the Mendenhall property, will accept the sum of $55 to satisfy his claim. He recommended approval of both settlements. The Commission approved the recommendation unanimously.

The Assistant Counsel also presented an offer from Mr. Evan Lum, Portland, to pay $150 for a four-foot strip of state-owned land situate in Lot 2, Block 10, McClure's Addition to Astoria, which property abuts on other property that he owns and is desired by Foster and Kleiser Company on which to erect a platform for use by workmen in maintaining a sign on Mr. Lum's building. He gave as his thought that this was a very good offer and recommended acceptance of it. The Commission approved the recommendation, however, ordered that the deed of conveyance not be delivered to Mr. Lum until he has paid the purchase price.

The Assistant Counsel, Mr. George Neuner, reported a compromise settlement of a condemnation case involving right of way being acquired from Chester A. Smith for the Azalea-Glendale Section of the Pacific Highway, in Douglas County. He advised that the highway alignment was shifted slightly and Mr. Smith has agreed to accept the sum of $1,714 for land required of him, being 38/100 of an acre in excess of the area previously negotiated for. He recommended approval of the settlement on such basis. The Commission approved the recommendation unanimously.

The Engineer reported that because of the improvement of the Shaniko-Fossil Secondary State Highway between Porcupine Butte and Chichester Gulch and between Chichester Gulch and the Summit, in Wheeler County, portions of the right of way of the old highway no longer are of value for state highway purposes. He exhibited a map showing such portions and recommended appropriate action by the Commission relinquishing the state's right, title, and interest in such portions and allowing them to revert to the respective owners of the abutting land or lands. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler:

> WHEREAS, the Highway Commission has found it necessary and desirable to relocate sections of the Shaniko-Fossil Secondary Highway otherwise designated as State Highway No. 291 in Wheeler County, Oregon; and
>
> WHEREAS, such relocation has been made and the line established and the survey adopted by the Commission and a new highway has been constructed thereover; and

WHEREAS, by reason of the relocation of said sections of said highway sections or units of the right of way of the highway as orignally located have been eliminated from the highway as now located and such eliminated sections will no longer be needed for highway or other public purposes nor will they or any one or more of them be needed for the maintenance of a public highway for the service of people living thereon or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the units or sections of right of way of said highway affected by reason of the said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the sections of the Shaniko-Fossil Secondary Highway known as the Porcupine Butte-Chichester Gulch Section and the Chichester Gulch-Summit Section, which begin at Highway Engineer's Station 293+50 on the new route and end at Highway Engineer's Station 0+08.5 of the new route, have been completed and made available for travel, and that the sections of the old route herein defined and described as Units A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, and X, are no longer deemed a part or parts of the route of the Shaniko-Fossil Secondary Highway but shall be and hereby are eliminated therefrom.

2. The parts or sections of the old route of the Shaniko-Fossil Secondary Highway lying outside the established right of way of the relocated highway which for the purpose of this agreement are identified as Units A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, and X, and are more particularly described as follows:

Unit A

Beginning at State Highway Engineer's Station 291+60 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 3, Township 8 South, Range 20 East, W.M.; thence northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 287+20 of the relocated Shaniko-Fossil Secondary Highway in the said Southeast quarter of the Northwest quarter of Section 3, Township 8 South, Range 20 East, W.M.

Unit B

Beginning at State Highway Engineer's Station 285+70 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 3, Township 8 South, Range 20 East, W.M.; thence easterly via the former route of the Shaniko-Fossil Secondary Highway to the State Highway Engineer's

Station 271+80 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Northeast quarter of Section 3, Township 8 South, Range 20 East, W.M.

Unit C

Beginning at State Highway Engineer's Station 270+50 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Northeast quarter of Section 3, Township 8 South, Range 20 East, W.M.; thence southeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 266+00 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Northeast quarter of Section 3, Township 8 South, Range 20 East, W.M.

Unit D

Beginning at State Highway Engineer's Station 261+85 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northeast quarter of Section 3, Township 8 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 257+50 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northeast quarter of Section 3, Township 8 South, Range 20 East, W.M.

Unit E

Beginning at State Highway Engineer's Station 257+00 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northeast quarter of Section 3, Township 8 South, Range 20 East, W.M.; thence easterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 253+90 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northeast quarter of Section 3, Township 8 South, Range 20 East, W.M.

Unit F

Beginning at State Highway Engineer's Station 254+00 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northeast quarter of Section 3, Township 8 South, Range 20 East, W.M.; thence southeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 245+80 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Northwest quarter of Section 2, Township 8 South, Range 20 East, W.M.

Unit G

Beginning at State Highway Engineer's Station 245+00 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Northwest quarter of Section 2, Township 8 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 238+00 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Northwest quarter of Section 2, Township 8 South, Range 20 East, W.M.

Unit H

Beginning at State Highway Engineer's Station 234+00 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 2, Township 8 South, Range 20 East, W.M.; thence easterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 230+50 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 2, Township 8 South, Range 20 East, W.M.

Unit I

Beginning at State Highway Engineer's Station 225+75 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 2, Township 8 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 221+80 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 2, Township 8 South, Range 20 East, W.M.

Unit J

Beginning at State Highway Engineer's Station 220+10 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 2, Township 8 South, Range 20 East, W.M.; thence Easterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 216+70 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Northeast quarter of Section 2, Township 8 South, Range 20 East, W.M.

Unit K

Beginning at State Highway Engineer's Station 209+70 of the relocated Shaniko-Fossil Secondary Highway in the Northwest quarter of the Northeast quarter of Section 2, Township 8 South, Range 20 East, W.M.; thence Easterly via the former route of the

Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 207+10 of the relocated Shaniko-Fossil Secondary Highway in the Northwest quarter of the Northeast quarter of Section 2, Township 8 South, Range 20 East, W.M.

Unit L

Beginning at State Highway Engineer's Station 202+60 of the relocated Shaniko-Fossil Secondary Highway in the Northwest quarter of the Northeast quarter of Section 2, Township 8 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 198+50 of the relocated Shaniko-Fossil Secondary Highway in the Northeast quarter of the Northeast quarter of Section 2, Township 8 South, Range 20 East, W.M.

Unit M

Beginning at State Highway Engineer's Station 193+70 of the relocated Shaniko-Fossil Secondary Highway in the Northeast quarter of the Northeast quarter of Section 2, Township 8 South, Range 20 East, W.M.; thence Easterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 190+40 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Southeast quarter of Section 35, Township 7 South, Range 20 East, W.M.

Unit N

Beginning at State Highway Engineer's Station 184+20 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Southeast quarter of Section 35, Township 7 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 178+30 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Southwest quarter of Section 36, Township 7 South, Range 20 East, W.M.

Unit O

Beginning at State Highway Engineer's Station 176+50 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Southwest quarter of Section 36, Township 7 South, Range 20 East, W.M.; thence Northeasterly along the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 174+50 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Southwest quarter of Section 36, Township 7 South, Range 20 East, W.M.

Unit P

Beginning at State Highway Engineer's Station 172+00 of the relocated Shaniko-Fossil Secondary Highway in the Northwest quarter of the Southwest quarter of Section 36, Township 7 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 167+50 of the relocated Shaniko-Fossil Secondary Highway in the Northwest quarter of the Southwest quarter of Section 36, Township 7 South, Range 20 East, W.M.

Unit Q

Beginning at State Highway Engineer's Station 158+60 of the relocated Shaniko-Fossil Secondary Highway in the Northwest quarter of the Southwest quarter of Section 36, Township 7 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 156+40 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 36, Township 7 South, Range 20 East, W.M.

Unit R

Beginning at State Highway Engineer's Station 153+60 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 36, Township 7 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 148+50 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 36, Township 7 South, Range 20 East, W.M.

Unit S

Beginning at State Highway Engineer's Station 148+00 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 36, Township 7 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 144+00 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northwest quarter of Section 36, Township 7 South, Range 20 East, W.M.

Unit T

Beginning at State Highway Engineer's Station 128+90 of the relocated Shaniko-Fossil Secondary Highway in the Northwest quarter of the Northeast quarter of Section 36, Township 7 South, Range 20 East, W.M.; thence Northeasterly via the former

route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 118+40 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Southeast quarter of Section 25, Township 7 South, Range 20 East, W.M.

Unit U

Beginning at State Highway Engineer's Station 115+70 of the relocated Shaniko-Fossil Secondary Highway in the Southwest quarter of the Southeast quarter of Section 25, Township 7 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 99+70 of the relocated Shaniko-Fossil Secondary Highway in the Northeast quarter of the Southeast quarter of Section 25, Township 7 South, Range 20 East, W.M.

Unit V

Beginning at State Highway Engineer's Station 95+60 of the relocated Shaniko-Fossil Secondary Highway in the Northeast quarter of the Southeast quarter of Section 25, Township 7 South, Range 20 East, W.M.; thence Northerly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 89+30 of the relocated Shaniko-Fossil Secondary Highway in the Northeast quarter of the Southeast quarter of Section 25, Township 7 South, Range 20 East, W.M.

Unit W

Beginning at State Highway Engineer's Station 86+80 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northeast quarter of Section 25, Township 7 South, Range 20 East, W.M.; thence Northerly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 85+00 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northeast quarter of Section 25, Township 7 South, Range 20 East, W.M.

Unit X

Beginning at State Highway Engineer's Station 84+20 of the relocated Shaniko-Fossil Secondary Highway in the Southeast quarter of the Northeast quarter of Section 25, Township 7 South, Range 20 East, W.M.; thence Northeasterly via the former route of the Shaniko-Fossil Secondary Highway to State Highway Engineer's Station 2+30 of the relocated Shaniko-Fossil Secondary Highway in the Northwest quarter of the Southwest quarter of Section 20, Township 7 South, Range 21 East, W.M.

shall be and hereby are abandoned as parts of said highway, and hereafter

all right, title and interest which the state has in said rights of way shall and hereby do revert to the respective owners of the abutting land or lands.

3. A print or sketch map is on file in the office of the State Highway Commission in Salem, Oregon, which print or map for identification purposes bears the signature of the State Highway Engineer and the signature of the Secretary of the Commission, and by this reference is made a part of this resolution. A similar copy of said map, together with a copy of this resolution, is to be filed with the County Clerk of Wheeler County. On said print there are shown colored in brown the sections of the old route of said highway designated as Units A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, and X, and there is likewise shown on said print colored in green the route of the highway as relocated. *

4. That this resolution shall be entered in the minutes and records of the Highway Commission as of the 24th day of March, 1947, and a certified copy thereof delivered to the County Court of Wheeler County, as provided herein.

FOOTNOTE:

* The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 155, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Commission had under discussion a proposed agreement with the Spokane, Portland and Seattle Railway Company relative to purchase by the railroad company of a small portion of state-owned property known as "Krueger Quarry" at the west end of Cornelius Pass Tunnel, Washington County, which land the Company needs in connection with a proposed revision of its railroad. The Engineer advised that the parcel contains 1.63 acres and that the Company has agreed to pay the sum of $244.50 for it, which is the amount it cost the state; moreover, the Company agrees to construct a new hauling road for the state's contractor, Porter W. Ivett, who is conducting operations in this quarry, so that neither the state nor the contractor will sustain increased costs. He recommended approval of the railroad company's request. The Commission approved the recommendation by unanimous vote. (An agreement covering the matter was signed by the Commission on the following day.)

The Assistant Counsel, Mr. DeSouza, reported on the cost to acquire additional right of way needed for state highways within the borders of Camp Adair. He particularly pointed out that such right of way is needed for the

Tampico-Lewisville Secondary Highway No. 202, which will cost $900; two tracts for the Pacific Highway West in Benton County, one of which will cost $6,750 and the other $500; right of way for the Pacific Highway West in Polk County which will cost $1,000, and a quarry site containing 27.46 acres which will cost $2,400. These prices, he said, were obtained from the Federal Land Bank of Spokane, which has jurisdiction, and are the prices which the Highway Commission must bid for the properties if it wants to acquire them. He recommended submission of offers at this time so as to make certain that the property does not get into private ownership. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote and authorized the Secretary to execute the offers on behalf of the Commission in conformity with provisions of the resolution adopted on November 25, 1946.

The Chief Counsel reported on the matter of establishing a policy with respect to charging utilities for use of state highway bridge structures on which to carry company wires, cables, water or gas mains, and other facilities. He gave as his opinion that whenever the use of a bridge structure by a public utility for such purposes entails additional expense to the state, then the utility should be required to at least reimburse the state to that extent. On the other hand, if the state is in no wise inconvenienced, either in maintenance or operation costs, by reason of the presence of the utility's facilities, then, in his estimation, no charge should be made, but it should be clearly understood that the Commission would not in any way assume any responsibility or liability for the safety of the utility or its equipment; moreover, the subject should be covered by a permit setting forth the conditions pursuant to which the utility would be authorized to use the structure, and appropriate provisions should be incorporated therein by which the state would be protected under all circumstances. He recommended adoption of a policy in conformity therewith. The Engineer concurred in the recommendation. The Commission approved the recommendation by unanimous vote and so ordered.

The Commission discussed a suggestion from the Chief Counsel with respect to the abandonment of old right of way no longer of value for highway purposes by reason of relocation. (See Chief Counsel's letter dated March 7, 1947, direct to members of the State Highway Commission in general files for details.) Briefly, the Chief Counsel suggested that the state should share with the counties the burdens imposed on the counties by reason of the abandonment of old highway rights of way. The Engineer suggested, in order to avoid confusion, in future maintenance of numerous short sections of old roadway, that it might be advisable to negotiate with the counties from the standpoint of the counties assuming jurisdiction over such abandoned portions of the state highway right of way and the state assuming jurisdiction over some other county road. It appeared to him that such procedure would accomplish the objective that the Chief Counsel has in mind. The Commission instructed the Engineer and the Chief Counsel to work out a solution to the matter and to report back to the Commission at its next meeting.

The Assistant Counsel, Mr. Neuner, requested instructions relative to the claim of Charles W. Brundle who alleges damage to his property on the Crater Lake Highway as the result of the blocking of a highway culvert which

allowed surface water to flow on to his premises. It appears that Mr. Brundle operates a service station at this location and that about 200 gallons of ethyl gasoline were destroyed by the water, and it was also necessary for him to clean out a number of gasoline tanks, fuel pumps, and carburetors of the cars of some of his customers. Investigation reveals, he said, that the state is responsible for the damage, and he recommended payment of the claim, which amounts to $85.15. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Chief Counsel reported receipt of the petition of Geo. S. Rusco for vacation of a portion of Peck Boulevard, which Boulevard, at the north end, abuts on the Klamath Falls-Lakeview Highway, in Klamath Falls. He recommended that the Commission join in this petition because Peck Boulevard is unused at the present time and the approach to and upon the highway from the north end of said Boulevard is precipitous and steep and would create a traffic hazard should an entrance to the highway be made at that place. The Commission approved the recommendation by unanimous vote. The Secretary was authorized to sign the petition on behalf of the Commission.

The Chief Counsel reported that the Union Pacific Railroad Company has presented to the Legislature its claim in the amount of $134,571 for damages that it alleges occurred to its property by reason of slides on the Upper Columbia River Highway in February of 1946. He recalled that the Commission previously denied the claim, but his reason for bringing it up at this time is because the matter is now before the Legislature. He recommended confirmation of the previous action denying the claim. The Engineer concurred therein. Motion was thereupon made by Commissioner Schaupp that the claim be denied. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Chief Counsel reported on the attitude of the people of Gold Beach with respect to right of way needed for the proposed improvement of the Oregon Coast Highway through this town. He advised that these people are very anxious for the highway improvement and are unanimously in favor of proceeding on the original basis; moreover, they have stated a willingness to cooperate with the State Highway Department in acquiring the right of way. The Commission took no action on the matter.

The Commission had under discussion a report from the Engineer on the widening of Sandy Boulevard, Portland, (US30), as requested by a Parkrose delegation at the previous meeting. The Engineer recalled that the delegation alleged the former Highway Commission promised to make certain improvements to this thoroughfare. A check of the records, he said, reveals that at a meeting on July 23, 1941, the former Commission did authorize expenditure of $40,000 for certain improvements between 82nd Avenue and 108th Avenue and also authorized an additional expenditure of $3,500 to oil the shoulders between 108th Avenue and 122nd Avenue, but the work was not done because of wartime conditions. He further reported that the most important portion of the section is between 82nd Avenue and 96th Avenue, the improvement of which is estimated to cost about $60,000, and the installation of storm drains

between these same points which is estimated to cost an additional $20,000. He recommended, in view of the definite commitment made by the former Highway Commission, the approval at this time of the proposed improvement between 82nd Avenue and 96th Avenue, totaling $80,000. The Commission approved the recommendation unanimously.

The Commission also had under discussion the request of the Bay City Chamber of Commerce for improvement of the Oregon Coast Highway through their city, 0.6 mile in length, in a manner similar to the development through the town of Ocean Lake. The Engineer estimated that such improvement would cost about $60,000 and recommended disapproval of it because there are so many other more important widening jobs through small towns which have a higher priority, not only on the Oregon Coast Highway, but also at other points throughout the state. The Commission approved the recommendation unanimously.

The Engineer gave a partial report on the cost to install continuous lines of sight posts with reflector buttons as compared with guard fence construction on mountain grades as an accident-prevention measure, particularly on the Minam Hill Section of the Wallowa Lake Highway, in Wallowa County, and on the Siskiyou Mountain Section of the Pacific Highway, in Jackson County.

With respect to the Minam Hill Section, he advised that approximately two miles of guard fence would be required which would cost about $21,000, whereas the edge of the road could be outlined at all points by the installation of about 50 additional sight posts for about $200. The sight posts, he said, would be painted white and "cats eye" reflectors would be attached to each to outline the road at night.

As to the Siskiyou Mountain Section, he said that about ten miles of guard fence would be required which would cost in excess of $200,000, but sight posts could be installed with reflector buttons to clearly outline the highway both day and night, for about $1,000. He recommended installation of the sight posts with reflector buttons in both instances. In this connection the Engineer read aloud a report from the Grand Jury in the Circuit Court of the State of Oregon, in Jackson County, in which the need for guard-fence construction along the north slope of the Siskiyou Mountain Section of the Pacific Highway was stressed. In the discussion of this matter the Chief Counsel advised that the State Highway Commission is not required to go to extremes in providing protection for the traveling public in such locations; however, if there is a place where repeated accidents occur and those accidents are due to lack of sufficient warning, then the Commission is under obligation to do whatever may be necessary to protect the public. The Commission, he said, after building the highway is supposed to make it reasonably safe for traffic, but it does not have to guarantee the general public absolute safety. This matter was discussed at some length, but a decision with respect thereto from a state-wide standpoint was deferred pending a report from the Engineer as to what other states are doing in like situations. In the meantime the Engineer was authorized to proceed with the installation of sight posts as recommended on the Minam Hill Grade and the Siskiyou Grade.

The Engineer read aloud a written report dated February 27, 1947, directed to the Oregon State Highway Commission with respect to the condition of the Cottonwood Canyon Grade Section of the Wasco-Heppner Secondary Highway where this highway crosses the John Day River. He estimated it would cost about $300,000 to grade the four and one-half mile section in West Cottonwood Canyon to a width of 26 feet with maximum 14 degree curvature, including surfacing, and that a minimum project to make this grade safe for traffic by constructing a 16-foot roadbed on the present alignment with passing places at frequent intervals, would cost about $50,000. The East Cottonwood Grade Section, he said, is now being taken care of, there being included in the Commission's program for Federal Aid Secondary Highway projects an amount of $102,000 for grading and surfacing this section, the contract for which will probably be awarded either this fall or in the early spring of 1948. He gave as his belief that a $50,000 project on the West Cottonwood Grade would satisfy the local people who use this road. The Commission deferred action in the matter until its next meeting.

The Engineer reported that the Canby City Council has been contacted relative to its request for signalization of traffic on US99E through this town with the result that the Council changed its attitude upon learning that the city would be required to pay one-half of the expense; however, the city officials appeared to be quite interested in a suggestion that was made that it employ a special police officer with a prowl car to apprehend violators of the speed regulations. The City Council, he said, is going to give this suggestion serious consideration, so the subject may be considered as a closed issue for the time being. The Commission took no action on this report.

The Commission discussed the Engineer's written report dated March 10, 1947, relative to the request of the Douglas County Court for state cooperation in the construction of a new bridge over Little River on the North Umpqua County Road, in Douglas County. The Engineer estimated the cost of the structure at $68,300 and the cost to widen the approach embankments at about $6,700, making a total cost of $75,000, fifty percent of which would be paid by the state and 50 percent by Douglas County. He recommended approval of the county's request on such basis if highway revenues are not seriously decreased by action of the Legislature now in session. The Commission appeared favorably inclined to approve the recommendation but deferred its decision until the next meeting.

The Commission discussed a report from the Engineer and the Chief Counsel on the subject of installing stop and go signals at the Twin Tunnels on the Upper Columbia River Highway. The Engineer recalled that the Commission at a previous meeting authorized the installation of signals at this place but later postponed the installation pending further study of the situation because traffic would be required to stop on the highway at a point where it would be subject to the hazard of rocks falling from the hillside above, and there was a question which would be the greater hazard to motorists—falling rocks or collisions occurring in the tunnel. The Engineer advised that these tunnels are narrow and cannot accomodate two trucks going in opposite directions. To widen them sufficiently to accomodate all traffic, he

said, would cost about $120,000 and would be a difficult undertaking, but if that were done the problem would be completely solved since traffic then could move through the tunnels at all times without stopping for clearance. He suggested, however, that before proceeding with the widening work it would be advisable to try out a system of light signals which would allow westbound traffic to proceed at all times except when the signal would indicate that the tunnels are occupied by eastbound traffic. The eastbound traffic signals, he said, would be set far enough away from the tunnel portal to avoid the danger of falling rocks. As a result of considerable discussion of this matter the Commission by unanimous vote referred the problem to the Engineer to eliminate the existing hazard in the best possible manner.

The Engineer also reported on the cost to revise the Columbia River Highway at Oneonta Tunnel. He advised that the 1947 maintenance budget contains an item of $12,000 for construction of a timber lining in this tunnel but it still will permit only one-way traffic under signal control. He suggested that it would be preferable to reroute the highway around the tunnel using the location formerly occupied by the Union Pacific Railroad, which would eliminate the necessity to do the lining work in the tunnel and to maintain the traffic signals. He estimated the cost to build the new road around the tunnel at about $22,000 and the cost to backfill the existing tunnel in order to prevent the possibility of weakening the grades at about $5,000, or a total of $27,000, slightly in excess of twice the cost of relining the present tunnel. He recommended approval of the project and that he be given authority to proceed with the work as minor betterment work. The Commission approved the recommendation unanimously.

The Commission had under consideration the matter of designating as a state secondary highway the county road which extends from Estacada to Milwaukie via Eagle Creek and Barton. The Engineer and the Chief Counsel both assured the Commission that all of the requirements with respect to such designation have been satisfied, including the furnishing of additional right of way by Clackamas County. In view of this assurance motion was made by Commissioner Chandler that the road be placed on the State Secondary Highway System. The motion was seconded by Commissioner Schaupp and carried unanimously. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

> WHEREAS, under the provisions of Title 100, O.C.L.A., and in particular, Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and
>
> WHEREAS, the State Highway Commission, by mutual agreement with the Clackamas County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted

and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described county road in Clackamas County be and the same hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Clackamas Secondary State Highway No. 171:

Beginning at a point in Section 33, Township 3 South, Range 4 East, W.M., in Clackamas County, Oregon, at the Northwest terminus of the Forest Service Upper Clackamas Construction and Maintenance Project, approximately 1.6 miles southeast of Estacada; thence northwesterly via Estacada, Eagle Creek, Barton, and Carver to Clackamas; thence northerly from Clackamas 1.10 miles to a road junction; thence westerly and northwesterly via Milwaukie to the log boom and dump on the Willamette River in Milwaukie, a distance of 26.00 miles.

2. The selection and designation of said county road as a state secondary highway is made upon the representation and assurance of the County Court that a right of way not less than sixty feet in width has been acquired, or will be acquired by the county at county expense for the entire length of said county road and that said right of way will be made available to the state.

3. When a sixty foot right of way throughout the entire length of said county road has been acquired and made available to the state, then said highway shall be qualified for improvement and maintenance under the provisions of said Subsection 36 of Section 100-115, O. C. L. A.

In this connection the Engineer advised that it will be desirable, in view of this newly-designated state secondary highway, to rename the Woodburn-Sandy State Secondary Highway No. 161, inasmuch as the section between Estacada and Eagle Creek coincides with the newly-designated secondary highway. He suggested that the section between Woodburn and Estacada be renamed the Woodburn-Estacada Secondary State Highway No. 161 and that the section between Eagle Creek and Sandy be renamed the Eagle Creek-Sandy Secondary State Highway No. 172. The Commission approved the recommendations and by unanimous vote adopted the following resolution with regard thereto;

WHEREAS, on November 13, 1931, the Commission selected and designated as a secondary state highway, market roads in Marion and Clackamas Counties, then under the jurisdiction of the county courts of said counties, the description of said roads being as follows:

> Beginning at a point on the Pacific Highway East, approximately two miles north of Woodburn, and extending easterly along Market Road No. 57 to the Marion-Clackamas County line, and along Market Roads No. 32, No. 35, No. 33 and a portion of Market Roads No. 1 and No. 19 in Clackamas County, via Molalla, Colton, and Dover, to the Mount Hood Highway, a distance of approximately 38.7 miles,

which said market roads, upon their selection and designation as a secondary state highway, were identified in the records of the Highway Commission as the Woodburn-Sandy Secondary State Highway No. 161,

AND, WHEREAS, on March 24, 1947, the Commission designated as a secondary state highway a county road and a secondary state highway extending from a point 1.6 miles southeast of Estacada, northwesterly via Estacada, Eagle Creek, Barton, Carver, and Clackamas, to Milwaukie, a distance of 26.00 miles,

AND, WHEREAS, a portion of said secondary highway designated by the State Highway Commission on March 24, 1947, extending from a point 1.6 miles southeast of Estacada to a junction with the Woodburn-Sandy Secondary Highway at Estacada, was under the jurisdiction of the County Court of Clackamas County, and a section of county road extending from Eagle Creek via Barton, Carver, and Clackamas, to Milwaukie, was under the jurisdiction of the County Court of Clackamas County, and a section of said secondary highway extending from Estacada to Eagle Creek, was under the jurisdiction of the Commission,

AND, WHEREAS, on March 24, 1947, the Commission designated the entire route as Secondary State Highway No. 171, as one continuous route,

AND, WHEREAS, this designation covered a portion of the former route of the Woodburn-Sandy Secondary State Highway No. 161,

AND, WHEREAS, it is the judgment and the opinion of the Commission that the Woodburn-Sandy Secondary State Highway No. 161 should be changed and thereafter identified as the Woodburn-Estacada Secondary State Highway No. 161 and the Eagle Creek-Sandy Secondary State Highway No. 172,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting as follows:

1. That the route, location and description of the Clackamas Secondary State Highway No. 171 shall be and is described as follows:

Beginning at a point 1.6 miles southeast of Estacada, thence northwesterly via Estacada, Eagle Creek, Barton, Carver and Clackamas to Milwaukie, a distance of approximately 26.00 miles, net length approximately 25.00 miles.

2. That the route, location and description of the Woodburn-Estacada Secondary State Highway No. 161 shall be and is described as follows:

Beginning at a point on the Pacific Highway East, approximately two miles north of Woodburn and extending via Molalla, Colton, and Springwater to Estacada, a distance of 34.24 miles.

3. That the route, location and description of the Eagle Creek-Sandy Secondary Highway No. 172 shall be and is described as follows:

Beginning at Eagle Creek and extending northeasterly to the Mt. Hood Highway at Sandy, a distance of 6.65 miles.

3. That this resolution be entered in the minutes and records of the Commission as of the 24th day of March, 1947.

The Commission discussed with the Engineer the bids received earlier in the session for highway construction work and took the following action thereon by unanimous vote:

Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways, in Hood River, Clackamas and Wasco Counties. This contract was awarded to the low bidder, J.N. & M.J. Conley, Portland.

The contract for replacement of the pier fender on the South Slough Bridge on the Cape Arago Secondary Highway, Coos County, was awarded to the low bidder, Coos Bay Dredging Company, Coos Bay.

Surfacing and oiling the Spitzenberg-Scappoose Section of the Pittsburg-Scappoose County Road, in Columbia County. The Commission deferred award of this contract pending approval by the Public Roads Administration and referred the bids received therefor to the Engineer with authority to award the contract to the low bidder when this condition has been satisfied.

Ashland (Water Street-Oak Street) Section of the Pacific Highway, in Jackson County. Twelve-hundredths mile of grading and paving. The award of this contract was deferred by the Commission pending approval by the Public Roads Administration. The bids were referred to the Engineer with authority to award the contract to the low bidder when this condition has been satisfied.

Widening Reese Creek, Little Butte Creek and Antelope Creek Bridges on the Crater Lake Highway, in Jackson County. No bids were received by the

Commission for this work. The Engineer was authorized to readvertise the project for bids.

Painting Yaquina Bay Bridge on the Oregon Coast Highway at Newport, Lincoln County. The Commission awarded this contract to the Pacific Bridge Painting Company of San Francisco, California, the low bidder.

Hydraulic-dredged embankment on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, Multnomah County. The Commission deferred the award of this contract pending approval by the Public Roads Administration and referred the bids received therefor to the Engineer with authority to award the contract to the low bidder when this condition is satisfied.

The Commission awarded to J. P. Brittan & Co. the contract for constructing a bridge across Buck Hollow Creek on the Sherars Bridge Secondary Highway, in Sherman County, the bid of this company being the low one received.

Construction of an earth dike on the Umatilla River Dike Project adjacent to the Boardman-Stanfield Highway near Stanfield, Umatilla County. The Commission deferred the award of this contract pending consumnation of condemnation suits which are now under way. The bids received therefor were referred to the Engineer with authority to award the contract to the low bidder when the condemnation action has been consumnated,

At 4:30 p.m. Chairman Banfield publicly announced the awards of contracts as follows:

"Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways, in Clackamas, Hood River, and Wasco Counties. The Commission received two bids for this work, the low one being that of J.N. & M.J. Conley, Portland, at $49,975. The other bid was that of P.B. Doherty & Son, Portland, at $51,195. The Commission has awarded the contract to the low bidder, J.N. & M.J. Conley.

"Replacement of a pier fender on South Slough Bridge on the Cape Arago Secondary Highway, in Coos County. Coos Bay Dredging Company, Coos Bay, submitted the low bid for this work at $18,991.10. Hillstrom Shipbuilding Co., No. Bend, submitted the only other bid at $20,741. The Commission has awarded the contract to the low bidder, Coos Bay Dredging Company, at its bid price.

"Surfacing and oiling the Spitzenberg-Scappoose Section of the Pittsburg-Scappoose County Road, in Columbia County. J.N. & M.J. Conley, Portland, submitted the low bid for this work at $56,682.90 based on the use of tar. They also submitted a bid of $56,744.90 based on the use of asphalt. P.B. Doherty & Son, Portland, submitted the next low bid at $57,126 based on the use of tar and $57,188 based on the use of asphalt. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract, based on the use of tar, to the low bidder, J.N. & M.J. Conley, when certain conditions have been satisfied.

"Grading and paving the Ashland (Water Street-Oak Street) Section of the Pacific Highway, in Jackson County. Albert W. Denton, Vancouver, Washington, submitted the low bid for this work at $49,848. The next low bidder was Scheffel & Gilman, Medford, at $52,738. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Albert W. Denton, when certain conditions have been satisfied.

"Widening the Reese Creek, Little Butte Creek, and Antelope Creek Bridges on the Crater Lake Highway, in Jackson County. The Commission received no bids for this work. The project is to be readvertised.

"Painting Yaquina Bay Bridge on the Oregon Coast Highway, at Newport. Pacific Bridge Painting Company, San Francisco, California, submitted the low bid for this work in the amount of $14,148.75. L.E. Snell, Albany, submitted the next low bid at $33,624. There was one higher bidder. The Commission has awarded the contract to the low bidder, Pacific Bridge Painting Company, at its bid price.

"Six and seven-hundredths miles of hydraulic-dredged embankment on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County. Hydraulic Dredging Company, Ltd., Oakland, California, submitted the low bid for this work at $937,337 on the condition that it also receives the award of the contract for the adjoining forest highway project, for which bids were received on this date by the Public Roads Administration. Johnson Western Company, San Pedro, California, submitted the next low bid at $962,235 subject to the same condition. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Construction of a bridge over Buck Hollow Creek on the Sherars Bridge Secondary Highway, in Sherman County. J.P. Brittan & Co., Portland, submitted the low bid for this work at $37,320. E.F. Philpott, Portland, submitted the next low bid at $39,990. There was one higher bidder. The Commission has awarded the contract to the low bidder, J.P. Brittan & Co. at its bid price.

"Umatilla River Dike Project adjacent to the Boardman-Stanfield Highway near Stanfield, Umatilla County. Loran Petro, Hermiston, submitted the low bid for this work at $7,290. Vernie Jarl, Gresham, submitted the next low bid at $7,425. There were 11 higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Loran Petro, when certain conditions have been satisfied."

The Engineer rendered a detailed report on equipment, including that on hand; the number and cost of different pieces of equipment received in 1947; the number, cost, and character of equipment now under order; and the number, cost, and character of additional equipment which should be purchased

this year based on minimum requirements. He pointed out that the Commission set up in its 1947 Budget an amount of $1,000,000 for this purpose, of which amount the Commission has authorized $600,000 for expenditure. He further stated that of this $600,000 approximately $576,000 has been obligated, leaving a balance of only $24,000 available for additional purchases. He asked the Commission to authorize and additional expenditure of $100,000 at this time, which would leave a balance of approximately $200,000 for future authorization considering that a saving of $120,000 has been made in connection with the purchase of Government surplus property. The Commission approved the request by unanimous vote.

The Engineer also reported on the work accomplished on city streets which are not on the state highway system, being work authorized by the Commission during 1946, totaling $43,868.45, of which $9,212 represents contributions by the cities under agreement. The Commission approved the report and ordered it filed.

The Commission had under consideration a letter from the Coos Bay-North Bend Rotary Club advising that at a recent meeting the Club had under discussion the naming of a state highway bridge in honor of the late C. B. McCullough, and as a result of discussion the Club adopted a resolution by unanimous vote favoring the naming of the Coos Bay Bridge on the Oregon Coast Highway the "C. B. McCullough Bridge" in honor of Mr. McCullough who designed and engineered the construction of this structure. In view of this letter the Commission decided to name this bridge in honor of Mr. McCullough. The Chief Counsel was instructed to prepare an appropriate form of resolution covering the matter for consideration by the Commission at its next meeting.

The Commission discussed briefly the Engineer's written report, dated March 17, 1947, with reference to the relocation of the Oregon Coast Highway between North Bend and Bandon via Cape Arago which previously was requested by the Seven Devils Road Association and others. Action on this matter was deferred by the Commission until the Legislature adjourns.

The Engineer submitted a written report on the request of the Benton-Linn Flood District for improvement of the Corvallis-Eastside Secondary Highway to prevent inundation of the highway and private property during flood periods of the Willamette River. (See report dated March 23, 1947, directed to the Oregon State Highway Commission, in general files, for details.) Briefly, the report is to the effect that no relief to flood conditions will be gained by replacing the fills and spillways on this highway by trestles of a length that is financially practical, that to raise the highway entirely above the flood water would require a causeway 13,000 feet long which is estimated to cost about $2,250,000. The condition referred to by the petitioners has existed for many years and is the same as when the road was designated a state highway more than 12 years ago. According to legal opinion the existing fills have been in place for so long a period that present conditions might legally be considered as prescriptive and any material change might entail unforeseen liability for the State Highway Department. In view of these reasons, and for additional reasons, the Engineer recommended that the request be denied. The Chief Counsel

concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Engineer brought up for discussion a resolution from South Umpqua Grange, Days Creek, Oregon, concerning hazards existing on the Tiller-Trail Secondary Highway by reason of log-hauling traffic. He pointed out that the specific complaint is that logging trucks are often overloaded and dangerous to traffic. He advised that everything possible is being done by Weigh-masters to curb the overloading, a fair percentage of their time being spent at Canyonville weighing loads of logs which come off the Tiller-Trail Highway; moreover, a loadometer pit is being installed at Canyonville which will facilitate the weighing at this point. He gave as his thought that the accidents which occur on the Tiller-Trail Highway are due to improper driving, the records disclosing that during the six-year period from 1941 to 1946, of a total of 63 accidents that occurred 11 definitely involved log-hauling trucks. The Engineer also advised that log-hauling permits issued to cover operations on this road contain provision for control of logging trucks. In his estimation, if the operators respect and comply with the rules and regulations, there should be fewer accidents. He read aloud a written report from Mr. W. W. Stiffler, Assistant Maintenance Engineer, on this subject. In view of the report the Commission decided to take no action on the matter.

The Engineer reported briefly the estimated cost to construct the Hood River-Mosier Section of the Columbia River Highway, in Hood River and Wasco Counties, 7.28 miles in length. According to estimates revised to 1947 prices, he said, this work would cost about $2,192,500, including engineering and contingencies. The Commission took no action on the matter.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following morning in the same room.

Portland, Oregon
March 25, 1947

The meeting reconvened at 9:00 a.m. in the auditorium of the Public Service Building with all Commissioners, the Engineer, the Chief Counsel, and the Secretary present.

Bids, as follows, were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:30 p.m.:

OREGON COAST HIGHWAY IN CURRY COUNTY
CLEAN AND PAINT BRIDGE OVER PISTOL RIVER AND BRIDGE OVER ELK CREEK

J. S. Morris Co., Berkeley, Calif.	$ 6,790.00
Tri-State Painting Co., Portland	9,800.00
R. L. Elfstrom, Salem	9,980.00

JOHN DAY-BURNS HIGHWAY IN HARNEY COUNTY
NORTH UNIT, GRANT COUNTY LINE-CROW FLAT SECTION

E. C. Hall Co., Portland	$296,913.00
P. B. Doherty & Son, Portland *	298,060.00
J. N. & M. J. Conley, Portland	303,414.25
Peter Kiewit Sons' Co., Longview, Wn.	359,396.80

* Bidder will accept only one project

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY
MADRAS SECTION

Babler Bros., Portland	$ 81,644.00
Rogers Constr. Co., Portland	93,005.00

SPRAGUE RIVER HIGHWAY IN KLAMATH COUNTY
CONSTRUCT THREE BRIDGES OVER SPRAGUE RIVER

Clifford A. Dunn, Klamath Falls	$159,128.00

CITY OF KLAMATH FALLS IN KLAMATH COUNTY
REMODEL BEARDSLEY BUILDING

Pinnniger & Watkins, Klamath Falls	$ 19,425.00

TERRITORIAL SECONDARY HIGHWAY IN LANE COUNTY
GILLESPIE CORNER-LORANE SECTION

	USING ASPHALT	USING TAR
D. F. McKenzie, Salem	$117,950.50	- - - - -
E. C. Hall Co., Portland	132,880.00	- - - - -
Del R. Beebe Constr. Co., Eugene	154,171.50	- - - - -

I. O. N. HIGHWAY IN MALHEUR COUNTY
JORDAN CREEK-ROCK CREEK ROCK PRODUCTION PROJECT

P. B. Doherty & Son, Portland *	$ 34,650.00
Oscar E. Joelson, Eugene	35,820.00

* Bidder will accept only one project

OLD OREGON TRAIL IN MALHEUR COUNTY
NYSSA (1ST STREET-7TH STREET) SECTION

Stanley & Ehlen, Boise, Idaho	(1)	(2)	$ 54,078.50
Warren Northwest Inc., Portland	(1)		87,087.50

(1) Bidder will not accept this project alone
(2) Bidder will make reduction of $1,000.00 if also awarded Ontario Project.

OLD OREGON TRAIL IN MALHEUR COUNTY
ONTARIO (S.W. 1ST STREET-S.W. 12TH STREET) SECTION

Stanley & Ehlen, Boise, Idaho *	$ 82,363.00
J. A. Terteling & Sons, Inc., Boise, Idaho *	101,012.22
Warren Northwest Inc., Portland *	121,263.00

* Bidder will not accept this project alone

COMBINATION BIDS FOR ABOVE TWO PROJECTS

(1) Nyssa (1st Street-7th Street) Section of the Old Oregon Trail
(2) Ontario (S.W. 1st Street-S.W. 12th Street) Section of the Old Oregon Trail

	(1)	(2)	Reduc.	Comb. Bid
Stanley & Ehlen	$54,078.50	$ 82,363.00	$1,000.00	$135,441.50
Warren Northwest Inc.,	87,087.50	121,263.00	- - - -	208,350.50
J. A. Terteling & Sons, Inc.,	- - - - -	101,012.22	- - - -	- - - - -

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
TROUTDALE-WAHKEENA CREEK SECTION

J.N. & M.J. Conley, Portland	$389,770.00
Leonard & Slate Oreg. Ltd., Portland	390,100.00
E. C. Hall Co., Portland	393,925.00
Guy F. Atkinson Co., Portland	486,197.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
CONSTRUCT CONCRETE BRIDGE OVER O.W. R.R. & N. CO. TRACKS AT BRIDAL VEIL

Guy F. Atkinson Co., Portland	$317,400.00

2.

HILLSBORO-CORNELIUS PASS COUNTY ROAD IN MULTNOMAH AND WASHINGTON COUNTIES
WEST UNION-CORNELIUS PASS SECTION

	USING ASPHALT	USING TAR
K. F. Jacobsen Co., Inc., Portland	$173,325.25	$173,291.25
Vernie Jarl, Gresham	173,447.75	- - - - -
John Havlik, Jr., Scappoose	179,950.00	- - - - -
Grimstad & Vanderveldt, Astoria	181,647.75	181,613.75
Babler Bros., Portland	184,686.50	- - - - -
Leonard & Slate Oreg. Ltd., Portland	189,485.00	- - - - -
E. C. Hall Co., Portland	204,943.50	- - - - -
C. T. Malcom & Co., Portland	210,448.50	210,275.50
Peter Kiewit Sons' Co., Longview, Wn.	215,418.75	- - - - -

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY
CLEAN AND PAINT NECARNEY CREEK BRIDGE AND NEHALEM RIVER BRIDGE

Pacific Bridge Painting Co., San Francisco, Calif.	$ 9,951.50
J. S. Morris Co., Berkeley, Calif.	12,380.00
R. L. Elfstrom Co., Salem	12,989.00
L. E. Snell, Albany	20,117.00
Tri-State Painting Co., Portland	22,500.00

SUNSET HIGHWAY IN WASHINGTON COUNTY
BARNES ROAD-MULTNOMAH COUNTY LINE SECTION

	USING ASPHALT	USING TAR
Porter W. Yett, Portland	$724,752.00	- - - - -
Osberg Constr. Co. & Don L. Cooney Inc., Seattle, Wn.	775,528.50	- - - - -
E. C. Hall Co., Portland	776,430.08	- - - - -

The Commission had under discussion the adoption of a Minor Betterment Program for 1947 undertaking. The Engineer recalled that the Commission budgeted for such purposes the sum of $1,000,000 and up to the present time has approved orders totaling $555,187. He requested at this time approval of additional orders totaling $246,710, which would leave a balance of $198,103 unobligated and available for footpath construction and contingencies when desired. He submitted a summary of the projects proposed to take up the additional $246,710, as follows:

1.	Improve Shoulders	$19,800
2.	Traffic Control Installations	5,550
3.	Sight Post Installations	1,500
4.	Mail Box Post Installations	1,330
5.	Mile Post Installations	300
6.	Reinforce Base and Surface	37,400
7.	Widen Surface and Pavement, Round Corners, etc.	17,960
8.	Widen Roadbed	18,000
9.	Guard Rail Installation	2,500
10.	Construct Footpaths and Sidewalks	30,305
11.	Drainage Installations	28,100
12.	Miscellaneous	83,965
		$246,710

(*) FOOTNOTE:

For details with respect to each of the above items see statement of "PROPOSED MINOR BETTERMENT PROJECTS", dated March 24, 1947, in general files.

The Engineer pointed out that the item of $30,305 contained in the above summary for footpath and sidewalk construction, is in addition to the amount proposed for such purpose in the above mentioned unobligated balance of $198,103. Following discussion the Commission by unanimous vote approved all items in the above-listed program except Item No. 10, "Construct Footpaths and Sidewalks - - - $30,305", a decision with respect to which was deferred pending adjournment of the Legislature.

Chairman Banfield brought up for discussion a request from Mr. Paul Mumpower, Portland, for the right and privilege to use and occupy a tract of state-owned land located adjacent to the Upper Columbia River Highway near the east end of the Sandy River Bridge in connection with the rental of fish nets to the general public during the period when smelt are running in the Sandy River. He gave as his thought that it would be satisfactory to approve the request for such a short period of time if Mr. Mumpower will conduct his business in an approved manner and will clean up the premises when he is through with the property. The Commission voted unanimously to grant Mr. Mumpower this privilege on such basis and referred the matter to the Chief Counsel to prepare an appropriate form of permit to protect the state's interests.

Messrs. Ed. Reitmann, J. S. Burres, and George Kaseberg, Condon, came before the Commission in the interests of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway. They presented petitions signed by numerous residents of Sherman, Gilliam, Morrow and Wheeler Counties requesting the immediate improvement of such section. Chairman Banfield explained that the Commission has budgeted the sum of $102,000 of Federal Aid Secondary Highway monies for the improvement of a seven mile section of the East Cottonwood Grade, and it is proposed to contract the work either this fall or early next spring; also, that an additional sum of money has been authorized for an improvement west of the town of Condon; in fact, the Commission received bids in November, 1946, for construction of the section, but found it necessary to reject them because of right of way difficulties. This money, he said, is not going to be diverted to any other part of the state, but the proposed improvement cannot proceed until this right of way difficulty has been eliminated either by realignment of the highway or settlement with the property owner, Mr. Meyers.

Concerning the West Cottonwood Grade, Chairman Banfield advised

that the Commission now has this section under consideration, but because of the uncertainity of funds, is precluded from making a commitment thereto until the Legislature adjourns. He assured the delegation that the Commission has their project in mind and will do whatever it can to help them.

Mr. Robert P. Conklin, representing the Weyerhaeuser Timber Company, North Bend, was present and discussed with the Commission a proposal involving a change in the state highway improvement that is now under way at North Bend so as to provide off-street parking for cars of the Company's employees and to provide access to the Company's property from the highway. He exhibited a map showing what they have in mind and pointed out that it necessitates acquisition by the Company of a small triangular-shaped parcel of state-owned property on the east side of the highway between Delaware Avenue and Maryland Avenue Extended, containing 0.3 acre,. and a relocation of the Southern Pacific Company's railroad for a short distance. He mentioned that this matter has been discussed with the State Highway Engineer, and that the plan as indicated on the map is in conformity with the decision reached. The Engineer advised that by straightening the alignment of the railroad it would be possible to widen the highway pavement sufficiently to install traffic islands and left turn-out refuge lanes at points where the Company desires entrances to its property. He estimated the cost to provide such an improvement at about $10,000 and recommended it as an improvement over the present plan, construction of which is now under way. He pointed out, however, that the Public Roads Administration is concerned and its approval would have to be obtained before the plan could be made effective. Mr. Conklin was informed by Chairman Banfield that the Commission wishes to discuss this matter among themselves before making a decision and would give him an answer as soon as possible. Following the departure of Mr. Conklin discussion of the matter was resumed. At that time Commissioner Chandler recommended approval of the change, as being the best possible solution of the problem from the standpoint of the highway, the Weyerhaeuser Timber Company, and the railroad. Chairman Banfield and Commissioner Schaupp agreed to respect Commissioner Chandler's recommendation when the matter comes up for final decision. The Engineer was instructed to render a more complete report on the subject at the next meeting of the Commission, when final action will be taken.

The following persons representing the Brookings-Harbor Chamber of Commerce, Brookings, Oregon, came before the Commission with an offer to present to the state as a gift a small tract of ocean beach property at Brookings for State park purposes: Mrs. Mildred M. Byrne, Secretary; R.S. Perkins and Luther Tisdale, members. Mrs. Byrne headed the group. She advised that Mr. Elmer Bankus of Brookings, who is the owner of the property, is inclined to present the land to the state as a gift if the state wants it; otherwise, he is going to develop it commercially and in that case the public no longer will have access to the beach. She further stated that the property is now served by a private road which also would be made available to the public by Mr. Bankus, and she urged the Commission to take the area over as a state park because it is the only place within 100 miles where people can drive down to the beach. Messrs. Perkins and Tisdale presented additional arguments why the state should assume jurisdiction over this area. Chairman Banfield thanked the

group for its offer and stated that the Commission could not act on the matter at the present time because it is contrary to its policy to acquire park areas unless they are recommended by the State Parks Superintendent, who will be asked to investigate and report the matter. The Parks Superintendent was thereupon instructed to make such report.

The County Court of Umatilla County represented by County Judge J. H. Sturgis and County Commissioner William R. Meiners and County Road Master W. F. Brown came before the Commission regarding a proposed change in the Federal Aid Secondary Highway program involving the Adams-Thorn Hollow County Road. Judge Sturgis headed the group. He advised that the Adams-Thorn Hollow Road has been designated as a Federal Aid Secondary Highway and it so happens that it also is one of the roads for which the county has voted bond money. He advised that the county would prefer using its money to improve the road and that the state, in turn, use its Federal Aid Secondary money to improve the Helix-Holdman County Road, which is an important wheat-hauling road. The Engineer advised that while the Adams-Thorn Hollow Road is on the Federal Aid Secondary Highway System no money has been allocated to improve it, also, that the Helix-Holdman Road is not a Federal Aid Secondary Highway. Chairman Banfield explained the status of the Highway Commission's funds and particularly referred to prospects that the Legislature, which is now in session, may see fit to take away some of these funds for the benefit of the counties, the cities, and the State Police. Until the Legislature adjourns, he said, the Commission will not know how much money it is going to have at its disposal and until then the Commission can make no additional commitments. He added that the Commission is not particular which of the two roads under discussion it improves and it may develop later on that the Commission can approve the change requested, but nothing definite can be stated at this time. The Engineer was thereupon instructed to investigate the proposed exchange of roads and to report his findings at the next meeting.

A delegation from Willamina, consisting of H. A. Parrett, Mayor; Warren Engdahl, Councilman; and Roy Rhoades, Public Affairs Committee of the Willamina Kiwanis Club, came before the Commission and urged widening and improved drainage along the Salmon River Highway through their city. Mr. Parrett headed the group. He advised that the present highway is entirely too narrow to accomodate the traffic which uses it, particularly the four blocks between the east city limits and "D" Street, and urged the widening and drainage project as a necessary improvement. He also urged improvements to the bridge over Willamina Creek, which, he said, is narrow and entirely inadequate to take care of the large volume of logging traffic that crosses it daily. It was his thought that this is a state obligation because Main Street, the highway route, at no time ever was designated a city street, it being a county road until it was taken over by the state. Chairman Banfield explained the status of highway funds and the prospects of losing some of them by legislative action. If the Legislature does not take funds away from the State Highway Department, he said, and there are monies available, then the Highway Commission will cooperate in the improvement, but if the Legislature sees fit to give the counties and the cities additional shares of the state highway revenues, then the Commission will not be able to do many of the things it

would like, and the cities in that event will have to finance their own projects. He concluded the discussion by stating that the Commission cannot pass on the matter or make a definite commitment until it has the benefit of Engineering facts. The Engineer was thereupon instructed to make an investigation and report his findings at the next meeting.

Messrs. Max Rosen, Portland, and L. Nudelman, Oak Grove, were present and requested permission to fill in and landscape a small area of highway right of way in front of Mr. Rosen's establishment known as "Fireside Dinners" on the east side of US99E about one-half mile south of the town of Milwaukie, in order to stop the parking of cars on the highway and to give their premises a more attractive appearance. Mr. Nudelman was present as owner of the property on which this establishment is located. They stated their willingness to perform the work in conformity with the ideas of the Highway Department's Landscape Engineer. The Commission referred the matter to the Engineer for investigation and report at the next meeting.

A delegation from Harney County, consisting of Nelson B. Higgs, County Judge; A. A. Bardwell, Chairman of the Highway Committee of the Burns Chamber of Commerce; and R. M. Lowe, Member of the Burns City Council, was present regarding the highway projects that are scheduled for construction in the Commission's Three Year Postwar Program. Judge Higgs headed the group. He urged the Commission to expedite the contracting of the work involved so that grading in connection with the projects may be completed by this fall. He was informed by the Engineer that the present plan is to perform the grading work this year and the surfacing work next year.

Mr. Lowe inquired if the Commission has plans for improvement of the Sage Hen Hill Section of the Central Oregon Highway and was informed that no provision has been made for this work and cannot be made until the Commission knows definitely how much money will be available for projects of this kind.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

The County Court of Douglas County, represented by County Judge D. N. Busenbark and County Commissioner Lynn V. Beckley, came before the Commission and requested a change in the construction program for the Elkton-Sutherlin Secondary Highway. They explained that at the present time the program provides for improvement of this road from Elkton to Kellogg Bridge, but because of the increase in log-hauling traffic into Sutherlin, it is more important now that the south end of the road be improved, and they urged the Commission to change the program accordingly. The Engineer recommended approval of the request. The Commission by unanimous vote approved the recommendation subject to the condition that the change is approved by the Public Roads Administration.

In this connection the Engineer also requested approval of a change in the program for the reconstruction of the Oregon Coast Highway between Coquille and Coos Bay. He pointed out that the program, as presently prepared, provides for improvement of the Bunker Hill South Section, but the local people

feel that the section of most importance is between Manning Creek Slough and China Camp Marsh, in which he concurs. He recommended approval of the change. The Commission approved the recommendation by unanimous vote subject to further approval by the Public Roads Administration.

Judge Busenbark also requested the widening of a six mile section of the Tiller-Trail Secondary Highway. He urged the grading of this section even if the Commission cannot see its way clear to surface it. Chairman Banfield advised that the Forest Highway Program contains an item of $350,000, including state cooperation in the amount of $165,000, for widening and subgrade stabilization along a 5.8-mile section of this highway between Tiller and Elk Creek which is about all that can be done at the present time.

A delegation representing the City of Portland, consisting of William A. Bowes, Commissioner of Public Works; F. D. Fowler, Traffic Engineer; Ben R. Morrow, City Engineer; and William J. Weller, Transportation Engineer, was present and discussed with the Commission the question of improving traffic conditions along streets and highways which cross the Southern Pacific railroad tracks in Southeast Portland. Mr. Bowes headed the group. He advised that the City has plans to make studies for the improvement of these conditions and inquired as to the possibilities of securing state cooperation in the study of situations where mutual interests are affected. The Commission expressed a willingness to join in the studies in order to secure an overall picture of the conditions provided the state is not placed in the position of being obligated to cooperate financially in correcting them. The Engineer was authorized to join with the City in the studies insofar as they affect state highways.

Commissioner Bowes also inquired as to the status of the Sullivan's Gulch survey. He was informed by Chairman Banfield that the survey has been completed and that the Engineer and the Chief Counsel have been instructed to discuss the facts with the city and with the railroad company which is concerned, with a view of ascertaining the extent of cooperation that will be provided by such agencies if the project should be constructed. He added that the Commission is making no commitment whatsoever as to construction of the project, and that action to date is purely preliminary.

The County Court of Benton County, represented by Messrs. M. O. Mack and O. B. Kyle, County Commissioners, and L. C. Galloway, County Engineer, was present regarding the future disposition of the Alsea-Lobster Valley County Road. Mr. Mack headed the group. He read aloud and filed with the Commission a letter dated March 24, 1947, directed to the State Highway Commission by George I. McBee, County Judge, advising that the County Court is receptive to a better road for the people of Lobster Valley and that investigations reveal this could best be accomplished by taking over a private road owned by the Acme Lumber Company which has declared its willingness to cooperate if the state will designate the road a state secondary highway. Judge McBee also states in his letter that Benton County is anxious that the state take over the remaining mileage of this road and is willing to make any shift in road designations that might be necessary or beneficial. In support of the letter

Mr. Mack advised that the Lobster Valley Road is isolated and for that reason is a very expensive one for the county to maintain. It was his thought that the state could maintain it much cheaper and much better than the county as an extension of the present Alsea-Deadwood Secondary Highway. Following discussion, during which the delegation was informed that the Commission was not in position to give them a definite answer at this meeting, the matter was referred to the Engineer and the Chief Counsel for investigation and report.

A delegation from Reedsport headed by W. A. Burdick, Chairman, Roads Committee, Chamber of Commerce; and including Alden Paull, President, Chamber of Commerce; Cecil Bennett, City Manager; and Edgar Wilson, C.I.O. representative, came before the Commission and urged improvements to the Umpqua Highway between Reedsport and Scottsburg. Mr. Burdick advised that this road was constructed in 1927 on very poor alignment and with a very narrow roadbed which is entirely inadequate for present-date traffic, and as a result numerous accidents occur. He urged action by the Highway Commission to better the conditions and declared that the expense involved is fully justified from a safety standpoint. Mr. Paull confirmed and elaborated on the remarks of Mr. Burdick. He declared that there are many sharp turns in this road, that the shoulders adjacent to the pavement are too narrow and in some places there is no shoulder at all, and at other places the pavement is in close proximity to the edge of the bluff overlooking the river; moreover, there are places where it is almost impossible for two vehicles to pass. He urged widening and straightening the road to accomodate the heavy truck traffic which uses it. The Engineer advised that the distance between Reedsport and Scottsburg is about 17 miles, ten miles of which are along a rock bluff which would require heavy rock excavation. He estimated the cost to modernize the section comparable with the section between Elkton and Drain at $1,500,000. He admitted that the road is narrow and a dangerous one to travel but pointed out that no provision for its improvement has been made in the current highway program. Chairman Banfield concluded the discussion by stating that the Commission was not aware that the road was in such bad condition; however, it is not in a position financially at this time to make any commitment of funds to improve it, there being no unobligated funds available.

Mr. Burdick inquired as to the status of the improvement of the Umpqua Highway just east of the City of Reedsport, being a continuation of the improvement completed some years ago within the city limits. He alleged that the Commission some time ago promised this improvement, and the City would like to have this promise fulfilled as soon as possible. The Commission deferred action on this matter pending a search of the records for past commitment to this project.

Mr. Burdick then brought up for discussion the matter of installing platform scales on the highway in the vicinity of Reedsport for the accomodation of industries in this district. He advised that there are no suitable scale installations at the present time and that they are

badly needed. Mr. Russell Hubard, Reedsport, who was present, also spoke on this subject, advising that his son has a set of scales of 30,000 pounds capacity which would be available to the Commission in the event the Commission desired to purchase them for installation at this point. The Engineer advised that investigation reveals that scales in this locality are not particularly required from the state highway standpoint, in view of which the Commission denied the request.

A delegation from Redmond, consisting of Frank McCaffery, Frank Foster, M. L. Weigand, and R. Weigand, farmers of the Powell Butte District, was present and urged the oiling of a six-mile section of the Powell Butte Secondary State Highway from its junction with the Ochoco Highway to a point near the Crook-Deschutes County Line. Mr. N. L. Weigand headed the group. He advised that the present road is graded but not surfaced and is not adequate to carry the large tonnage of produce which is trucked to Redmond from this irrigated district. He alleged that there are approximately 30,000 tons of produce trucked out of this district annually to Redmond and urged the oiling of the road. The Engineer advised that this is a dirt road which is being maintained in the best possible manner under existing conditions and that no provision has been made to surface and oil it. He inquired why the project was not proposed by the Crook County Court when the postwar program was arranged and was informed that the County Court is not interested in it because the district's produce is trucked to Redmond rather than to Prineville. Chairman Banfield explained the Highway Commission's financial set up and advised that because of the limited amount of funds available the Commission cannot satisfy all of the requests that are made for highway improvements; however, the Engineer will be instructed to investigate the premises with regard to the possibility of improving the road, but no encouragement can be given for any work other than a continuation of the maintenance work now being done.

A delegation from Prineville headed by Dan E. Taylor, President of the Prineville-Crook County Chamber of Commerce, and including R. P. McRae, Mayor of Prineville, and C. C. McGlenn, Manager of the Prineville City Railroad, came before the Commission and urged the extension and construction of the Crooked River-Paulina Secondary Highway No. 380 easterly from its present terminus at Paulina to a connection with the John Day-Burns Hiwhway via Izee. In support of this request Mr. Taylor presented a letter dated March 25, 1947, directed to the Oregon State Highway Commission in which it is alleged that the area served by such road produces 40 percent of the total livestock raised in Crook County and that the ranchers are in desperate need of a year-round road over which to market their herds in a direct manner without the necessity of holding them over. Mr. Taylor elaborated on the request orally. Chairman Banfield advised that this is an entirely new road and that the Commission does not have enough money at its disposal to build new highways; in fact, there is not enough money available to finance roads on the present highway system, in view of which the Commission can offer no encouragement whatsoever. Commissioner Schaupp mentioned the bills now before the State Legislature which, if they pass, will take away from the Commission a considerable portion of state highway revenues, in which event the Commission will not be able to do much

new construction. Commissioner Chandler suggested that timber interests, in order to protect their investments, are going to be forced to build their own roads in cases where they are operating on a sustained-yield basis. Chairman Banfield concluded the discussion by suggesting the possibility of the district securing Federal Timber Access Road money. He advised that insofar as the State Highway Commission is concerned that is all the delegation can expect because the state simply hasn't the money available to do what they ask.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and took the following action thereon by unanimous vote:

The Commission awarded to J. S. Morris Co. Berkeley, California, the contract for cleaning and painting the bridges over Pistol River and Elk Creek on the Oregon Coast Highway, in Curry County.

All bids received for the grading, surfacing, and oiling of the North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, Harney County, were rejected.

Also rejected were bids received for grading and surfacing and widening the Willow Creek Bridge on the Madras Section of The Dalles-California Highway, in Jefferson County; the bid received for construction of three bridges over the Sprague River on the Sprague River Highway, Klamath County, and that received for remodeling the Beardsley Building in the City of Klamath Falls.

The Commission awarded to D. F. McKenzie, Salem, the contract for regrading, surfacing, and oiling the Gillespie Corner-Lorane Section of the Territorial Secondary Highway, in Lane County, and awarded to P. B. Doherty & Son, the contract for the Jordan Creek-Rock Creek Rock Production Project on the I.O.N. Highway, in Malheur County.

The Commission also awarded to Stanley & Ahlen the contracts for grading and paving the Nyssa Section of the Old Oregon Trail and the Ontario Section of the Old Oregon Trail, in Malheur County, on the basis of its combination bid for both projects.

The Commission referred all bids for construction of rock toe slope, rock slope protection, roadbed topping, topsoiling and seeding on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County, to the Engineer with authority to award the contract to the low bidder J.N. & M.J. Conley, Portland, if the Public Roads Administration will concur therein.

Like action was taken by the Commission on the bid of Guy F. Atkinson Co., Portland, for the construction of a concrete bridge over the O.W. R.R. & N. Co. tracks at Bridal Veil on the Columbia River Highway, Multnomah County.

The Commission referred to the Engineer all bids received for the grading and bituminous macadam surfacing on the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road, in Multnomah and Washington

Counties, with authority to award this contract to the low bidder, K.F. Jacobsen Co., Inc., Portland, when right of way matters have been clarified.

The Commission awarded to the Pacific Bridge Painting Company the contract for cleaning and painting the Necarney Creek Bridge and the Nehalem River Bridge on the Oregon Coast Highway, in Tillamook County.

All bids received by the Commission for grading and paving the construction of two overcrossing structures on the Barnes Road-Multnomah County Line Section of the Sunset Highway, in Washington County, were referred to the Engineer with authority to award this contract to the low bidder, Porter W. Yett, if and when the Public Roads Administration concurs therein.

At 3:40 p.m. Chairman Banfield publicly announced the awards of contracts as follows:

"Cleaning and painting the bridges over Pistol River and Elk Creek on the Oregon Coast Highway, in Curry County. The Commission received three bids for this project, the low one being that of J.S. Morris Co., Berkeley, California, at $6,790. The next low bid was that of Tri-State Painting Co., Portland, at $9,800. The contract has been awarded to the low bidder, J.S. Morris Co., at its bid price.

"Grading, surfacing, and oiling the North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, in Harney County. E.C. Hall Co., Portland, submitted the low bid for this project in the amount of $296,913. P.B. Doherty & Son, Portland, submitted the next low bid in the amount of $298,060. There were two higher bidders. The Commission has rejected all bids.

"Grading and bituminous macadam surfacing and widening Willow Creek Bridge on the Madras Section of The Dalles-California Highway, in Jefferson County. Babler Bros., Portland, submitted the low bid for this work at $81,644. The only other bid submitted was that of Rogers Construction Co., Portland, at $93,005. The Commission has rejected both bids.

"Construction of three bridges over the Sprague River on the Sprague River Highway, in Klamath County. Clifford L. Dunn, Klamath Falls, submitted the only bid for this work in the amount of $159,128. The Commission has rejected this bid as being too high.

"Remodeling the Beardsley Building in the City of Klamath Falls. Pinniger & Watkins, Klamath Falls, submitted the only bid for this project in the amount of $19,425. The bid has been rejected.

"Grading, surfacing, and oiling on the Gillespie Corner-Lorane Section of the Territorial Secondary Highway, in Lane County. D.F. McKenzie, Salem, submitted the low bid for this work in the amount of $117,950.50 based on the use of asphalt. He submitted no bid based on the use of tar. E.C. Hall Co., Portland, submitted the next low bid in the amount of

$132,880 based on the use of asphalt. They submitted no bid using tar. There was one higher bidder. The Commission has awarded this contract to the low bidder, D.F. McKenzie, at his bid price of $117,950.50 using asphalt.

"Jordan Creek-Rock Creek Rock Production Project on the I.O.N. Highway, in Malheur County. P.B. Doherty & Son, Portland, submitted the low bid for this work in the amount of $34,650. Oscar E. Joelson, Eugene, submitted the only other bid in the amount of $35,820. The contract has been awarded to the low bidder, P.B. Doherty & Son, at their bid price.

"Grading and paving the Nyssa (1st Street-7th Street) Section of the Old Oregon Trail, in Malheur County. The low bid for this work was submitted by Stanley & Ehlen, Boise, Idaho, at $54,078.50. The bidder stated that he would not accept this project alone but if also awarded the contract for the Ontario pavement-widening project a lump sum reduction of $1,000 would be allowed in connection with the Nyssa project. Warren Northwest Inc., Portland, submitted the only other bid for the Nyssa project in the amount of $87,087.50. They qualified their bid by stating that they would not accept this project unless also awarded the contract for the Ontario project. The contract has been awarded to Stanley & Ehlen on the basis of their combination bid for both projects totaling $135,441.50.

"Pavement widening on the Ontario Section of the Old Oregon Trail, in Malheur County. Stanley & Ehlen, Boise, Idaho, submitted the low bid for this work in the amount of $82,363. J.A. Terteling & Sons, Inc., Boise, Idaho, submitted the next low bid in the amount of $101,012.22, Warren Northwest Inc., Portland, submitted the only other bid in the amount of $121,263. All three bidders qualified their bids by stating that they would not accept the award of this contract unless also awarded the contract for the Nyssa improvement. A study of the combination bids reveals that of Stanley & Ehlen to be low in the total amount of $135,441.50. The Commission has awarded the contract to Stanley & Ehlen on such basis.

"Rock toe construction, rock slope protection, roadbed topping, topsoiling, and seeding on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County. J.N. & M.J. Conley, Portland, submitted the low bid for this work in the sum of $389,770. Leonard & Slate Oreg. Ltd., Portland, submitted the next low bid in the sum of $390,100. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Construction of a concrete bridge over the O.W. R.R. & N. Company tracks at Bridal Veil on the Columbia River Highway, Multnomah County. Guy F. Atkinson Co., Portland, submitted the only bid for this work in the sum of $317,400. The bid is satisfactory, but the Commission has referred it to the Engineer with authority to award the contract to this company when certain conditions have been satisfied.

"Grading and bituminous macadam surfacing and construction of a bridge over Rock Creek on the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road, in Multnomah and Washington Counties. K. F. Jacobsen Co., Inc., Portland, submitted the low bid for this work in the sum of $173,325.25 based on the use of asphalt and $173,291.25 based on the use of tar. Vernie Jarl, Gresham, submitted the next low bid in the amount of $173,447.75 based on the use of asphalt. He submitted no bid based on the use of tar. There were seven higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract, based on the use of tar, to the low bidder, K. F. Jacobsen Co., Inc., when certain conditions have been satisfied.

"Cleaning and painting Necarney Creek and Nehalem River Bridges on the Oregon Coast Highway, in Tillamook County. Pacific Bridge Painting Co., San Francisco, California, submitted the low bid for this work in the sum of $9,951.50. J.S. Morris Co., Berkeley, California, submitted the next low bid in the sum of $12,380. There were three higher bidders. The Commission has awarded the contract to the low bidder, Pacific Bridge Painting Co., at its bid price.

"Grading and paving and construction of two overcrossing structures on the Barnes Road-Multnomah County Line Section of the Sunset Highway, in Washington County. Porter W. Yett, Portland, submitted the low bid for this work in the sum of $724,752 based on the use of asphalt. He submitted no bid based on the use of tar. Osberg Construction Co. & Don L. Cooney Inc., Seattle, Washington, submitted the next low bid in the sum of $775,528.50 based on the use of asphalt. They did not submit a bid based on the use of tar. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Porter W. Yett, when certain conditions have been satisfied."

Reconsideration was given by the Commission to the approval of the location survey reported by the Engineer on the previous day for the Ft. Hill Bridge Section of the Salmon River Highway, in Polk County. Following discussion and careful study of the detail maps presented in connection therewith the Commission approved such survey and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the Ft. Hill Bridge Section of the Salmon River Highway, in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, map and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Ft. Hill Bridge Section of the Salmon River Highway, in Polk County, together with the map, which for identification purposes bears the map file No. 6B-19-6, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-fifth day of March, 1947.

The Commission had under discussion a letter from the Coos County Court requesting the oiling of the Bradley Lake Road at Bandon and also requesting the oiling of the road which extends from US101 to the town of Lakeside, both of which are county roads. The Commission denied the request.

There was presented to the Commission a request from the City of Hermiston for the raising of the highway grade between First Street and Third Street on Main Street (Hermiston Secondary Highway) in this town so as to permit the parallel parking of automobiles along the curb line, which is not possible under present conditions because the curbs are too high to permit the opening of car doors when they are parked. The Engineer advised that this would cost about $900 and recommended approval of the expenditure as a minor betterment project. The Commission approved the recommendation unanimously.

A petition was presented from residents of the town of Hermiston requesting the construction of a footpath along the east side of the highway now being constructed between Hermiston and Umatilla, northerly from Gladys Avenue to the north end of what is known as the Osberg Tract. The Engineer advised that the present highway contract provides for footpath construction 2,400 feet long on the east side of the highway from Gladys Avenue to a point about midway between the city limits and the north end of the Osberg Tract, which is about 550 feet south of the point to which the petitioners request that a footpath be constructed. He gave as his thought that such footpath construction is sufficient and recommended that the request for the additional improvement be denied. The Commission approved the recommendation.

A letter was presented from Commissioner Tom H. West, of the Board of

County Commissioners of Multnomah County, requesting the widening of North Vancouver Avenue (route of Vancouver Avenue Secondary Highway No. 122) from its junction with Union Avenue (Pacific Highway) southerly to a point about 200 feet north of the junction with the Columbia Slough Road, for either three or four lanes of traffic. Commissioner West alleges that the volume of traffic on this highway is very heavy and that the widening would be a material help in eliminating traffic congestion and accidents. The Engineer estimated the cost of the work at approximately $22,000 and advised that no provision has been made for this expense in the current highway program. The Commission denied the request pending adjournment of the Legislature to give it an opportunity to see how much money will be available for work of this nature.

The Engineer brought up for discussion a proposal from the City of Madras for the construction of curbs and gutters along The Dalles-California Highway through this town, which proposal provides that the city shall tear out the old sidewalks and reconstruct them to meet the grades established for the highway improvement provided the state will construct a concrete curb and gutter along two blocks and will construct a curb from "B" Street northerly to Willow Creek Bridge. The City will also, without cost to the state, cause the relocation or reconstruction of all water, gas, electric, or other utility conduits or poles within the highway or streets affected in conformity with requirements of the state. The Engineer advised that the construction program provides for an expenditure of $77,000 for highway improvement in Madras and that to do what the city is asking will cost about $1,000 additional, or, in other words, will increase the cost about 1.3 percent. He read aloud provisions of the "Option for Cooperative Construction Project" as signed by the Mayor and the Recorder of the City of Madras and recommended approval of the project. The Commission approved the recommendation by unanimous vote.

The Commission had under discussion a report from the Engineer on the request of the City of Pilot Rock for state aid in the repair of a bridge located on a city street which is subjected to considerable heavy log hauling. The Engineer advised that the original estimate of cost to repair the structure was $1,220, and that the Highway Commission at the previous meeting authorized state cooperation on the basis of 20 percent city funds and 80 percent state funds; however, in designing the repairs it developed that the bridge was not strong enough to carry the heavy logging traffic. Moreover, the U.S. Engineers do not favor the placing of false work under the structure because of the possibility of debris collecting and blocking the stream channel. He further stated that the city now proposes to build an entirely new structure which is estimated to cost $4,180, and is asking the State Highway Commission to cooperate on the same basis that it agreed to cooperate on the repair of the old structure — 80 percent state, 20 percent city — which would mean that the state's contribution would amount to $3,344. Following discussion the Commission authorized cooperation to the extent of $2,500 of state funds.

The Engineer requested authority for expenditures for planting and maintenance work at the following points: Pacific Highway East in North Salem, $2,500; Pacific Highway at Springfield Junction, $3,000. Mr. Mark Astrup,

Assistant Parks Superintendent, was present and explained details. He advised that the amounts stated are book values only and that the shrubbery and tree growth they plan to use is now on hand at the Highway Department's nursery at Milwaukie, so the actual cost will be considerably less than that stated. Following discussion, the Commission approved the request by unanimous vote upon motion of Commissioner Chandler, which was duly seconded by Commissioner Schaupp.

The Commission had under discussion the approval of the plans for the cities of Bandon, Malin, and Richland for expenditure of 1944 State Tax Street Funds which they received in 1945. The Engineer advised that these cities have all complied with the legal requirements with respect to expenditure of the funds and that the plans have been examined and found satisfactory. He recommended approval by the Commission. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1945 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Bandon	$1,403.34
Malin	747.79
Richland	355.03

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Bandon - 2nd Street N., 1st Street N., 3rd Street E., 11th Street, 4th Street W., June Street, Fillmore Avenue, Oregon Avenue

Malin - Market Street, Rosicky Avenue, 6th Street

Richland - Second Street, Third Street, Main Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 1 adopted by the City of Bandon, and approved by the State Highway Commission on August 31, 1945, shall be canceled, in accordance with the request of the City of Bandon on file in the records of the State Highway Department, and Resolution Form 1 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 25th day of March, 1947.

The Commission also had under discussion the approval of the plans of the following cities and towns for expenditure of State Tax Street Funds received by them in 1946 from 1945 revenues:

Aumsville	Coburg	Hubbard	Mitchell
Barlow	Cornelius	Huntington	Rockaway
Canyonville	Gaston	Ione	Scappoose
Carlton	Grants Pass	Island City	Sherwood
Chiloquin	Halsey	Lafayette	Weston
Clatskanie	Hines	Malin	Wheeler

The Engineer advised that these cities and towns also have complied with the legal requirements with respect to expenditure of the funds and that the plans for the improvements they propose to finance with the funds have been examined and found satisfactory. He recommended approval of the plans. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the several sums or amounts set opposite the names of the respective cities or towns:

Aumsville	$ 261.35
Barlow	78.10
Canyonville	383.01
Carlton	1,447.94
Chiloquin	1,112.99
Clatskanie	1,069.42
Coburg	684.92
Cornelius	1,173.07
Gaston	500.17
Grants Pass	9,054.12
Halsey	458.11
Hines	1,016.86
Hubbard	581.28
Huntington	1,112.99
Ione	393.53
Island City	265.86
Lafayette	841.13
Malin	803.58
Mitchell	328.95
Rockaway	925.24
Scappoose	754.01
Sherwood	845.63
Weston	748.00
Wheeler	389.02

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Aumsville - All streets within the corporate limits of city

Barlow - Main Street, Second Street, Maple Street, First Street

Canyonville - Main Street, 2nd Street, 3rd Street

Carlton - Johnson Street, Jefferson Street, Madison Street, Monroe Street, W. Grant Street, W. Taft Street, Polk Street, N. 6th Street, N. 4th Street, N. 3rd Street, Park Street, Kutch Street, S. Scott Street, S. Cunningham Street

Chiloquin - Lalo Avenue, Wasco Avenue, 1st Avenue, 2nd Avenue, 3rd Avenue, also other unnamed streets shown on map attached to Form 3 adopted by the city

Clatskanie – 13th Street, 11th Street, 10th Street, 9th Street, 7th Street, 4th Street, 3rd Street, 2nd Street, Larch Street, Conyers Street, Nehalem Street, Tichenor Street, Bryant Street, Spring Street, Poplar Street

Coburg – VanDuyn Street, Harrison Street, Locust Street, Diamond Street, Mill Street, McKenzie Street, Delaney Street, Dixon Street, Coleman Street, Miller Street

Cornelius – Pine Street

Gaston – Church Street, Park Street

Grants Pass – Midland Avenue, West "A" Street, East "A" Street, East "D" Street, East "F" Street, Foundry Street, "M" Street, "N" Street, Highland Avenue, Booth Street, 2nd Street, 3rd Street, S. 7th Street, East Mill Street

Halsey – 4th Street W., 3rd Street W., 1st Street E., "D" Street E., "G" Street E., "G" Street W., "F" Street W., "H" Street W., "I" Street W.

Hines – Bennett Avenue, Pettybone Avenue, Barnes Avenue, Hanley Boulevard, W. Circle

Hubbard – "G" Street, 7th Street, 6th Street, "D" Street, "E" Street, Cook and Welch Streets, 5th Street, 4th Street, "F" Street, "C" Street, "A" Street, 2nd Street "J" Street

Huntington – Third Street West, Second Street West, First Street West, Lincoln Street, First Street East, Second Street East, Third Street East, Fifth Street East, Adams Street, Jefferson Street, Madison Street, Monroe Street, Fulton Street

Ione – Second Street, "H" Street

Island City "C" Street

Lafayette – 8th Street, Washington Street, 7th Street, 4th Street, 2nd Street, Madison Street

Malin – Market Street, Rosicky Avenue, 6th Street

Mitchell – Nelson Street, Rosenbaum Street, Folston Alley, High Street, also unnamed streets as shown on the map attached to Form 2 adopted by the city

Rockaway – Nehalem Avenue

Scappoose – West Street, 2nd Street, 3rd Street, Williams Avenue, 1st Street, Maple Avenue west from Columbia River Highway and south to county road

Sherwood – Washington Street, Wilsonville Road, Railroad Street, County road from Pine Street to city limits.

Weston – Depot Street, 2nd Street, Franklin Street, Poplar Street, Broad Street, Pomeroy Street, Washington Street, Mill Street

Wheeler – Gregory Street, Rorvik Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Barlow, and approved by the State Highway Commission on May 15, 1946, shall be canceled, in accordance with the request of the City of Barlow on file in the records of the State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor,

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 25th day of March, 1947.

The Engineer reported that, in conformity with authority previously granted him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission at its meeting in February, 1947, the conditions of the awards having been satisfied:

Construction of reinforced concrete viaduct over Spencer Creek on the Oregon Coast Highway, in Lincoln County; bids received February 3, contract awarded February 20 to Archie R. Averill, the low bidder

Grading and paving Bond Street-Commercial Street Section of the Columbia River Highway in Astoria, Clatsop County; bids received February 4, contract awarded February 28 to Heavy Hauling Company, low bidder

Grading, paving, and bridge construction on the Sheridan Street-Bancroft Street Section of Front Avenue, Portland; bids received February 4, contract awarded February 20 to Kuckenbert Construction Company, low bidder

Widening west end of Ross Island Bridge on the Front Avenue Project, Multnomah County; bids received February 4, contract awarded February 20 to Kuckenberg Construction Company, low bidder

Motion was made by Commissioner Schaupp that the awards as reported by the Engineer be approved and confirmed. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

C. J. Montag & Sons, Contract No. 2737, for construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East, in Marion and Linn Counties, requested an additional extension of time of 120 days, from March 31 to July 29, 1947, within which to complete this job. They alleged their failure to complete the project within the specified time limit was due to difficulties in securing reinforcing steel; also, that the Resident Engineer on the project would not permit the painting of structural steel until weather conditions are favorable. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the reasons given by the contractor for overrunning the time limit.

Struss & McCoy, Contract No. 2770, for the Redmond Rock Production Project on the McKenzie, The Dalles-California, Ochoco, and O'Neil Highways, in Crook and Deschutes Counties, requested an additional extension of time of 25 days, from March 15 to April 10, 1947, within which to complete this job. They gave no reason for failure to complete the project within the specified time limit but advised that they would need a little more time to shape up the stockpiles after March 15. The Engineer advised that progress on this job has been slow because of many breakdowns in equipment and difficulties in securing repair parts. The state, he said, has incurred no appreciable loss because of the delay, for which reason he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote,

not, however, on the basis of the reasons given by the contractor for overrunning the time limit.

W. R. Grasle Company, Contract No. 2794, for installation of lighting system on the Interstate Bridge on US99 between Multnomah County, Oregon, and Clark County, Washington, requested an additional extension of time of 31 days, from February 28 to March 31, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to obtain delivery of luminaires. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously, not, however, on the basis of the reasons given by the contractor for overrunning the time limit.

A. D. Ford & Son, Contract No. 2801, for construction of a grade separation structure on the Mountaindale Section of the Sunset Highway, in Washington County, requested an additional extension of time of 60 days, from March 15 to May 15, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing adequate and competent labor. The Engineer advised that the reasons given for overrunning the specified time limit are substantially correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, not, however, on the basis of the reasons given by the contractor for overrunning the time limit.

Porter W. Yett, Contract No. 2826, for pavement widening on the West Gresham Section of the Mt. Hood Highway, in Multnomah County, requested an additional extension of time of 88 days, from February 1 to June 1, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to orders received from the Engineer to defer construction of the asphaltic concrete pavement during inclement weather. The Engineer advised that the reason stated by the contractor for overrunning the time limit is substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously, not, however, on the basis of the reason given by the contractor for overrunning the time limit.

The Engineer reported that Contract No. 2709 for furnishing crushed gravel in stockpiles on the Hendricks Bridge-Nimrod Section of the McKenzie Highway, in Lane County, and Contract No. 2821 for the Prineville Grade Separation Project on the Madras-Prineville Highway, in Crook County, have been completed according to the requirements of the contracts or modifications thereof and that the jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2821, with John A. Logan, for work on the Prineville Grade Separation on the Madras-Prineville Highway in Crook County; completed January 6, 1947;

Contract No. 2709, with J. S. Risley, for furnishing crushed gravel in stockpiles on the Hendricks Bridge-Nimrod Section of the McKenzie Highway in Lane County; Completed February 14, 1947.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission discussed the Engineer's letter dated March 20, 1947, being a report on his study of the cost of operating the Astoria-Megler Ferry during the first nine months under contract with Babbidge & Holt, Inc. The Engineer particularly pointed out that the expense to the state of operation during the nine-month period ending February 28, 1947, was about $1,500 less than the revenues received but does not take into account depreciation expense amounting to $16,875, so there really was a net deficit of the operation for the nine months of $15,312, which corresponds to a net loss for a year's operation of about $20,000. He also pointed out that a review of the contractor's books covering the same period discloses a considerable profit for the operation. He suggested, in view thereof, that the Commission authorize him to discuss the matter with the contractor with a view in mind of securing a reduction in the contract price so the state can be made whole, or nearly so, without increasing the toll charges. If such authority is granted, he said, he would report his findings to the Commission prior to its next meeting, when a decision could be reached whether to extend the present contract or to advertise for new bids. The Commission approved the suggestion by unanimous vote.

In this connection the Commission discussed the setting of a date for its next regular meeting and decided unanimously to hold such meeting in Portland on Tuesday, Wednesday, and Thursday, April 22, 23, and 24, 1947. Bids are to be received on only one day of this meeting. The other two days are to be reserved for discussion of highway problems. The Secretary was instructed to make the usual arrangements to hold the public meeting in the auditorium of the Public Service Building. The Commission also tentatively set Wednesday and Thursday, May 14 and 15, as the date for its next following meeting.

In the discussion of the Astoria-Megler Ferry matter the Engineer advised that a design is now being prepared for a ferry terminal at 17th and Commercial Streets, Astoria, on property deeded to the state by Clatsop County, and the city, in connection with which a study is being made of a method for control and handling of ferry traffic which requires the use of certain property owned by a Mr. Charles Swanson. Mr. Swanson, he said, conducts a service station business and mechanical repair shop in a building 100 feet long and 24 feet wide, which will have to be relocated on state-owned property about one-half block east of its present location. He recommended the acquisition of Mr. Swanson's property so as to provide the most practical and simple method of handling and directing traffic to and from the ferry landing. He estimated the cost to re-establish Mr. Swanson's business on the new location at $11,960 and the total cost of constructing a ferry terminal at about $5,000 and requested instructions from the Commission as to how to proceed. The matter was discussed at some length but action thereon was deferred by the Commission until a later time. The Engineer was instructed in the meantime to send each Commissioner a written report on the subject.

The Commission had under discussion a resolution from the Lincoln County Court requesting the designation as a state secondary highway of the road which extends from the Oregon Coast Highway to Devils Punch Bowl State Park, in Lincoln County. It was the thought of the Commission that this road should be placed on the State Secondary Highway System inasmuch as it is now being maintained by the state and is the main road which leads to the state park. The County Court's resolution was thereupon approved and the following resolution so designating this road was adopted by the Commission by unanimous vote upon motion of Commissioner Chandler, which was duly seconded by Commissioner Schaupp:

> WHEREAS, under the provisions of Title 100 O.C.L.A. and in particular, Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and
>
> WHEREAS, the State Highway Commission, by mutual agreement with the Lincoln County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:
>
> 1. That the following described county road be, and the said

county road hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Otter Rock Secondary State Highway No. 182:

Beginning at mile post 145.13 of the existing Oregon Coast Highway and extending westerly 0.45 mile to the Devils Punch Bowl State Park, being First Street in Otter Rock Subdivision in Lincoln County, all in Section 32, T. 9 S., R. 11 W., W.M., 0.45 mile in length.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Title 100 O.C.L.A., Subsection 36, Section 115.

3. That this resolution be entered in the minutes of the meeting of the Highway Commission of March 25, 1947, and that the Secretary be and he hereby is instructed to deliver to the County Court of Lincoln County and to the County Clerk of Lincoln County duly certified copies thereof.

The Engineer reported that the plans for the proposed bridge across the Willamette Slough from the Lower Columbia River Highway to Sauvies Island, in Multnomah County, are completed. He requested authority to present the plans to the U.S. War Department for approval, that being required before a contract for construction of the structure can be awarded. The Commission approved the request by unanimous vote.

The Engineer brought up for discussion the advisability of designating "no parking" zones on the Oregon Coast Highway in front of the post office buildings in Nelscott, Taft, and Cutler City. He recommended approval of such zone designations. The Commission approved the recommendation and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, the Oregon Coast Highway, otherwise designated as U.S. Highway 101 as routed through the town of Nelscott, Lincoln County, passes in front of the U.S. Post Office and,

WHEREAS, it has been reported to the Highway Commission by Fred Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon, that the parking of motor vehicles in front of said Post Office seriously interferes with the movement of U.S. Mails and the Commission has therefore been requested to designate and establish the highway frontage in front of said Post Office as a "No Parking" area.

WHEREAS, it is the judgment of the Commission that every rea-

sonable and legitimate action should be taken having for its object the speeding of the movement of U.S. Mails, and

WHEREAS, it appears that Nelscott is an unincorporated town,

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and voting affirmatively as follows:

1. That the highway area in front of the Post Office at Nelscott, Oregon, (As set forth on Highway Commission Drawing attached hereto and by this reference made a part hereof) be and the same hereby is declared to be a "No Parking" area and parking of motor vehicles within said area is prohibited provided that this prohibition shall not apply to motor vehicles operated by the United States or its contractors and engaged in the carrying of U.S. Mails. *

2. That the engineer hereby is instructed to erect and thereafter maintain in said area "No Parking" signs. He is further instructed to paint, in a conventional manner and color, the curb lines with the limits of the "No Parking" area.

3. That this resolution be entered in the minutes and records of the Commission and correct copies thereof mailed to the Superintendent of State Police and to Fred Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon.

FOOTNOTE:

* The drawing mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 15, under the heading "No Parking - Bus Stop Resolutions" and said drawing by this reference is made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, the Oregon Coast Highway, otherwise designated as U.S. Highway 101 as routed through the town of Taft, Lincoln County, passes in front of the U.S. Post Office and,

WHEREAS, it has been reported to the Highway Commission by Fred Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon, that the parking of motor vehicles in front of said Post Office seriously interferes with the movement of U.S. Mails and the Commission has therefore been requested to designate and establish the highway frontage in front of said Post Office as a "No Parking" area.

WHEREAS, it is the judgment of the Commission that every reason-

able and legitimate action should be taken having for its objective the speeding of the movement of U.S. Mails, and

WHEREAS, it appears that Taft is an unincorporated town,

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and voting affirmatively as follows:

1. That the highway area in front of the Post Office at Taft, Oregon, (as set forth on Highway Commission Drawing attached hereto and by this reference made a part hereof) be and the same hereby is declared to be a "No Parking" area and parking of motor vehicles within said area is prohibited provided that this prohibition shall not apply to motor vehicles operated by the United States or its contractors and engaged in the carrying of U.S. Mails. *

2. That the Engineer hereby is instructed to erect and thereafter maintain in said area "No Parking" signs. He is further instructed to paint, in a conventional manner and color, the curb lines with the limits of the "No Parking" area.

3. That this resolution be entered in the minutes and records of the Commission and correct copies thereof mailed to the Superintendent of State Police and to Fred Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon.

FOOTNOTE:

* The drawing mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 16, under the heading "No Parking - Bus Stop Resolutions" and said drawing by this reference is made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, the Oregon Coast Highway, otherwise designated as U.S. Highway 101 as routed through the town of Cutler City, Lincoln County, passes in front of the U.S. Post Office and,

WHEREAS, it has been reported to the Highway Commission by Fred Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon, that the parking of motor vehicles in front of said Post Office seriously interferes with the movement of U.S. Mails and the Commission has therefore been requested to designate and establish the highway frontage in front of said Post Office as a "No Parking" area,

WHEREAS, it is the judgment of the Commission that every reasonable and legitimate action should be taken having for its object the speeding of the movement of U.S. Mails, and

WHEREAS, it appears that Cutler City is an unincorporated town.

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and voting affirmatively as follows:

1. That the highway area in front of the Post Office at Cutler City, Oregon, (as set forth on Highway Commission Drawing attached hereto and by this reference made a part hereof) be and the same hereby is declared to be a "No Parking" area and parking of motor vehicles within said area is prohibited provided that this prohibition shall not apply to motor vehicles operated by the United States or its contractors and engaged in the carrying of U.S. Mails. *

2. That the Engineer hereby is instructed to erect and thereafter maintain in said area "No Parking" signs. He is further instructed to paint, in a conventional manner and color, the curb lines with the limits of the "No Parking" area.

3. That this resolution be entered in the minutes and records of the Commission and correct copies thereof mailed to the Superintendent of State Police and to Fred Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon.

FOOTNOTE:

* The drawing mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 17, under the heading "No Parking - Bus Stop Resolutions" and said drawing by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Engineer also recommended the designation of a "No Parking - Bus Stop" area for a short distance on each side of the Pacific Highway at Springfield Junction so as to permit the stopping and loading of passenger busses at or adjacent to the curbs or right of way lines at these points and to decrease the hazards that exist. The Commission approved the recommendation and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, the Pacific Highway in part extends from Eugene to Cottage Grove and intersects with the McKenzie Highway at a junction in the vicinity of Springfield and near an area referred to as Glenwood and,

WHEREAS, this area is unincorporated but is heavily populated and the business district therein carries a heavy traffic load and,

WHEREAS, it has come to the attention of the Commission and the Commission now finds that the parking of motor vehicles on portions of

business sections of said area is a hazard and a menace to pedestrians and particularly those pedestrians who patronize or intend to patronize common carriers of passengers operated on the Pacific Highway and entering said highway and,

WHEREAS, the Commission has found that the prohibition of parking of motor vehicles in a designated area to permit the stopping and loading of common carriers at or adjacent to the curb or right of way lines decreases the hazard and menace to pedestrians as well as to motor vehicles.

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and voting affirmatively as follows:

1. The parking of motor vehicles on the Southerly side of the Pacific Highway for a distance of sixty-four feet (64') at the location set forth on the attached print be and the same hereby is prohibited. *

2. The Engineer is hereby directed to erect "No Parking" signs in the area above described and to mark such areas as "Bus Stop" or "Bus Loading" zones. The Engineer is further directed to do all necessary and proper painting to designate said "Bus Stop" zones.

3. This resolution shall be entered in the minutes of the Commission as of this 25th day of March, 1947.

FOOTNOTE:

* The print mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 18, under the heading "No Parking - Bus Stop Resolutions" and said print by this reference is made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, the Pacific Highway in part extends from Eugene to Cottage Grove and intersects with the McKenzie Highway at a junction in the vicinity of Springfield and near an area referred to as Glenwood and,

WHEREAS, this area is unincorporated but is heavily populated and the business district therein carries a heavy traffic load and,

WHEREAS, it has come to the attention of the Commission and the Commission now finds that the parking of motor vehicles on portions of business sections of said area is a hazard and a menace to pedestrians and particularly those pedestrians who patronize or intend to patronize common carriers of passengers operated on the Pacific Highway and entering said highway and,

WHEREAS, the Commission has found that the prohibition of parking of motor vehicles in a designated area to permit the stopping and loading of common carriers at or adjacent to the curb or right of way lines decreases the hazard and menace to pedestrians as well as to motor vehicles.

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and voting affirmatively as follows:

1. The parking of motor vehicles on the Northerly side of the Pacific Highway for a distance of forty (40) feet at the location set forth on the attached print be and the same hereby is prohibited. *

2. The Engineer is hereby directed to erect "No Parking" signs in the area above described and to mark such areas as "Bus Stop" or "Bus Loading" zones. The Engineer is further directed to do all necessary and proper painting to designate said "Bus Stop" zones.

3. This resolution shall be entered in the minutes of the Commission as of this 25th day of March, 1947.

FOOTNOTE:

* The print mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 19, under the heading "No Parking - Bus Stop Resolutions" and said print by this reference is made a part of this minute entry to the same extent as if copied in full herein.

A letter was presented from the City of Hood River requesting the installation of "blinker" lights at the intersections of 9th Street and 13th Street with Oak Street (Columbia River Highway) in this city. The Engineer advised that this matter has been investigated by the Traffic Engineer who recommends the installation of a flashing beacon at the 9th Street intersection only. He advised that he concurs in the recommendation. The Commission approved the recommendation unanimously subject to the usual city cooperation.

The Engineer reported on the request from the City of Cascade Locks for the installation of push button pedestrian signals on the Columbia River Highway at three points in this city. He advised that this matter has been investigated by the Traffic Engineer who advises against the installation because there is no well-defined point along the highway where pedestrians concentrate in crossing the highway, and it is his belief that the hazards which exist can best be remedied by speed control. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed an offer from the Southern Pacific Company to pay 50 percent of the cost of installing a floodlight at the highway-

railway grade crossing on the Cascade Secondary Highway in the town of Liberal, Clackamas County. The Engineer recommended acceptance of the offer. The Commission approved the recommendation unanimously.

The Engineer reported that in conformity with telephonic authority given him by the Commission on February 11, 1947, he has arranged to purchase four additional warehouses at Camp Adair at a price of $165 each. Two of these, he said, are to be transported to the Salem Shops and the others are to be cut up into cabins for use at Government Camp, Warm Springs Junction, Odell Lake, and Necanicum Junction. The total cost to purchase, move, and re-erect the buildings, he said, is estimated at $17,000. The Commission approved the expenditure by unanimous vote.

The Engineer requested confirmation of the telephonic authority given him to submit offers to the War Assets Corporation for the purchase of 48,300 pounds of steel I beams stored at San Bernadino Depot at a price of $0.0255 per pound and one 150' span Baily Bridge, complete with launching gear, stored at the Pasco Engineer Depot, at .025 cents per pound. The Commission confirmed such offers by unanimous vote.

The Commission had under discussion the request from the Marion and Clackamas County Courts to purchase the old steel bridge now in use at Pudding River on US99E at Aurora when it has been replaced by the new structure now under contract. The Engineer advised that the old structure is narrow and not suitable for re-erection on any state highway. He recommended sale of the steel to the counties at the rate of five cents per pound or an approximate total of $6,195. The Commission approved the recommendation.

The Commission by unanimous vote confirmed the telephonic authority given the Engineer on March 8 to sell to the Gilbert Volunteer Fire Department, Portland, for the sum of $35, a fire siren salvaged from one of the buildings the Highway Department purchased at Camp Adair.

Letters were presented from the Gardiner Lumber Company and E.K. Wood Lumber Company requesting the installation of platform scales near Reedsport for the convenience of industries in that area. The Commission denied the request upon recommendation of the Engineer, who advised there is no apparent justification for the scale installation at this time.

The Engineer advised that the reduced load limits which the Commission ordered for certain state highways on February 4, 1947, no longer are necessary or desirable except on the northerly 10-mile section of the Alsea-Deadwood Secondary Highway, in Lane County. He recommended action by the Highway Commission lifting such reduced load limits on all of the highways covered by the order except that portion of the said Alsea-Deadwood Secondary Highway between Mile Post 10 and Mile Post 19.45. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, on the 4th day of February, 1947, at a meeting of the Oregon State Highway Commission, all members being present and participat-

ing, the said Commission passed and adopted a resolution reducing the maximum load limit on the following highways:

ALSEA STATE HIGHWAY NO. 27 from M.P. 7.50 to M.P. 28.08;

ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201 from M.P. 0.00 to M.P. 19.45;

RICHARDSON-EUGENE SECONDARY STATE HIGHWAY NO. 220 from M.P. 11.94 to M.P. 36.57;

McKENZIE STATE HIGHWAY NO. 15 from M.P. 12.00 to M.P. 55.00;

HOOD RIVER SECONDARY STATE HIGHWAY NO. 281 from M.P. 11.72 to M.P. 17.80;

and

WHEREAS, subsequent to the passage of said resolution, conditions have changed and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution, except insofar as it pertains to the ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201 between M.P. 10.00 and M.P. 19.45.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission, reducing the permissible load limit on the said highways be and the same hereby is rescinded and canceled, except on

that portion of the ALSEA-DEADWOOD SECONDARY HIGHWAY NO. 201 lying between M.P. 10.00 and M.P. 19.45, where the six (6) ton load limit ordered on February 4, 1947, shall be continued in effect,

and the maximum load limit permissible on said sections of said highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerk of each county where said sections of said highways are located, and to the Superintendent of the Department of State Police for his information.

Dated this 25th day of March, 1947.

The Engineer brought up for discussion the advisability of prohibiting log hauling over the Sams Valley Secondary Highway between Dodge Bridge and Crater Lake Highway Junction. He advised that operators engaged in the truck hauling of logs over the Crater Lake Highway to Medford now detour over the Sams Valley Secondary Highway in order to by-pass Highway Department scales at

Agate Station. He pointed out that Dodge Bridge over the Rogue River on the secondary highway is none too strong, and incapable of carrying heavy loads of logs with safety. He recommended, in view thereof, that the Commission authorize the closing of this section of the highway to log-hauling traffic, which would safeguard the bridge and would force the truckers to the scales. The Commission approved the recommendation by unanimous vote and instructed the Secretary to ask the Public Utilities Commissioner to include an appropriate clause to that effect in all special carrier permits hereafter issued from his office.

The Engineer reported log-hauling violations committed by the following operators: Clarence Kyriss, Sweet Home; Frank H. Pearson, Springfield; and Stanford Norris, Dallas. The violation committed by Mr. Kyriss, he said, consisted of "laying out" in order to escape having his load weighed; however, this was to no avail because he was apprehended the following morning and upon being weighed was found to have an overload of 4,700 pounds. The violation of Mr. Pearson, he said, was a deliberate refusal to allow his load to be weighed by State Highway Department Weighmasters; also, according to the Weighmaster's report, this operator has caused considerable trouble in the past which includes an attempt to damage loadometers during the process of being weighed. Mr. Norris's violation, he said, also consisted of a definite refusal to allow his load to be weighed. He pointed out, however, that this is a first offense for Mr. Norris, who is a new operator. Following discussion, the Secretary was instructed to ask the Public Utilities Commissioner to cancel Mr. Pearson's special carrier P.U.C. permit. He was also instructed to write Messrs. Kyriss and Norris and ask them to appear before the Commission at its next meeting to show cause why their special carrier permits should not be canceled.

The Chief Counsel reported a request from Mr. J. H. Massey, Waldport, for permission to remove sand from the ocean beach south of the town of Yachats. He suggested, in view of the fact that there now is a bill before the Legislature concerning jurisdiction over the ocean beach, that action in this matter might be deferred until the Legislature adjourns. The Commission approved the suggestion.

A letter was presented from Mr. James A. McCaul, Jr., Portland, inquiring as to the possibility of securing a permit to operate a mobile kitchen on the ocean beach. The Commission considered it inadvisabile to allow such use of the ocean beach and thereupon ordered that the request be denied.

The Commission had under discussion the matter of permitting Mr. Arthur Muller, Tygh Valley, Oregon, to maintain gasoline pump islands on the edge of the highway right of way in front of his grocery store in Tygh Valley. The Engineer pointed out that it is strictly contrary to a long-established policy to allow encroachments of this kind and that Mr. Muller has been so informed but is proceeding to install his gasoline pumps on the right of way nevertheless. He pointed out that the alignment at this location is bad, and vehicles parked on the right of way to be serviced would create a hazard to other traffic. The Commission referred the matter to the Chief Counsel with

instructions to do what is necessary to clear the right of way of Mr. Muller's facilities.

The Engineer brought up for discussion the application of Mr. Michael R. Hanger, Portland, to construct an aerial tramway over U.S. Forest property near Bonneville. He said that the operation will not involve State Highway property except that provision would have to be made for access to the highway from the lower tramway terminal; however, objections to the tramway have been offered by the State Parks Superintendent who feels that the tramway will desecrate the landscape. The Commission deferred a decision in the matter pending further information which the Engineer was instructed to provide at the next meeting of the Commission.

The Commission had under discussion the matter of increasing the amount of the Highway Department Revolving Fund from $350,000 to $700,000 as has been authorized by the 1947 Legislature. The Commission approved such increase and by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Chandler, which was duly seconded by Commissioner Schaupp:

WHEREAS, by Section 100-126, O. C. L. A., as amended by Chapter 199, Oregon Laws 1943, provision is made for the creation of an emergency or revolving fund in the sum of $350,000.00; and

WHEREAS, pursuant to the provisions of said law said fund was set up in the full amount of $350,000.00 and the Highway Commission and State Highway Engineer have employed said fund for the purposes for which the fund was created; and

WHEREAS, by the enactment of Chapter 71, Oregon Laws 1947, the said revolving fund act was amended and by said amendment the revolving fund has been increased to the sum of $700,000.00; and

WHEREAS, it is the judgment of the Commission, on recommendation of the State Highway Engineer, that the full amount of $700,000.00 should be made available as a revolving or emergency fund so that pay rolls, travel expenses, compensation or payments for real property purchased or otherwise acquired, and all other emergency claims may be taken care of promptly and so as to make it possible for the Highway Department to take advantage of trade discounts in connection with the purchase of materials, equipment, or other articles; and

WHEREAS, based on matters herein set out, it is the opinion of the Commission that the best interests of the State will be promoted by making available to the State Highway Engineer under the provisions and requirements and within the meaning and purpose of said act a revolving or emergency fund in the total amount of $700,000.00; and

WHEREAS, it is provided by said Section 100-126, O. C. L. A., as amended by Chapter 199, Oregon Laws 1943, and as amended by Chapter 71,

Oregon Laws 1947, that the State Highway Engineer shall furnish a bond in such amount as the Commission may require, but such bond shall not be less than the sum of $200,000; and

WHEREAS, the records of the Commission disclose that prior to the enactment of Chapter 71, Oregon Laws 1947, the amount of such revolving fund was fixed by law at $350,000, and the record shows further that the Engineer furnished a corporate surety bond in the sum of $350,000, which said bond in connection with which the full premium has been paid is now in full force and effect and by its terms does not expire until the twenty-eighth day of February, 1950; and

WHEREAS, in the opinion of the Commission a bond in the sum of $350,000 is adequate as to amount and will be within the requirements of said statute;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the Secretary of State be and he is hereby respectfully requested to deliver a warrant on any funds belonging to the state highway fund in the sum of $700,000, which said warrant shall be drawn in favor of the State Highway Engineer, R. H. Baldock, and the funds represented thereby shall be by said Engineer, deposited with the State Treasurer and kept in a fund to be known as the revolving or emergency fund. Said fund shall be used and employed by the State Highway Commission and the State Highway Engineer for the purposes authorized by said act.

2. That if the sureties on said $350,000 bond attach to said bond a proper rider or obligation declaring and continuing said bond in full force and effect for all purposes within the meaning of Chapter 71, Oregon Laws, 1947, and providing and insuring that said bond shall be deemed a compliance with the provisions of said act, then no additional bond shall be required; but if such rider and obligation are not provided and attached to said bond, then a new bond shall be required of said Engineer, which said bond shall be in form satisfactory to the Commission and shall be in the sum of $250,000. Upon the execution and delivery of said new bond, then the bond now in effect may be terminated by the Commission as of the date of the new bond.

3. That the State Highway Engineer be and he hereby is directed to disburse the said revolving or emergency fund totaling $700,000.00 pursuant to and within the express or implied provisions of Section 100-126, O. C. L. A., as amended by Chapter 199, Oregon Laws, 1943, and as amended by Chapter 71, Oregon Laws, 1947.

4. That this resolution shall be entered in the minutes and records of the Commission and a duly certified copy thereof delivered by the Secretary of this Commission to Robert S. Farrell, Jr., Secretary of State.

A letter was presented from the Senate Roads and Highways Committee of the 44th Oregon State Legislature, now in session, recommending that the State Highway Department maintain a travel information bureau in the rotunda of the State Capitol Building with the approval and cooperation of the Secretary of State. The Chief Counsel gave as his opinion that the Commission will be within its statutory authority if it elects to do what is requested and recommended by this Committee. Following discussion motion was made by Commissioner Schaupp that the matter be referred to the Advisory Committee of the Travel and Information Department for recommendation. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Commission also discussed a letter from Mr. John A. Laing, Chairman of the Advisory Committee on Travel Matters, recommending that Mr. Carl Jordan, a member of the Travel and Information Department staff, be authorized to attend two travel shows conducted by the Pacific Northwest Tourist Association and sponsored by major newspapers in the midwestern population centers for the dissemination of booklets and travel information. The two shows under consideration, he said, are those sponsored by the Detroit News and the Chicago Daily News and will be conducted during the period April 9 to April 13 and April 19 through April 22, respectively. Travel expense for this endeavor, it was pointed out, estimated to be $375, was anticipated and is provided for in the current travel budget. The Engineer concurred in Mr. Laing's recommendation. The Commission approved the recommendation by unanimous vote.

A letter was presented from Mr. Roy H. Mills, Secretary, Oregon State Board of Control, advising that the Board of Control has authorized an increase in the salary of Mr. S. B. Gillette, Purchasing Agent, from $370 per month to $416 per month effective whenever the scale of salaries as set by the Civil Service Commission goes into effect. Mr. Mills asked the State Highway Commission to confirm the increase and to approve a division in the expense in the same proportion as Mr. Gillette's salary is now being paid, which is $60 by the State Board of Control and $310 by the State Highway Department. The Commission approved the arrangement by unanimous vote, effective March 1, 1947.

In this connection the question arose as to expense that is now being allowed field employees in connection with the conduct of their duties. The Engineer was instructed to report the facts to the Commission at its next meeting.

The Chief Counsel brought up for discussion matters pertaining to the platting of property abutting state highways or situate in the vicinity of state highways. He explained that throughout the state many plats and townsites are being opened up and dedicated along and adjacent to the routes of state highways, many of which in the future will require sidewalks, curbs, utility conduits, etc., within the area of the highway right of way, and as a result, a normal width right of way will become inadequate. He gave as his thought that the use of abutting land and the use of the highway right of way should be coordinated, particularly on newly-constructed sections, and suggested that a letter be directed to the county courts of the several counties calling this feature to their attention and suggesting that the courts call upon

the services of the Highway Commission and its engineers before approving plats of property abutting upon state highways. He read aloud a suggested letter to the county courts in conformity therewith. The Commission approved the letter by unanimous vote.

A letter was presented from Miss Leta Wheeler, Clerk of the Board of the Church of Christ at Pleasant Hill, Goshen, Oregon, regarding the re-establishing of a monument located adjacent to the Willamette Highway at Pleasant Hill which will have to be moved when the highway at this location is reconstructed. The Board suggests that the monument be moved to the church grounds and inquires whether or not the State Highway Department will approve such location. The Commission referred the matter to the Engineer for investigation and report.

The Assistant Counsel, Mr. George Neuner, reported on the status of discussions with the members of the Port Orford City Council regarding controversial items which have required postponement of the proposed improvement of the Oregon Coast Highway through this town. He advised that as a result of a visit to this city, as instructed by the Commission at the previous meeting, present difficulties have been eliminated and right of way options are now being secured. The Commission took no action in the matter.

The question whether or not to relocate the Wasco-Heppner Secondary Highway so as to avoid the property of R. A. Meyers west of Condon was brought up for discussion. The Engineer advised that a survey for a new location that would not involve Mr. Meyers' property has been completed. He exhibited a map showing the new location and the previously-adopted location and pointed out that the alignment of the new survey is poorer than the other. He also stated that while construction costs may be less along the new route, the cost of right of way will be greater. The Commission tentatively approved the new location pending a report as to how much the right of way along such new route will cost. The Chief Counsel was authorized and instructed to secure an estimate of cost of right of way on the new line and report such information back to the Commission together with the estimated cost of acquiring right of way on the other route. The Commission will then decide definitely which location to approve.

The Engineer reported receipt of a request from Mr. F. Woodrow Schnell for permission to construct an access driveway connecting with North Union Avenue (Pacific Highway) at a point opposite the old Peninsula Golf Course. The Engineer advised that Mr. Schnell has leased the property on the east side of Union Avenue from a Mr. Tony Fazzio that he contemplates operating a golf driving range at this location, and that he proposes to use the driveway as a public entrance to his place of business. It appears, also, that another person contemplates subdividing acreage which joins the Fazzio property on the south, and this party contemplates using the same driveway as an entrance to his property from the highway. He recommended that Mr. Schnell's request be denied because it would introduce a definite hazard to highway traffic. The Chief Counsel gave as his thought that the Commission should not allow the lives of people traveling the highway to be endangered and suggested two ways

to correct the situation — acquire additional-width right of way along the frontage of the Fazzio property, including the purchase of right of access, or condemning it if necessary, or seek to enjoin Mr. Schnell. The Engineer suggested the acquisition of additional right of way and the condemnation of the right of access. The Commission approved the recommendation unanimously and thereupon instructed the Engineer to make a survey to determine how much land is needed from Mr. Fazzio for the ultimate improvement of the highway at this location, and to furnish the Chief Counsel descriptions thereof to enable him to negotiate purchase of the property. The Chief Counsel was authorized to negotiate options for the right of way and for right of access to the highway when furnished descriptions, and to resort to condemnation, if necessary, in order to acquire the property.

The Engineer reported the need to establish a reduced speed limit for all traffic on the Alsea-Deadwood Secondary Highway between its junction with the Siuslaw Highway and a point about ten miles northerly therefrom, in Lane County. This road, he said, is narrow and crooked and is used to a considerable extent by log and lumber truckers who drive their trucks too fast for safety. He recommended adoption of a 15-miles-per-hour speed limit for this section. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: Alsea-Deadwood Secondary Highway (Lane County portion)

Highway number : 204 Route number:

Location of Termini			Established Speed
M.P. 0.00 (Jct. with the Siuslaw Highway)	to	M.P. 10.50 (Jct. with road to Prairie Mt.)	15 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

The Commission had under discussion a proposal of the City of Lebanon for a cooperative construction project involving the improvement of a number of city streets in this town. The Engineer read aloud provisions of the proposed plan. The Commission deferred action on the matter until its next meeting.

The Commission considered and signed agreements, etc., as follows:

Agreement with California Oregon Power Company covering reconstruction of its pole line facilities on the Pacific Highway between Glendale and Wolf Creek, in Josephine County.

Agreement with Umatilla Indian Reservation covering acquisition of a stockpile site on the reservation.

Rental agreement with Archie R. Averill for use of Highway Department buildings during construction of Spencer Creek Bridge on the Oregon Coast Highway, Lincoln County.

Rental agreement with L. D. Mars for lease of a Highway Department building in Astoria.

Lease from R. H. Lippert for a gravel pit and stockpile site on the Nyssa-Adrian Highway, Malheur County.

Agreement with . B. Garret, et ux., covering lease of a gravel bar on the Pacific Highway, in Douglas County.

Agreement with the S.P. & S. Railroad Company and contractor Porter W. Yett, providing for the purchase by the railroad company of a small portion of a state-owned quarry known as "Krueger" Quarry situate at the end of the Cornelius Pass Railroad Tunnel, in Washington County.

Agreement with M. A. Lynch covering application for purchase of land by him from State Reclamation Service whereby provision is made that the State Reclamation Service may reserve to the State of Oregon, through the Highway Commission, two tracts of land in NW1/4NE1/4, S, 21, T. 15 S., R. 13 E., .M., Deschutes County.

Bargain and Sale Deed conveying unto Evan Lum a four-foot strip of state property in Astoria situate in Lot 2, Block 10, McClure's Addition.

Voucher No. 4181 providing for $700,000 Revolving Fund.

The meeting adjourned at 5:00 p.m., following which the Commission motored to Salem and disposed of additional routine business enroute, all members of the Commission, the State Highway Engineer, and the Secretary being present.

The Commission discussed a letter from Mr. George S. Zimmerman, President, Yamhill Chamber of Commerce with further reference to the matter of designating a state secondary highway extending from the town of Yamhill to the City of McMinnville as an alternate route for the Tualatin Valley Highway between these points. Mr. Zimmerman requests an improvement similar to that on the Yamhill-Newberg Secondary State Highway. The Commission denied the request for reasons stated when this matter was discussed at the previous meeting, and instructed the Secretary to so inform Mr. Zimmerman.

Consideration was given by the Commission to the request from the City of Malin for oiling the Klamath Falls-Malin Highway from curb to curb through this town, particularly between Railroad Avenue and Rosicky Avenue. The Engineer estimated the cost of the work at $3,000 and recommended approval of it as a minor betterment project. The Commission approved the recommendation unanimously.

The Commission considered and denied a petition from the City Council of the City of Monroe requesting the improvement of the Pacific Highway West through their town as was contemplated by the former Highway Commission in 1930, there being no funds available for such improvement at the present time.

A letter was presented from the County Court of Coos County requesting approval of a cooperative plan for the construction of a bridge across the Coquille River at Bullards and an immediate investigation and survey as may be necessary to determine approximate costs. The Engineer estimated the cost of the structure at $375,000 and suggested approval of the project on the basis of

the county paying 50 percent and the state 50 percent of the expense when there is money available to finance the work. The Commission approved the recommendation unanimously.

The Secretary presented additional petitions forwarded by the Seven Devils Road Association, Coos County, and a resolution from the Ocean Lake Chamber of Commerce urging construction of a highway from Cape Arago to Bandon, including a bridge across the Coquille River at Bullards. The Commission denied the request because of lack of funds with which to finance such improvement, except that the bridge referred to will be built when funds are available to finance it if Coos County will pay 50 percent of the costs involved.

A petition was presented from citizens of Tillamook County for the construction of a cut-off highway extending from the Sunset Highway at Elsie down the North Fork of the Nehalem River to a junction with the Necanicum Highway at North Fork, Nehalem River Bridge. The Commission denied the request because of lack of funds with which to finance it and for the further reason that the Commission is now spending in this vicinity all of the money it can spare.

The Commission considered a letter from the Clatskanie Kiwanis Club, successors to the Clatskanie Chamber of Commerce, requesting construction of a sidewalk along the Columbia River Highway between the city proper and the S.P. & S. Depot in that town. Decision in the matter was deferred by the Commission until later. The Secretary was instructed to inform the Kiwanis Club that the Commission has taken the matter under advisement for further study.

Numerous communications were presented requesting a survey for the establishment of a proposed state highway extending along the western foothills of the Cascade Mountain Range between Oregon City and Eugene and further requesting construction of such highway at the earliest possible time. The Commission denied the request because of lack of funds.

A petition was presented from residents of Mallowa County requesting the early reconstruction of the Little Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway. The Engineer recalled that the Commission on the previous day adopted the survey for this road, and advised that he plans to advertise the project for bids some time this summer.

The Commission confirmed the telephonic authority previously given the the Engineer to spend the sum of $1,200 for slope protection on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway.

The Engineer reported log-hauling violations committed by the Coos Bay Lumber Company, Myrtle Point, Oregon. He advised that this company was a Class III operator in 1945 and also in 1946, but during the months of January and February 1947 violations increased to such an extent that it now is in the number one classification, 14.42 percent of their loads as weighed by the Weighmasters being in excess of the weight limits. He requested instructions.

The Commission deferred a decision in the matter pending information as to the locality in which the overweight loads originated. The Engineer was instructed to obtain such information and report back to the Commission at the next meeting.

The Engineer also reported receipt of a certificate from Mr. S. A. McLean, Surveyor for the American Bureau of Shipping, stating that he has examined the ferry boat "Tourist No. III" at Astoria and is recommending to the committee of the American Bureau of Shipping, New York, that this vessel is entitled to be classed with that society pending issuance of the classification certificate, and further advising that he considers the vessel to be seaworthy for river and harbor ferry service. The Commission ordered the certificate filed with the Highway Department records.

The Commission again discussed briefly the proposal of the Weyerhaeuser Timber Company for the off-street parking of the cars of the Company's employees at North Bend, which involves purchase by the Company of a small tract of state-owned land, the moving of a section of the Southern Pacific Company's tracks, and the widening and channelization of the Oregon Coast Highway in front of the Company's property. Commissioner Chandler again stated his approval of the plan as being basically sound and, in his estimation, the best manner in which to solve the problem.

There being no further business to come before the Commission at this time, the meeting adjourned at 6:45 p.m.

T. H. Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

23 1 47

VOLUME 32

PART I

PART I

OF

VOLUME XXXII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1947

TO

AUGUST 26, 1947

- - - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner

- - - - -

R.H. Baldock, State Highway Engineer
H.B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1947	Subject
13819	Apr.22	Agenda discussed. No action taken because of lack of quorum.
	Apr.23	Parks. Parks Supt. reports on following:
		Rocky Creek Park. Purchase of 44 acres from Paul Baird.
13820		Decision deferred.
		Short Sand Beach Park. Proposed addition of 112 acres. Area not to be purchased.
		Painted Hills District. Proposed lease of park site from T.T Howard and R.R. Avery. Chief Counsel to report.
		Curry County. Proposed acquisition of ocean wayside tract
13821		near Brookings. Offer of Brookings-Harbor C. of C. declined.
		Wayside strips. Coos County. Coos Bay-Roseburg Hwy. Agreement with E.L. Clausen re myrtle tree tract approved.
		Silver Creek Falls Park. Request to dispense beer denied.
		Collier State Park. Construction of museum. Additional information ordered.
		Lincoln County. Oregon Coast Hwy. south of Seal Rock. Request of Turner Bond to purchase shell deposits denied.
		Lincoln County. Alsea Hwy. Removal of gravel from Alsea River.
13822		Chief Counsel and Engr. to confer with State Land Board.
		Umatilla County. Athena-Holdman Secdy. Hwy. Gerking School-Holdman Jct. Sec. 60-ft. R/W to be acquired.
		Multnomah County. Portland. Interstate Ave. Sale of land outside of r/w to P.T. Hobbs approved conditionally.
		Abandonment of sections of old hwy. r/w. Policy established
13823		Resolution adopted.
13824		Astoria ferry. Contract with Babbidge & Holt extended one year.
		Astoria ferry. Construction of new ferry landing. Decision deferred.
		Astoria ferry. Insurance. Renewal of fire and marine insurance.
13825		Engr. and Chief Counsel to report.
		Multnomah County. Columbia River Hwy. Operation of aerial tramway by M.R. Hanger. No action.
		Salem. Hwy. Dept. office space. Chairman to confer with Governor.
		Multnomah County. Portland. Jefferson-Columbia one-way street plan approved.
		Front Avenue-Harbor Drive signalization project not approved.
		Douglas County. Umpqua Hwy. Reedsport. No record of commitment for improvement.
13826		Crook County. Powell Butte Secdy. Hwy. Request for improvement on six-mile sec. south of jct. with Ochoco Hwy. denied.
		Clackamas County. Pacific Hwy. E. Request of Max Rosen to landscape r/w in front of "Fireside Dinners" granted.

Page	Date 1947	Subject
13826	Apr.23	Marion County. Pacific Hwy. E. Santiam River Bridge. Expenditure of $15,000 authorized for riprap work.
		Jackson County. Medford. Request for aid in repairing streets damaged by heavy truck traffic denied.
		Clackamas County. Eagle Creek-Sandy Secdy. Hwy. Sandy. Request to oil section of old route granted.
13827		Jefferson County. The Dalles-California Hwy. Construction of a bridge over North Unit, Main Line Canal authorized.
		Baker County. Request that road to Anthony Lake be kept open. Decision deferred.
		Washington County. Tualatin Valley Hwy. Hillsboro. Request for elimination of traffic hazard granted.
		Sherman County. Maryhill Ferry. C. T. Smith's request for surfacing new approach road denied.
		Wallowa County. Wallowa Lake Hwy. Minam Hill. Construction of
13828		guard fence. Engr. to investigate and handle.
		Wallowa County. Enterprise-Lewiston Hwy. Grading authorized.
		State Tax Street Funds. Resolution adopted.
13830		State Tax Street Funds. Resolution adopted.
13832		Marion County. Silverton. State aid in maintaining streets damaged by log hauling and in providing direct route through city for log traffic approved.
		Marion County. Pacific Hwy. E. Salem. Installation of three traffic signals. Report ordered.
		Awards. Engr.'s award of contracts confirmed.
13833		Surveys completed and accepted. Resolutions adopted.
13836		Extensions of time granted as follows: Contracts Nos. 2808 and 2841.
13837		Contracts completed and accepted as follows: Contracts Nos. 2794, 2808, 2826, 2841, and 2862. Resolution adopted.
		Wasco County. Sherars Bridge Secdy. Hwy. Buck Hollow Creek Bridge to be given to county when new structure completed.
13838		Baker County. Baker-Homestead Hwy. "Love" Bridge over Powder River to be given to county when new structure completed.
		"No Parking" Zone. Pacific Hwy. E. south of Hubbard. Zone established. Resolution adopted.
13839		"No Parking" Zone. Sundial Secdy. Hwy. Troutdale Airport. Engr. and Chief Counsel to investigate.
		Load Limit. Lane County. Alsea-Deadwood Secdy. Hwy. Legal lo
13840		limit restored. Resolution adopted.
		Clatsop County. Warrenton Secdy. Hwy. Skipanon River Bridge.
13841		Plans to be presented to War Department.
		Meeting date. May 14 and 15, and tentatively June 16 and 17 set for next two regular meetings.
		Travel and Information Dept. Advisory Committee. Re-appointment of M.R. Chessman as member. Attitude of Mr. Chessman to be determined.
		Wasco-Heppner Secdy. Hwy. West Cottonwood Sec. Improvement authorized.

Page	Date 1947	Subject
13841	Apr. 23	Douglas County. North Umpqua Co. Rd. Little River Bridge. Commission agrees to pay half of cost for new bridge.
13842		Linn County. Santiam Hwy. Lebanon. Cooperative improvement of Main and Park Streets approved.
		Hood River County. Col. River Hwy. Hood River. Permanent location. Engr. to report.
		Yamhill County. Bellevue-Hopewell Secdy. Hwy. Amity-Hopewell Sec. Improvement authorized.
		Sale of land. Pacific Hwy. Wolf Creek and Talent. Property sold to P.T. & T.
		Survey. Gilliam County. Wasco-Heppner Secdy. Hwy. west of Condon. New alignment approved. Resolution adopted.
13843		
13844		Klamath County. Klamath Falls-Malin Hwy. Klamath Falls-Merrill Sec. 80-ft r/w to be acquired.
		Klamath County. Lower Klamath Lake Secdy. Hwy. Midland-Mac's Store Sec. 60-ft. r/w approved.
		Accident prevention. Sight posts with reflector buttons. Engr to report.
		Wallowa County. Wallowa Lake Hwy. Minam Hill. Installation of sight posts. Engr. to investigate.
		Minor Betterment Program. Sidewalk construction. Engr. to present list of projects at next meeting.
		Lincoln County. Yachats. Removal of sand from ocean beach by J.H. Massey. Decision deferred.
		Log Hauling. Coos Bay Lumber Co. Overweight violations. No penalty to be imposed.
13845		
		Columbia River Hwy. Portland-East Sec. Plans for further development. Engr. to report.
		Sale of land. Lower Columbia Riv. Hwy. Scappoose. Charles A. Peters' purchase of state property. Engr. to report.
		Curry County. Oregon Coast Hwy. Gold Beach. City approves plans. Project to be expedited.
		Crook County. Ochoco Hwy. Marks Creek Sec. Construction urged. Included in Forest Hwy. Postwar Program.
		Forest Hwy. Postwar Program. Projects to be deferred until Fed. funds available. Letter to be sent to County Courts.
13846		J.M. Devers authorized to attend meeting of Right of Way Committee of American Assn. of State Hwy. Officials.
		R.H. Baldock authorized to attend meeting of Executive Committee of American Association of State Hwy. Officials.
		Permits. Trimming of trees and shrubs along state hwy. r/w. Policy adopted. D.M.S.'s to sign permits.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Exchange of properties with Sunset Investment Co. approved.
		Marion County. No. Santiam Hwy. Niagara-Detroit Sec. Additional contribution of $150,000 authorized.
13847		
		Wallowa County. Enterprise-Lewiston Hwy. State to finance grading. Surfacing to be financed with Forest Hwy. funds.

Page	Date 1947	Subject
13847	Apr. 23	Coos County. Coos Bay. Bunker Hill Addn. Request of A.C. Key to use and purchase land denied.
13848		Sale of land. Coos Bay. W. Bunker Hill Addn. Request of two servicemen to purchase land in Block 6 granted.
		Awards. Following contracts awarded on approval of P.R.A.: Troutdale-Wahkeena Cr. Sec. (embankment proj.) Troutdale-Wahkeena Cr. Sec. (topsoiling proj.) Bridge over O.W.R. & N. Co. tracks at Bridal Veil
		Lane County. Eugene. Mill Creek Proj. Chief Counsel to repor
13849		Lane County. Eugene. Truck route. Engr. to report.
		Sale of timber. Klamath County. Indian Tribal Land. Asst. Counsel to negotiate sale of timber.
		Real property. Acquisition authorized. Resolution adopted.
13865		Condemnation. Offers approved. Resolutions adopted.
13878		Coos County. Ore. Coast Hwy. North Bend Plan for off-street parking approved.
		Benton County. Alsea-Deadwood Secondary Hwy. Request for
13879		extension into Lobster Valley denied.
		Steel for bridge construction discussed. No action.
		Wasco County. Warm Springs Hwy. Mill Creek Bridge to be re-advertised.
		Park. Klamath County. Henry Semon offers gift of park area. Parks Supt. to report.
		Meeting recessed for luncheon at noon to reconvene at 2:00 p.m.
		Wallowa County. Enterprise-Lewiston Hwy. Oregon-Washington State Line Sec. Delegation advised of status.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Improvements
13880		discussed with delegation. No action.
		Wallowa County. Wallowa Lake Hwy. Minam Hill. Request for additional sight posts denied.
		Yamhill ~~Polk~~ County. Salmon River Hwy. Willamina. Widening, drainage and bridge requested. Action deferred.
		Clearance for airplanes over hwys. Engr. to work for clearance over 15 feet.
13881		Lincoln County. Oregon Coast Hwy. Otter Crest. Engr. to report on alternate relocation.
		Meeting adjourned at 3:00 p.m. to inspect N. Vancouver and N.E. Union Aves.
		Portland. North Vancouver Ave. Request of Anderson Bros. for additional access denied.
		Portland. No. Vancouver Ave. Request of County Commissioners for widening. No decision.
		Portland. N.E. Union Ave. R/A from Fazzio property. Engr. a
13882		Counsel to report.
	Apr. 24	Bids received for following construction projects: Alsea Rock Production Project Milwaukie-Estacada Sec. Construct, furnish, and deliver diesel ferry

Page	Date 1947	Subject
13883	Apr. 24	Bids received (cont.)
		Millican-Brothers Sec.
		No. Unit, Grant County-Line-Crow Flat Sec.
		Widen Reese Creek, Little Butte Creek and Antelope Creek Bridges
		Madras Sec.
		Springfield Jct. Sec.
		Miner Creek-Agate Beach Sec.
13884		Construct Pile Trestle Bridge over Depot Slough
		Construct Howe Truss Bridge over Crabtree Creek
		Milton-Washington State Line Sec.
		Construct four bridges at Milton
13885		Minam-Wallowa Lake Sec.
		Minutes of March 24 and 25, 1948, meeting approved.
		Wallowa County. Enterprise-Lewiston Hwy. Letter presented
13886		from P.R.A. authorizing grading. Project to be advertised.
		Forest Hwy. Program. Statement for counties and press re
13887		Congress' failure to appropriate money approved.
		Construction program. Future policy re hwy. construction established. Resolution adopted.
13890		Crook County. O'Neil Secdy. Hwy. Surfacing and oiling requested. Engr. to report.
		Log hauling. Stanford Norris. Permit not to be cancelled.
13891		Log hauling. Clarence Kyriss. Permit not cancelled on condition he complies with rules.
		Log hauling. Frank Pearson. Permit reinstated.
		Multnomah County. Mt. Hood Hwy. Delegation requests continuation. Engr. to report.
		Baker County. Anthony Lake Road. Delegation's request that road be kept open during winter season denied.
13892		Astoria Ferry. Additional ferry service or bridge across mouth of Columbia River. No action.
		Meeting recessed for luncheon at noon to reconvene at 2:00 p.m.
		Lincoln County. Yachats River Road. Request for state aid denied.
		Douglas County. Oregon Coast Hwy. Gardiner. Sidewalk construction requested. Engr. and Chief Counsel to report.
13893		Wallowa County. Wallowa Lake Hwy. Minam Hill. Additional guard fence requested. Engr. to investigate.
		Bids received at morning session discussed.
13894		Awards. Chairman announces award of contracts.
13897		Astoria Ferry. Ferryboat construction. Award of contract deferred. Engr. to report.
		Portland. N.E. Union Avenue. Access from Fazzio property denied.
13898		Permit. Josephine County. Pacific Hwy. Azalea-Glendale Jct. Sec. Permission to construct logging approach road granted.

Page	Date 1947	Subject
13898	Apr.24	Legislation. 1947 Assembly. Counsel to study bills concerni Hwy. Dept. and submit report.
		Agreements and other papers signed.
13900		Meeting adjourned at 4:00 p.m.
13901	May 14	Salaries and wages. Per diem allowance for field employees. Action deferred.
		Parks. Klamath County. Offer of Henry Semon to give propert between Bonanza and Malin. Action deferred.
		Real property. Acquisition authorized. Resolution adopted.
13910		Condemnation. Offers approved. Resolution adopted.
13913		Condemnation. Sunset Hwy. Joseph Peterkort property. Previ offer of $1000 approved. Resolution adopted.
13917		Claims. Gates and Sons. Payment for extra moving on Alsea
13918		Hwy. approved.
		Lincoln County. Ore. Coast Hwy. Sale of property to Carl Walther for $3000 approved.
		Klamath County. Klamath Falls. Klamath Falls-Malin Hwy. S. 6th St. grade crossing approved. 200' r/w to be secure
		Insurance. Deductions from payroll for group insurance permi
13919		Clatsop County. Astoria. Property in VanDuzen's Addn. deede to Clatsop County for reconveyance to U.S. Navy.
		Multnomah County. Sullivan's Gulch. R/W to be financed on 60-40 basis. Engr. and Chief Counsel to report.
		Equipment. Additional expenditure of $100,000 for 1947
13920		authorized.
		Multnomah County. Portland Area Cooperative Mapping Project. Contribution of addn. $500 authorized.
		Clatsop County. Astoria Ferry. Albina Engine and Machine Works bid for construction accepted. Purchase of reconver
13921		minesweeper disapproved. Agreement with F. B. Elfving re of ferry terminal extended.
		Deschutes County. Bend. Century Drive Secdy. Hwy. Expendit of $1,000 authorized for improving Harmon Blvd.-W. 14th St Section.
		Curry County. Oregon Coast Hwy. Construction of vehicular turnout near Harbor approved.
13922		Coos County. Request for improvement of road from Catching Slough to Roseburg denied.
		State Tax Street Funds. Resolution adopted.
13923		State Tax Street Funds. Resolution adopted.
13925		Signals. Coos Bay. Empire-Marshfield Secdy Hwy. Traffic light at intersection with 14th St. approved.
13926		Coos County. Coos Bay. Rerouting truck traffic on Central Ave. Action deferred.
		Coos County. Coos Bay. City Council suggests state acquire 100-ft r/w through city. Decision deferred.
		Signals. Washington County. Beaverton-Aurora Secdy. Hwy. Installation of flood lights at S.P. Co. crossing approved

Page	Date 1947	Subject
13926	May 14	Meeting recessed for luncheon to reconvene at 2:00 p.m.
		Awards. Engr.'s award of contracts confirmed.
13927		Surveys. Josephine County. Rogue River Loop Secdy. Hwy. Gunnell Road-Robertson Bridge Sec. Action deferred.
		Extensions of time granted as follows: Contracts Nos. 2770 and 2800.
13928		Contracts completed and accepted as follows: Contract No. 2770. Resolution adopted.
		Travel and Information Matters. Advisory Committee. M. R. Chessman appointed member.
		Speed zones. Pacific Hwy. W. Camp Adair. Speed limit rescinded. Resolution adopted.
13929		Log hauling. Hauling prohibited during certain times. (See page 13946)
		Union County. Signing roads not on state or federal systems to preserve historic names. Request denied.
		Lincoln County. Oregon Coast Hwy. Yaquina Bay Bridge. Construction of catwalk approved in principle. Engr. to report.
13930		Coos County. Coos Bay. Noise of heavy duty trucks. Complaint referred to Chief Counsel to refer to local police.
		Coos County. Ore. Coast Hwy. Coos Bay Bridge named "C.B.
13931		McCullough Bridge." Resolution adopted.
		Meeting dates. June 16 and 17 set for next regular meeting.
13932		July 22 and 23 tentatively set for following meeting.
		Hood River County. Hood River. Col. River Hwy. Permanent location approved by city and county. Engr. to report on stage construction.
		Multnomah County. N. Vancouver Ave.-Union Ave. Jct.-Columbia Slough Rd. Sec. Request for widening denied.
		Multnomah County. Denver Ave.-Schmeer Rd. connection. Improvement approved.
		Sand removal from ocean beaches. Action deferred. Chief Counsel
13933		to report.
		Lane County. Willamette Hwy. Pleasant Hill. Replica of Bristow fireplace to be moved and marker erected.
		Signals. Marion County. Salem. N. Capitol St. Request for traffic signals denied.
		Columbia River Hwy. Construction east of Portland. Engr. reports. No action.
		Lane County. Pacific Hwy. Rerouting through Eugene. Engr. and Chief Counsel to report.
13934		Multnomah County. Mt. Hood Hwy. Gresham. Request for widening denied.
		Signs. Clackamas County. Pacific Hwy. E. Canby. Request to post "welcome" sign on logging road overcrossing denied.
		Columbia County. Scappoose. Request for use of state land for off-street parking and for by-pass truck route denied.

Page	Date 1947	Subject
13934	May 14	"Bus stop" zones. Columbia County. Scappoose. Zones established. Resolution adopted.
13936		"No parking" zones. Columbia County. Scappoose. Zone established. Resolution adopted.
		Permits. Reclassification of Group I and Group II highways in connection with "big truck bill". Action deferred. Chief Counsel to handle.
13937		Log hauling. Elmer C. High and Francis Gallagher. Cancellation of permits. Action deferred. (See page 13942)
		Construction Program. Engr. to re-arrange program to fit available monies and report.
		State Construction Program. Revisions reported. Action deferred.
		Minor Betterment. 1947 authorizations. No action.
		Construction Program. Transfer of three survey projects from Federal Aid Secdy. Hwy. Prog. to State Constr. Prog. Warner Valley Secdy Hwy. project retained in State Prog. Action on Tyee Rd.-Sutherlin and E. Unit, Sams Valley Hwy. projects deferred.
13938		Meeting adjourned at 5:00 p.m. to reconvene following day.
13939	May 15	Bids received on following projects:
		Alsea Rock Production Project
		Sandy-Wapinitia Jct.-Clear Creek Re-oiling Project
		Construct three bridges over Sprague River
		Waldport Section
		Miner Creek-Agate Beach Sec.
13940		Barbur Boulevard-Boones Ferry Rd. Sec.
		Trask River Bridge
		Fort Hill Sec.
		South Yamhill River Bridge
13941		North Unit, Washington State Line-Buford Creek Section
		Multnomah County. Proposed access road from Tualatin Valley to St. Johns Bridge. Survey requested. Taken under advisement
		Minutes approved. April 22, 23 and 24, 1947.
		Salaries and wages. Per diem allowance for field employees. Action deferred.
13942		Insurance. Astoria Ferry. Renewal of insurance on boats and terminals. Engr. to report by 'phone for final decision.
		Astoria Ferry. Accidents. Ferry operators to report conditions in writing, and also when conditions have been remedied.
		Log hauling. Elmer Claude High. To be written warning letter re his violations.
		Log hauling. Eugene Francis Gallagher. To appear at next meeting re his violations.
		Sale of ferryboat. "North Beach". Bids to be received for sale with and without engine.
		Meetings recessed at 11:45 a.m. to reconvene at 2:00 p.m.
13943		Bids received at morning session discussed.

Page	Date 1947	Subject
13943	May 15	Astoria Ferry. New ferryboat construction. Contract awarded
13944		to Albina Engine & Machine Works.
		Awards. Chairman Banfield announces awards of contracts and
13945		award of ferryboat construction contract.
13946		Lincoln County. Ore. Coast and Alsea Hwys. Waldport Rock Prod. Proj. Refusal of C.J. Eldon to perform work under contract. Engr. and Chief Counsel to handle.
		Log hauling. Hauling prohibited during certain times of day
13947		and week. Resolution adopted.
		Lincoln County. Ore. Coast Hwy. Otter Crest. Revision of
13948		of alignment. Engr. and Chief Counsel to report.
		Speed zones. Junction City-Eugene Secdy. Hwy. Eugene-Ferndale
13949		Dr. Sec. Zone established. Resolution adopted.
13950		Agreements approved and signed.
13951		Meeting adjourned at 3:00 p.m.
13952	June 16	Parks Supt. reports on following:
		Weston-Elgin Secdy. Hwy. west of Elgin. Arthur Hallgarth's offer of tract of land for park refused.
		Parks Supt. instructed not to present requests for parks unless he recommends acquisition.
		Painted Hills District. Chief Counsel reports on lease from T. T. Howard and R. R. Avery. Funds for development approved conditionally.
		Klamath County. Proposed park between Poe Valley and Lost River. No report. To be deleted from future agenda.
13953		Vista House, Crown Point. Report of concessionnaire approved.
		Catherine Creek Park. Funds approved for betterment.
		Casey Park. J. A. Casey's claim of $500 for improvements to caretaker's house approved. Bill of sale to be secured.
		Condemnation. Settlement with E. C. Newall approved.
		Real Property. Acquisition authorized. Resolution adopted.
13966		Real Property. Options for R/W for three-party project in Eugene discussed. Action deferred.
		Real Property. Steiwer Hill-Albany Section, Pacific Hwy. East. Securing of R/W from Jewell Bowman discussed. Action deferred
13967		Condemnation. Offers Approved. Resolutions adopted.
13975		Condemnation of Wilbur F. Badley property in revision of Oregon Coast Hwy. discussed. Action deferred. (See page 13982.)
		Crook County. Exchange of property with Robert C. Hogan approved
		Navigable streams. Chief Counsel submits opinion re Commission's
13976		authority to remove sand and gravel.
		Klamath County. Klamath Falls-Malin Hwy. Deadending streets in Klamath Falls. Resolution adopted.
13979		North Capitol Street. Salem. Judge Rossman's Inquiries and objections discussed. No action. (See pages 13982 and 14012.)

Page	Date 1947	Subject
13979	June 16	Legislation. Authority to establish "State Parks Division", appoint Parks Supt., and promulgate rules. Action deferred.
		Aeronautics. Minimum elevation of airplanes over hwys. Counsel to handle.
		Wasco County. The Dalles-Calif. Hwy. Tygh Valley. Arthur Muller's encroachment on R/W. Engr. to investigate and report.
13980		Claim. Mr. and Mrs. C. S. Oslund accident on Old Ore. Trail near Baker. Denied.
		Wasco County. Columbia River Hwy. near M.P. 93. Smoke hazard. Counsel to advise The Dalles Lumber Co. of responsibility.
		Insurance. Astoria Ferry. Renewal approved.
		Insurance "Tourist II" and "Tourist III" ferries. Purchase of additional insurance authorized.
		Umatilla County. County Court requests exchange of roads on Fed.
13981		Aid Secdy. Hwy. System. Action deferred.
		Lincoln County. Ore. Coast Hwy. Otter Crest Section. Improvement discussed. Action deferred. (See page 13982.)
		Crook County. O'Neil Secdy. Hwy. Improvement authorized.
		Columbia County. Columbia River Hwy. near Scappoose. Chas. A. Peters' request to buy part of old R/W denied.
		Signs prohibiting dumping of rubbish to be erected.
		State force work. Engr. reports. No action
13982		Signals. US99E. Salem. Request for three signals on North Capitol St. Cooperation limited.
		Survey. Ore. Coast Hwy. at Otter Crest. Survey approved. Resolution adopted.
13983	June 16	Survey. Ore. Coast Hwy. at Otter Crest. (Cont.) Chief Counsel to negotiate with Badley for R/W. Condemnation authorized. Resolution adopted.
13986		Sale of buildings. Astoria, Sunset Hwy., Cornelius Pass. High bids accepted.
		Douglas County. Ore. Coast Hwy. Gardiner sidewalks. Engr. and Chief Counsel to confer with James W. Ford and make recommendat
		Meeting recessed for luncheon at noon to reconvene at 2:00 p.m.
		Engineer to inform contractors that Oregon Portland Cement Co.
13987		can furnish cement.
		Adrian Caldwell Secdy. Hwy. #454. Extension of 3/4 mile approved. Agreement with Idaho and Malheur County to be prepared.
		Rock and gravel. Increase of $200,000 in 1947 budget approved.
		Equipment. Increase of $104,000 approved.
		District Maintenance Supervision. Increase of $20,000 in
13988		budget approved.
		Astoria Ferry. Cost of new ferry to be kept separate from other equipment.
		Wallowa County. Wallowa. Request to widen pavement denied.

Page	Date 1947	Subject
13988	June 16	Parallel parking. Engr. and Counsel to secure parallel parking in cities.
		Lincoln County. Ore. Coast Hwy. Oceanlake. Improvement of Raymond St. denied.
		Lincoln County. Newport-Toledo. Request for water grade route
13989		denied.
		Malheur County. Vale. Request to oil Washington St. denied
		State Tax Street Funds. Resolution adopted.
13990		State Tax Street Funds. Resolution adopted.
13993		Awards. Engr's. award of contracts confirmed.
		Surveys. Josephine County. Rogue River Loop Secdy. Hwy.
13994		Gunnel Road-Robertson Bridge Section. Action deferred.
		Hood River County. Columbia River Hwy. Cascade Locks-Mosier Section. Survey approved. Resolution adopted.
		Extensions of time. Contractors to be notified jobs to be com-
13995		pleted on time.
		Personnel. 40 hour week schedule approved for part of em-
		ployees.
13996		Per diem allowance. Field engineering crews. Circular letter #501 approved.
		Union County. Wallowa Lake Hwy. Elgin-Boswell Section. De-
		legation favors new alignment. No action. (See page 14018.)
		Four lane hwys. Mr. C.H. Reynolds advised to place request with Interim Committee.
		Secretary of State. Accident coding. Increase in budget ap-
		proved.
13997		Speed zones. Eugene, Beaverton, Albany. Action deferred.
		Signals. Salem. Request for installation at 18th and State St. denied.
		Signals. Yamhill City. Installation at intersection of Maple and Main St. approved. City to furnish energy.
		"No Parking" zone. Ore. Coast Hwy. Nehalem. Request approved. Resolution adopted.
13998		Stop signs. Columbia Blvd.-N.E. Killingsworth Ave., Portland. Reversal of signs approved.
13999		Permits. Overweight. Resolution extending permits adopted.
14001		Group I and Group II hwys. Reclassification deferred.
		Log hauling. Letter requesting log hauling regulations be applied to all trucks ordered filed.
		Log hauling. Mt. Hood Hwy. Louis Zeman's application to haul denied.
		Log hauling. Columbia River Hwy. Springdale-Portland. Application of Peninsula Fuel and Lumber Co. to haul logs approved. (See page 14017.)
		Permits. Employees authorized to sign special permits. Re-
14002		solution adopted.
14003		Permits. Authority to sign cancelled.

Page	Date 1947	Subject
14003	June 16	Douglas County. Pacific Hwy. Sutherlin-Roseburg. Lumber companies to be notified of their responsibility for smoke hazard.
		Linn County. Pacific Hwy. Albany. Willard Marks' letter of appreciation ordered filed.
		Linn County. Albany. Request of Albany Timber Carnival to maintain permanent float on Waverly Lake denied.
		Multnomah County. Portland. Between Harbor Drive and Canyon Rd. Mr. Francis to be informed no improvement planned.
14004		Lane County. Market road system. County Court requests approval of changes. No action.
		Meeting adjourned at 5:00 p.m.
	June 17	Bids received on the following projects:
14005		Alsea Rock Production Project Hay Creek-Condon Section Lower Klamath Lake Section Springfield Junction-Turnaround Section Crabtree Creek-Scio Section Foster Section Railroad Grade Separation Structure, Sunset Hwy.
14006		Lane County. Pacific Hwy. Eugene. Southern Pacific Co. re lease of property near S.P. Overcrossing. Action deferred. (See page 14011.)
		Minutes of May 14 and 15, 1947, approved.
14007		Jefferson and Wasco Counties. Warm Springs Hwy. Warm Springs Agency-Wapinitia Hwy. Jct. Construction urged. Bids to be called.
		Sherman County. Columbia River Hwy. Maryhill Ferry. Request for state maintenance of road leading to ferry landing denied.
14008		Historical markers. Request for erection of markers considered. Action deferred.
		Log hauling. Mr. Gallagher re violations. Letter stating future attitude not acceptable. To present more definite statement.
		Log hauling. Mr. Lamar present re violations. To present letter stating future intentions.
14009		Log hauling. Mr. Allen present re violations. To submit letter stating future conduct.
14010		Benton and Lincoln Counties. Corvallis-Newport Hwy. Improvements urged. Engr. to make reconnaissance survey.
		Meeting recessed for luncheon at noon to reconvene at 1:30 p.m.
		Marion County. North Santiam Hwy. Niagara. Kuckenberg Constr. Co's request to continue using state-owned land granted.
		Condemnation. Umatilla County. Old Oregon Trail. Umatilla Dam-Hermiston Section. Settlement with Mrs. Van Slatte approved.

Page	Date 1947	Subject
14011	June 17	Condemnation. Washington County. Sunset Hwy. Barnes Road-Multnomah County Line Section. Settlement with Mr. Ureel approved.
		Bridge. Marion County Court's request to purchase bridge stored at Baker approved conditionally.
		Baker County. Old Oregon Trail. Chriss Lee's request to pump water from gravel pit granted conditionally.
		Lane County. Eugene. S.P. Co.'s request to build spur track across state hwy. property approved conditionally.
		Clackamas County. Woodburn-Sandy Secdy. Hwy. Amendatory agreement with County re relocation. Action deferred.
14012		Coos Bay Bridge. Letter from A.L. Strand re ceremonies re-naming bridge. Action deferred.
		Meeting date. Next regular meeting to be held in Portland July 21 and 22.
		Lane County. Pacific Hwy. R/W settlement with W.H. Gonyea. Action deferred. Engr. to report.
		Signals. Pacific Hwy. Salem. Installation of three approved.
14013		Log hauling. Salem. City to control on their streets.
		Log hauling. Seaside. Request to use Roosevelt Drive. Action deferred.
		Clatsop County. Seaside. Lease of property to Gas-Heat Inc. Referred to Engr.
14014		Lincoln County. Newport. Lease of land to C.D. Johnson Lumber Co. for footpath trestle approved. Bids discussed. Awards Chairman announces award of contracts.
14016		Sullivan's Gulch Hwy. Portland. Obligations discussed. Agreement and program to be prepared.
		Multnomah County. St. Johns. Reconnaisance Survey of access road from Tualatin Valley Hwy. to St. Johns Bridge authorized.
		Retirement of old employees. Action deferred.
		Construction program and finances Action deferred.
		State Tax Street Funds. $250,000 allocation. Action deferred.
		Signals. Tualatin Valley Hwy. Aloha. Request denied.
14017		Signals. Canyon Road. Sylvan. Previous action confirmed.
		Log Hauling. Columbia River Hwy. Permit granted to haul from Springdale to Portland.
		Log Hauling. Overweight loads. Siuslaw Hwy. Ellis Mc Masters to be warned re "laying out".
		Marion County. N. Santiam Hwy. Certif. of Abandonment for S.P. Co. to be issued when road complete.
14018		Klamath County. Klamath Falls. Construction of fence on 6th St. Referred to Engr.
		Union County. Wallowa Lake Hwy. Elgin-Boswell Section. Relocation plans approved.
14019		Extensions of time granted as follows: Contract, 2773, 2790, 2802, 2810, 2830, 2833.

Page	Date 1947	Subject
14020	June 17	Contracts completed and accepted as follows: 2771, 2785,
14021		2786, 2797, 2799, 2801, 2804, 2830, 2833, 2834, 2855, 2900 Resolution adopted.
		Contract 2822. Acceptance deferred. Winter surfacing to be discontinued.
14022		Agreements and other papers signed.
14023		Agreement with City of Burns not signed. Counsel to investigate. Meeting adjourned 4:30 p.m.
14024	Jul.21	Parks. Parks Supt. reports on following: Silver Creek Falls Park. Repair of restaurant, store bldg. and dorm. Additional $7,028.40 authorized. Concession revenues for June reported to be $92.06. Vista House Concession. Crown Point. Revenues for April, May, and June reported to be $2,298.27. Attendance in state parks. July 4th Weekend. Report approved.
14038		Real property. Acquisition authorized. Resolution adopted.
		Real Property. No R/W to be purchased in Roseburg.
		Condemnation. Offers approved. Resolution adopted.
14041		Condemnation. North Santiam Hwy. Acquisition of R/W by condemnation from F.M.Converse approved. Resolution adopted.
14043		Klamath County. The Dalles-Calif. Hwy. Crescent. Moving of bldgs. to be undertaken when improvement constructed.
		Parks. Helmick State Park. Acquisition of land in Camp Adair approved. Secretary authorized to sign papers in
14044		behalf of Commission. Resolution adopted.
		Linn County. Santiam Hwy. Sweet Home. Acquisition of extra R/W for widening. Action deferred. (See page 14097.)
		Coos County. Oregon Coast Hwy. Coos Bay. Vacation of
14045		Edward St. Action deferred. (See page 14099.)
		Sand removal from ocean beaches. Control of areas. Conference to be arranged with State Land Board.
		Multnomah County. Sunset Hwy. Canyon Rd. Sec. Acquisition of extra R/W. Report of Chief Counsel approved. Action deferred.
		Wayside strips. Oregon Coast Hwy. Brookings. Complaint re maintenance. Landscape Engr. to investigate and report.
14046		Harney County. Burns-Crane Hwy. Burns. Agreement re re-routing approved.
		State Parks Division. Action on establishment deferred.
		Umatilla County. Boardman-Stanfield Secdy. Hwy. Settlement with Mr. Leal for R/W approved.
		Wallowa County. Little Sheep Cr. Secdy Hwy. Harley Tucker Ranch Section. Alignment not to be changed. Condemnation authorized.
		Klamath County. Klamath Falls-Malin Hwy. Pelican City-S 6th St Section. Settlement with Mr. Kemp for R/W approved.

Page	Date 1947	Subject
14047	Jul.21	Douglas County. Ore. Coast Hwy. Gardiner. Sidewalk construction. Chief Counsel to report.
		Klamath County. Klamath Falls-Malin Hwy. Klamath Falls. Deadending certain streets. Action deferred. (See page 14094)
		Sale of buildings. Eugene. No bids received. Private negotiations authorized.
		Sale of timber. Polk County. Quarry site. Bid rejected. Private negotiations authorized.
		Douglas County. Sutherlin. Railroad grade crossings to be
14048		constructed by Weyerhaeuser Timber Co. No action.
		Deschutes County. Redmond. One-way traffic street system requested. To be considered in next construction program.
		Deschutes County. Redmond. Truck route along north side of Pilot Butte Canal. Request denied.
		Personnel. Retirement of superannuated employees. Engineer
14049		and Chief Counsel to report.
		Highway Dept. Finances. Engineer and Counsel to report re selling bonds to finance hwy. work.
		Special $250,000 State Tax Street Fund. City street improvements. Letter to be directed to city councils re applications
		Umatilla County. Helix-Holdman Jct. Road. Improvement to be
14050		considered in next construction program.
		Wasco County. The Dalles-Calif. Hwy. Tygh Valley. Sign encroaching on R/W to be removed.
		Marion County. Pacific Hwy. E. Woodburn Section. Additional payment of $674.80 for project authorized.
		Insurance. Astoria Ferry. "Tourist II" and "Tourist III".
14051		Maximum amount of insurance to be purchased.
		Benton County. Pacific Hwy. W. Corvallis-South Section. Resurfacing requested. To be considered in next construction program.
		Multnomah County. Portland. Vancouver Ave. Expenditure of $7,000 for construction of four-lane pavement approved.
		Clackamas County. Clackamas Secdy. Hwy. Estacada. Rerouting requested. To be considered in future programs.
		Malheur County. Central Oregon Hwy. Vale. State to fill borrow pits.
14052		Minor Betterment Program - 1947. Footpath construction. Engineer to submit detailed report.
		Awards. Engineer's award of contracts confirmed.
		Surveys. Locations approved. Resolution adopted.
14053		Extensions of time. Action deferred. (See page 14089)
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Bids received as follows:
14054		Corvallis (Harrison St.) Section
		Little River Bridge
		East Diamond Lake Junction-Lobert Section
		Remove Willamette Overflow Bridge
		Parkrose (82nd Ave.-99th Ave.) Section
		Butte Creek-Kinzua Section

Page	Date 1947	Subject
14054	Jul.21	Columbia County. Weighmasters to extend services to county roads
14055		until county secures truck scales.
		Lincoln County. Ten Mile Creek. Request to obtain rock from state property denied.
		Tillamook County. Wilson River Hwy. Tillamook City entrance. Location to pass through Weller Estate property.
		Log hauling. Emmett C. Baugh. Permit to be cancelled.
14056		Log hauling. Allen Logging Co. P.U.C. permit to be cancelled.
		Log hauling. E.F. Gallagher and John L. Lamar. Letters re complying with rules and regulations ordered filed.
		Hood River County. Columbia River Hwy. Hood River Loops. Request to maintain advertising sign denied.
		Clackamas County. Pacific Hwy. E. south of Canby. Abandonment
14057		to City of Canby of portion of old route approved. Resolution adopted.
14059		Sherman County. Fulton Canyon-Wasco Secdy. Hwy. near jct. with Columbia River Hwy. Retention approved. Resolution adopted.
14060		Polk County. Dallas-Coast Secdy. Hwy. Abandonment of portions
14061		of old route approved. Resolution adopted.
14063		Clatsop County. Nehalem Secdy. Hwy. Astoria-Naval Hospital Section. Abandonment of portions approved. Resolution adopted.
14065		Coos County. Oregon Coast Hwy. Coos Bay. Permission granted Port of Coos Bay to use R/W for dumping materials from channel.
		Western Association of State Hwy. Officials. Certain officials authorized to attend meeting in Montana, August 6 and 7.
		R.H. Baldock and J.A. Devers to attend meeting of American Assoc. of State Hwy. Officials in New York City, Sept. 22-27.
		Western Association of State Hwy. Officials. Payment of $50 annual dues authorized.
		State Tax Street Funds. Resolution adopted.
14067		State Tax Street Funds. Resolution adopted.
14069		Columbia County. Lower Columbia River Hwy. Linnton truck scales to be relocated near Burlington.
		Signals. Malheur County. Vale. Installation of flashing beacon approved.
		Speed zones. Linn County. Pacific Hwy. E. Albany. Action deferred
		Speed zones. Lane County. Pacific Hwy. E. Eugene. Zone
14070		established. Resolution adopted.
14071		Speed zones. Washington and Multnomah Counties. Sunset-Tualatin Valley Hwy. Portland-Beaverton Section. Zone established. Resolutions adopted.
14073		Speed zones. Signs advising entering and leaving zones to be installed.
		Portland. Arthur Street Viaduct. Request to use area under viaduct as parking lot denied.
		Grant County. Austin Maint. Hdqtrs. Purchase of residence for use of Hwy. Dept. employee authorized.

Page	Date 1947	Subject
14073	Jul.21	Washington County. Sunset Hwy-Barnes Rd. intersection. Request
14074		to maintain reservoir in traffic island denied.
		Josephine County. Postal Telegraph Co. facilities. Portion sold to Myrtle Creek Telephone Co.
		Meeting dates. August 25 and 26 set for next regular meeting.
		Special meeting date. August 11 set for special meeting.
		Lane County. Pacific Hwy. Cottage Grove. Acquisition of R/W
14075		north of Main St. Engineer to investigate and report.
		Unfinished business considered as follows:
		Lane County. Pacific Hwy. Eugene. Acquisition of Gonyea property. Report at next meeting.
		Portland. Clarification of oral agreements with city during war. Engineer to report.
		Lane County. Pacific Hwy. Eugene. Cooperative improvement project. To be deleted from future agends.
		State and Fed. Secdy. Constr. Program. Proposed modification to take up Fed. survey monies. Action deferred.
		Coos County. Coos Bay. Truck route. Request denied.
		Portland. Sullivan's Gulch. Stage construction. No action.
		Linn County. Pacific Hwy. E. Steiwer Hill-Albany Section. Service road not to be constructed.
14076		Historical markers. All requests for erection and wording of markers to be referred to Oregon Historical Society.
		Clackamas County. Woodburn-Sandy Secdy Hwy. Abandonment of portion of old road approved. Amendatory agreement signed.
14077		Clatsop County. Seaside. Roosevelt Drive. Establishment of log truck route. Engineer to report.
		Clatsop County. Seaside. Lease of state property to Gas-Heat, Inc. No action.
		Klamath County. Klamath Falls. S.6th St. Fence to be constructed at Klamath County Fairgrounds.
		Delegations. Discussion of matters to be presented following day.
		Agreements. Discussed and approved.
		Claim. Lenora and Joan Hammersly. Tiller-Trail Secdy. Hwy. Days Creek. Claim for damages caused by accident denied.
		Multnomah County. Lower Col. Rv. Hwy. Linnton. Sale of property to S.P. & S. R.R. Co. approved.
14078		Marion County. Silverton. Agreement covering plant patching of streets not on state highway system approved.
		Linn County. Lebanon. Fifth St. Cooperative agreement covering maintenance as log-hauling route approved.
		Signals. Hood River. Agreement covering installation at 9th and Oak St. intersection approved.
		Warm Springs Hwy. Warm Springs Agency-Bear Springs Section. National Forest Section to be financed with Fed. Aid Funds previously allocated to Ochoco Hwy.

Page	Date 1947	Subject
14079	Jul.21	State Construction Program. Revision. Action deferred.
		Speed Zones. Ocean beaches. 20-miles-per-hour limit established. Counsel to prepare resolution.
		Group I and Group II Highways established. Resolution adopted.
14081		Meeting adjourned at 4:40 p.m. to reconvene following day.
14082	Jul.22	Bids received on following projects:
		Milwaukie-Estacada Section
		Lewis and Clark River Section
		Reedsport Junction Section
14083		Widen Bridge over Millers Gulch
		Klamath Falls (1st Ave.-Esplanade St.) Section
		Fremont Junction-Mud Creek Section
		Mud Creek-Drake Creek Section
		Waldport Section
14084		Santiam River Slope and Pier Protection Project
		Widen concrete Bridge over Dairy Creek
		Highway Interim Committee. Budget. $100,000 budget approved.
14085		Resolution adopted. Engineer and Counsel to handle details.
14087		Awards. Chairman Banfield announces awards of contracts.
14088		Sherman County. Upper Col. River Hwy. John Day River crossing. Settlement for R/W from W.H. Huck. Counsel to report.
		Harney County. Diamond Valley Secdy Hwy. Crane-Princeton Section. Improvement. Engineer to report on resurvey.
		Harney County. Rome-Princeton Secdy. Hwy. Follyfarm-ION Hwy.Jct. Section. Improvement project to be advertised at August meeting.
		Grant County. John Day-Burns Hwy. Soda Mountain-Grant Co. Line Section. Oiling requested. Engineer to advise Judge Higgs re status.
		Baker and Malheur Counties. John Day Hwy. Unity-Ironsides Section. Improvement requested. Work now under way.
		Malheur County. Vale. State aid in construction of sidewalks and
14089		curbs requested. No action.
		Extensions of time granted as follows: Contracts Nos. 2772,2778,
14090		2779,2791, 2803, 2820, 2824, and 2888.
14091		Contracts completed and accepted as follows: Contracts Nos. 2767, 2800, 2809, 2822, 2835, 2836, 2850, 2851, 2852 and 2861.
14092		Resolution adopted.
14093		Lincoln County. Ore. Coast Hwy. Molloch Cr. pedestrian underpass. Request for removal one-half mile north denied.
		Log hauling. Mt. Hood Hwy. Log hauling over this hwy. after
14094		Sept.1. Action deferred. (See page 14098)
		Log hauling. Night hauling of logs over state highways. Action deferred. (See page 14097.)
		Klamath Falls. Klamath Falls-Malin Hwy. Esplanade St. Section.
14095		Deadending of certain streets. No action pending clarification.
		Coos County. Coos Bay. Vacation of Edward Street. Action deferred. (See page 14099)
		Portland. Sullivan's Gulch Hwy. No action on City's resolution.

Page	Date 1947	Subject
14096	Jul. 22	Portland. Barbur Blvd. Signalization and channelization. Cooperation with city requested. Engineer to report.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Lincoln County. Ore. Coast and Alsea Hwys. Waldport Rock Prod. Proj. Contract with C.J. Eldon cancelled. Negotiations with another contractor authorized.
		Clatsop County. Ore. Coast Hwy. Seaside-Hug Point Section.
14097		Settlement for R/W. Additional $25 payment authorized.
		Linn County. Santiam Hwy. Sweet Home. Widening and acquisitic of R/W. Engineer and Counsel to report.
		Gilliam County. Wasco-Heppner Secdy Hwy. West Cottonwood Grade Section. $50,000 for improvement budgeted. No action.
		Log Hauling. Night hauling of logs over state hwys. Some
14098		concession to be allowed. Engineer and Counsel to report.
		Log hauling. Mt. Hood Hwy. Truck hauling of logs permitted during certain hours and under certain conditions.
		Log hauling. Warm Springs Hwy. Request for modification of
14099		rules to allow Saturday afternoon hauling denied.
		Log hauling. Converse Logging Co. North Santiam Hwy. Sardine Cr.-Niagara Section. County Court to be requested to cancel permit.
		Purchase of Bldgs. Camp Adair. $14,000 authorized for purchase and re-erection of three bldgs.
		Log hauling. Night hauling of logs over state hwys. Engineer and Counsel to report.
		Coos County. Coos Bay. Vacation of Edward Street approved. Counsel to institute vacation proceedings.
14100		Awards. Chairman Banfield announces awards of contracts.
14101		Agreements approved and signed.
14102		Meeting adjourned at 3:30 p.m.
14103	Aug.11	Federal Lands Funds. Allotment of $190,000. Engineer to report list of projects eligible for funds.
		State Construction Program. Additional projects and allotment
14104		increases approved. Albany Service Road Project eliminated.
14105		Resolution adopted. (See page 14107.)
		Federal Aid Funds. Use of unexpended survey and planning work funds. Projects in State Construction Program transferred to 1943 Fed. Aid Secdy. Hwy. Program. Resolution adopted. (See page 14107.)
14106		Federal Aid Projects. State funds to be used to finance surveys. Fed. funds for construction only. Resolution adopted.
		Warm Springs Hwy. Bear Springs Jct.-So. Forest Bdry. Transfer
14107		of $620,000 from Forest Bdry.-Jones Ranch Section, Ochoco Hwy., to this section approved. Resolution adopted.
14111		Klamath Falls. Klamath Falls-Malin Hwy. 1st Ave.-Esplanade
14112		Section. Hot water pipes in pavement. Engineer to report.

Page	Date 1947	Subject
14112	Aug.11	Salem. Need for additional office space. [illegible]sion to meet with Board of Control August 28.
		Salem. Need for temporary office space. Action deferred.
14113		Linn County. Santiam Hwy. Sweet Home. Cost of construction and R/W Engineer and Counsel to report. (See page 14119.)
14114		Douglas County. N. Umpqua Hwy. Roseburg. Improvement. Engineer and Counsel to report.
		Baker County. Baker-Homestead Hwy. "Oxbow Dam". Petition re Commission's attitude approved. Engineer to investigate.
		"No Parking" zone. Marion County. Pacific Hwy. E. Hubbard. Enginee and Counsel to report.
		Load limit. Hillsboro-Silverton Secdy. Hwy. Tillamette River Bridge
14115		Maximum weight loads authorized by statute to be allowed.
		Polk County. Salem-Dayton Secdy. Hwy. West Salem. Paving in front of Beutler-Quistad Lbr. Co. approved conditionally.
		Legislation. Changes in highway laws by 1947 Legislature. Action deferred.
		Legislation. Throughways Bill. Engineer to report on zoning of hwys.
		Oregon beaches. Use by aircraft. Counsel to advise complainant re laws governing use.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Personnel. Appointment of Assistant State Highway Engineers and
14116		assignment of duties. Engineer to report. (See page 14119).
14117		Personnel. Appointment of Auditor. Engineer, Counsel,and Secretary to report.
		Personnel. Appointment of State Parks Superintendent. Action deferr
		Parks Dept. Engineer and Parks Supt. to present plan of delineation for operations of Parks and Engineering Depts.
		Personnel. George W. Neuner appointed as Assistant Counsel. Resoluti adopted. (See page 14123).
		Salaries and Wages. Salaries of W.W. Stiffler, M. Stevenson, and
14118		F.B. Crandall increased.
		Salaries and Wages. Salary of George W. Neuner increased.
		Salaries and wages. Salaries of State Hwy. Engineer and Counsel increased.
		Lincoln County. Oregon Coast Hwy. Yaquina Bay Bridge. Maintenance of pilings on state property by C.D. Johnson Lbr. Co. approved conditionally.
		Meeting adjourned at 4:45 p.m. to reconvene following day.
14119	Aug.12	Personnel. Appointment of two assistants to highway engineer approve Engineer to present organization chart of Hwy. Dept.
		Linn County. Santiam Hwy. Sweet Home. Acquisition of R/W approved conditionally. Condemnation resolution adopted.
14122		Construction Program. Minor betterments to revamp existing hwys. Engineer to report.
		Personnel. W.C. Williams appointed First Assistant State Highway Engineer. Resolution adopted. (See page 14123).
		Wages and salaries. First and Second Assistant State Highway Engineers' salaries established.

Page	Date 1947	Subject
14122	Aug. 12	Salem. Need for additional office space discussed. No action. Meeting recessed at noon to reconvene at 2:00 p.m.
		Personnel. W.W. Stiffler appointed Second Assistant State
14123		Highway Engineer. Resolution adopted.
14124		Personnel. A.G. Skelton appointed Division Engineer, Division I.
14125		Salary established.
		Personnel. I.A. DeFrance appointed Assistant Maintenance Engineer. Salary established.
		Personel. L.R. Chandler appointed District Maintenance Superintendent. Division I. Salary established.
		Personnel. R.B. Sipprell appointed Director of Permits. Salary established.
		Salaries and Wages. Salary of Secretary increased. Meeting adjourned at 3:45 p.m.
14126	Aug.25	Minutes of June 16 and 17 approved.
		Parks. Parks Supt. reports on following: Silver Creek Falls State Park. Acquisition of Fed.recreational Area. Parks Supt. to report.
		Douglas County. Ore.Coast Hwy. Elbow Lake. Acquisition of timber land. Negotiations authorized.
		Clatsop County. Ft. Stevens Military Reservation. Acquisition
14127		of portion for state park. Parks Supt. to report.
		Ocean waysides. Ore. Coast Hwy. Waldport. Development near Wakonda Beach included in park program.
		Vista House Concession. Receipts for July reported at $2,031.98. Parks Supt. to see that concessionnaire keeps premises clean.
		Silver Creek Falls State Park Concession. Receipts for July reported to be $219.89.
		Rocky Creek State Park. Acquisition of Baird property. Engineer and Parks Supt. to report amount needed for R/W.
14128		Upper Columbia River Hwy. Report on operations of parks maintenance crews approved.
		Real property. Acquisition authorized. Resolution adopted.
14141		Multnomah County. Columbia River Hwy. Troutdale Section. Service road access to B.A. Kliks property approved conditionally.
		Condemnation. Offers approved. Resolutions adopted.
14155		Lane County. Pacific Hwy. Eugene. Acquisition of R/W for cooperative construction project. Action deferred until all options obtained.
		Douglas County. N. Umpqua Co. Rd. Roseburg. Acquisition of R/W and removal of bldgs. Action deferred. (See page 14181).
		Douglas County. Ore. Coast Hwy. Gardiner. Encroachment of bldg. on R/W. State to contribute 50 percent of cost to remodel.
		Baker County. Old Oregon Trail. Weatherby. Lease for easement
14156		to O.W.R. & N. Co. approved conditionally.

Page	Date 1947	Subject
14156	Aug.25	Lane County. Cape Mt. Rd. Florence. Request of J.T. Ballard to purchase state-owned quarry denied.
		Columbia County. Lower Col. River Hwy. Warren. Request of D.D. Martin to lease state property denied.
14157		Columbia County. Lower Col. River Hwy. Logie Trail Section. Sale of land outside R/W to M.E. Karpow approved.
		Coos County. Coos Bay. Vacation of Edward Street. Action deferred (See page 14180).
		Personnel. Retirement of superannuated employees. Retention of certain employees recommended. Action deferred.
		Curry County. Acquisition of ocean frontage. To be deleted from future agenda.
		Clatsop County. Seaside. Roosevelt Drive. Improvement as log-haul route disapproved.
14158		Wayside strips. Curry County. Ore. Coast Hwy. Brookings. Improvement approved.
		Roadside improvements. Plans for certain projects approved.
14159		Tillamook County. Wilson River Hwy. Tillamook. Maintenance of flood light at S.P. grade crossing approved.
		Clackamas County. Cascade Secdy. Hwy. Liberal. Agreement re installation and maintenance of flood lights at S.P. grade crossi approved.
14160		Personnel. Retirement of superannuated employees. Retention of certain employees until December 31, 1948, approved.
14161		Meeting recessed at noon to reconvene at 2:00 p.m. Bids received on following projects: Crooked River Bridge Gardiner Section Pier Fenders on Umpqua River Bridge Juniper Butte-Crooked River Section Globe-Elmira Section Waldport Section
		Baker County. Baker-Homestead Hwy. "Oxbow Damsite". Commission confirms statements in petition to Fed. Power Com. re objections to dam construction.
14162		Personnel. Appointment of Chief Auditor. Chief Accountant to report outline for setting up acct. dept.
		Special $250,000 State Tax Street Funds. Requirements to be met by cities. Engineer and Counsel to report.
14163		Astoria Ferry Insurance. "Tourist No. II" and "Tourist No. III". Purchase of additional insurance authorized.
		Klamath County. Klamath Falls. Esplanade Street. Installation of pavement heating system approved.
		Footpath construction. Certain projects approved for construction
14165		Lincoln County. Ore. Coast Hwy. Agate Beach-Newport Section. Sidewalk construction to be included in project plans on alternate basis.

Page	Date 1947	Subject
14165	Aug.25	Log hauling. Modification of rules prohibiting log hauling during certain periods. Action deferred. (See page 14175).
14166		Salem. Hwy. Dept. Office Bldg. Site. Commission to meet with Board of Control.
		Counsel to secure appraisal on property.
		Salem. Temporary office space. Action deferred pending meeting with Board of Control.
		Meeting adjourned at 5:00 p.m.
14167	Aug.26	Bids received on following projects:
		Rock Creek Bridge
		Crane-Princeton Section
		Anderson Valley and Swamp Creek Sections
		Bear Creek Bridge
		U.S.R.S. North Unit Main Canal Bridge
14168		Forest Boundary-Agency Section
		Bonanza-Poe Valley-Malin Section
		Pleasant Hill-Lost Creek Section
		Oneonta Creek Bridge
		Mill Creek Bridge
		Tualatin River "Rood" Bridge
14169		Pringle-Corner-McMinnville Section
		Awards. Chairman Banfield announces awards of contracts.
14170		Yamhill County. Salmon River Hwy. Sheridan. Widening from Bridge St.. to E. city limits. Engineer to report. Secty to check records for previous commitment.
		Columbia County. Columbia River Hwy. Scappoose. Widening through
14171		town. Engineer to report.
		Warm Springs Hwy. Completion of construction, including Mill Creek Bridge, urged. Project in present program. No action.
		Special $250,000 State Tax Street Fund. Vale. City to submit request for improvements.
14172		Grant County. John Day Hwy. Dads Creek-Dixie Mt. Section. Improvement included in Forest Hwy. Program. No action.
		Malheur County. Vale. John Day-Central Ore. Hwy. Jct. Request to maintain sign advertising Central Ore. Hwy. denied.
		Washington County. Sunset Hwy.-Barnes Rd. intersection. Maintenance of reservoir in traffic island. Action deferred.
14173		(See page 14185).
		Lane County. Jasper-Lowell Market Road. Proposed revision. Engineer authorized to conduct survey.
14174		Multnomah County. Upper Col. River Hwy. Bridal Veil Overcrossing Revision in plans increasing cost $30,000 approved.
		Meeting recessed at noon to reconvene at 1:30 p.m.
		Portland. Barbur Blvd. Channelization and signalization. State cooperation requested. Action deferred. (See page 14185).
		Portland. Sullivan's Gulch Hwy. Discussion of plans with City officials approved. No definite appointment made.

Page	Date 1947	Subject
14175	Aug.26	Wasco County. Warm Springs Hwy. Mill Creek Bridge. Bid of C.J. Montag considered and referred to engineers for tabulation.
		Log hauling. Modification of rules prohibiting log hauling during
14176		certain periods. Action deferred. (See page 14184).
		Signs. Clatsop County. Seaside. Ore. Coast Hwy.-Roosevelt Drive
14177		intersection. Removal of stop sign. No action.
		Wasco County. The Dalles. Construction of toll bridge across
14178		Columbia River. Engineer and Counsel to study and report.
		Awards. Chairman Banfield announces awards of contracts.
14180		Coos County. Coos Bay. Vacation of Edward Street. Action deferred
14181		pending inspection of property.
		Douglas County. N. Umpqua Co. Rd. Roseburg. State cooperation in
14182		removal of bldgs. from R/W Engineer and Counsel to report.
		Douglas County. Roseburg. Improvement of Winchester Ave.-Pacific Hwy. intersection. Engineer to confer with city officials.
		Baker County. Baker-Homestead Hwy. "Oxbow Damsite". Original
14183		petition filed with Fed. Power Com. confirmed.
		Special $250,000 State Tax Street Fund. Ontario. City to submit request for improvements in writing.
		Special $250,000 State Tax Street Fund. Tillamook. City to present request for improvements with funds in writing.
		Signals. Oregon Coast Hwy.-Wilson River Hwy. intersection. Installation of stop and go light. Engineer to report.
14184		Log hauling. Allen Logging Co. Letter re willingness to comply with rules to be submitted.
		Personnel. C.H. Armstrong appointed Maint. Office Engineer, Salem.
		Personnel. A.F. Parson appointed Dist. Maint. Supt., Pendleton.
		Federal Lands Hwy. Funds. Allocation of $196,000 to Rome-Princeton Secdy. Hwy. improvement approved.
		Log hauling. Modification of rules prohibiting hauling. Engineer
14185		and Counsel to work up regulations and report by phone.
		Portland. Barbur Blvd. Channelization and signalization. Cooperation with city up to $40,000 approved.
		Washington County. Sunset Hwy.-Barnes Rd. intersection. Request to maintain reservoir in traffic island again denied.
		Manley Robison authorized to attend Nat. Assoc. of Travel Officials meeting in Chicago, Oct. 23, 24, and 25, 1947.
		Meeting dates. October 21 and 22 set for next regular meeting date.
		Union County. Starkey Secdy. Hwy. Request for painting bridge at
14186		Mile Post 794 approved.
		Baker County. Baker-Homestead Hwy. "Oxbow Damsite". Additional petition to be submitted to Fed. Power Com.
		Multnomah County. Upper Columbia River Hwy. Multnomah Falls Section. Plan for improvement approved. Engineer to report on interchange
14187		and sidewalk
		"No Parking" zone. Pacific Hwy. W.-Monmouth-Independence Hwy. inter-
14188		section. Monmouth. Zone established. Resolution adopted.

Page	Date 1947	Subject
14188	Aug.26	Through Highways. Certain state highways designated as "through
14190		highways". Resolution adopted.
14191		Extensions of time granted as follows: Contracts Nos. 2748, 2773,
14192		2788, 2795, 2817, 2859, and 2814.
14193		Contracts completed and accepted as follows: Contracts Nos. 2737,
		2773, 2789, 2791, 2796, 2803, 2829, 2883, 2886, 2889, 2893 and
14194		2902. Resolution adopted.
14195		Forest Highway System. Letter re revisions to conform with
		current mileages and classifications approved. (Approved in
14198		Coos Bay on August 27, 1947. Included for record purposes).
		Condemnation. Columbia County. Lower Col. River Hwy. St. Helens.
		Erickson Dairy Products Co. property to be condemned for R/W
14199		Resolution adopted.
14201		Agreements approved and signed.
		Meeting adjourned at 5:15 p.m.

Portland, Oregon
April 22, 1947

The regular meeting of the State Highway Commission scheduled to convene in the Imperial Hotel at 9:00 a.m. on this date was not held because of the lack of a quorum; however, the following were present at the appointed time and place;

T. H. Banfield, Chairman
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp arrived on the following day. Commissioner Ben R. Chandler was excused from attending this meeting.

Matters appearing on the agenda were discussed in considerable detail, but no action was taken thereon.

The meeting adjourned at 3:45 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

H. B. Glaisyer
Secretary

Portland, Oregon
April 23, 1947

The meeting of the Highway Commission reconvened at 9:00 a.m. in Room 715, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner Ben R. Chandler was excused.

The State Parks Superintendent was present and reported on park matters as follows:

1. Proposed purchase of property owned by Paul Baird situate adjacent to the Oregon Coast Highway just south of Rocky Creek State Park, Lincoln County: The Parks Superintendent advised that this area consists of 44 acres and would make a fine addition to the existing park. The Commission deferred its decision in the matter pending

MAR 3 1947

definite information as to where the permanent highway is to be located in this vicinity and particularly until the question of acquiring right of way for a proposed revision of this highway across property owned by W. F. Badley at Otter Crest has been decided.

2. Proposed acquisition of 112 acres of land at Short Sand Beach State Park: The Parks Superintendent advised that this property is needed to protect the present park and to permit construction of a roadway leading to it. The Assistant Counsel, Mr. Meuner, advised that the property has been appraised at $1,700 and that the owner will not sell for less than $5,500. Chairman Banfield expressed the feeling that there will have to be a reduction in expenditures for parks and wayside areas in the future in direct ratio with reductions that will have to be made in highway construction expenditures because of the additional funds the Legislature has allotted to counties, cities, and the State Police from highway revenues. He further stated that he does not consider it proper to purchase and develop additional park areas while the State Highway Department is short of funds to finance road improvements. Commissioner Schaupp concurred, whereupon the Commission voted unanimously not to purchase this site.

3. Proposed acquisition for park purposes of a large area in the Painted Hills District, Wheeler County: The Parks Superintendent presented an offer from T. T. Howard and R. R. Avery to lease to the state 2,822 acres of land situate adjacent to the Ochoco Highway about 15 miles west of the town of Mitchell, said lease to be for a period of 50 years at an annual rental rate of $1 for the entire acreage. He advised that the owners wish to retain title to the area and to all of the oil and mineral rights, etc., and that they also wish to use the property for personal purposes except 15 acres located near the highway on a small stream known as Bridge Creek, which they want the state to develop for public park purposes; moreover, they are asking the state to construct for them four cattle guards at points they will designate. If necessary, he said, the owners will give the state a deed to the 15 acres but not for the balance. He estimated it would cost about $1,500 to develop the 15-acre tract. The Chief Counsel gave as his opinion that it would be better to acquire outright the 15-acre tract and include in the deed provisions for free access to the remaining area for the general public; also, that it would be better to lease the large area rather than purchase it so as to avoid public criticism if the land were taken off the tax rolls. The Commission deferred action in the matter pending further study by the Chief Counsel, who was instructed to report thereon at the next meeting of the Commission.

4. Proposed acquisition for park purposes of an ocean wayside tract near Brookings, Curry County: The Parks Superintendent advised that he has inspected this property, which, in his estimation, does not fit into the state parks picture, particularly since the state has two parks not far distant from this location and because of the amount of money it would take to develop it. He estimated the cost to put the area into

good working condition at about $3,000 and to improve the roadway leading to it at approximately $2,500. He recommended that the offer be declined. The Commission approved the recommendation unanimously and instructed the Secretary to convey the action to the Brookings-Harbor Chamber of Commerce by appropriate letter of thanks.

5. Proposed agreement with E. L. Clausen providing for preservation of a six-acre myrtle tree tract along the Coos Bay-Roseburg Highway, in Coos County: The Parks Superintendent advised that this agreement simply provides for the preservation of myrtle trees on Mr. Clausen's property and is in conformity with a previously-established policy of the Highway Commission. He recommended approval of the arrangement. The Commission approved the recommendation unanimously.

6. Request of W. W. Kelly to dispense beer in Silver Creek Falls State Park on July 5, 1947: The State Parks Superintendent advised that the 48th Seabee Organization plans to hold a reunion in this park on July 5 and in connection therewith Mr. Kelly has requested the privilege of dispensing beer to the members. He pointed out that such procedure is strictly contrary to the long-established policy of the Commission and recommended that the request be denied. The Commission approved the recommendation.

7. Suggestion of Mr. Alfred D. Collier for the construction of a museum in Collier State Park, Klamath County: The Parks Superintendent advised that a group in Klamath Falls is interested in establishing a museum in this park and has stated a willingness to contribute a considerable sum of money to finance permanent buildings when the time is proper, but in the meantime the group would like permission to establish some temporary buildings on the premises to house antique equipment. He inquired as to the pleasure of the Commission in the matter. Chairman Banfield expressed a desire for additional information and an opportunity to inspect the premises before acting. This was agreeable to Commissioner Schaupp, and it was so ordered.

The Chief Counsel reported a request from Mr. Turner Bond, Secretary, County Agricultural Conservation Association, Toledo, Oregon, for permission to appropriate some shell deposits adjacent to the Oregon Coast Highway just south of Seal Rock State Park, which he wants to use for liming purposes. He estimated that there are about 300 cubic yards in these deposits, and he advised that Mr. Bond has stated a willingness to pay about $2 per cubic yard for the material. The Commission denied the request by unanimous vote.

The Engineer brought up for discussion the matter of securing gravel materials from the Alsea River in the vicinity of the G. P. Hunter property, Lincoln County. He advised that this gravel is needed in connection with reconstruction of a four-mile forest highway section of the Alsea Highway by the Public Roads Administration and that application has been filed with the State Land Board for permission to take about 30,000 cubic yards of material from two bars in this river without the payment of royalty, the only alternative

source of material being a rock quarry about seven miles distant which would entail extra costs not less than $1.50 per cubic yard. He further stated that Mr. Hunter operates a small gravel plant nearby, and it appears that he now has, or has applied for, control of the gravel, and if such control is placed in his hands the probabilities are that the material would cost at least $1 per cubic yard more than if the control of the gravel were given to the State Highway Commission. The State Land Board, he said, is still considering the matter but up to the present time is still insistent that the state pay eight cents per cubic yard for the material taken from this source; however, its definite decision will not be reached until a meeting scheduled to be held on April 29. The Chief Counsel pointed out that, according to the statutes, the State Highway Department is not required to pay a royalty for the material taken from navigable streams because such material is not being used for commercial purposes. This matter was discussed at some length during which the Engineer and the Chief Counsel were instructed to follow it through to conclusion with the State Land Board.

The Commission had under discussion the width of right of way to be acquired for the Gerking School-Holdman Junction Section of the Athena-Holdman Secondary Highway. The Engineer advised that the present right of way is 60 feet wide, which is sufficient for this type of road because it is merely local in character and will not carry heavy traffic except during the wheat-hauling season. He recalled that the Umatilla County Court, a number of years ago, stated its preference for a minimum-width right of way for secondary highways through wheat county because of the difficulties of controlling obnoxious weeds on uncultivated land and for the further reason that there would be a saving of grain-raising acreage to the wheat farmers. He recommended approval of a 60-foot right of way for this section. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. Neuner, presented to the Commission an offer from P. T. Hobbs, Portland, to purchase a small parcel of state-owned land along Interstate Avenue in Portland, which property lies outside the standard-width highway right of way and is described as portions of Lots 10, 11, 12, and 13 of Block 2, Kenton. Mr. Hobbs offers to pay $750 for this area without right of access to the highway from the property because he has such access from an adjoining tract. The Assistant Counsel advised that the property is appraised at $1,500. The Commission unanimously authorized the sale of the property to Mr. Hobbs for the sum of $1,500 without right of access to the highway; however, agreed to sell the property to Mr. Hobbs for the sum of $750, without access, provided he will relinquish his right of access to the highway from his adjoining property.

The Commission had under discussion a joint report and recommendation from the Engineer and the Chief Counsel relative to the adoption of a policy concerning the abandonment of sections or portions of old highway right of way which are no longer of value for state highway purposes by reason of highway relocation. (See letter directed to Oregon State Highway Commission dated April 17, 1947, in general files for details.) As a result of discussion the Commission approved the report and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, because of limited finance during the period of early highway construction locations of highways were approved which, while they then met and satisfied the needs of motor transports then in use, are now quite inadequate to serve the type and character of vehicles and the volume of traffic now using public highways in the transportation of persons and property; and

WHEREAS, the financial limits which then controlled in a large measure decisions of the Highway Commission with respect to grade, alignment and other location factors controlled likewise the counties on which the financial obligation to procure and make available necessary rights of way was by law then imposed and which limited funds often impelled the use of existing county roads which had not been located nor had rights of way therefor been obtained consistent with highway locations now required for motor traffic; and

WHEREAS, it is now and for some time has been the purpose and objective of the Commission to conform wherever and whenever advisable the system of state highway to and with modern standards, and to that end it is deemed by the Commission to be in public interest that when major reconstruction of an existing highway is undertaken the element and factor of location be given prior and appropriate consideration; and

WHEREAS, it is provided by Chapter 272, Oregon Laws 1943, that, whenever the Highway Commission relocates or realigns a state highway or a section or sections thereof and by reason of such relocation or realignment there is eliminated from the original route of the highway a section along which persons are residing or in connection with which a community is served, said eliminated section shall be maintained by the Commission at State expense or shall be maintained by the county or by the State and the county on such terms and conditions as may be agreed upon; and

WHEREAS, it is deemed in public interest that the Commission declare its policy with respect to the provisions of such contract as may be entered into between the State and a county in which such relocated highway is located and the obligations which should be assumed by the parties;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, a majority being present and affirmatively voting, as follows:

1. That when by reason of the relocation of a state highway or a section thereof there is eliminated from the relocated route a section upon which there are people living or there is a community served by said section or route, then said eliminated or abandoned section or sections shall be maintained at State expense by the State with the approval of the county court as a secondary highway, or by mutual agreement by the county involved and the State Highway Commission said abandoned or eliminated section may be taken over by the county and maintained as a county road, and the State shall select and adopt as a secondary highway a compensating mileage of county road.

2. Where the abandoned section or sections of said relocated highway are more or less minor in length and carry a small amount of traffic, then by agreement with the county said abandoned section or sections shall be taken over by the county and maintained as a county road.

3. That before action is taken by the Highway Commission with respect to any abandoned section or sections of a relocated state highway negotiations be opened with the county court for the purpose of working out and developing a mutual understanding and agreement, the prime purpose and objective of which agreement shall be the best interests of the State and the county involved.

4. That this resolution be entered in the minutes and records of the Commission as of April 23, 1947, and the Secretary of the Commission be instructed to mail to the county judge of each county court in the State or to the chairman of the board of county commissioners a certified copy of this resolution, and that the Secretary mail a like copy to the Public Roads Administration.

The Commission discussed matters pertaining to the ferry operation across the Columbia River between Astoria, Oregon, and Megler, Washington, including the question of renewing its contract with Babbidge & Holt for a period of one year, construction of a new ferry landing at the foot of 17th Street in Astoria, and the matter of renewing the fire and marine insurance now being carried on the ferry boats and landings.

With regard to the first item, the Engineer presented a letter from Babbidge & Holt stating their willingness to an extension of the present contract in accordance with its existing terms, and offering to reduce by five percent the amount of the gross monies that the state is required to pay them. The Engineer recommended acceptance of this offer and that the contract be extended for a one-year period subject to the deduction. The Commission approved the recommendation unanimously.

Concerning the construction of a new ferry landing at 17th and Commercial Streets in Astoria, the Engineer recalled details of his report to the Commission at the previous meeting on the need to acquire the Swanson property and to re-establish Mr. Swanson's business on an adjacent site in order to provide suitable accomodations for ferry patrons. Chairman Banfield expressed a desire to inspect the premises before taking final action in the matter, in view of which a decision was deferred until the next meeting.

Relative to the renewal of the fire and marine insurance now being carried on the ferry boats and the ferry landings, the Commission deferred its decision pending a report from the Engineer and the Chief Counsel as to the possibility of changing over the present insurance, which is written by

American companies, to that written by Lloyds of London. The Engineer was instructed to ascertain such information, together with information as to the cost of insurance written by Lloyds of London as compared with that written by American concerns. The Commission also authorized purchase of the new insurance through agents representing the Oregon Association of Insurance Agents.

The Commission had under consideration the application of Mr. M. R. Hanger, Portland, to operate an aerial tramway near the Columbia River Highway at Bonneville. The Engineer advised that investigation reveals that the tramway will neither extend over the highway nor encroach upon state highway property in any way, so the Highway Commission is not particularly concerned at the present time, although later on when the new highway is constructed at this point consideration will have to be given to the matter of providing access to the highway from the tramway terminal. In view of this report the Commission decided to take no action on the matter.

The Commission discussed briefly the matter of providing adequate office space for the State Highway Department in Salem but took no definite action thereon. It was agreed that Chairman Banfield would discuss the matter with Governor Earl Snell.

The Engineer submitted a written report on the cost of two projects in the City of Portland: (1) Channelization, paving, and signal installation in connection with the Jefferson-Columbia one-way street plan between S.W. 18th Street and Harbor Drive, exclusive of certain channelization and signal installation on Harbor Drive necessary in connection therewith, and (2) Signalization of 13 street intersections on Front Avenue and signalization of five intersections on Harbor Drive. He estimated the cost of the first of these projects at $78,660 and of the second at $43,266, for a total of $121,926. He advised that plans for these two improvements have been given very careful study by Mr. F. T. Fowler, Traffic Engineer of the City of Portland, who approves them from the city standpoint; and suggested, if the Commission also approves them, that he be authorized to negotiate with the City of Portland to pay half of the expense of construction. Following discussion the Commission unanimously approved the plans for the Jefferson-Columbia one-way street project and authorized the Engineer to negotiate a working agreement with the City of Portland covering payment of the expense on a 50-50 basis. The Commission definitely decided not to approve the plans of the Front Avenue-Harbor Drive project.

The Engineer also reported that, as ordered by the Commission at the previous meeting, a thorough search has been made of the Highway Department's records in Salem to ascertain whether or not the Commission at any previous time made a definite commitment to continue the improvement of the Umpqua Highway east from the City of Reedsport and that no record of such commitment can be found. The Secretary was instructed to convey such information to the delegation which appeared before the Commission at a previous meeting regarding this subject.

The Engineer reported on the request of a group of farmers residing in the Powell Butte District east of Bend for the improvement of the Powell Butte Secondary Highway from its junction with the Ochoco Highway southerly a distance of about six miles. He estimated the cost to oil the northerly three-mile portion at approximately $35,000 and to oil the entire unit at about $65,000. He pointed out that this work is not included in the construction program and no funds are immediately available for it. Chairman Banfield gave as his thought that the Commission should not make commitments for future work, except for projects of an emergency nature, until it knows how much money is going to be available for construction purposes and to match Federal Aid monies. Commissioner Schaupp concurred, whereupon the Commission voted unanimously not to approve this project.

The Engineer also reported on the request of Mr. Max Rosen for permission to fill in and landscape a small area of state highway right of way in front of his establishment known as "Fireside Dinners" which is located on the easterly side of US99E, a short distance south of the town of Milwaukie. He presented sketches prepared by the State Parks Department showing a suggested plan and recommended approval of the request if Mr. Rosen is willing to provide an improvement in accordance therewith. The Commission approved the recommendation and ordered that the matter be covered by appropriate agreement.

The Engineer requested authority to spend about $15,000 for riprap work at the north end of the Santiam River Bridge and at the overflow trestle, known as No. 7, south of this river. He advised that the riprap is urgently needed to protect the embankments at these locations before the next flood season to avoid damage to the highway by the flood waters. He recommended approval of the request and that the work be done under contract, since the contractor for the bridge construction is not interested in the project. The Commission approved the recommendation.

A letter was presented from the City of Medford inquiring as to the possibility of securing state aid in repairing city streets that are used by heavy truck traffic. The Commission considered this strictly a city obligation and thereupon decided not to contribute state funds thereto.

The Engineer reported a request from the City of Sandy for the improvement of the old route of the Eagle Creek-Sandy Secondary Highway within the city limits of Sandy, the maintenance of which will become an obligation of the city when construction of the new route is completed. He advised that the section referred to is 0.3 mile in length and at present is gravel surfaced. He estimated the cost to oil the section at $1,375, of which amount, he said, the city has stated a willingness to pay $837.50, which would leave a balance of $537.50 to be paid by the state. The volume of traffic that will use the road, he said, is sufficient to justify the expenditure, and he recommended approval of the project on the basis of the aforementioned cooperative set up, the work to be done by the state's contractor on the new route. The Commission approved the recommendation unanimously.

The Commission discussed a letter from the Engineer dated April 15, 1947, regarding the Commission's cooperative agreement with the U.S. Reclamation Service covering construction of four bridges over the North Unit, Main Line Canal, on The Dalles-California Highway in Jefferson County. According to this report three of the bridges have been constructed, but the fourth is located on a section of highway which is planned for reconstruction but for which no contract has been awarded. In view of the circumstances, the Reclamation Service is now asking the state to build this fourth bridge and has agreed to reimburse the state for one-half of the cost involved pursuant to the terms of the aforementioned agreement. The Engineer advised that this bridge is located on the Juniper Butte-Crooked River Section of The Dalles-California Highway, which is scheduled for construction during the third postwar year. He recommended approval of the Reclamation Service's request and that he be authorized to include this bridge construction in the contract for the highway work, inasmuch as it does not alter or change the state's obligation under the existing agreement. The Commission approved the recommendation unanimously and so ordered.

Communications were presented from Eastern Oregon College of Education and others requesting that the Anthony Lake road leading to the Anthony Lake winter recreational area, in Baker County, be kept open during the winter season for the benefit of winter sports enthusiasts. The Commission discussed this matter briefly but deferred action pending a conference with a delegation from the City of Baker which is scheduled to appear before the Commission on the following day.

The Engineer reported a request from the City of Hillsboro for action as may be necessary to eliminate a traffic hazard which the city alleges exists at the intersection of Tenth Street and Baseline Street on the Tualatin Valley Highway near the east city limits of Hillsboro. He advised that this matter has been investigated by the acting Traffic Engineer who recommends the installation of a traffic island and appropriate signs, all of which is estimated to cost about $1,550. He stated his concurrence in this recommendation. The Commission approved the recommendation unanimously.

The Secretary presented a letter from Captain C. T. Smith, owner of The Dalles Ferry Company, The Dalles, advising that he has completed a new concrete landing for the Maryhill Ferry, with a roadway connecting this landing with the old one, and inquiring whether or not the State Highway Department is sufficiently interested to hard-surface the new roadway. The Commission considered this a personal responsibility of Captain Smith and decided not to join in the expense.

Communications were presented from Mr. Owen T. Coffin, Publisher, Wallowa County Chieftain; Mr. Curtis E. Gould, Superintendent of Joseph Public Schools; Mr. Byron L. Henry, Publisher, The Herald, Joseph; and members of the Joseph High School Student Body, in each of which the State Highway Commission is requested to construct additional guard fence along the Minam Hill Grade Section of the Wallowa Lake Highway in order to provide greater safety for traffic and to minimize the occurence of accidents. The Engineer advised that,

in conformity with instructions previously given him by the Commission, additional sight posts with reflector buttons have been installed on this section which should serve the purpose. Chairman Banfield gave as his belief that all the Commission can do is to make certain that everything has been done to make this highway reasonably safe for the traveling public. Commissioner Schaupp concurred, whereupon the Engineer was instructed to personally investigate the matter and to do that which, in his estimation, is necessary to make this section of highway reasonably safe for public travel.

Letters were also presented from Mr. Owen T. Coffin, Publisher, Wallowa County Chieftain, and from the Joseph Chamber of Commerce, inquiring when the Highway Commission expects to complete construction of the remaining section of the Enterprise-Lewiston Highway at the Washington State Line. The Engineer advised that the grading of this section, which is estimated to cost about $150,000, is a Forest Highway Project under jurisdiction of the Public Roads Administration and that construction is being delayed because of failure of the Federal Government to provide funds to finance it. He pointed out that the state is obligated to surface the section, and suggested that it might be advisable, under the circumstances, for the state to finance the grading work with state money in order to expedite completion of this remaining link, inasmuch as construction of the Washington section now is under way. The question arose whether or not the Federal Government would give the state credit on some other job for state funds expended for the grading work. Mr. T. H. Davis, District Engineer of the Public Roads Administration, who was present, agreed to look into the matter. Chairman Banfield expressed himself in favor of using state funds to finance the grading work if such credit can be obtained from the Federal Government. He further stated that he has discussed the matter with Commissioner Chandler, who is of the same belief. Commissioner Schaupp expressed his approval on such basis, making the decision unanimous. (Discussion of this matter was resumed later in the day when Mr. W. H. Lynch, Division Engineer, Public Roads Administration, was present. Mr. Lynch agreed to recommend to his superiors a revision in the Forest Highway Program to provide for the grading work to be done by the state and the surfacing work by the Federal Government. He agreed to send the Commission a letter to that effect. Such letter was presented on the following day. The Commission accepted it and authorized the Engineer to advertise the grading work as a state-financed project for bids to be received at the earliest possible time.)

The Engineer reported that the following cities and town have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds which they received in 1947 from 1946 State Highway revenues:

Adams	Drain	Moro
Aurora	Grass Valley	Ontario
Barlow	Lakeview	Philomath
Brownsville	Maupin	Sublimity

He also reported that the plans proposed by the cities for improvements to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission

approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Adams	$ 338.95
Aurora	487.36
Barlow	104.29
Brownsville	1,925.39
Drain	1,197.35
Grass Valley	409.15
Lakeview	4,945.85
Maupin	535.50
Moro	619.74
Ontario	7,121.94
Philomath	1,756.92
Sublimity	561.57

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Adams - College Street

Aurora - 2nd Street, 3rd Street, 4th Street, Bobs Avenue, Main Street, Liberty Street, unnamed street leading from Liberty Street to the east city limits

Barlow - Main Street, Second Street, Maple Street and First Street

Brownsville - All city streets

Drain - Main Street North, East Hedrick Creek Street, "A" Street, 3rd Street, Elder Street, Payton Street, Date Street,

Grass Valley - Market Street, 2nd Street

Lakeview – "E" Street South, South Street, Third Street South, Fourth Street South, "H " Street, First Street North, Second Street North

Maupin – Grant Avenue, Dufur Avenue, 4th Street, 5th Street, 6th Street

Moro – First Street, Scott Street, Bidwell Street

Ontario – All uncoiled city streets

Philomath – "A" Street, "B" Street, "C" Street, "D" Street, "E" Street, "F" Street, "G" Street, "H" Street, "I" Street, "J" Street, "K" Street, "L" Street, "M" Street, "N" Street, North Street, College Street, South Street, 2nd Street South, 1st Street South, 3rd Street South, also unnamed streets as shown on map attached to Form 3

Sublimity – Broadway Street and unnamed streets as shown on map attached to Form 2

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of April, 1947.

The Commission also approved the plans of the towns of Bonanza, Granite, and Haines for the expenditure of State Tax Street Funds which they received in 1946 from 1945 State Highway revenues upon advice from the Engineer that these towns have satisfied the legal requirements and that the plans have been examined and found satisfactory. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Bonanza	$ 349.97
Granite	129.17
Haines	566.26

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Bonanza – North Street, Market Street

Granite – Main Street, Center Street

Haines – Ash Street, Fifth Street, Cole Street, Wilcox Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of April, 1947.

---

23 1947

Letters were presented from the City of Silverton requesting state aid in the repair of a portion of North Second Street, Silverton, which is being damaged by log-hauling traffic and further requesting state cooperation in providing a direct route for log-hauling traffic from the Victor Point district through Silverton that will avoid congested streets in the central part of the town. The Commission unanimously authorized an expenditure of a maximum sum of $2,500 in cooperation with the City of Silverton on this project.

The Commission discussed and deferred for future consideration a request from the City of Salem for the installation of traffic signals on North Capitol Street (Pacific Highway East) at intersections with three city streets — "D" Street, Market Street, and Fairgrounds Road — the cost, which is estimated at $10,000, to be shared equally by the city and the state. The Commission ordered an analysis and report on the subject.

The Engineer reported that, in conformity with authority previously granted him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission at its meetings on February 4 and on March 24 and 25, 1947, the conditions of the awards having been satisfied:

Construction of the Eagle Creek-Sandy Section of the Woodburn-Sandy Secondary Highway, Clackamas County; bids received February 4, contract awarded March 27, 1947, to R. A. Heintz - Construction, low bidder

Surfacing and oiling the Spitzenberg-Scappoose Section of the Pittsburg-Scappoose County Road, Columbia County; bids received March 24, contract awarded April 2, 1947, to J. N. & M. J. Conley, low bidder

Grading and paving the Ashland Section of the Pacific Highway, Jackson County; bids received March 24, contract awarded April 1, 1947, to Albert W. Denton, low bidder

Grading, paving, and construction of two overcrossing structures on the Barnes Road-Multnomah County Line Section of the Sunset Highway, Washington County; bids received March 25, contract awarded April 12, 1947, to Porter W. Yett, low bidder

Grading, surfacing, and construction of a bridge on the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road, in Multnomah and Washington Counties; bids received March 25, contract awarded April 7, 1947, to K. F. Jacobsen Co., Inc., low bidder

Umatilla River Dike Project adjacent to the Boardman-Stanfield Highway near Stanfield, Umatilla County; bids received March 24, contract awarded April 19, 1947, to Loran Petro, low bidder

Hydraulic-dredged embankment on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County; bids received March 24, contract awarded April 22, 1947, to Hydraulic Dredging Co., Ltd., low bidder

Rock toe, rock slope protection, roadbed topping, top-soiling and seeding on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County; bids received March 25, contract awarded April 22, 1947, to J. N. & M. J. Conley, low bidder

Construction of concrete bridge over O.W.RR & N. Co. tracks at Bridal Veil on the Columbia River Highway, in Multnomah County; bids received March 25, contract awarded April 22, 1947, to Guy F. Atkinson Co., the only bidder

Painting Yaquina Bay Bridge on the Oregon Coast Highway, in Lincoln County; bids received March 24, contract awarded April 7, 1947, to L. E. Snell, second low bidder

In connection with the contract for painting the Yaquina Bay Bridge, the Engineer explained that the Commission originally awarded this contract to Pacific Bridge Painting Company, the low bidder, at $14,148.75, but this contractor refused to accept the contract because the bid was far below those of the other bidders, and they preferred to pay the amount of the proposal bond, which was $707.44, rather than to stand the chance of losing several thousand dollars by accepting the contract. The re-award of the contract to Mr. Snell, he said, was upon telephonic authority granted by the Commission.

The Commission by unanimous vote confirmed the awards as reported.

The Commission had under consideration approval of location surveys as follows which were reported by the Engineer as completed:

South approach to City of Corvallis, Benton County

East Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway, Gilliam County

Miles Bridge-Baker Section of the Medical Springs Secondary Highway, Baker County

Gunnell Road-Robertson Bridge Section of the Rogue River Loop Secondary Highway, Josephine County

Crane-Princeton Section of the Diamond Valley Secondary Highway, Harney County

Gerking School-Holdman Junction Section of the Athena-Holdman Secondary Highway, Umatilla County

Mill Creek Section of the Pacific Highway in Eugene, Lane County

Each of said surveys was discussed at length, and the following action was taken:

(1) The Commission deferred approval of the survey for the Gunnell Road-Robertson Bridge Section of the Rogue River Loop Secondary Highway, in Josephine County, pending investigation by the Engineer to determine whether or not a house which is located on the alignment can be avoided.

(2) The Commission approved the survey of the Mill Creek Section of the Pacific Highway in Eugene, Lane County, on the condition that the state will in no way be obligated to contribute toward the construction of this project an amount in excess of that stated in its agreement with Lane County and the City of Eugene dated December 31, 1946.

(3) The Commission ordered hereafter that in submitting his recommendation to the Commission the Engineer shall state whether or not the survey is for a project that is included in the approved construction program and if so to state the year in which it is programmed for undertaking and the amount authorized to finance the work.

The remaining surveys were approved by the Commission without qualification. The following resolutions with regard thereto were adopted by the Commission by unanimous vote:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of each of the following sections of state highways, to wit:

South approach to the City of Corvallis, Benton County

East Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway, Gilliam County

Miles Bridge-Baker Section of the Medical Springs Secondary Highway, Baker County

Crane-Princeton Section of the Diamond Valley Secondary Highway, Harney County

Gerking School-Holdman Junction Section of the Athena-Holdman Secondary Highway, Umatilla County,

and in connection therewith to prepare maps showing the route and location of said sections of highways and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the surveys of the above-mentioned sections of state highways, together with the maps, which for identification purposes bear the map file Nos. 5B-25-11, 6B-23-1, 6B-19-(11, 12, 13, & 14), 6B-19-8, and 6B-16-(17, 18, & 19), respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of April, 1947.

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the Mill Creek Section of the Pacific Highway in Eugene, Lane County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting as follows:

1. That the survey of the above-mentioned section of state highway, together with the map, which for identification purposes bears the map file No. 1H-5-7, field notes and other engineering data submitted

by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey and route shall in no wise alter the provisions of the project agreement heretofore executed by the State, Lane County, and the City of Eugene covering the highway-road-street project, which agreement bears the date December 31, 1946.

4. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of April, 1947.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Archie R. Averill, Contract No. 2802, for the construction of a bridge on the Pacific Highway at Junction City, requested an additional extension of time of 30 days, from April 1 to May 1, 1947, within which to complete this job. He gave as his reason for requesting the extension of time that more drying weather is needed for painting the handrail on the structure. The Engineer advised that the structure was completed within the time allowed under the previously-extended time limit, with the exception of painting the handrails which could not be done until suitable weather prevailed. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously, not, however, for the reasons given by the contractor.

Harr & Horton, Contract No. 2841, for pavement widening on the Forest Grove Section of the Wilson River and Nehalem Secondary Highways, in Washington County, requested an additional extension of time of 90 days, from December 31, 1946, to March 31, 1947, within which to complete this job. They alleged that they were unable to complete the project within the previously-extended time limit because of adverse weather conditions. The Engineer advised that the reason given by the contractor for failure to complete the project within the previously-extended time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously, not, however on the basis of the contractor's statement.

The Engineer reported that Contracts Nos. 2794, 2808, 2826, 2841, and 2862 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2794, with W. R. Grasle Company, for lighting on the Interstate Bridge between Portland, Oregon, and Vancouver, Washington; completed March 24, 1947;

Contract No. 2808, with Archie R. Averill, for construction of a bridge at Junction City on the Pacific Highway, in Lane County; completed April 11, 1947;

Contract No. 2826, with Porter W. Yett, for pavement widening on the West Gresham Section of the Mt. Hood Highway, in Multnomah County; completed March 31, 1947;

Contract No. 2841, with Harr & Horton, for pavement widening on the Forest Grove (Main Street and College Way) Section of the Nehalem Secondary Highway, in Washington County; completed March 31, 1947;

Contract No. 2862, with A. H. Saxton & Sons, for furnishing crushed rock in stockpiles on the Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway, in Columbia County; completed March 15, 1947.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission had under consideration a request from the County Court of Wasco County that the old bridge over Buck Hollow Creek on the Sherars Bridge Secondary Highway be given to the county for re-establishment on a county road when the new bridge at this point has been built. The Engineer advised that this is a light steel structure with a roadway width of only 15 feet, and that there is no place on the State Highway System where it can be used. He recommended that the bridge be given to the county without charge on the condition that the county will pay all costs of loading and transporting it. The Commission approved the recommendation by unanimous vote.

The Engineer presented a similar request from the Baker County Court that the old bridge over the Powder River known as "Love" Bridge" on the Baker-Homestead Highway be given to the county for re-establishment on a county road. He advised that this structure also is of light steel construction with a roadway width of 15 feet one inch and was designed originally for approximately a ten-ton load; also, that there is no place in the State Highway System where it can be used. He recommended that the structure be given to the county without charge subject to the condition that the county will pay all costs of loading, moving, and otherwise handling the structure after it has been dismantled by the state's contractor on the new bridge. The Commission approved the recommendation unanimously.

Consideration was given by the Commission to the establishment of a "no parking at any time" zone on each side of the Pacific Highway East opposite the Rex Wrecking Yard and Auction Mart south of the town of Hubbard, Marion County. The Engineer advised that a serious traffic hazard exists at this location when activities are under way at the Auction Mart, particularly on Sundays when traffic on the highway amounts to as many as 8,500 vehicles, and the records show that 12 accidents have already occurred along this section. He recommended that parking be prohibited on both sides of the highway between Mile Post 31.64, at a place known as Playmore Park, southerly to Mile Post 31.91, a short distance south of the Auction Mart. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Pacific Highway East is one of the major state highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that a short distance outside the corporate limits of the City of Hubbard there is maintained an auto wrecking yard and an auction mart on real property abutting on said highway, which establishments on certain days of the week are patronized by a large number of people, many of whom park their cars within the right of way limits of said highway and leave said cars so parked for extended periods of time; and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Commission a hazard not only to through traffic but to the owners and occupants of the parked cars is created; and

WHEREAS, in the opinion of the Commission public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of motor vehicles along the Pacific Highway East between Engineer's Station 940+90.3 and Engineer's Station 926+50.3 south of the City of Hubbard, in Marion County, Oregon, creates a hazard not only to through traffic but to persons owning and using said parked cars.

2. That in the opinion of the Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of cars and at the same time provide the degree of safety and convenience which in the opinion of the Commission should be provided the motoring public.

3. That the parking of motor vehicles on the right of way of said highway within said terminibe and the same hereby is prohibited.

4. That the Engineer be and he hereby is instructed to erect at the said termini, and at such points between said termini as in the judgment of the Engineer are necessary to accomplish the purpose of this resolution and the action of the Commission as here declared, "no parking at any time" signs.

5. That a copy of this resolution be sent to the owners and operators of said auto wrecking yard and said auction mart, and that a like copy be mailed to the Superintendent of State Police.

6. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of April, 1947.

The Commission also considered the establishment of a "no parking" zone on each side of the Sundial Secondary Highway between Mile Post 0.57 and Mile Post 0.60 where airplanes cross in taking off and landing at the Troutdale Airport. The Commission decided unanimously not to establish such a zone at this place because there is no apparent highway hazard at this point and there is a question if the Commission has authority to prohibit parking of automobiles along the highway for the accomodation of low-flying planes. The Engineer and the Chief Counsel were instructed to ascertain what rights, if any, the aeronautical authorities have to control traffic at such locations.

The Engineer reported that the Alsea-Deadwood Secondary Highway No. 201, in Lane County, is now in such condition that the six-ton load limit which has been in effect on a portion of this road for some time no longer is required. He recommended, in view thereof, that the Commission take appropriate action to restore the legal load limit on this road. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, on the 4th day of February, 1947, at a meeting of the Oregon State Highway Commission, all members being present and participating, the said Commission passed and adopted a resolution reducing the maximum load limit on the following highways:

ALSEA STATE HIGHWAY NO. 27 from M.P. 7.50 to M.P. 28.08; ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201 from M.P. 0.00 to M.P. 19.45; RICHARDSON-EUGENE SECONDARY STATE HIGHWAY NO. 220 from M.P. 11.94 to M.P. 36.57; McKENZIE STATE HIGHWAY NO. 15 from M.P. 12.00 to M.P. 55.00; HOOD RIVER SECONDARY STATE HIGHWAY NO. 281 from M.P. 11.72 to M.P. 17.80.

and

WHEREAS, on March 25, the said Commission rescinded and cancelled its action reducing the permissible load limit on the said highways except on

"that portion of the ALSEA-DEADWOOD SECONDARY HIGHWAY NO. 201 lying between M.P. 10.00 and M.P. 19.45, where the six (6) ton load limit ordered on February 4, 1947, shall be continued in effect,"

and

WHEREAS, subsequent to the passage of the said resolutions conditions have changed and the Commission now finds it no longer necessary or desirable to maintain the reduced load limit set out in the said resolutions for the section of the ALSEA-DEADWOOD SECONDARY HIGHWAY NO. 201 between M.P. 10.00 and M.P. 19.45.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the permissible load limit on this section of highway be and hereby is rescinded and cancelled and the maximum load limit permissible on the said section of highway hereafter shall be the maximum limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished to the county clerk of Lane County in which the said section of highway is located and to the Superintendent of the Department of State Police for his information.

Dated this 23rd day of April, 1947.

The Engineer reported that the plans for the proposed bridge across the Skipanon River on the Warrenton Secondary Highway, in Warrenton, are completed. He requested authority to present the plans to the U.S. War

Department for approval, such approval being required before the contract for construction of a new bridge can be awarded. The Commission approved the request by unanimous vote.

The Commission discussed the setting of a date for its next regular meeting and decided to hold such meeting in Portland on Wednesday and Thursday, May 14 and 15, 1947. The Commission also tentatively set Monday and Tuesday, June 16 and 17, for its regular meeting in June. The Secretary was instructed to make the usual arrangements for a place to hold these meetings.

The Commission had under discussion the re-appointment of Mr. M. R. Chessman, Astoria, former State Highway Commissioner, as a member of the Travel and Information Advisory Committee, of which Committee he formerly was a member. The Secretary was instructed to ascertain whether or not Mr. Chessman would accept such appointment.

The Commission had under discussion the written report of the Engineer dated February 27, 1947, on the Cottonwood Grade Sections of the Wasco-Heppner Secondary Highway, particularly the cost to improve the West Cottonwood Grade to provide reasonable safety for a number of years. The Engineer estimated that such a project, consisting of the improvement of a 16-foot roadbed on the present highway alignment with some wider sections at sharp turns and with passing zones every 400 or 500 feet, would cost about $50,000. The Commission unanimously approved the expenditure of such sum for this purpose with the understanding that the work will be done as a minor betterment project. (See Engineer's report, in general files, for details.)

The Commission also discussed the Engineer's written report dated March 10, 1947, on the request of Douglas County for state aid in the construction of a new bridge over Little River on the North Umpqua County Road, Douglas County. The Engineer estimated that the new structure would cost about $75,000, including the widening of the approach embankments, and advised that Douglas County has agreed to pay half of this expense, which would leave a balance of $37,500 to be paid by the state. He recommended approval of the County's request provided the County will agree in writing to pay half of the cost involved. The Commission approved the recommendation unanimously.

There was presented to the Commission an "Option for Cooperative Construction Project" in the City of Lebanon, being a proposal of the city for the improvement of Main Street (Santiam Highway) between Elmor Street and the crossing of the Lebanon-Santiam Canal about 140 feet south of the south city limits of Lebanon, also for the improvement of Park Street with connections to Main Street. The Engineer advised that the arrangement provides for the designation of Park Street as a one-way street for northbound traffic and for the designation of Main Street as a one-way street for southbound traffic. He submitted for the Commission's consideration a copy of the proposed arrangement bearing the signatures of the Mayor and the City Recorder of the City of Lebanon and advised that the estimated cost of the project is $125,000, of which amount the City will contribute $13,000, leaving a balance of $112,000 to be paid with state funds. He recommended approval of the arrangement and that he

be authorized to advertise the project for bids at the earliest opportunity in order to insure that the work will be completed this year. As a result of discussion, the Commission approved the arrangement and authorized the Engineer to proceed with the construction of the project in conformity therewith. The Secretary was authorized to accept the City's offer on behalf of the Commission.

The Commission considered as an item of unfinished business the adoption of a permanent location for the Columbia River Highway through the City of Hood River. The Chief Counsel advised that the County Court of Hood River County and the City Council of Hood River have satisfied the Commission's requirements with respect to such location. The Engineer advised that it is his intention to consult with the county and city officials in the near future with respect to the location. In view thereof, the Commission deferred action pending the Engineer's report on the subject.

The Engineer reported the results of further investigation and studies of the Bellevue-Hopewell Secondary Highway between Amity and Hopewell, the improvement of which was requested by a delegation from Amity on February 4, 1947. He recommended the improvement, which is estimated to cost about $25,000. The Commission approved the expenditure by unanimous vote and ordered the work performed as a minor betterment project.

The Commission had under consideration a request from the Pacific Telephone and Telegraph Company to purchase two tracts of state-owned land situate adjacent to the Pacific Highway, one being located near Wolf Creek, in Josephine County, and the other near the town of Talent, Jackson County, which properties the Company needs in connection with construction of a coaxial cable which it is installing between Portland and San Francisco. The Engineer recommended the sale of the entire tract at the Wolf Creek site for the sum of $25 but only the back part of the tract at the site near Talent for the sum of $150 without access to the highway. He explained that the latter tract is situate in the wye connection between the Pacific Highway and a county road and that the area at the apex will be needed at some future time in order to provide a proper highway connection. The Chief Counsel concurred in the recommendation and explained that the Company will spend about $50,000 at each site for building construction and its equipment installation. The Commission authorized the sale of the property as recommended.

The Commission had under discussion a written report from the Engineer dated March 20, 1947, regarding a proposed revision of the Wasco-Heppner Secondary State Highway west from the town of Condon, Gilliam County, and a report from the Assistant Counsel as to the cost of the right of way on the proposed new alignment as compared with the cost of right of way along the route of the survey that was approved by the Commission on October 29, 1946. The Assistant Counsel advised that Senator E. R. Fatland and Mr. R. A. Meyers, who objected to the alignment of the location previously adopted, are satisfied with the new location; moreover, all the other property owners along the route are satisfied with the new line, which avoids one railroad grade crossing. The right of way on the route, he said, will cost less than

$12,000 and is practically the same on both lines. The Engineer advised that there is very little difference in the cost of construction. He recommended approval of the new location. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the Hay Creek-Condon Section of the Wasco-Heppner Secondary Highway, in Gilliam County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, map and other engineering data, it is the judgment of the Commission that the same should be approved and filed; and

WHEREAS, after further consideration the Commission has determined that the route indicated on the field survey as Route "B" is a more feasible route and is so planned as to be more compatible with public good and does less private injury than the route designated thereon as Route "A";

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of members being present and affirmatively voting as follows:

1. That the survey of the Hay Creek-Condon Section of the Wasco-Heppner Secondary Highway, in Gilliam County, together with the map, which for identification purposes bears the map file No. 6B-21-8, field notes and other engineering data submitted by the Engineer hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said "B" line survey and location unless otherwise directed or ordered by the Commission.

3. That the previous location adopted by the Commission on October 29, 1946, by resolution, and herein referred to as Route "A", be and the same hereby is abandoned and said resolution and action by the Commission be and the same hereby is rescinded.

4. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of April, 1947.

Commissioner Schaupp reported on the question of width of right of way to be acquired for the Klamath Falls-Merrill Section of the Klamath Falls-Malin Highway in the vicinity of the USRS Canal crossing, which was referred to him and the Engineer at the previous meeting for recommendation. He advised that nothing less than right of way 80 feet wide should be acquired for this section, and he so recommended. The Engineer concurred in the recommendation. The recommendation was approved by Chairman Banfield, and it was so ordered.

Commissioner Schaupp also recommended a 60-foot wide right of way for the Midland-Mac's Store Section of the Lower Klamath Lake Secondary Highway, which matter also was referred to him and the Engineer at the previous meeting for recommendation. The Engineer concurred in the recommendation. Chairman Banfield approved the recommendation and it was so ordered.

The question of installing continuous lines of sight posts with reflector buttons on mountain grades as a general proposition to aid in the prevention of accidents was discussed briefly by the Commission. The Engineer recalled that he was instructed at the previous meeting to ascertain how other states handle situations of this kind, but he is not ready to report on the matter.

In this connection the matter of installing additional facilities on the Minam Hill Grade Section of the Wallowa Lake Highway was mentioned. The Engineer was instructed to personally investigate this matter and to take action as he may consider necessary to make the grade reasonably safe for traffic.

The Commission discussed adoption of a minor betterment program for footpath and sidewalk construction. Action thereon was deferred until the next meeting of the Commission. The Engineer was instructed to present at that time a list of projects that have been requested, which projects are to be outside the limits of incorporated cities and towns.

The Chief Counsel reported a request from Mr. J. H. Massey, Waldport, for permission to remove sand from the ocean beach south of the town of Yachats. He advised that the 1947 Legislature enacted a law with respect to use of the ocean beach will not become effective until some time in July. It was the thought of the Commission that action on this matter should be deferred until that time, and it was so ordered.

The Engineer reported on the log-hauling violations of the Coos Bay Lumber Company which was referred to him at the previous meeting to ascertain the locality in which the overweight loads originated. He advised that the Company's two principal operations are on Bone Mountain, adjacent to the Coos Bay-Roseburg Highway, and a location adjacent to the Oregon Coast Highway about four miles south of Bandon. The logs from the first-mentioned operation, he said, enter the Coos Bay-Roseburg Highway at a point about four miles east of the town of Remote and are truck-hauled to Coquille and are weighed on the scales at Myrtle Point enroute. Logs from the other operation enter

the Oregon Coast Highway about four miles south of Bandon and are truck-hauled to Coquille, being weighed at the Bandon scales enroute. He further stated that a review of the operations of this Company reveals that its experience rating for 1945 and 1946 was slightly below the state average and is satisfactory, although during the months of January and February 1947 violations increased, particularly with regard to the loads coming from the Bone Mountain area. Since February, he said, the Company's operations have been normal, in view of which he recommended that no penalty be imposed on the Company for the violations during the first two months of this year. The Commission approved the recommendation and so ordered.

A letter from County Commissioner R. W. Arens, Hood River County, requesting information concerning the plans of the Highway Commission for further development of the Columbia River Highway east of Portland was brought up for discussion, but action thereon was deferred pending a report from the Engineer, who was instructed to discuss the matter personally with Mr. Arens when he makes his visit to Hood River in the near future.

The Chief Counsel presented an application from a Mr. Charles A. Peters to purchase certain state-owned property lying between the old and new rights of way of the Lower Columbia River Highway a short distance south of the town of Scappoose. The matter was referred by the Commission to the Engineer for investigation and report. The thought was expressed, however, that it would be satisfactory to sell this property to Mr. Peters if it is of no value for state highway purposes.

The Secretary presented a resolution from the Gold Beach City Council whereby the City Council approves the plans of the State Highway Commission for improvement of the Oregon Coast Highway through their city and assures the Commission and its engineers that the Council will help, aid, and assist in every way possible to realize this improvement. The Chief Counsel advised that the controversy which existed between the people of this town regarding right of way has been settled, so this project can go forward as soon as the plans are ready and right of way matters disposed of. The Commission expressed satisfaction with the resolution and ordered that this project be expedited as much as possible.

A letter was presented from Mr. Asa W. Battles, County Judge of Crook County, Prineville, urging that the construction of the Marks Creek Section of the Ochoco Highway be expedited. The Secretary was instructed to inform Judge Battles of the status of highway finances and to bring to his attention that this project is in the Forest Highway Postway Program which is being delayed because Congress has not authorized funds to finance it, but the Commission expects the work to proceed as soon as funds are made available. The Commission also ordered that a similar letter be sent to the county courts of all of the counties, giving them the same general information and further stating that the State Highway Commission is not in position to advance state funds, so projects involving Federal aid must be deferred until Federal funds are released.

The Chief Counsel requested authority to attend a meeting of the Right of Way Committee of the American Association of State Highway Officials which is to be held in Chicago during May 7, 8, and 9, 1947. He advised that this is an important meeting and the expenses incident to his attendance will be paid by the Association. The Commission approved the request unanimously.

In this connection the Engineer advised that a meeting of the Executive Committee of the American Association of State Highway Officials, of which he is a member, is scheduled to be held in Washington, D. C. on June 24 and 25, 1947. He requested authority to attend this meeting at state expense. The Commission approved the request subject to concurrence by Governor Snell.

The Commission had under discussion the adoption of a policy with respect to the issuance of permits for the trimming of trees and shrubbery along state highway rights of way as is required in connection with the maintenance of public utility pole lines. The Engineer explained a procedure recommended by the State Parks Superintendent and advised that it has been studied and approved by the Chief Counsel as to legality, by the Commission's Secretary who is in charge of the issuance of permits, by the Maintenance Engineer, and by two Division Engineers. The Chief Counsel advised that Mr. Allan A. Smith, attorney for the Mountain States Power Company, Albany, has studied the procedure and has expressed himself as being perfectly satisfied with it. The Engineer exhibited specimen forms, as follows: (1) Application for Permit for Trimming of Trees for Utility Line Maintenance, (2) Permit for Trimming of Trees for Utility Line Maintenance, containing conditions and regulations, and (3) draft of a letter directed to all public utility companies requesting cooperation in carrying out the procedure. Following discussion the Commission voted unanimously approving the procedure as outlined on the condition that it meets with the approval of the utility companies. The District Maintenance Superintendents throughout the state were authorized to sign the permits on behalf of the Commission.

The Assistant Counsel, Mr. Neuner, brought up for discussion a right of way matter along the Oregon Coast Highway at Depoe Bay. It appears that the Sunset Investment Company, which owns property on the east side of the highway opposite Block 4 of Breakers Addition, has deeded to private parties portions of its holdings fronting on the highway, including a strip of highway right of way ten feet wide along this frontage, and in order to clarify the situation the Company has stated its willingness to quitclaim its title to this ten-foot strip if the Highway Commission will deed to the Company the area within the segment of the curve opposite Blocks 6 and 8 of Breakers Addition, which is located a short distance south of the other location, such segment to be outside the area included in a right of way 70 feet wide. He recommended approval of the transaction in order to clear up the difficulty and to provide a uniform-width right of way around the aforementioned curve. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the bids received by the Public Roads Administration for the construction of the Niagara-Detroit

Section of the North Santiam Highway. He advised that this project is divided in four units and that it has been advertised for bids on two different occasions, five bids being received the second time. The low bid, he said, is satisfactory, although for an amount considerably in excess of the original estimate and will require a contribution by the state of about $150,000 more than was originally anticipated, or a total of $450,000. He inquired as to the wishes of the Commission with respect thereto. Mr. W. H. Lynch, Division Engineer, Public Roads Administration, was present and advised that the Public Roads Administration is ready to award the contract for the three units as soon as approval of the award has been given by his superiors in Washington, D. C., but the fourth unit will have to wait until Congress provides additional funds; further, that they will then need the $300,000 that the state agreed to contribute under the original arrangement. He pointed out that if the Commission approves the additional contribution of $150,000, it would require a modification of the original agreement. Chairman Banfield stated that he is agreeable to the state contributing the additional $150,000; further, that he has discussed the matter with Commissioner Chandler, who also approved payment of the extra amount. Commissioner Schaupp concurred, making the decision unanimous. The Engineer was thereupon instructed to convey such information to Mr. Lynch by letter.

The Commission also discussed with Mr. Lynch, matters pertaining to the completion of the Forest Highway project on the Enterprise-Lewiston Highway, in Wallowa County. Chairman Banfield briefly outlined the action taken by the Commission previously at this meeting whereby the Commission agreed to perform the grading work as a state-financed project if the Federal Government would contribute Forest Highway funds in an equal amount for other work. Mr. Lynch explained that the Forest Highway Program contains an item of $150,000 for grading this section, but work cannot proceed until Federal funds are released. He gave as his thought that the original program could be modified to provide that the state would do the grading work and the Public Roads Administration the surfacing because the probabilities are that additional Forest Highway funds will be available when needed for the surfacing work. In the further discussion of the matter Chairman Banfield stated that all the Commission is asking is that the Federal Government authorize an expenditure for surfacing equal to that which the Commission will spend for the grading work on this section. Mr. Lynch agreed to send the Commission a letter stating that if the state will do the grading work he will recommend to his superiors that the 1947 Forest Highway Program be revised to provide a like sum for surfacing this unit. (Such letter was filed with the Commission on the following day and was accepted by the Commission. The Engineer was authorized to advertise the grading job at once.)

The Engineer reported an inquiry from a Mr. A. C. Key, of A. C. Key and Co., real estate firm, Coos Bay, concerning three parcels of state-owned property in the Bunker Hill District of Coos Bay. One of these tracts consists of right of way of the Oregon Coast Highway at the east end of the Coalbank Slough Bridge. It appears that Mr. Key's Company, which is operating a sawmill, wants to pile lumber on that portion of the right of way which is outside the normal right of way width. The second property is situate on the south side of

the highway a short distance east of the first-mentioned tract and consists of a number of lots at the north end of Block 12, West Bunker Hill Addition. The third tract consists of that portion of state-owned property in Block 6 of Bunker Hill Addition outside the limits of the standard-width right of way. The Engineer recommended denial of Mr. Key's request for the stockpiling of lumber on the first-mentioned tract and also that the Commission do not sell to Mr. Key the second-mentioned tract because it is needed for state highway purposes. As to the tract located in Block 6, Bunker Hill Addition, he advised that an offer previously has been received from two young servicemen to pay $2,000 for the same. The tract, he said, is of no particular value for state highway purposes and he recommended acceptance of this offer with restricted access to the highway. He advised that he has discussed this matter with Commissioner Chandler, who expressed himself in concurrence with these recommendations. The Assistant Counsel, Mr. DeSousa, advised that the Highway Commission paid only $312 for the property located in Block 6, Bunker Hill Addition, and gave as his thought that the offer of $2,000 is a very good one, and the Commission should accept it if it is willing to dispose of the property. Following discussion the Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the Public Roads Administration has approved the award of the contracts for the following projects in Multnomah County: Hydraulic-dredged embankment on the Troutdale-Wahkeena Creek Section of the Columbia River Highway; rock toe, rock slope protection, roadbed topping and topsoiling and seeding on this section of the Columbia River Highway; and construction of a concrete bridge over the O.W. R.R. & N. Co. tracks at Bridal Veil on the Columbia River Highway. Lack of approval by the Public Roads Administration, he said, was the only reason the awards were not made earlier. He advised that, in conformity with authority previously granted him by the Commission, he has awarded these contracts to the low bidder in each instance. The Commission confirmed the awards by unanimous vote.

The Commission discussed matters pertaining to the proposed Mill Creek project in Eugene which is proposed for construction as a cooperative project between the city, Lane County, and the state. Chairman Banfield inquired as to what is being done about acquiring right of way. He raised the question as to the advisability of purchasing right of way in the face of increasing costs which will obligate the Commission to construct the project. He was informed by the Chief Counsel that options only are being taken at this time and that negotiations for the options should be completed before the Commission is ready to contract the work. He further stated that, according to the present arrangement, the city and the county have definite amounts to contribute toward the entire cost so if the right of way costs exceed the amounts available from the city and the county, then it would be up to the state to pay the difference. Chairman Banfield stated that he did not believe the Highway Commission should authorize the taking of bids for future construction work unless all matters pertaining thereto, including right of way, are clear. He asked the Chief Counsel to render a report on the status of right of way acquisitions pertaining to the current construction program so the Commission can authorize condemnation if necessary.

In this connection the Engineer exhibited a model of the proposed improvement in Eugene, which was discussed at considerable length. The question arose whether or not truck traffic will follow the new route if and when it is constructed. It was the thought of the Commission that a letter should be obtained from the City Council stating that it will adopt an order routing truck traffic over the new route if it is built, and that the city should also adopt an appropriate ordinance approving grade changes and establishment of new grade lines where necessary as a precedent to the award of the contract. This was tentatively approved by the Commission, but definite action thereon was deferred until the next meeting. The Engineer was instructed to submit a detailed written report on the subject project in the meantime.

The Assistant Counsel, Mr. J. W. DeSouza, brought up for discussion the matter of the sale of timber on a tract of Indian Tribal land in Klamath County that is being acquired as a source of gravel for use in connection with the state highway project at Chiloquin. He advised that the land and the timber is costing the state about $6,000, but he believed there is a market for the timber at the rate of $10 per M-FBM and suggested that he be authorized to negotiate with some of the loggers in the vicinity for the sale of the same. The Commission authorized the negotiations by unanimous vote.

The Assistant Counsel, Mr. DeSouza, requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties together with the offer that he recommended for each parcel. After careful consideration of the individual items the Commission approved the offers and the request and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed,

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

VALLEY JUNCTION-FORT HILL SECTION, SALMON RIVER HIGHWAY

12668-	Turnidge, Earl A. Material Borrow Option expires July 28, 1947				
	0.286 acre	LUMP SUM	$ 300.00	$ 300.00	Benson
12667-	Harris, W. W. Borrow Pit				
	0.81 acre at $600.00		486.00		
	4-room old house		214.00		
	160 foot drilled well at $5.00		800.00	1,500.00	"
12669-	Ray, Eben and Alice Ray Right of Way Option expires September 18, 1947				
	0.29 acre at $200.00		58.00		
	29 rods fence at $2.00		58.00		
	Crop loss allowance		10.00	126.00	"
	Private access - Sta. 32+00 North side				
13560-	Ray, Eben Gravel Borrow Lease				
	2 year lease - gravel - 5¢ cu. yd. taking approximately 5,000 cu. yds.				"
12672-	Ray, Freda Right of Way Option expires September 20, 1947				
	2.58 acres at $200.00		516.00		
	Fencing, 110 rods at $2 rod		220.00		
	2 gates at $20.00 each		40.00		
	Crop - loss		50.00		
	Severance - waiver access		174.00	1,000.00	"
12670-	Hageman, Ray E. and Doris M. Hageman, and R. C. Pierce Right of Way Option expires September 30, 1947				
	0.91 acre at $200.00		182.00		
	Allowance - moving 5 buildings		3,500.00		
	Allowance - severance, waiver of access		1,318.00	5,000.00	"

(Con't)

VALLEY JUNCTION-FORT HILL SECTION, SALMON RIVER HIGHWAY (CON'T)

12671-	Shenk, Wesley E. Right of Way Option expires September 23, 1947			
	3.94 acres at $200.00	$ 788.00	$	
	255 rods fence at $2.00 rod	510.00		
	Allowance - crop loss- 4.80 acres at $50.00	241.00	1,539.00	Benson
	State to convey to Mr. Shenk approximately 1.60 acres, to cover severance, restricted access			
13495-	Hartman, Louis T. and Frank B. Hartman, and Edward J. Hartman and Iva L. Hatton Right of Way Option expires September 23, 1947			
	2.48 acres at $200.00	496.00	496.00	"

PRINGLE CORNER-McMINNVILLE SECTION, PACIFIC HIGHWAY

13527-	Osman, Ella M. Lease Option expires April 1, 1948			
	20,000 sq. ft. at 1¢ sq. ft. Plus fencing, if needed, and cattle guards	200.00	200.00	Witt
13529-	Phelps, Bessie Bella Easement Option expires April 1, 1948			
	(1 year haul road easement) 9,180 sq. ft. at 1¢ Plus cattle guards on fence	100.00	100.00	"
13528-	Williams, Charles and Ella Williams Lease Option expires April 1, 1948			
	(1 year road materials lease) 59,000 sq. ft. at 1¢ sq. ft.	590.00		
	2 apple trees at $25 each Plus fencing, if any	50.00	640.00	"

(Con't)

23 1947

PRINGLE CORNER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST (CON'T)

13198- Phillips, Rosa Mc.illips
Right of Way
Option expires
October 6, 1947

0.38 acre at $250.00	$ 95.00	$	
21 rods fence at $1.50	31.50	126.50	Witt

11841- Muhs, Fred and Anna K. Muhs
Quarry
Option expires
March 31, 1950

8.04 acres - suitable crushing rock - 5¢ cu. yd. waste material - 1¢ cu. yd. 3 year lease			"

13186- Fuller, Ehtel Clark
Right of Way and Haul Road Easement
Option expires
October 17, 1947

(0.291 acre) 12,675 sq. ft. at 2¢	253.45		
1 year hauling road easement	40.00	293.45	"

13188- Sunset Oil Company
Right of Way

2,148 sq. ft. at 50¢ sq. ft.	1,074.00		
Allowance - damages lieu moving building	1,000.00		
Moving pumps, tanks, canopy and re-establishing utilities	1,500.00	3,574.00	"

TIDEWATER SECTION, ALSEA HIGHWAY

13454- Grubbs, T. E. and Mabel V. Grubbs
Right of Way
Option expires
September 24, 1947

1.70 acres at $500.00	850.00		
1.67 acres at $25.00	41.75		
142 rods fence at $1.00	142.00		
Moving building - low bid	800.00	1,833.75	McChesney

(Con't)

TIDEWATER SECTION, ALSEA HIGHWAY (CON'T)

13453-	Mays, Carl W. and Esther Mays			
	Right of Way			
	Option expires			
	September 24, 1947			
	4.0 acres at $500.00	$2,000.00	$	
	2.0 acres at $337.875	675.75		
	0.97 acre at $25.00	24.25		
	300 rods fence at $1.00 rod	300.00	3,000.00	McChesney
13455-	Everson, Hattie C.			
	Right of Way			
	Option expires			
	September 26, 1947			
	0.54 acre at $500.00	270.00		
	48 rods fence at $1.50	72.00	342.00	"
12456-	Everson, Willis E. and Lois V. Everson			
	Right of Way			
	Option expires			
	September 26, 1947			
	0.81 acre at $500.00	405.00		
	48 rods fence at $1.50	72.00	477.00	"
13449-	Evans Rae S.			
	Right of Way			
	Option expires			
	October 9, 1947			
	2.52 acres at $1,000	2,520.00		
	0.09 acre at $25.00	2.25		
	230 rods fence to move at $1 rod	230.00	2,752.25	"
	State to exchange 0.6 acre lying south of right of way for 0.6 acre of above described right of way			
13659-	Paulson, Louise and Glenn E. Paulson			
	Right of Way			
	Option expires			
	October 18, 1947			
	2.0 acres at $500.00	1,000.00		
	0.32 acre at $25.00	8.00		
	84 rods new fence at $1.50 rod	126.00	1,134.00	"
	Land outside new R/W and in old R/W revert abutting property owner			

(Con't)

23 1947

TIDEWATER SECTION, ALSEA HIGHWAY (CON'T)

13452-	Myers, Albert and Anna Myers			
	Right of Way			
	Option expires			
	October 18, 1947			
	0.30 acre at $100.00	$ 30.00	$ 30.00	McChesney

TAFT-KERNVILLE SECTION, OREGON COAST HIGHWAY

13624-	Lattin, H. D.			
	Right of Way			
	Option expires			
	October 10, 1947			
	0.56 acre at $500.00	280.00	280.00	Witt
13623-	Gerveas, Louis, and Pearl Edwards			
	Drainage Ditch Easement			
	Option expires			
	October 10, 1947			
	150 feet - drainage easement	25.00	25.00	"
13622-	Lattin, H. D.			
	Right of Way			
	Option expires			
	October 10, 1947			
	0.85 acre at $500.00	425.00	425.00	"

MILWAUKIE-ESTACADA SECTION, CLACKAMAS SECONDARY HIGHWAY

13582-	Holman Fuel Co.			
	Right of Way			
	Option expires			
	October 2, 1947			
	2.08 acres at $250.00	520.00		
	150 trees at $2.20 each	330.00		
	115 rods fence at $1.50 rod	172.50		
	78 old fence at $1.00 rod - move	78.00	1,100.50	McChesney
13578-	Turk, Floyd and Daisy Turk			
	Gravel Pit			
	Option expires			
	July 2, 1947			
	6.46 acres at $100.00	646.00		
	56 rods fence at $1.00 rod	56.00	702.00	"

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

12038- Wheeler, H. C.
Right of Way
Option expires
September 28, 1947

9.47 acres at $150.00	$1,420.50	$	
1.76 acres at $300.00	528.00		
320 rods fence at $2 rod	640.00		
44 rods fence at $2 rod	88.00		
Allowance - severance, consequential	2,380.50	5,057.00	Landon

Plus cattle pass
Waiver access, except farm crossings, private access south side, at Sta. 451+48.5, 477+85, 468+40, parcel #1, and private access service road only, parcel #2

JUDKINS POINT-SPRINGFIELD JUNCTION SECTION, PACIFIC HIGHWAY

13064- Kirkland, Matthew C. and Thelma Kirkland
Right of Way (underpass)
Option expires
October 11, 1947

2,178 sq. ft. at $0.025 sq. ft.	54.45	54.45	Gardiner

13063- Lane County
Right of Way (underpass)

0.76 acre	00.00	00.00	"

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY

13235- Byrd, O. Earl and Mae Byrd
Right of Way
Option expires
September 24, 1947

1,330 sq. ft. at 7¢ sq. ft.	93.10		
Apple tree	25.00		
Allowance - moving bulbs, plants	10.00		
Allowance - reconstructing walk approach	14.40	142.50	Norlin

(Con't)

23 1947

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY (CON'T)

13236- Singleton, Walter and Olive Singleton
Right of Way
Option expires
October 14, 1947

5,664 sq. ft. at 5¢ sq. ft.	$ 283.20	$	
26 rods fence at $2.00 rod	52.00	335.20	Norlin

13246- Todd Building Company, and L. W. Tyler and Lele E. Tyler
Right of Way
Option expires
October 16, 1947

933 sq. ft. at 8¢ sq. ft.	74.64		
10 rods fence at $2.00 rod	20.00		
Allowance - spruce tree	3.00	97.64	"

13260- Drain, O. D., and C. K. Pace
Right of Way
Option expires
October 15, 1947

394 sq. ft.	5.00	5.00	"

MIDLAND-MAC'S STORE SECTION, LOWER KLAMATH LAKE SECONDARY

13533- Patterson, A. H.
Right of Way
Option expires
September 14, 1947

0.13 acre at $100.00	13.00		
38 rods fence to move and rebuild at $1.50 rod	57.00	70.00	Conad

13534- McPherson, Harold L.
Right of Way
Option expires
September 15, 1947

0.60 acre at $100.00	60.00		
90 rods fence at $1.00 rod	90.00	150.00	"

(Con't)

23 1947

MIDLAND-KAC'S STORE SECTION, LOWER KLAMATH LAKE SECONDARY (CON'T)

13535-	Patterson, Clyde R. Right of Way Option expires September 16, 1947			
	0.76 acre at $100.00	$ 76.00	$	
	97 rods fence at $1.00 rod	97.00	173.00	Cozad
13536-	Patterson, Clyde R. Right of Way Option expires September 16, 1947			
	0.94 acre at $100.00	94.00		
	160 rods fence at $1.00	160.00	254.00	"
13537-	Meeker, Joe Right of Way and Haul Road Option expires September 13, 1947			
	2.72 acres at $100.00	272.00		
	275 rods fence at $1.50 rod	412.50	684.50	"
13538-	Peairs, Thomas D. Right of Way Option expires September 17, 1947			
	0.13 acre at $100.00	13.00		
	80 rods fencing at $1.50 rod	120.00	133.00	"
13542-	Gray, Frank and Veda Belle Gray, and Lawrence Gray Quarry Option expires September 18, 1947			
	7.50 acres at $10.00	75.00	75.00	"
13532-	Dunn, Clifford A. Right of Way Option expires September 18, 1947			
	0.02 acre at $100.00	2.00		
	12 rods fence at $1.50 rod	18.00		
	Allowance - re-establishing ditch	10.00	30.00	"

(Con't)

23 1947

MIDLAND-MAC'S STORE SECTION, LOWER KLAMATH LAKE SECONDARY (CON'T)

13543- Gray, William M.
Quarry Access Road
Option expires
September 18, 1947
3.0 acres at $10.00 $ 30.00 $ 30.00 Cozad
Plus stock guard

13539- Henley Grange #708
Right of Way
Option expires
September 19, 1947
0.02 acre 00.00 00.00 "

13531- Phipps, James S. et al
Right of Way and Stock Pile Site
Option expires
September 19, 1947
1.78 acres at $100.00 178.00
127 rods fence at $1.00 127.00
1.06 acres at $100.00 106.00 411.00 "

13546- Wise, Harney E.
Haul Road
Option expires
September 24, 1947
0.04 acre at $50.00 2.00 2.00 "

13545- Dehlinger, S. P.
Quarry and Hauling Road
Option expires
September 24, 1947
3.17 acres at $50.00 158.50 158.50 "
Plus stock guard and fencing

13544- Williams, William M.
Borrow Pit
3 year lease - 2.28 acres 125.00 125.00 "
Plus fencing

MAZAMA JUNCTION-LOBERT SECTION, THE DALLES-CALIFORNIA HIGHWAY

13548- Hall, Earl
Quarry Site
Option expires
October 14, 1947
3.38 acres 00.00 00.00 "
Plus fencing, and approaches

CRESCENT SECTION, THE DALLES-CALIFORNIA HIGHWAY

13555- Steevens, B. G.
Stock Pile
0.92 acres to be exchanged for State-owned lands containing 0.46 acre lying in SW¼NE¼ Sec. 30, Tp 24 S., R 9 E., Klamath County, Oregon — $ 00.00 — $ 00.00 — Chandler

FREMONT HIGHWAY-CAMAS VALLEY SECTION, WARNER SECONDARY

13522- Crump, Charles A.
Right of Way
Option expires
October 8, 1947
2.02 acres at $100.00 — 202.00
271 rods fence at $1.10 rod — 298.10 — 500.10 — Parker

13519- The Underwood Company
Right of Way
Option expires
October 10, 1947
1.58 acres at $10.00 — 15.80 — 15.80 — "

13518- Metzker, Clarence C.
Right of Way
Option expires
October 9, 1947
3.72 acres at $10.00 — 37.20 — 37.20 — "

MUD CREEK-DRAKE CREEK SECTION, WARNER SECONDARY

13573- Marvindale, Grace M.
Right of Way
Option expires
October 8, 1947
1.4 acres at $150.00 — 210.00
2.15 acres at $10.00 — 21.50
203 rods fence at $1.40 rod — 284.20 — 515.70 — "

13568- Vinyard, Joseph Allen
Right of Way
Option expires
October 9, 1947
18.24 acres at $10.00 — 182.40
228 rods fence at $1.15 rod — 262.20
Allowance - reconstruct corral — 40.00 — 484.60 — "

(Con't)

APR 23 1947

MUD CREEK-DRAKE CREEK SECTION, WARNER SECONDARY (CON'T)

13570- Lake County
Right of Way
1.71 acres $ 1.00 $ 1.00 Parker

13567- Lane, Denis C.
Right of Way
Option expires
October 18, 1947
0.21 acre 5.00 5.00 "

13572- Lynch, Cornelius
Right of Way
Option expires
October 9, 1947
2.19 acres at $100.00 219.00
2.19 acres at $10.00 21.90
260 rods fence at $1.15 rod 299.00 539.90 "

POWELL BUTTE SECTION, OCHOCO HIGHWAY

13560- Ray, Eben
Gravel Pit Lease
3.60 acre - 10 year lease - State to convey 5.90 acres lying in NW¼ Sec. 11, Tp 15 S., R 14 E., in exchange for gravel
00.00 00.00 Cooper

FOSSIL-SERVICE CREEK SECTION, JOHN DAY HIGHWAY

13649- Keeton, Fred
Right of Way
Option expires
September 26, 1947
3.93 acres at $25.44+ 100.00 100.00 Van Scoy
Plus fencing

JOHN DAY-KINZUA SECTION, KINZUA COUNTY ROAD

13515- Loomis, Rollo F.
Quarry
October 1, 1947
Expiration option
9.05 acres at $15.00 135.95 135.95 Benson
Plus cattle guard Haskin

(Con't)

23 47

JOHN DAY-KINZUA SECTION, KINZUA COUNTY ROAD (CON'T)

13514-	Kinsua Pine Mills Company Right of Way Option expires October 2, 1947			Benson
	3.18 acres at $5.00	$ 15.90	$ 15.90	Haskin
13498-	Condon-Kinsua & Southern Railway Right of ay Option expires October 2, 1947			
	0.49 acre at $5.00	2.45	2.45	"
13510-	Greiner, Fred C. and R. J. Greiner, and George M. Greiner Right of Way Option expires October 2, 1947			
	5.64 acres at $5.00	28.20	28.20	"
13513-	Kinsua Lumber Company Right of Way Option expires October 2, 1947			
	8.55 acres at $5.00	42.75	42.75	"
13511-	Boehmer, Evelyn Turner Right of Way Option expires			
	2.46 acres at $5.00	12.30	12.30	"

CONDON-WEST SECTION, WASCO-HEPPNER HIGHWAY

13613-	Myers, R. E. Right of Way Option expires October 16, 1947			
	22.0 acres at $50.00	1,100.00		
	5 miles new fence at $500 mile	2,500.00		
	14 new cattle, machine gates at $50	700.00		
	Severance damages - 200 acres at $2 acre	400.00		
	Crop loss - 22.0 acres at $25 acre	550.00	5,250.00	Witt
	Plus cattle pass			

(Con't)

23 1947

CONDON-WEST SECTION, WASCO-HEPPNER HIGHWAY (CON'T)

13615-	Potter, Ralph W. and Sons Right of Way Option expires October 16, 1947			
	9.1 acres at $60.00	$ 546.00	$	
	487 rods new fence at $1.50 rod	730.50		
	Severance damages - 225.0 acres at $2	450.00		
	Crop loss - 9.1 acres at $25 acre	227.50	1,954.00	Witt
	Plus road entrances			
13618-	Weed, Elsie Montague Right of Way Option expires October 16, 1947			
	0.5 acre at $500.00	250.00		
	Allowance - moving buildings	400.00	650.00	"
13619-	Beck, Frances Right of Way Option expires October 16, 1947			
	0.5 acre at $400.00	200.00	200.00	"
13620-	Schreiner, G. J. Right of Way Option expires October 16, 1947			
	1.0 acre	650.00		
	Moving buildings, estimated at	1,500.00	2,150.00	"
13621-	Pattee, Erma Right of Way Option expires October 16, 1947			
	0.25 acre in Lot 19, Lancaster Subdivision to be exchanged for 0.25 acre in Lot 20, same subdivision - State-owned			
	Moving building, estimated at	$1,000.00	1,000.00	"
	Plus replacing outbuildings, septic tank			

(Con't)

23 47

CONDON-WEST SECTION, WASCO-HEPPNER HIGHWAY (CON'T)

13614- Knox, Clara Ann
Right of Way
Option expires
October 16, 1947

1.20 acres at $50.00	$ 60.00	$		
40 rods fence at $1.50 rod	60.00		120.00	Witt

UMATILLA-HERMISTON SECTION, OLD OREGON TRAIL

13319- Mooney, J. E. and Amy Mooney
Right of Way
Option expires
September 23, 1947
CORRECTION

0.04 acre	10.00		
10 trees at $2.50 each	25.00	35.00	Benson

BAKER-UNITY SECTION, JOHN DAY HIGHWAY

13227- Rouse, John et al
Haul Road Easement

0.57 acre	00.00	00.00	Conad
Plus stock-pass			

UNITY-MILL GULCH SECTION, BAKER-UNITY HIGHWAY

13503- Rouse, John
Haul Road Easement

0.38 acre	10.00	10.00	"
Plus stock-guard			

SHEEP CREEK HILL SECTION, LITTLE SHEEP CREEK SECONDARY

13399- Knight, Sam
Right of Way
Option expires
September 6, 1947

0.665 acre at $150.00	99.75		
0.665 acre at $50.00	33.25		
42 rods barbed wire fence at $1 rod	42.00	175.00	"

(Con't)

25 1947

SHEEP CREEK HILL SECTION, LITTLE SHEEP CREEK SECONDARY (CON'T)

13398- Turnbow, John
Right of Way and Quarry
Option expires
September 6, 1947

2.52 acres at $10.00	$ 25.20	$	
115 rods fence at $1.00 rod	115.00		
6.43 acres at $50.00	321.50		
48 rods fence at $1.00 rod	48.00	509.70	Cozad

Plus stock-guard

13396- Beaudoin, N. E.
Right of Way
Option expires
September 5, 1947

1.78 acres at $150.00	267.00		
355 rods woven wire fence at $1.25 rod	443.75		
1.88 acres at $10.00	18.80	729.55	"

13401- Willis, W. J.
Right of Way
Option expires
September 7, 1947

1.43 acres at $10.00	14.30		
Allowance for removing and rebuilding 12 rods fence and 1 iron gate	15.00	29.30	"

13395- Hesket, Willard B.
Right of Way
Option expires
September 6, 1947

0.31 acre at $200.00	62.00		
80 rods fence at $1.25 rod	100.00	162.00	"

13400- Nuxall, Adolph
Right of Way
Option expires
October 3, 1947

5.81 acres at $150.00	871.50		
Severance damages - 5.50 acres at 50% - $150.00 acre	412.50		

(Con't)

25 [illegible]

SHEEP CREEK HILL SECTION, LITTLE SHEEP CREEK SECONDARY (CON'T)

13400-	Nuxall, Adolph (Con't)			
	Right of Way			
	Option expires			
	October 3, 1947	$	$	
	320 rods fence at $2.00 rod	640.00		
	Allowance - moving and re-establishing garage	125.00		
	Allowance - rebuild barn lots and garden fences	75.00		
	Allowance - removing and re-establishing barn	300.00	2,424.00	Cozad
13397-	Mead, Claud A.			
	Right of Way			
	Option expires			
	October 3, 1947			
	0.31 acres at $200.00	62.00		
	Allowance - 80 rods fence at $1.50 per rod	120.00	182.00	"

The Assistant Counsel also requested authority to institute condemnation proceedings to acquire additional properties. He presented a list of such properties together with the offer that he recommended in condemnation for each parcel as follows:

		Recommended Offer
DEPOT SLOUGH SECTION OF THE CORVALLIS-NEWPORT HIGHWAY		
13612	George D. Corey and Floyd Gregory, et ux	$ 100.00
JUDKINS POINT-SPRINGFIELD JUNCTION SECTION OF THE PACIFIC HIGHWAY		
13065	J. F. Oldham, et ux	150.00
CRABTREE CREEK-SCIO SECTION OF THE ALBANY-LYONS HIGHWAY		
13217	Arthur Hoffman	550.00
CONDON-WEST SECTION OF THE WASCO-HEPPNER HIGHWAY		
13617	Samuel Hisen estate	200.00

(Con't)

23 1 47

		Recommended Offer
COURT STREET-DORIAN STREET SECTION OF OLD OREGON TRAIL		
12678	Earl Gillanders	$300.00 Plus moving
12682	Union Oil Company of California	$2948.50 Plus moving
GLENDALE JUNCTION-WOLF CREEK SECTION OF THE PACIFIC HIGHWAY		
12097A	William J. Easton, et ux	200.00
BARNES ROAD-MULTNOMAH COUNTY LINE SECTION OF THE SUNSET HIGHWAY		
3289B	Joseph Peterkort, et ux Waiver of access	1000.00
DRY CREEK-DETROIT SECTION OF THE NORTH SANTIAM HIGHWAY		
12548	Theron C. Hoover, et ux Amend resolution of August 6, 1946, to include restriction of access.	

Following careful consideration of the individual items the Commission approved the request and the offers and thereupon, by unanimous vote, adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts,

forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Floyd Gregory, et al., which property is located in Lot 8, Section 7, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 13612, which property is being acquired for right of way purposes in connection with the Corvallis-Newport Highway; *

Real property owned by the Samuel Hizen estate, which property is located in the Lancaster Subdivision in the southwest quarter (SW¼) of the northwest quarter (NW¼) of Section 10, Township 4 South, Range 21 East, W.M., Gilliam County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 13617, which property is being acquired for right of way purposes in connection with the Wasco-Heppner Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

APR 23 1947

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-third day of April, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 74, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto,

and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by J. F. Oldham, et ux., which property is located in the southeast quarter (SE¼) of Section 34 and the Daniel McVey D.L.C. No. 82, Township 17 South, Range 3 West, W.M., Lane County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 13065, which property is being acquired for right of way purposes in connection with the Pacific Highway; *

Real property owned by Earl Gillanders, which property is located in the southeast quarter (SE¼) of the northwest quarter (NW¼) of Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 12678, which property is being acquired for right of way purposes in connection with the Old Oregon Trail; *

Real property owned by Union Oil Company of California, which property is located in Lots 1, 2, and 18, Block 46, Reservation Addition to Pendleton, in Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 12682, which property is being acquired for right of way purposes in connection with the Old Oregon Trail. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-third day of April, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 74, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the highway designated and identified in the records of the Highway Commission as the Albany-Lyons Secondary State Highway No. 211 is a part of the state highway system and as such is under the control and jurisdiction of the Highway Commission and the Commission is responsible for the location, construction, reconstruction, and maintenance of said highway; and

WHEREAS, the State has acquired for the purpose of procuring therefrom rock, sand, gravel, and other mineral aggregate, which materials are to be used in connection with the construction, repair, and improvement of said highway, a tract of land generally described as being located in the southwest quarter (SW¼) of Section 35, Township 10 South, Range 2 West, W.M., Linn County, Oregon; and

WHEREAS, it is necessary to acquire an easement for a hauling road over and across the property of Arthur Hoffman, which hauling road when acquired and constructed will connect the said quarry with the said highway; and

WHEREAS, the real property sought to be acquired for the purpose of constructing and maintaining thereon a hauling road is described as follows:

A parcel of land lying in the southeast quarter (SE¼) of Section 35, Township 10 South, Range 2 West, W.M., Linn County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by those certain deeds to Arthur Hoffman recorded in Book 101, Page 243, and Book 133, Page 529, of Linn County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land of variable feet in width on each side of the center line of the quarry access road as said road has been located over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 6+37.25 to Station 30+28.0, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 6+37.25, opposite and 20 feet distant from which point the northerly line of the said strip of land intersects the west line of said property; said point also being 2395.3 feet north and 23.4 feet east of the south quarter corner of Section 35, Township 10 South, Range 2 West, W.M.; thence South 87° 41' East a distance of 324.67 feet; thence on a 716.19 foot radius curve right (the long chord of which bears South 78° 21' 30" East 231.79 feet) a distance of 232.81 feet; thence South 69° 03' 30" East a distance of 951.34 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 79° 31' 30" East 208.38 feet) a distance of 209.55 feet; thence East 82.22 feet; thence on a 100 foot radius curve right (the long chord of which bears South 45° 00' East 141.42 feet) a distance of 157.08 feet; thence South 433.08 feet to Engineer's center line Station 30+28.0, opposite and 80 feet distant from which station the westerly line of said strip of land coincides with the northerly line of the county road to Scio.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Total Width	Width on Northerly and Easterly Side of Center Line	Width on Southerly and Westerly Side of Center Line
6+37.25	to 11+94.73	60 feet	30 feet	30 feet
11+94.73	to 27+63.0	40 feet	20 feet	20 feet
27+63	to 29+03.0	Taper 40 to 100 feet	20 feet	Taper 20 to 80 feet
29+03	to 30+28.0	100 feet	20 feet	80 feet

The parcel of land to which this description applies contains 2.63 acres.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the real property above described is necessary for the purpose of constructing thereover a hauling road over which to transport materials from the quarry site owned by the State to the Albany-Lyons Secondary State Highway;

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made the necessary survey and prepare the necessary description for the purpose of locating on the ground and defining the area to be acquired and furnish the Commission's Chief Counsel with a copy of said description, which said description shall be used in the preparation of any deed or other instrument in connection with the acquisition of said property, whether said property be acquired by purchase, agreement, or by the exercise of the power of eminent domain;

3. That in the acquisition of said property a permanent easement rather than fee title shall be taken;

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire a permanent easement over and across said parcel of real property;

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner;

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-third day of April, 1947.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway (State Highway No. 1, U.S. Route No. 99) is a state highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of said highway known as the Johns-Wolf Creek Section, and for the purpose

of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Pacific Highway, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that wherever possible access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare that the property hereinafter described is needed and required for right of way purposes in connection with the construction and maintenance of the section of the Pacific Highway known and designated as the Johns-Wolf Creek Section, which said property is owned by William J. Easton and Jean Easton, husband and wife, and is particularly described as follows:

A parcel of land lying in Tract 23 of Wolf Creek Orchard Tracts in the southwest quarter (SW¼) of the southwest quarter (SW¼) of Section 14, Township 33 South, Range 6 West, W.M., Josephine County, Oregon; the said parcel being all that portion of the owner's property included in a strip of land of variable width and being all of said tract lying between the southerly right of way line of the Southern Pacific Company and a line 100 feet distant southerly of and parallel to the relocated center line of the Pacific Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 666+75.3 to Station 670+13.8, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 666+75.3, opposite and 57 feet distant northerly from which point is the northeast corner of said Tract 23; said point being 1888 feet

south and 370 feet east of the west quarter corner of Section 14, Township 33 South, Range 6 West, W.M.; thence on the arc of a 2291.8 foot radius curve right (the long chord of which bears South 69° 24' 00" West 338.14 feet) a distance of 338.5 feet to Engineer's center line Station 670+13.8, opposite and 53 feet distant northerly from which station is the northwest corner of said Tract 23.

The parcel of land to which this description applies contains 1.18 acres, of which 0.30 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 0.88 acre lies outside of the existing right of way.

2. That the section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury.

3. The Commission does hereby further find and declare that, in addition to the acquisition of the real property above described, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting property to the parcel of real property herein described and the highway which is to be constructed thereover, except an access for non-commercial purposes of a width not to exceed twenty-five feet on the south side of the highway at Engineer's Station 670+00.

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department the necessary and an adequate description of said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owners or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcel of land, all rights of access thereto except an access for non-commercial purposes, of a width not to exceed twenty-five feet, on the south side of the highway at Engineer's Station 670+00, and in the event that no satisfactory agreement can be reached then it is hereby further ordered that the

said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property and all rights of access thereto except the above mentioned non-commercial access at Engineer's Station 670+00.

6. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

7. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-third day of April, 1947.

WHEREAS, heretofore, to wit: on the sixth day of August, 1946, the Commission adopted a resolution finding and declaring the acquisition of certain real property owned by Theron C. Hoover, et al., necessary in connection with highway construction, and in and by said resolution authorized and directed the Commission's Chief Counsel to institute and prosecute condemnation proceedings for the acquisition of said property in the event the property could not be acquired by agreement; and

WHEREAS, since the adoption of said resolution it has been determined that it is advisable and in the interests of the traveling public that, in addition to acquiring fee title to the real property described in said resolution, there be acquired the defendants' right of access from their abutting property to the North Santiam Highway and all right of access from said highway to said abutting property, except a private access (hereby defined as the right to enter and leave the highway by the grantors, their heirs and assigns, for any purpose other than a commercial use of the adjoining property which caters to, invites, solicits from, or is dependent upon the users of the highway) on the northerly side of the highway at Highway Engineer's Station 14+00; and

WHEREAS, it is the judgment and opinion of the Commission that said resolution should be amended so as to provide for and authorize the acquisition of all rights of access from the owners' abutting property to the real property described in said resolution of August 6, 1946, and all rights of access from said property described in said resolution to said abutting property, except said private access at Station 14+00;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That said original resolution be amended and that by said amendment the Commission's Counsel be and he hereby is authorized and directed to acquire all right of access to and from the real property described in said resolution of August 6, 1946, under file No. 12548, belonging to Theron C. Hoover, et al., in addition to the acquisition of the real property described in said resolution, except there shall be provided a private access, as above defined, on the northerly side of the North Santiam Highway at Highway Engineer's Station 1400.

2. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-third day of April, 1947.

The Engineer brought up for discussion the proposal of the Weyerhaeuser Timber Company to provide off-street parking accomodations for the cars of its employees at North Bend. He exhibited a map showing the plan, which, he said, was prepared as the result of a number of conferences between Company officials and himself, and read aloud a letter dated April 21, 1947, from Mr. Robert P. Conklin, Company representative, North Bend, with regard thereto. He recommended approval of the plan, which, he said, also meets with the approval of Commissioner Ben R. Chandler. He pointed out that the plan provides for purchase by the state from the Company of a small tract of land, containing approximately one-half acre, for the sum of $2,300 and the sale of a small tract of state-owned land to the Company for the sum of $3,500. It also provides that the state shall assume the expense of moving a short section of the Southern Pacific Company tracks and that the Company shall pay the cost of additional railroad track shifting as may be required. The entire cost to the state, he said, would be about $10,000. He declared that the improvement will not be for the benefit of the Weyerhaeuser Timber Company alone but will also serve other industries in that vicinity. Following discussion of details, Chairman Banfield expressed his approval of the project if approved by the Commission's Chief Counsel. Commissioner Schaupp also stated his approval if legal matters pertaining thereto are clear.

The Engineer reported on the request of the County Court of Benton County for an extension of the Alsea-Deadwood Secondary Highway into the Lobster Valley district of Benton County which involves taking over as a state secondary highway the private timber road of the Acme Timber Company. He read aloud a letter by Mr. Oscar Cutler, Engineer, County and City Relations, dated April 19, 1947, on the subject, in which it was pointed out that the Acme Timber Company has expended on its road the sum of approximately $10,000 and has already collected in tolls for the use of its road approximately $16,000; further, that the existing county road into Lobster Valley from the end of the state secondary highway is very narrow and crooked and that to improve it in a manner satisfactory for log-hauling traffic would cost about $30,000. He recommended that the county court's request be denied. Chairman

Banfield gave as his thought that the Commission should not place any more roads, either county or private, on the State Secondary Highway System at this time. Commissioner Schaupp expressed himself similarly, whereupon it was so ordered.

The Commission had under discussion matters pertaining to the construction of bridges involving the use of structural steel. It was brought out that steel for certain types of construction is readily available, especially plate steel for girders, but not for other types. The Commission also was informed that the Public Roads Administration will authorize the contracting of steel bridge construction if assured that steel is obtainable. The Mill Creek Bridge on the Warm Springs Highway, in Wasco County, was mentioned in the discussion. It was recalled that bids for the building of this structure were received at one time and were rejected because of unavailability of materials. The Commission authorized the Engineer to re-advertise this project for bids to be received at the June meeting.

Commissioner Schaupp brought up for discussion a proposal by certain citizens of Klamath Falls for the establishment of a state park between Bonanza and Malin, Klamath County. He advised that a park now exists at this location, and Hon. Henry Semon, State Representative, Klamath Falls, has expressed a willingness to purchase this tract and present it to the state as a gift for park purposes in honor of his son who was killed in World War II, if the Commission will accept it. He spoke in favor of accepting Mr. Semon's offer. Chairman Banfield expressed himself similarly subject to a favorable recommendation from the State Parks Superintendent, who was instructed to inspect the property and to report his findings at the next meeting.

The Commission recessed at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

Messrs. M. L. Rutherford and C. A. Bennett, Enterprise, and George Dawson, Joseph, Oregon, appeared before the Commission in the interests of the Enterprise-Lewiston Highway. Mr. Rutherford was the principal spokesman. They inquired as to the plans of the Commission for completion of the remaining link, 0.88 mile in length, at the Oregon-Washington State line. Chairman Banfield explained that grading work on this project is programmed for performance as a Forest Highway project under the supervision of the Public Roads Administration; however, Forest Highway funds with which the work was to be financed are not available at the present time, so the work has been delayed. The Commission, he said, is obligated to complete the project, and in order to expedite it has tendered a proposition to the Government authorities whereby the state will perform the grading work and the Government will spend an equal amount of Forest Highway money for surfacing, and if this arrangement materializes, the project will be advertised immediately for bids. The Engineer advised that, if necessary right of way has been obtained, it might be possible to receive bids for the work at the June meeting of the Commission.

Mr. Dawson brought up for discussion the improvement of the Little Sheep Creek Secondary Highway east of Joseph. He advised that a super highway is not particularly needed, but the improvement of the present road will satisfy

the local people, who are not adverse to the easing off of some of the sharp turns through the valley section but do object to revisions along straight lines because that would interfere with their irrigation systems. There are no objections at all, he said, to the improvement planned for the section east of the valley. Chairman Banfield explained that while this highway may not be of much importance today it may become important in the future, and the Commission must of necessity bear that in mind in the study of the project and in acquiring right of way. Responding thereto Mr. Dawson advised that he personally is very much satisfied with the plan of the Commission for this project as presently prepared.

Mr. Dawson also brought up for discussion the matter of installing additional sight posts along the Minam Hill Grade Section of the Wallowa Lake Highway. He expressed satisfaction with the improvement already made but gave as his thought that the installation of a few more posts would be very beneficial. He was informed by Chairman Banfield that it would cost about $30,000,000 to install guard fence at all dangerous points throughout the state; further, that the Commission cannot finance such a program and believes that it is fulfilling its duty when it provides reasonable safety measures for the traveling public. He added that the Commission is not unmindful of the need for additional guard fence and sight post installations, but it simply does not have the funds with which to finance them.

The Engineer reported on the request of the City of Willamina for widening and improving the drainage along the Salmon River Highway through this town, also requesting improvement of a bridge over Willamina Creek at the West city limits. He advised that this matter has been investigated by Division Engineer F. D. Eason who estimates the cost of the improvement, exclusive of the bridge work, at approximately $40,000. He recommended that action on this matter be deferred because there are no funds immediately available to finance the work and because there are other projects of a similar nature that have priority; moreover, ultimately the Salmon River Highway will be rerouted so that this particular section no longer will be a part thereof. The Commission voted unanimously to hold this project in abeyance until it is known definitely how much money will be available to finance projects of this kind.

The Engineer brought up for discussion Section 11 of the Federal Highway Act pertaining to the construction of aircraft landing fields, runways, etc., which requires approval by the State Highway Commission before they are constructed. He particularly pointed out that the Civil Aeronautics Administration has requested a 15-foot clearance over highways for airplanes. He gave as his considered opinion that such clearance is entirely too low and that everything possible should be done to secure a much greater clearance in order to protect highway traffic. The Commission concurred in the viewpoint of the Engineer and instructed him and the Chief Counsel to render a protest against such a low clearance and to extend their best efforts to provide as high a clearance as it is possible to obtain in order to secure the highest degree of safety to highway traffic.

The Engineer also brought up for discussion the proposed improvement of the Oregon Coast Highway at Otter Crest, Lincoln County. He advised that the original relocation at this point passes through property owned by Mr. W. F. Badley, who does not wish to sell the area between the new location and the present highway, and in view thereof, the Engineer suggested another location nearer the present road where the grade line would be approximately 58 feet lower than the other. He exhibited a map showing the proposed line and advised that if the Commission approves it it will be necessary to make another relocation survey between Otter Crest Summit and Otter Rock so an estimate of cost of right of way can be made. The Commission ordered a detailed report on the situation at the next meeting of the Commission. Such report is to include an estimate of cost of constructing the highway on such alignment, as compared with the cost to construct it on the previously-proposed alignment, including the daylighting of the curve at the summit so as to provide an unobstructed view at such point.

The meeting adjourned at 3:00 p.m. to reconvene on the following morning in the auditorium of the Public Service Building, following which the Commission personally inspected North Vancouver Avenue and N. E. Union Avenue between the north city limits of Portland and the Interstate Bridge with respect to the following:

(1) Request of Anderson Bros. for additional access to North Vancouver Avenue from their place of business on the west side of this street;

(2) Widening of North Vancouver Avenue as requested by Mr. Tom H. West, member of the Board of County Commissioners, Multnomah County;

(3) Question of allowing access to N. E. Union Avenue from property owned by Mr. Tony Fazzio on the east side of this highway.

As the result of this inspection the Commission decided unanimously not to allow Anderson Bros. the additional access desired unless they secure a court order permitting such access, it appearing that they now have satisfactory access for their purposes. The Commission reached no decision with respect to the widening of North Vancouver Avenue as requested by the Board of County Commissioners.

With regard to allowing access to N. E. Union from the Fazzio property, the Engineer submitted a plan for service road construction along both sides of this thoroughfare with right of access to the highway at Gertz Road on the south and Bridgeton Road on the north. This plan, he said, involves the widening of N. E. Union Avenue and the construction of traffic interchanges at both highway entrances, which will take about five years to complete. He estimated the cost to construct the service roads at $100,000 and the cost of right of way at $25,000. The Commission deferred action on the matter until later and instructed the Engineer to submit a written report on the subject

covering legal as well as engineering features. (The Engineer and the Chief Counsel submitted a joint recommendation regarding the Fazzio matter on the following day. See ahead for details.)

Portland, Oregon
April 24, 1947

The State Highway Commission reconvened in regular session at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner Ben R. Chandler was excused.

Bids as follows for highway construction and for the building of a new ferry for operation across the Columbia River at Astoria were opened and read in conformity with previously-published notices, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

ALSEA AND ALSEA-DEADWOOD HIGHWAYS IN BENTON COUNTY
ALSEA ROCK PRODUCTION PROJECT

No bids received

CLACKAMAS SECONDARY HIGHWAY IN CLACKAMAS COUNTY
MILWAUKIE-ESTACADA SECTION

Warren Northwest, Inc., Portland	$421,548.22
Parker-Schram Co., Portland	452,366.00
Edwin C. Gerber, Oregon City	477,633.50
Kern & Kibbe, Portland	479,894.00
E. C. Hall Co., Portland	526,725.50

HIGHWAY COMMISSION DOCK AT ASTORIA IN CLATSOP COUNTY
CONSTRUCT, FURNISH, AND DELIVER DIESEL FERRY

Albina Engine & Machine Works, Portland	$430,323.00
Northwest Marine Iron Works, Portland	576,694.00

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY
MILLICAN-BROTHERS SECTION

Babler Bros., Portland	$168,775.00
E. C. Hall Co., Portland	170,374.00
Homer G. Johnson, Portland	197,385.00

JOHN DAY-BURNS HIGHWAY IN HARNEY COUNTY
NORTH UNIT, GRANT COUNTY LINE-CROW FLAT SECTION

E. C. Hall Co., Portland	$296,913.00
J. N. & M. J. Conley, Portland	302,797.00

CRATER LAKE HIGHWAY IN JACKSON COUNTY
WIDEN REESE CREEK, LITTLE BUTTE CREEK AND ANTELOPE CREEK BRIDGES

R. H. Jones, Hillsboro	$ 87,230.00
E. F. Philpott and W. H. Philpott, Portland	88,710.00
C. J. Montag & Sons, Portland	95,848.00
Del R. Beebe Constr. Co. & Werner & Jeske, Eugene	117,418.50
Settergren-Wiley Co., Ashland	139,297.00

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY
MADRAS SECTION

Albert W. Denton, Portland	$ 59,974.00
Babler Bros., Portland	62,994.00

PACIFIC AND McKENZIE HIGHWAYS IN LANE COUNTY
SPRINGFIELD JUNCTION SECTION

C. S. Whitcomb, Portland	$ 1,069.00
Western Golf Course Supply Co., Portland	1,185.00
Miner & Co., Portland	1,470.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY
MINER CREEK-AGATE BEACH SECTION

	USING TAR	USING ASPHALT
Homer G. Johnson, Portland	- - - - -	$190,441.00
J. N. & M. J. Conley, Portland	- - - - -	199,245.00
O. C. Yocom Co., McMinnville	- - - - -	201,384.00
E. C. Hall Co., Portland	- - - - -	201,662.50
A. H. Saxton & Sons, Corvallis	- - - - -	203,581.50
Del R. Beebe Constr. Co. & Werner & Jeske, Eugene	- - - - -	206,716.10
J. S. Risley, Milwaukie	- - - - -	207,725.50
Loyd Calkins, Ocean Lake	- - - - -	220,006.00
Newport Constr. Co., Portland	- - - - -	224,741.50

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY
CONSTRUCT 169-FT. PILE TRESTLE BRIDGE OVER DEPOT SLOUGH

Tom Lillebo, Reedsport	$ 19,279.00
Del R. Beebe Constr. Co. & Werner & Jeske, Eugene	26,074.30
R. & M. Constr. Co., Central Point	33,046.80
Miller & Strong, Inc., Eugene	42,920.00

RICHARDSON GAP ROAD IN LINN COUNTY
CONSTRUCT 120-FT. HOWE TRUSS BRIDGE OVER CRABTREE CREEK

Lindstrom Bros., Portland	$ 33,990.00
Geo. Z. Berry, Beaverton	37,655.00
Del R. Beebe Constr. Co. & Werner & Jeske, Eugene	42,578.65

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY
MILTON-WASHINGTON STATE LINE SECTION

Babler Bros., Portland	$271,602.00
E. C. Hall Co., Portland	274,067.50
T. W. Thomas, Portland	302,341.00
C. J. Montag & Sons, Portland	362,589.50
Peter Kiewit Sons' Co., Omaha, Nebraska	382,329.50

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY
CONSTRUCT FOUR BRIDGES AT MILTON

E. C. Hall Co., Portland *	$117,072.00
C. J. Montag & Sons, Portland *	133,512.50
Babler Bros., Portland *	159,957.50
Peter Kiewit Sons' Co., Omaha, Nebraska *	169,502.25

* Bidder will not accept this project alone

COMBINATION BIDS FOR ABOVE TWO PROJECTS

(1) Milton-Washington State Line Section of the Oregon-Washington Highway
(2) Milton-Washington State Line Section (Structures) of the Ore-Wash. Hwy.

	(1)	(2)	Reduc.	Comb. Bid
E. C. Hall Co.	$274,067.50	117,072.00	--	$391,139.50
Babler Bros.	271,602.00	159,957.50	--	431,559.50
C. J. Montag & Sons	362,589.50	133,512.50	--	496,102.00
Peter Kiewit Sons' Co.	382,329.50	169,502.25	--	551,831.75

24 1 - 4

WALLOWA LAKE, JOSEPH-WALLOW LAKE HIGHWAY, AND HURRICANE CREEK COUNTY ROAD
IN WALLOWA COUNTY
MINAM-WALLOWA LAKE SECTION

J. C. Compton Co., McMinnville	$ 25,964.00
Pendleton Sand & Gravel Co., Pendleton	26,760.00
Babler Bros., Portland	29,865.00
O. C. Yocom Co., McMinnville	32,710.00
Harr & Horton, Portland	38,532.00

The Commission, by unanimous vote, approved the minutes of the meeting held on March 24 and 25, 1947.

The following letter was presented from W. H. Lynch, Division Engineer, Public Roads Administration, with regard to modifying the 1947 Forest Highway Program so as to provide that grading of the remaining section of the Enterprise-Lewiston Highway, 0.88 mile in length, which is a Federal obligation as the program is presently prepared, shall be performed by the state as a state project in order to expedite the work:

"April 23, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

The Oregon State forest highway program for the fiscal year 1947 included $150,000.00 for grading 0.88 miles of the Flora Enterprise Highway, Project 38-E. Since forest highway appropriations have not been made so as to permit the early contracting of this Unit by Public Roads and since it is desirable that the work be undertaken as soon as possible we will agree to the State assuming this grading obligation with the understanding that we will agree to recommending revision of the 1947 program to provide a like sum ($150,000) for surfacing of, or otherwise improving other sections of the same highway within the limits of the forest highway system. This program will be initiated if and when funds are in prospect and it can be determined and agreed where such funds can best be expended.

The above agreement has been discussed with the National Forest Service and that service has authorized us to advise you that it will concur in such a recommendation.

Very truly yours,
/s/ W. H. Lynch
W. H. LYNCH
Division Engineer"

E4 1947

The Commission considered that this letter satisfied the requirements for this project as expressed previously at this meeting and thereupon unanimously approved the arrangement outlined therein. The Engineer was authorized and instructed to inform Mr. Lynch by letter of the action taken. He was also authorized and instructed to advertise the grading work for bids to be received at the earliest possible time.

The Commission discussed matters pertaining to State Highway Department finances, particularly a statement prepared by the Engineer and the Chief Counsel with regard thereto wherein it was disclosed how adversly Highway Department revenues are affected by laws enacted by the 1947 Legislature increasing the amount of payments to the counties, the cities, and the State Police Department; also, in which it was disclosed how the Forest Highway Program is affected by reason of failure of the Congress to appropriate funds to finance Forest Highway projects. The statement follows:

"STATEMENT OF THE OREGON STATE HIGHWAY
COMMISSION TO BE SENT TO THE COUNTIES
OF OREGON

Approximately two years ago the State Highway Commission selected the highway construction program for the first three years of the postwar period, based upon the 1944 Federal Road Act and regulations pertaining thereto. This act made available to the State of Oregon approximately $21,000,000 of federal funds to be matched by approximately $15,000,000 state funds, making a total of $36,000,000 for the three years, or $12,000,000 per year for the building of primary federal aid highways, secondary federal aid highways and urban projects on the primary highway system. At the same time the Highway Commission, acting jointly with the Forest Service and the Public Roads Administration, tentatively selected forest highway projects for the same period. The Commission endeavored to give each section of the State a fair and equitable share of the total of the road funds available so as to promote the economy of the entire state.

In consequence some of the counties received more of the primary federal aid funds, others more of the secondary or urban funds, while still others received more of the forest highway funds. The forest highway funds, were, of course, limited to those counties having highways traversing the national forests. It now develops that the economy axe of the present Congress has fallen on the forest highway funds and there is grave danger of there being such small appropriations made that the construction of the postwar forest highway program will be materially delayed. This gravely concerns the Commission because it will throw out of balance the postwar road program, a circumstance which is beyond the reach of the Highway Commission to remedy.

The amount of forest highway funds authorized for the entire nation by the 1944 Road Act was $25,000,000 per year, for each of the postwar years. Congress has thus far appropriated but $4,500,000 of the first

year's money. The present reduced budget calls for $11,300,000 more, or a total of only $15,800,000 of the first year's money. There is thus appropriated only $15,000,000 of a total $75,000,000 authorized for the three-year period. Unless the Congress materially increases these appropriations for the forest highway program, the forest highway program in Oregon will be delayed far beyond the three-year postwar period. As far as Oregon is concerned, Oregon's share of each year's appropriation of forest highway funds will be $3,300,000. In addition, Oregon received $2,250,000 of forest highway funds which had been previously appropriated but frozen during the war years.

The United States Government owns the forest lands, on which no taxes are paid, and from which material revenues from the sale of timber are received. It would appear that in equity and justice Congress should appropriate sufficient funds to carry on this needed program. The forest highway projects are a portion of the state highway program in Oregon. The work is intimately connected with the road projects the State Highway Commission is contracting. If these projects are materially delayed, it will be impossible to open up some of the roads on which the Highway Commission is expending large sums of money."

Following discussion the Commission approved the statement as prepared and ordered that it be given to the press to dispense to the general public. The following resolution pertaining to this subject was unanimously adopted by the Commission, and a copy of the same was ordered sent to the county court of each of the several counties for its information:

WHEREAS, with full confidence that highway revenues, which by law accrue from motor vehicle and transport fees, gas tax charges and other highway excise taxes, penalties and fines, would throughout the biennium of 1947-1949 be available to the Commission and be subject to commitments made in the performance of its official duties, the Commission, after a state-wide inspection of highway needs and after extended conferences with major cities and all counties of the State, prepared and adopted, in cooperation with the Public Roads Administration, a postwar program which consists of highway, road and street projects representing all sections and all counties of the State; and

WHEREAS, said post war program was composed and adopted in conformance to and in compliance with the provisions of the Federal Aid Highway Act of 1944 and the rules and regulations promulgated thereunder and was done so that the State of Oregon might qualify for and receive its allotted portion of funds made available by said Federal Aid Highway Act; and

WHEREAS, said post war program has been approved by the Public Roads Administration and many of the projects named therein are now under contract, and it was the purpose of the Commission to proceed in an orderly and businesslike manner to place under contract the remaining projects set up in said post war program; and

WHEREAS, by the enactment of House Bill No. 283 there has been taken from state highway revenues and placed under the control of counties approximately $2,217,000 covering the years of 1947 and 1948, and by House Bill No. 476 there has been taken away from control of the Commission and placed under the control of cities the approximate sum of $1,173,000 covering the years of 1947 and 1948, and by House Bill No. 514 there has been taken from the control of the Commission and placed under the control of the Department of State Police the sum of $1,249,178 over and above the sum set up in the Governor's budget item for such purpose; and

WHEREAS, the total amount by which the Commission's available funds have been depleted by reason of said legislation exceeds the sum of $4,600,000; and

WHEREAS, funds made available to the State by the Federal Government require that said funds be matched by state funds and therefore the extent by which state funds are diminished by said legislation or otherwise will to that extent impair the State's ability to match future allotments of Federal funds which may be offered the State of Oregon, and thereby the State may sustain a loss in the amount of tendered but unmatched Federal funds; and

WHEREAS, because of the foregoing facts and conditions and the resulting reduction in highway revenues, it is necessary that, before new commitments are made or other obligations assumed, a complete survey be made of available revenues, and assumed and unassumed obligations, both with respect to said post war program and all other normal and unforeseen highway problems and requirements;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, a majority of its members being present and affirmatively voting, that, for the purpose of insuring continued administration of highway affairs consistent with policies and practices heretofore adopted by the Commission, it is deemed in the interest of the public that the following policies and principles of procedure be defined and applied to the administration and disbursement of highway funds during the immediate future:

1. That a complete study and survey be made of all post war projects which as yet have not been placed under contract, and a tabulation of the estimated cost of such projects prepared for study by the Commission.

2. That a complete statement of the total amount of highway revenues or funds subject to disposition by the Commission during the years 1947 and 1948 be prepared and made available for Commission study.

3. That in computing possible or anticipated highway revenues subject to control of the Commission no account be made or consideration given to possible additional revenues which may accrue by reason of the

so-called "truck bill", which is House Bill No. 175, for the reason that said bill does not become effective before January 1, 1948, and for the further reason that amounts of funds arising by or under the provisions of said bill are now incapable of ascertainment or sound estimation.

4. That no surveys be authorized or made with respect to projects not covered by or in the post war program until the Commission has had opportunity to study all commitments heretofore made and all known and ascertained revenues.

5. That with respect to post war projects and non post war projects all rights of way be procured and all settlements completed before the project is submitted under a call for competitive bids.

6. That until a complete examination has been made by the Commission of its heretofore adopted post war program and a check has been made of all projects now under contract, the amount of funds involved, the progress made and the amounts needed to complete such projects, no new jobs shall be undertaken until post war projects have been completed or have progressed to a stage where it can be definitely determined that new obligations will not impair or retard the completion of post war projects.

7. That the total cost of necessary rights of way, including necessary quarry, gravel or other material sites, shall be an essential item of consideration when a project is before the Commission for approval.

8. Believing that funds allocated to cities under House Bill No. 476 should be adequate to take care of all necessary sidewalk construction, it shall be the policy of the Commission to employ highway funds for sidewalk construction only in cities and towns which do not share in the benefits afforded by House Bill No. 476.

9. That before highway funds are employed by the Commission for the purpose of cooperating with cities or counties the city or county involved shall be required to establish to the satisfaction of the Highway Commission that highway funds received by it have been used and are being used in strict compliance with the terms of the act by which such funds are allocated and in strict conformance with the requirements of the Constitution.

10. That funds allocated for park and roadside acquisition and development shall be reduced in proportion to general highway income reductions.

11. That the Secretary is hereby instructed to advise all delegations requesting a hearing before the Commission with respect to new projects of the restrictions imposed by new legislation and the Commission's policy.

12. That this resolution be entered in the minutes and records of the Commission as of the twenty-fourth day of April, 1947.

---

24 [illegible]

A delegation from Prineville came before the Commission and urged improvements to the O'Neil State Secondary Highway. This delegation was headed by Mr. C. W. Goodnight and included Messrs. Geo. Barrett and H. H. Schmidt. They presented a petition signed by numerous land owners and taxpayers residing in the area served by this road requesting that it be surfaced and oiled from its intersection with the Ochoco Highway, near Prineville, to the end of the oild section near O'Neil, in Crook County. They also presented a letter from Mr. Carl Gover, Branch Manager, The Oregonian, Prineville, stating that he is forced to discontinue delivering papers along this road because of its condition. In support of the petition Mr. Goodnight advised that the present road is narrow and crooked, and in places is only wide enough for one-way traffic which makes it difficult for traffic to pass. He particularly mentioned one short section about 300 yards long, flanked on one side by a rock bluff and on the other by a ditch, which should be given immediate attention. Mr. Barrett and Mr. Schmidt also spoke in behalf of the improvement.

The Engineer advised that this road is on the Federal Aid Secondary Highway System, but no money has been set up to improve it in the Three Year Postwar Program. He estimated that it would cost about $450,000 to do the work requested. He further advised that the Commission's budget for 1947 contains an item of $4,000 for extraordinary maintenance and minor betterment on this road and an additional sum of $1,800 for new culverts, gravel, and ditching. Chairman Banfield advised that the Highway Commission has no unobligated funds at the present time that could be allocated to this road, inasmuch as it is the present plan of the Commission to complete the projects that are now in the adopted construction program before approving others; however, the Commission will have the Engineer check into the short section mentioned to see what can be done to help the situation at that point, but the Commission cannot promise anything other than that. The Engineer was thereupon instructed to make such investigation and to report his findings.

Mr. Stanford Norris, log hauler, Dallas, came before the Commission by request to show cause why his log-hauling permit should not be canceled for violation of the rules and regulations covering his operations. Chairman Banfield recited the violations as reported by the Chief Weighmaster, which included transportation of overweight loads, laying out, refusal to allow his loads to be weighed, and verbally abusing weighmasters. Mr. Norris denied the allegations, advising that a mistake has been made. Weighmasters Charles W. Dunn and Jack H. Holman, who were present, read aloud their field notes on the subject. Chairman Banfield advised Mr. Norris that the weighmasters represent the State Highway Commission in connection with matters of this kind. They are simply acting on instructions from the Commission, he said, and if Mr. Norris will not abide by the rules and regulations, then he will be barred from the use of the highways. He further advised that the Commission will not cancel Mr. Norris's permit for past offenses, but he warned Mr. Norris to be cooperative in the future; otherwise his P.U.C. plates will be taken up permanently. The Engineer and the Secretary were authorized and instructed to cancel Mr. Norris's permit in the event of an additional violation of the rules and regulations by Mr. Norris.

Mr. Clarence Kyriss, log hauler, Sweet Home, was present at the request of the Commission to give reasons why his log-hauling permit should not be canceled for violation of the rules and regulations. Chairman Banfield explained the violations, which included overloading, laying out, refusal to allow his load to be weighed, and verbally abusing weighmasters. Mr. Kyriss admitted certain charges and denied others; however, he agreed to comply with the regulations henceforth. He was cautioned by Chairman Banfield to comply with the rules or suffer the penalty of having his permit permanently canceled. He was allowed to continue his operations on such condition.

In this connection the Engineer read aloud a letter from Mr. Frank Pearson, log hauler, Springfield, with regard to the cancellation of his permit for truck-hauling logs over state highways, which permit was canceled by the Commission at the previous meeting for violations of the rules and regulations. In his letter Mr. Pearson expresses a sincere desire to comply with the legal requirements as well as with the rules and regulations promulgated by the Public Utilities Commissioner. In view thereof the Engineer recommended reinstatement of the permit. The Commission approved the recommendation.

A delegation from Gresham, consisting of Dr. H. H. Hughes, Mayor, and H. E. Barr, Councilman, was present and urged the continuation of the improvement of Powell Boulevard (Mt. Hood Highway) which was contracted by the Commission in 1946. They asked that this improvement be extended some three blocks in order to eliminate a bottleneck condition at a point where the highway now narrows down from a four-lane street to a two-lane street. They asked for the improvement as a safety proposition and advised that the city does not have funds to finance the work on its own account. The Commission referred the matter to the Engineer for investigation and report.

The following persons, representing the Baker County Chamber of Commerce appeared before the Commission and urgently requested that the Anthony Lake Road be kept open during the winter season for the benefit of winter sports enthusiasts: Austin Dunn, attorney, Baker; D. G. Smithpeter, groceryman, Baker; Sid Johnson, representing Eastern Oregon College of Education, La Grande; George M. Henderson, President, Pacific Northwest Ski Association, Portland; and Warde Erwin, President, Oregon Inter Sports Association, Portland. Mr. Dunn headed the group. The Engineer advised that this road, up to the U.S. Forest Boundary, is a Federal Secondary Highway and is now kept open by the state up to that point. The last five miles of the road, he said, are within the National Forest and come under the jurisdiction of the U.S. Forest Service. He estimated that it would cost between $8,000 and $10,000 annually to do what the delegation requests. Chairman Banfield advised that the Highway Commission is not in position financially to do what is requested. He added that the Commission is not unfriendly to the project, but it simply does not have the money to spare for the purpose. W. H. Lynch, Division Engineer, Public Roads Administration, advised that because of the economy movement now in progress, neither the Public Roads Administration nor the U.S. Forest Service has money to spend for this purpose. The request was thereupon denied.

A delegation from Astoria, consisting of County Judge Guy Boyinton, Clatsop County; James Convill, City Manager; Paul Kearney, County Sheriff; and Dr. Orval Eaton, Mayor of Astoria, was present regarding the Astoria-Megler Ferry and construction of a bridge across the mouth of the Columbia River. Judge Boyington headed the group. He pointed out the need for additional ferry service, advising that the service now being rendered is inadequate to take care of the traffic which uses it. He mentioned that it might be necessary to construct a bridge across the river but gave as his opinion that augmenting the ferry service would be a much more economic solution of the problem. Chairman Banfield advised that a bridge at this point would cost a large sum of money which the Commission could not finance. He mentioned the fishnet problem in connection with the ferry operation and advised that while the Commission is not unmindful of the fishing business and does not want to cause any trouble it cannot disrupt the ferry service in order to accomodate the fishermen because highway traffic must be taken care of. He was assured by Judge Boyington that the people feel the same way about the matter.

Mr Convill inquired as to the plans of the Commission for construction of a new ferry boat and was informed by Chairman Banfield that the Commission is not in position to give him an answer today, but he anticipated the answer could be given in about thirty days.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

A delegation from Yachats, representing the Yachats Chamber of Commerce and consisting of V. P. Mitchell, Chairman, Roads and Parks Committee; Frank Hansen, member; and R. D. Lytle, member, came before the Commission in the interests of the Yachats River Road. Mr. Lytle headed the group. He advised that this road is in extremely bad condition, being narrow and crooked and entirely incapable of handling the traffic which it carries. He declared that there are five lumber mills located on the road, each with a daily capacity of 150,000 board feet; moreover, private cars and schoolbuses have to operate over the road. At the present time there is no safe place for these vehicles to pass so one of them has to back for a quarter of a mile or so, which is not only inconvenient, but unsafe. He alleged that Lincoln County will maintain the road if the Highway Commission will place it in a good condition, and that unless the road is hard-surfaced this summer it will be impassable this winter. Chairman Banfield advised that this matter has been investigated by the Engineer who estimates that it will cost about $200,000 to fix it up properly. The Commission, he said, does not have unobligated money to spare for the work. He explained the status of the Commission's finances and suggested that the delegation take its problem to the Lincoln County Court, inasmuch as the road is a county road under county jurisdiction. This concluded the conference.

Mr. James W. Ford, Gardiner, appeared before the Commission regarding sidewalk construction along the Oregon Coast Highway through the town of Gardiner. He gave as his understanding that the Highway Commission plans to improve the highway through this town this year in conformity with arrangements

made in 1941, before war was declared, and urged, in view thereof, that the Commission include the sidewalk construction in the improvement. He further stated that he has been informed the Commission will not build sidewalks, so the people will have to build their own, which about 95 percent of the people in Gardiner are willing to do if the Commission will approve the project; however, others feel that the state should build the walks because of an agreement to that effect when they gave slope easements to the state to accomodate the highway improvement. He inquired what the Highway Commission is willing to do in the matter. He was informed by Chairman Banfield that the Commission is not in position to act today, but there are possibilities that some adjustment could be made when the Commission knows how much money it is going to have to spend for purposes of this kind. He pointed out that other communities have been required to build their own sidewalks; however, the matter will be referred to the Engineer and the Chief Counsel for investigation and report. When the Commission has acted on the report, he said, Mr. Ford would be advised. The Engineer and the Chief Counsel were thereupon instructed to render such a report.

A delegation from Wallowa County, consisting of Curtis Gould, Superintendent of Schools, Joseph; Byron Henry, Publisher of the Joseph Herald; and Dwight Thorsen, representing Wallowa Valley Stages, Inc., Joseph, came before the Commission and urged additional guard fence construction along the Minam Hill Grade Section of the Wallowa Lake Highway. They were informed by Chairman Banfield that the Commission has already instructed the Engineer to personally investigate conditions at this point and to do what he considers is right and proper to provide reasonable safety for the general traveling public. Members of the delegation expressed their appreciation for such consideration. The Engineer was instructed to contact this group when he makes the inspection.

The Commission discussed with the Engineer the bids received at the morning session for highway and ferry construction with the following results by unanimous vote:

No bids were received for the Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways, in Benton County. The Engineer was authorized to re-advertise the project.

Construction of the Milwaukie-Estacada Section of the Clackamas Secondary Highway, Clackamas County. The Commission awarded this contract to the low bidder, Warren Northwest, Inc., Portland.

Construction of a ferry boat for operation across the mouth of the Columbia River at Astoria, Clatsop County. The award of this contract was deferred pending further discussion.

Oiling the Millican-Brothers Section of the Central Oregon Highway, Deschutes County. This contract was awarded to the low bidder, Babler Bros.

Grading, surfacing, and oiling the North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, in Harney County. The Commis-

sion deferred the award of this contract pending approval by the Public Roads Administration. The bids were referred to the Engineer to award the contract to the low bidder when this condition is satisfied.

Widening the Reese Creek, Little Butte Creek, and Antelope Creek Bridges on the Crater Lake Highway, in Jackson County. Bids for this project were referred to the Engineer with authority to award the contract to the low bidder if and when the Public Roads Administration approves it.

Grading and bituminous macadam surfacing on the Madras Section of The Dalles-California Highway, in Jefferson County. This contract was awarded to the low bidder, Albert W. Denton.

Installation of a concealed irrigation system on the Springfield Junction Section of the Pacific and McKenzie Highways, Lane County. The contract was awarded to the low bidder.

The Commission rejected all bids received for regrading and bituminous macadam surfacing on the Miner Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County.

The Commission awarded to Tom Lillebo, the low bidder, the contract for construction of a pile trestle bridge over Depot Slough on the Corvallis-Newport Highway, in Lincoln County.

The bids for construction of a Howe truss bridge over Crabtree Creek near Bohemian Hall on the Richardson Gap County Road, in Linn County, were referred to the County Court of Linn County for further handling, inasmuch as this is a county project which was advertised by the Commission as a courtesy to the Linn County Court.

Construction of the Milton-Washington State Line Section of the Oregon-Washington Highway, Umatilla County. Bids for this project were submitted in combination with bids for the construction of four bridges on this highway at Milton. E. C. Hall Co., Portland, submitted the low combination bid. The Commission referred the bids to the Engineer with authority to award the contract to this bidder if and when approved by the Public Roads Administration.

Re-oiling the Minam-Wallowa Lake Section of the Wallowa Lake and Joseph-Wallowa Lake Highways and on the Hurricane Creek County Road, Wallowa County. The Commission awarded this contract to the low bidder.

At 3:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways, in Benton County. The Commission received no bids for this project. It has authorized the Engineer to re-advertise the project for bids to be received at a later meeting.

"Grade widening and paving on the Milwaukie-Estacada Section of the Clackamas Secondary Highway, Clackamas County. Warren Northwest, Inc., Portland, submitted the low bid for this project at $421,548.22. Parker-Schram Co., Portland, submitted the next low bid at $452,366. There were three higher bidders. The Commission has awarded this contract to the low bidder, Warren Northwest, Inc., at its bid price.

"Construct, furnish, and deliver a single screw, 660 H.P., steel hull Diesel ferry for operation across the Columbia River at Astoria, Clatsop County. The low bidder for this project was Albina Engine and Machine Works, Portland at $430,323. Northwest Marine Iron Works, Portland, submitted the only other bid in the amount of $576,694. The Commission has deferred action on the award of this contract until later.

"Re-oiling Millican-Brothers Section of the Central Oregon Highway, in Deschutes County. Babler Bros., Portland, submitted the low bid for this work in the amount of $168,775. E. C. Hall Co., Portland, submitted the next low bid at $170,374. There was one higher bidder. The Commission has awarded the contract to the low bidder, Babler Bros., at their bid price.

"Grading, surfacing, and oiling the North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, in Harney County. E. C. Hall Co., Portland, submitted the low bid for this work in the amount of $296,913. The only other bid submitted was that of J. N. & M. J. Conley, Portland, at $302,797. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Widening the Reese Creek , Little Butte Creek, and Antelope Creek Bridges on the Crater Lake Highway, in Jackson County. R. H. Jones, Hillsboro, submitted the low bid for this work in the amount of $87,230. The second low bid was submitted by E. F. and W. H. Philpott, Portland, at $88,710. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, R. H. Jones, when certain conditions have been satisfied.

"Grading and bituminous macadam surfacing, and widening the Willow Creek Bridge, on the Madras Section of The Dalles-California Highway, in Jefferson County. The Commission received two bids for this work, the low one being that of Albert W. Denton, Portland at $59,974. The other was submitted by Babler Bros., Portland, at $62,994. The contract has been awarded to the low bidder, Albert W. Denton, at his bid price.

"Installation of a concealed irrigation system on the Springfield Junction Section of the Pacific and McKenzie Highways, Lane County. C. S. Whitcomb Co., Portland, submitted the low bid for this work at $1,069. Western Golf Course Supply Company, Portland, submitted the next low bid at $1,185. There was one higher bidder. The Commission has awarded the contract to C. S. Whitcomb Co., at its bid price.

"Regrading and bituminous macadam surfacing on the Miner Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County. The Commission received nine bids for this work, all of which have been rejected. The project will be re-advertised.

"Construct a pile trestle bridge over Depot Slough on the Corvallis-Newport Highway, in Lincoln County. Tom Lillebo, Reedsport, submitted the low bid for this work in the amount of $19,279. The next low bidder was Del R. Beebe Construction Co. and Werner & Jeske, Eugene, at $26,074.30. There were two higher bids. This contract has been awarded to the low bidder, Tom Lillebo, at his bid price.

"Construct a Howe truss bridge and approach spans over Crabtree Creek near Bohemian Hall on the Richardson Gap County Road, in Linn County. The Commission received three bids for this project. Lindstrom Bros., Portland, submitted the low bid at $33,990. The next low bidder was Geo. E. Berry, Beaverton, at $37,655. The other bid was submitted by Del R. Beebe Construction Co. and Werner & Jeske, Eugene, at $42,578.65. This being a county project, which was advertised simply as a courtesy on behalf of the County Court of Linn County, the bids received have all been referred to the County Court for further handling.

"Pavement resurfacing, grading, and bituminous macadam surfacing on the Milton-Washington State Line Section of the Oregon-Washington Highway, in Umatilla County. Babler Bros., Portland submitted the low bid for this work in the amount of $271,602. E. C. Hall Co., Portland, submitted the next low bid in the amount of $274,067.50. There were three higher bidders. Contractors were informed that they could submit combination bids for this project and construction of four bridges on this highway at Milton, in connection with which the following bids were received: E. C. Hall Co., Portland, submitted the low bid at $117,072. They stated that they would not accept the award of this project at this figure unless also awarded the contract for the grading and paving work. C. J. Montag & Sons, Portland, submitted the next low bid at $133,512.50. They also stated that they would not accept the award of this contract unless also awarded the grading and paving contract. There were two higher bidders. Considering both projects, the low combination bid was that of E. C. Hall Co., Portland, at $391,139.50. Babler Bros., Portland, was the second low combination bidder at $431,559.50. The Commission has referred the bids for both projects to the Engineer with authority to award the contract to the low combination bidder, E. C. Hall Co., at its bid price when certain conditions have been satisfied.

"Re-oiling on the Minam-Wallowa Lake Section of the Wallowa Lake and Joseph-Wallowa Lake Highways and on the Hurricam Creek County Road, in Wallowa County. J. C. Compton Co., McMinnville, submitted the low bid at $25,964. The second low bid was submitted by Pendleton Sand & Gravel Co., Pendleton, at $26,760. There were three higher bids. The Commission has awarded this contract to the low bidder, J. C. Compton Co., at its bid price."

Reconsideration was given by the Commission to the bids received for construction of a new ferry for use in connection with the Columbia River operation between Astoria, Oregon, and Megler, Washington. In the discussion of the matter it was brought out that the specifications do not provide for a minimum speed guarantee. Chairman Banfield stated his opposition to the award of the contract without a guarantee of at least 10 knots per hour. He stated his willingness to accept the contract if assured of obtaining the speed guarantee that was originally contemplated and which feature was the basis of the design of the ferry boat. Commissioner Schaupp declared himself similarly, whereupon the Commission decided unanimously to defer the award of this contract pending satisfaction of this feature and a report from the Engineer giving a chronological outline of requirements, etc. Such report is to be rendered at the next meeting of the Commission.

Commissioner Schaupp brought up for discussion matters pertaining to the proposed improvement of N. E. Union Avenue, Portland, where it fronts on the property of Tony Fazzio. A joint recommendation of the Engineer and the Chief Counsel with respect thereto, as follows, was read aloud:

"April 24, 1947

Oregon State Highway Commission

Gentlemen:

The undersigned make the following report and recommendation with respect to the situation involving North Union Avenue which was inspected by the Commission last evening:

The rapid increase in traffic on North Union Avenue, a portion of U. S. 99E, together with the increasing development in the use of the land adjacent thereto, has caused a traffic problem which requires careful attention. It is, therefore, recommended that immediate study be made of the design required to modernize the highway and to safeguard traffic between the Portland city limits and the Interstate Bridge, including the right of way needed to obtain this objective.

In the meantime, the request for access to this highway as made by Tony Fazzio should be, in our opinion, denied because of the hazard to the public such access would bring. We furthermore recommend that immediate steps be taken to negotiate for the needed right of way on the east side of Union Avenue between the Bridgeton Road and the Gertz Road through the Fazzio and other properties, including the necessary space for a service road between said points. We suggest that in the negotiations for right of way access rights be sought and that authority be given for commitments for the building of the said service road. It is further recommended that as soon as possible right of way negotiations, including the necessary areas for service roads, be undertaken on the west side of Union Avenue between Bridgeton Road and Gertz Road.

Very truly yours,

/s/ R. H. Baldock
R. H. Baldock

/s/ J. M. Devers
J. M. Devers"

24 . 47

Commissioner Schaupp moved adoption of the recommendation. The motion was seconded by Chairman Banfield, who declared it carried by unanimous vote.

The Assistant Counsel, Mr. Neuner, reported a request from the Twin Harbors Lumber Company, Grants Pass, for permission to construct and operate a private logging road approach to the Pacific Highway between Wales and Glendale Junction, Josephine County, where the Commission proposes to restrict right of access from property abutting this highway. He advised that the Company is cutting timber from a tract nearby and transports the logs to its mill at Glendale, and the roadway is necessary in connection with such operation; also, that the Company's operations at this point are expected to last only about two years. He gave as his thought that it would be better to issue the Company a permit for the two-year duration rather than give them permanent access to the highway at this point, and he so recommended. The Commission approved the recommendation and thereupon signed the permit in duplicate.

The Commission discussed briefly matters pertaining to bills that were enacted into law by the 1947 Legislative Assembly concerning functions and activities of the State Highway Department. The Chief Counsel was instructed to study these bills carefully and to advise the Commission whether or not, in his opinion, allocation of additional highway funds to the counties, the cities, and the State Police Department can be considered as diversion of highway funds and how the carrying out of these laws will affect Federal funds and requirements. He was instructed to analyze these carefully and to report his findings to the Commission with his recommendation so the Commission will be fully informed and in position to act, if it considers it advisable, to secure a declaratory judgment against the enforcement of the acts.

The Commission considered and signed agreements, etc., as follows:

Agreement with the City of Sutherlin covering installation of flashing beacons at certain intersections in Sutherlin.

Agreement with Irene B. Wiggins, Leland R. Wiggins and Robert W. Wiggins covering operation of a boat concession in the new Wallowa Lake State Park, Wallowa, County.

Bargain and Sale Deed conveying unto Byron G. Steevens a portion of stockpile site property at Crescent, in Klamath County.

Bargain and Sale Deed conveying unto Eben Ray and Alice Ray a parcel of land containing 5.9 acres in Crook County, which property was acquired from Joseph Manceau, et ux.

Bargain and Sale Deed conveying to The Pacific Telephone and Telegraph Company a parcel of land near Talent, in Jackson County, upon which to construct a repeater station.

Bargain and Sale Deed conveying unto The Pacific Telephone and Telegraph Company a parcel of land near Wolf Creek, in Josephine County, upon which to construct a repeater station.

Bargain and Sale Deed conveying unto Sunset Investment Co. a small parcel of land within the originally-dedicated right of way in Depoe Bay in exchange for a quitclaim deed to a 10-foot strip of land a short distance north thereof, ownership of which has been in dispute. Also included is acknowledgement by Sunset Investment Co. of the east right of way line on the tangent south of Depoe Bay.

Permit agreement with Twin Harbors Lumber Co. covering use of logging road approach to Pacific Highway between Azalea and Wolf Creek where the state has control of access. Expiration date is January 1, 1953.

License from the U.S. Bureau of Reclamation allowing the state to take gravel from land northwest of Hereford, in Baker County. Expires January 1, 1957.

Lease from Gold Ray Realty Co. covering about 0.98 acre of land located along the Pacific Highway near Tolo, Jackson County.

Project agreement with P.R.A. to cover statewide planning project No. HPS-1 (8) and approving the sum of $106,252 as P.R.A. share.

Contract No. 2877, with J. N. & M. J. Conley; Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways.

Contract No. 2880, with J. P. Brittan and Company; construct bridge over Buck Hollow Creek on Sherars Bridge Secondary Highway.

Contract No. 2881, with D. F. McKenzie; Gillespie Corner-Lorane Section of the Territorial Secondary Highway.

Contract No. 2882, with P. B. Doherty and Son; Jordan Creek-Rock Creek Rock Production Project on the I.O.N. Highway.

Contract No. 2884, with Stanley & Ehlen; Nyssa (1st St.-7th St.) Section of the Old Oregon Trail.

Contract No. 2885, with Stanley & Ehlen; Ontario (S.W. 1st St.-S.W. 12th St.) Section of the Old Oregon Trail.

Contract No. 2886, with Pacific Bridge Painting Company; Necarney Creek and Nehalem River Bridges on the Oregon Coast Highway.

Contract No. 2887, with R. A. Heintz-Construction; Eagle Creek-Sandy Section of the Woodburn-Sandy Secondary Highway.

Contract No. 2888, with Albert W. Denton; Ashland (Water St.-Oak St.) Section of the Pacific Highway.

Contract No. 2889, with J. N. & M. J. Conley; Spitzenberg-Scappoose Section of the Pittsburg-Scappoose County Road.

Contract No. 2890, with L. E. Snell; painting Yaquina Bay Bridge on the Oregon Coast Highway.

Contract No. 2891, with K. F. Jacobsen & Co., Inc.; West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road.

Contract No. 2892, with Porter W. Yett; Barnes Road-Multnomah County Line Section of the Sunset Highway.

There being no further business to come before the Commission at this time the meeting adjourned at 4:00 p.m.

T H Banfield
Chairman

[illegible]
State Highway Engineer

[illegible]
Commissioner

[illegible]
Secretary

Portland, Oregon
May 14, 1947

The State Highway Commission met in regular session at 9:00 a.m. in Room 715, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner Ben R. Chandler was excused from attending this meeting.

The Engineer brought up for discussion the per diem allowance to be paid field employees for extra living expenses incurred in traveling to new work assignments and while on work assignments away from regular headquarters. He read aloud a proposed circular letter on the subject. This was discussed at some length, but action thereon was deferred by the Commission until later in the session. (This matter was reconsidered the following day, at which time it was referred back to the Engineer to rewrite the letter with certain changes for approval of the Commission at its next meeting. It was understood that the arrangement as finally adopted would be retroactive to May 1, 1947. See ahead for additional paragraph.)

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on an offer from Hon. Henry Semon, Klamath Falls, to present to the state, as a gift for park purposes, certain property situate between Bonanza and Malin, Klamath County. He advised that he has inspected this property, and in consultation with Commissioner Schaupp he has ascertained that Mr. Frank Howard, who owns most of the acreage, is not very anxious to sell; and it appears that he is going to ask between $400 and $500 per acre for the property, if he sells at all. As the matter now stands, he said, it is up to Mr. Howard to make the next move. The Commission considered the price of $400 per acre too high for the property, however deferred definite action on the matter pending receipt of Mr. Howard's final offer.

The Assistant Counsel, Mr. DeSouza, requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties, together with the offer that he recommended be made for each tract. After careful consideration the Commission approved the request and the offers and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CRANE-PRINCETON SECTION, DIAMOND VALLEY SECONDARY

12811- Oregon-Washington RR & Navigation Company Easement				
	Right of Way easement	$ 00.00	$ 00.00	Benson
12816- Fitchett, Henry and Romona Right of Way Option expires October 22, 1947				
	9.81 acres at $2.50	23.53	23.53	Benson Haskins
13665- Cochran, Craig Right of Way Option expires October 22, 1947				
	3.21 acres at $2.50	8.07	8.07	"
12810- Heims, Roy E. Right of Way Option expires October 23, 1947				
	0.48 acre at $2.50	1.18		
	120 rods fence at $1.00 move	120.00	121.18	"
12820- Hill, Lloyd H. Right of Way Option expires October 21, 1947				
	2.42 acres at $2.50	6.05	6.05	"

1947 (Con't)

CRANE-PRINCETON SECTION, DIAMOND VALLEY SECONDARY (CON'T)

12806- Bunyard, J.C. & Sons Right of Way Option expires October 21, 1947 0.13 acre	$ 5.00	$ 5.00	Benson Haskins
12826- Kobler, Barney Right of Way Option expires October 21, 1947 0.01 acre	1.00	1.00	"
12813- State Land Board Right of Way 1.22 acres at $2.50	3.05	3.05	"
12812- Gibbs, Grace I. Right of Way Option expires November 1, 1947 0.488 acre	5.00	5.00	Benson
12814- Metzger, Margaret Right of Way Option expires November 8, 1947 1.30 acres	5.00	5.00	"
12808- Bevens, George Right of Way Option expires November 1, 1947 650 sq. ft.	5.00	5.00	"

MUD CREEK-DRAKE CREEK SECTION, WARNER SECONDARY

13569- Dirr, Robert J. Right of Way 0.03 acre	1.00	1.00	Parker

MAZAMA JUNCTION-LOBERT SECTION, THE DALLES-CALIFORNIA HIGHWAY

11913-A Lorenz, Claudia L. and William Lorenz Easement Option expires October 20, 1947 0.63 acre at $10.00 - haul road	6.30	6.30	Cozad

(Con't)

MAZAMA JUNCTION-LOBERT SECTION, THE DALLES-CALIFORNIA HIGHWAY (CON'T)

13550- Glenger, L.				
Gravel Pit and Haul Road				
Option expires				
October 20, 1947		$	$	
	17.72 acres at $25.00	443.00		
	Severance - 20.0 at			
	12.50	250.00		
	Allowance - 2 stock guards			
	$50 each	100.00	793.00	Conrad
13552- Klamath Tribe				
Gravel Pit and Haul Road				
	22.87 acres at $15.00	343.05	343.05	"
13552-G Klamath Tribe				
Quarry and Haul Road				
	48.79 acres at $5.00	242.95	242.95	"
	(State to pay $10 per M for any timber destroyed)			
13551-A Baldwin, Rebecca Charley				
Quarry				
	18.08 acres at $35.00	632.80		
	73,640 board feet timber at $10.00 thousand	736.40	1,369.20	"
13551-B O'Toole, Heirs Delia				
Quarry				
	22.77 acres at $25.00	569.25		
	106,450 board feet timber at $10.00 thousand	1,064.50	1,633.75	"
13551-E Hill, Edna				
Haul Road				
	1.13 acres at $15.00	16.95		
	8,740 board feet timber at $10 per thousand	87.40	104.35	"
13551-C Blair, Carlos				
Haul Road				
	0.76 acre at $7.00	5.32	5.32	"
13551-D Kirk, Dolly Blair				
Haul Road				
	2.94 acres at $15.00	44.10		
	2,890 board feet timber at $10 per thousand	28.90	73.00	"

13905

MILLICAN-BROTHERS SECTION, CENTRAL OREGON HIGHWAY

13576- Deschutes County
Stock Pile Site
14.54 acres at $1.71 plus acre — $ 25.00 — $ 25.00 — DeSouza

JOHN DAY-KINZUA SECTION, KINZUA COUNTY ROAD

13512- Schomp, Robert B.
Right of Way
Option expires
November 2, 1947
0.38 acre — 5.00 — 5.00 — Benson

DESCHUTES RIVER-SHERARS SUMMIT SECTION, SHERAR'S BRIDGE HIGHWAY

8810-A Webb, Ernest
Right of Way
0.90 acre at $10.00 — 9.00
119 rods fence at $2.00 rod — 238.00
26 rods fence at $2.00 — 52.00 — 299.00 — "

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11366)
11367)- Lowe, Cl.L.
Right of Way
5,340 sq. ft. in Lots 17, 18, Hot Springs Addition to Klamath Falls — 1,625.00 — 1,625.00 — DeSouza

GOLD HILL-MEDFORD SECTION, PACIFIC HIGHWAY

13741- Ellison, Guy
Stock Pile Site
Option expires
September 3, 1947
1.38 acres at $100.00 — 138.00 — 138.00 — I.A. DeFrance

WESTON MT-McDOUGAL SECTION, WESTON-ELGIN HIGHWAY

13312- Wishman, Claus
Right of Way
Option expires
October 24, 1947
0.61 acre at $50.00 — 30.50
120 rods fence - allowance — 169.50 — 200.00 — Van Scoy

1947

COVE-UNION SECTION, COVE SECONDARY

13662- Lewis, Z. R.
Gravel Pit
Option expires
October 29, 1947
2.0 acres at $200.00 $ 400.00 $ 400.00 Cozad

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY

13237- Sinott, Peter
Right of Way
Option expires
October 20, 1947
1,127 sq. ft. at 5¢ sq. ft. 56.35
14 rods fence at $2.00 rod 28.00
Tree, rosebushes, shrubs, bulbs, flowers 52.00 136.35 Nurlin

13247- Anderson, George C. and Esther M. Anderson
Right of Way
Option expires
October 29, 1947
1,000 sq. ft. at 7¢ sq. ft. 70.00
56 cu. yds. to replace parking area, at $2.50 cu. yd. 140.00 210.00 "

13240- Rasmussen, Bessa M.
Right of Way
Option expires
October 31, 1947
5,127 sq. ft. at 5¢ sq. ft. 256.35
Fruit trees - 6 at $5 each 30.00
26 rods fence at $1.50 rod 39.00 325.35 "

13250- Denn, Lena I.
Right of Way
Option expires
November 4, 1947
1,824 sq. ft. at 5¢ sq. ft. 91.20

(Con't)

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY (CON'T)

13250- Dunn, Lena I. Right of Way Option expires November 4, 1947 (Con't)		$	$	
	56 rods fence at $2.00 rod	112.00		
	Allowance - loss moving house	200.00	403.20	Merlin
13238- Cole, Lloyd Right of Way Option expires October 22, 1947				
	5,568 sq. ft. at 5¢ sq. ft.	278.40		
	300 yds. loam at 82-2/3¢ yd.	246.60		
	Allowance - trees, shrubs, plants, bulb type	359.00		
	26 rods fence at $2 rod	52.00		
	400 feet 1¼ in. pipe at 25¢ ft.	100.00		
	Allowance - laying pipe	80.00		
	Allowance - moving house	800.00	1,916.00	"
13239- Joelson, J. A. and Eva Joelson Right of Way Option expires October 22, 1947				
	4,654 sq. ft. at 6¢ sq. ft.	279.24		
	750 ft. 8" concrete tile, plus fill, catch basins, $1.30 ft.	975.00		
	172 cu. yds. fill at $1.30 yd.	223.60	1,477.84	"

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY

12105- Litchenburger, William Right of Way (CORRECTION)				
	1.94 acres at $200.00	388.00		
	Fruit trees, shrubbery, seeding lawn, woodshed, limited access-allowance	242.50		

(Con't)

1947

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (CON'T)

12105-	Litchenburger, William Right of Way (CORRECTION) (Con't)			
	Moving house	$2,294.00	$	
	Drilling well - estimated	200.00	3,124.50	Haskins
	Private access, 680+25, 675+00			
12105-	Previous report:			
	Moving house, estimated	1,750.00	1,750.00	McCallister
12108-	Strong, V. L. Right of Way (CORRECTION)			
	0.77 acre	00.00		
	Limited access	00.00		
	Moving small house from right of way	145.00	145.00	Haskins
	Service road, between Sta. 690+50 and 694+00			
12108-	Previous report:			
	0.77 acre	00.00		
	Limited access	00.00	00.00	McCallister
12112-A	Pratt, Phillip L. and Nellie B. Pratt Easement Option expires November 7, 1947			
	Easement - 3 trees for realignment California-Oregon Power Co. Power Line	150.00	150.00	Haskins

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

13061-	Kimball, Frank V. and Hetty E. Kimball Waiver access			
	Waiver of access - private use at Station 530+00, south side	25.00	25.00	Landon
12025-	Froman, Hjalmar and Muriel E. Froman Waiver access			
	Waiver of access - private use at Station 318+50, south side	500.00	500.00	"

1947

FOSTER SECTION, SOUTH SANTIAM HIGHWAY

11478-A	Harrang, J. P. and Lena Harrang			
	Right of Way			
	Option expires			
	October 27, 1947	$	$	
	436 sq. ft. at 2¢ sq. ft.	10.00		
	Allowance - rebuilding fence	15.00	25.00	Witt
13334-	Martinak, Joe and Viola Martinak			
	Right of Way			
	Option expires			
	November 5, 1947			
	0.07 acre at $350.00 plus	25.00		
	200 feet fence - 12½¢ ft.	25.00	50.00	"
13336-	Randall, Carl F. and Thelma Randall			
	Right of Way			
	Option expires			
	November 6, 1947			
	0.53 acre at $500.00 loss	250.00		
	150 feet mesh wire fence	25.00		
	Allowance - loss strawberry patch	20.00		
	Allowance - moving and reconstructing double garage	300.00	595.00	"
13736-	Thompson, Marlin A. and Vera M. Thompson			
	Right of Way			
	Option expires			
	November 6, 1947			
	0.29 acre at $500	145.00		
	27½ rods fence at $2.00 rod	55.00	200.00	"
13333-	Houk, Geo. D. and Helen E. Houk			
	Right of Way			
	Option expires			
	November 6, 1947			
	0.49 acre at $500.00	245.00		
	12 rods fence at $2.00 rod	24.00		
	Allowance - rosebushes etc. (4)	60.00	329.00	"

1947

TIDEWATER SECTION, ALSEA HIGHWAY

12632-A	Barclay, G. M. Marie Right of Way Option expires October 28, 1947				
	0.87 acre at $500.00	$ 435.00	$		
	0.87 acre at $25.00	21.75			
	40 rods fence at $1.50 rod	60.00		516.75	McChesney

The Assistant Counsel also requested authority to condemn certain parcels of real property which he has been unable to acquire by negotiation. He submitted a list of such properties, together with the offer that he recommended for each parcel in condemnation, as follows:

		Recommended Offer
FREMONT HIGHWAY-CAMAS VALLEY SECTION OF THE WARNER SECONDARY HIGHWAY		
13516	William Pfrang, et ux.	$ 50.00 plus fence
13517	Warner Mountains Lumber Company	$165.00
MUD CREEK-DRAKES CREEK SECTION OF THE WARNER SECONDARY HIGHWAY		
13571	State Game Commission	$ 15.00
FOSTER-KENT BEND SECTION OF SOUTH SANTIAM HIGHWAY		
13335	Leonard E. Thornbrough, et ux.	$650.00

After careful consideration the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites,

stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described is necessary for right of way purposes in connection with the Santiam Highway, which real property is owned by Leonard E. Thornbrough and Lucy A. Thornbrough, husband and wife, isidentified in the records of the Highway Commission as file R 13335, and is more particularly described as follows:

A parcel of land lying in Government Lot 3 ($NE\frac{1}{4}$ of the $SW\frac{1}{4}$) of Section 26, Township 13 South, Range 1 East, W. M., Linn County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Leonard E. Thornbrough and Lucy A. Thornbrough recorded in Book 176, Page 70, of Linn County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land of variable width lying on the southerly side of the center line of the Santiam Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 1001+38.2 to Station 1007+94.5, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 1001+38.2, at which point the center of said highway intersects the center line of the county road lying westerly of said property; said point being 65.3 feet south and 655.9 feet west of the center of Section 26, Township 13 South, Range 1 East, W. M.; thence North 86° 08' 30" East a distance of 230.9 feet; thence on a spiral curve right (the long chord of which bears North 87° 28' 30" East 399.92

feet) a distance of 400 feet; thence on a 2864.8 feet radius curve right (the long chord of which bears South 89° 36' 30" East 25.4 feet) a distance of 25.4 feet to Engineer's center line Station 1007+94.5, opposite and 70 feet distant from which station the southerly line of said strip of land intersects the north and south center line of said Section 26,

The widths (in feet) of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
1001+38.2	to	1003+69.1	50 feet
1003+69.1	to	1007+94.5	70 feet

The parcel of land to which this description applies contains 0.88 acre, of which 0.42 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 0.46 acre lies outside of the existing right of way.

2. That the Commission does hereby find and declare that the said described parcel of real property is required for the specific purpose hereinabove set forth, and the said property is being acquired for the express and specific purpose in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department the necessary and an adequate description of the said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners of said real property and/or with the tenants or persons in possession, if there be any, with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to said parcel of real property.

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the fourteenth day of May, 1947.

The Assistant Counsel, Mr. Neuner, recalled that the Commission at the previous meeting authorized condemnation, if necessary, to secure a waiver of access to the Sunset Highway from property owned by Mr. Joseph Peterkort and, in connection therewith, approved an offer of $1,000 in condemnation. He advised that, due to uncertainities, the customary resolution was not inserted in the minutes of that meeting. He asked the Commission to confirm the previous action. The Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS , by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

13914

WHEREAS, the Highway Commission is authorized by law, when acquiring real property for right of way purposes, to acquire fee title to the real property sought to be acquired, or any interest therein, and the Commission is also authorized, when acquiring real property for such purpose, to acquire all right of access from abutting property to the highway proposed to be constructed; and

WHEREAS, the State is now engaged in the construction of a highway known as the Sunset Highway, on which highway the Commission has heretofore, by resolution duly and regularly adopted and made a part of its official records, authorized the acquisition of all right of access from abutting lands to said highway and the right of way thereof; and

WHEREAS, the Commission has heretofore acquired by agreement with the owners the property hereinafter described for the purpose of constructing a portion of the Sunset Highway, the real property acquired for such purpose being described as follows, to wit:

Parcel No. 1

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of Section 3 and southwest quarter ($SW\frac{1}{4}$) of Section 2, Township 1 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to Joseph Peterkort and Bertha A. Peterkort, recorded in Book 150, Page 270 of Washington County Record of Deeds; the said parcel being described as follows: Beginning at the intersection of the southerly right of way line of the Sunset Highway and the northerly right of way line of Barnes Road, said point being 81.32 feet southerly from (when measured at right angles to) the located center line of said highway at Engineer's Station 3179+34.2, said point also being2159.1 feet north and 2474.2 feet west of the northwest corner of the A. Hart D. L. C. #60, thence north 38° 34' west along the northerly right of way line of the Barnes Road, a distance of 90.9 feet, thence north 61° 50' 30" west, parallel to and 115 feet southerly from said highway center line, a distance of 942.6 feet to the west line of said Peterkort property, thence north 0° 55' west, a distance of 6.32 feet, thence south 63° 24' 30" east along the southerly right of way line of the Sunset Highway, a distance of 1030.5 feet to the point of beginning, containing 0.427 acres.

Parcel No. 2

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 3 and Southwest quarter ($SW\frac{1}{4}$) of Section 2, Township 1 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to Joseph Peterkort and Bertha A. Peterkort, recorded in Book 150, Page 270 of Washington County Record of Deeds, the said parcel being described as follows: Beginning at a point which is 115 feet southerly from (when measured at right angles to) the located center line of the Sunset Highway at Engineer's Station 3178+48.9, said point being the point of intersection of the southerly line of Parcel 1 and the northerly right of way line of Barnes Road, said point also being 2169.3 feet north and 2564.5 feet west of the northwest corner of the A. W. Hart D. L. C. #60; thence north 83° 34' west along the northerly right of way of the Barnes Road, a distance of 160.26 feet, thence north 28° 09' 30" east a distance of 59.33 feet to the southerly line of Parcel 1, thence south 61° 50' 30" east along said southerly line, a distance of 148.9 feet to the point of beginning, containing 0.101 acres.

Parcel No. 3

A parcel of land, being a portion of the following described property: The East half (E½) of Section 3, Twp. 1 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that tract of land which was conveyed by those certain deeds to Wm. M. Daniels, and recorded in Volume 73, Page 21 and Volume 127, Page 493 of Washington County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land of variable width on each side of the center line of the Wolf Creek Highway (now Sunset Highway) as said highway has been located over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 3146+66.7 to Station 3168+71.5; which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 3146+66.7, opposite and 50 feet distant from which point the northerly line of the said strip of land intersects the center line of Barnes Road; said point being 609.1 feet north and 2337.3 feet west of the east quarter corner of Section 3, Twp. 1 South, Range 1 West, W. M.; thence along said center line South 61° 50' 30" East a distance of 2204.8 feet to Engineer's center line Station 3168+71.5 opposite and 50 feet distant from which station the southerly line of said strip of land intersects the east line of said property.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Total Width	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
3146+66.7	to	3154+78.8	Variable	50	Tapering from 50 ft. on the left to 135 ft. on the right
3154+78.8	to	3163+00	100	50	50
3163+00	to	3165+00	110	60	50
3165+00	to	3168+71.5	100	50	50

The parcel of land to which this description applies contains approximately 4.90 acres, of which 0.52 acres lie within the existing right of way; net new area 4.38 acres.

and

WHEREAS, Joseph Peterkort and Bertha A. Peterkort are the owners of the real property abutting the Sunset Highway on the north from approximately Station 3283+46 to approximately Station 3146+66.7 and abutting said highway on the south from Station 3169+07.1 to approximately Station 3176+88.6; and

WHEREAS, it is the judgment of the Commission that the right of access to the Sunset Highway from the real property abutting said highway on the north between approximately Station 3283+46 and approximately Station 3146+66.7 and abutting said highway on the south between Station 3169+07.1 and approximately Station 3176+88.6 should be acquired except at such places as may hereinafter be designated;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, a majority of the members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that all right of access to the Sunset Highway from the real property abutting said highway on the north between approximately Station 3283+46 and approximately Station 3146+66.7 and abutting said highway on the south between Station 3169+07.1 and approximately Station 3176+88.6 should be acquired and all access from said abutting property to said highway restricted and prohibited, except that a private access (hereby defined as the right to enter and leave the highway by the grantors, their heirs and assigns, for any purpose other than a commercial use of the adjoining property which caters to, invites, solicits from, or is dependent upon the users of the highway) for the use and benefit of the said owners or their heirs and assigns may be permitted and established on the north side of the highway at State Highway Engineer's Station 3148+50, a like access on the north side of the highway at Station 3160+00, a like access

on the north side of the highway at Station 3168+50, and a like access on the north side of the highway at Station 3177+80, and that a like access may be permitted and established on the south side of the highway at Station 3169+25 and a like access on the south side of the highway at Station 3173+30, each of said accesses to be of a width not to exceed twenty-five feet, and that, in addition, one crossing for farm purposes, not to exceed twenty-five feet in width, may be provided from Station 3168+50 on the north side of the Sunset Highway to Station 3169+25 on the south side of the highway;

2. That except such access as is defined about in paragraph 1 all access to the Sunset Highway from the land or real property abutting said highway and described in a deed from Emily Hubbard, unmarried, to Joseph Peterkort and Bertha A. Peterkort, husband and wife, recorded in Volume 150, page 270a, of the Deed Records of Washington County, Oregon, and also in a deed from The United States National Bank of Portland (Oregon), a corporation, to Joseph Peterkort and Bertha A. Peterkort, husband and wife, recorded in Volume 252, page 101, of the Deed Records of Washington County, Oregon, shall be acquired and vested in the public;

3. That if such relinquishment and waiver of access cannot be acquired by purchase or agreement, then J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is authorized to institute and prosecute to a final determination such action or proceedings as may be necessary to acquire and vest in the public the said access rights;

4. That, in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said access rights, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said access rights as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners;

5. That this resolution be entered in full in the minutes and records of this Commission as of the fourteenth day of May, 1947.

The Assistant Counsel brought up for discussion and instructions the claim of Gates and Sons, house movers, for extra compensation in connection with a contract that was awarded to them for moving a building from right of way of the Alsea Highway as is required in connection with the acquisition of right of way for a Forest Highway project at this location. He advised that the specifications called for a certain yardage of material to be removed, but it is apparent that a mistake was made in the computation because actually they moved 1,289 cubic yards of material more than was con-

templated, and they are now asking payment for the extra yardage at $1.42 per cubic yard, which is the price they bid for such item. He recommended payment of the claim. The Chief Counsel concurred therein, advising that the state is obligated to pay the extra amount. The Commission approved the recommendation unanimously.

The Assistant Counsel presented the offer of Mr. Carl Walther to purchase some state-owned property adjacent to the Oregon Coast Highway near the Dorchester House, Lincoln County. He advised that in acquiring a ten foot strip along this section for widening the highway it was necessary in one instance to purchase the entire holdings of one of the property owners, for which the sum of $3,000 was paid. Mr. Walther, he says, wants to acquire the area outside the standard-width right of way and has offered to pay the sum of $3,000 for it, which means that the state is obtaining the right of way free of cost. He recommended acceptance of the offer. The Commission approved the recommendation and the following day signed the deed conveying the property to Mr. Walther.

The Assistant Counsel also brought up for discussion the matter of acquiring right of way for the Klamath Falls-Malin Highway at a point where this highway crosses South 6th Street, Klamath Falls. He advised that Balsiger Brothers, who own property at this intersection, have plans to subdivide it and are anxious to know just how much of their property is required by the state. He requested authority to negotiate purchases of right of way at this location. The Engineer advised that the original plan was to construct a grade separation structure at this location, but he believes now that a satisfactory solution can be worked out without going to that expense, if the intersection is properly channelized with, perhaps, the installation of traffic signal lights if that is deemed necessary. He pointed out that when this matter was previously under discussion the Commission approved the highway alignment, but held in abeyance the matter of constructing the traffic separation structure. Commissioner Schaupp gave as his thought that the grade crossing of these two highways would be satisfactory if the traveling public is properly protected as suggested by the Engineer. Chairman Banfield also expressed his approval of a grade crossing.

The question of right of way width was then discussed and, as a result thereof, the Commission unanimously authorized negotiations on a basis of right of way 200 feet wide along this section, with sufficient additional width at the intersection to provide for the proper channelization of traffic at this point.

The Commission had under consideration the matter of authorizing deductions from State Highway Department payrolls to pay the cost of group insurance coverage for the families of State Highway Department employees. The Assistant Counsel advised that the deductions will be made from the amount due the individual employees only if they voluntarily request that the deductions be made and not otherwise. The Commission voted unanimously to permit such deductions on the condition that the state will pay nothing whatsoever toward the cost of such insurance coverage.

The Chief Counsel reported on a request of Commander J. F. Staniunas U. S. Navy, Resident Officer in Charge of Construction Work, in Astoria, that the state quitclaim to Clatsop County for reconveyance to the U. S. Navy certain property belonging to the state in the vacated subdivision known as Van Dusen's, Astoria. He advised that the City of Astoria and Clatsop County have vacated this subdivision to permit construction of quarters for officers and enlisted men stationed at Tongue Point Naval Station, and it appears that the State Highway Department, by such vacation, acquired title to a portion of Date Street, so in order to avoid complications and to clear up the title, the state's interests will have to be conveyed in the manner above stated. The Engineer advised that the property is located on sliding ground, and there are possibilities that the state might assume certain obligations and be responsible for damage if additional slides occurred, in view of which, it might be advisable to retain the area under state ownership, although, he added, he would have no objection whatever if title can be transferred without the state assuming any further obligation or responsibility. The Chief Counsel advised that the transfer could be made without the state assuming such obligation. The Commission thereupon voted unanimously to deed the property to Clatsop County as requested, subject to that condition.

The Engineer and the Chief Counsel reported results of conferences with officials of the City of Portland regarding the proposed Sullivan's Gulch Highway. They advised that they were unable to arrive at any definite arrangement with respect to details, but there appeared to be three main points or issues where agreement must be reached between the Commission and the City before the project can go ahead -- (1) Is the route to be approved and adopted as a state highway and street artery and thereafter constructed? (2) In what respect and in what amount shall the city contribute toward the project? (3) From what source will the city procure funds to meet its part of the financial obligation? The matter was discussed at considerable length, and as a result thereof the Commission instructed the Engineer and the Chief Counsel to continue discussions with the city officials and with officials of the railroad company which is involved, without making any definite commitments to spend any money at any specific time, and to ascertain, if possible, how much the city is willing to contribute toward the cost of the project. These discussions are to be of a preliminary nature. The Engineer and the Chief Counsel were authorized to agree tentatively with the city on the financing of right of way on the same basis that right of way for the Front Avenue project was acquired -- 60 percent city, 40 percent state. They are to render a joint report on the subject when the conferences have been completed.

The Engineer presented a written report on equipment, showing that on hand at the beginning of the year, equipment purchased during the period January 1 to May 1, 1947, that on order, and the estimated cost to purchase additional equipment that will be needed this year. He pointed out that the Highway Department has received, or has on order, equipment costing $692,948, which takes up practically the full amount of the $700,000 which the Commission heretofore authorized for this purpose. He estimated the cost of additional equipment that will be needed in the near future at $100,000 and requested authority to make additional purchases to that amount, which will

bring the total authorization up to $800,000 and would leave an unauthorized balance of $200,000 remaining out of the $1,000,000 set up in the 1947 budget for the purchase of equipment. (See written report, in general files, for details.) The Commission, by unanimous vote, authorized an additional expenditure of $100,000 for this purpose with the express understanding that this is all that will be authorized for the year 1947.

A letter was presented from Mr. Chester K. Sterrett, Manager, Industries Department, Portland Chamber of Commerce, inquiring whether or not the State Highway Commission will contribute additional state funds in the amount of $500 to assist in payment of a deficit of $7,000 which, from present indications, will accrue in connection with the cooperative mapping project of the Portland Area that is being conducted under the auspices of the U. S. Coast and Geodetic Survey and for which the Portland Chamber of Commerce is acting as coordinating supervisor. The Engineer advised that when this survey was started in 1945 the Commission authorized a contribution of $2,500 of state highway funds in cooperation because the information gained would be of inestimable value for state highway purposes. He recommended approval of the additional expenditure which he considered justified because of the benefits that the state would receive. The Chief Counsel advised that the Commission has authority to spend, and is justified in spending, highway funds for such purposes if the state will be benefited. Motion was made by Commissioner Schaupp that the additional contribution of $500 be allowed. Chairman Banfield seconded the motion, and it was so ordered.

The Commission had under discussion matters pertaining to construction of a new ferry boat for operation across the Columbia River at Astoria, bids for which were received by the Commission at the previous meeting. It was recalled that the Commission at that time deferred the award of the contract pending assurance from the low bidder, Albina Engine and Machine Works, guaranteeing a ten-knot speed for this boat. The Engineer advised that he has discussed this matter with Mr. Hussa, of the Albina Engine and Machine Works, who states that he can furnish such a guaranty provided a larger engine is installed. The Engineer read aloud a letter from Mr. Hussa on this subject in which he advised that for an additional sum of $28,000 over and above the amount of his bid submitted on April 24, 1947, he will install an 800-horsepower engine which will furnish a ten-knot speed at 350 rpm, increasing the total amount of the bid to $458,323. (See letter, in general files, for details.)

The Engineer also read aloud a letter from L. S. Baier & Associates, Portland, dated May 13, 1947, which offers to furnish a reconverted mine sweeper for the sum of $260,000. (See letter, in general files, for details.) He questioned the advisability of purchasing a boat of this type because of the danger in operating it during rough weather, particularly on the Washington side of the river. Chairman Banfield gave as his thought that the Commission is not justified in taking such a boat in lieu of one that is built to specifications.

The Engineer brought into the discussion the matter of a ferry landing for the ferry operation. He advised that the Commission is now using the private landing of Captain F. B. Elfving, who has stated his willingness to extend his present agreement with the Highway Commission if the Commission will pay him extra compensation in the amount of taxes that are assessed against the property by the City of Astoria and by Clatsop County. He pointed out that to provide a new state-owned landing at the proposed location at the end of 17th Street would cost about $150,000 and suggested an arrangement with Mr. Elfving for the extended use of his property.

Chairman Banfield expressed himself in favor of awarding the contract for the new ferry boat construction to the Albina Engine and Machine Works on the basis of its original bid and its letter guaranteeing a ten-knot speed, on the condition that the Commission can obtain at least a two-year extension of its agreement with Mr. Elfving to operate the ferry out of the present ferry terminal, in other words, if such agreement with Mr. Elfving can be extended from June 1948, when the present agreement terminates, to July 1950. He suggested that the Commission should have assurance, in writing, from the City of Astoria, Clatsop County, and Captain Elfving that this plan is satisfactory before the Commission enters into a contract for the construction of the new ferry boat. Commissioner Schaupp expressed himself similarly, whereupon the Commission decided definitely to proceed on such basis. The Chief Counsel was instructed to prepare letters for execution by the City of Astoria, Clatsop County, and the Astoria-North Beach Ferry Company along the line suggested. These were ordered sent to Astoria by special messenger in order that final action on the matter may be taken by the Commission on the following day. (This matter was reconsidered by the Commission on the following day, at which time letters were presented from the county, the city, and the ferry company agreeing to the Highway Commission's plans. The Commission considered that the communications satisfied its requirements and thereupon referred the bids to the Engineer with authority to award the contract to the low bidder, Albina Engine and Machine Works, at its bid price of $430,323, submitted on April 24, supplemented by its letter of May 12, 1947, guaranteeing a speed of ten knots per hour.)

The Commission discussed a request from the City of Bend for state cooperation in the improvement of Galveston Avenue (Century Drive Secondary Highway) between Harmon Boulevard and West 14th Street. The Engineer advised that the property owners will pay for construction of curbs and grading work and construction of an additional ten feet of pavement, and all that the state is being asked to do is to place a seal coat on the pavement, which he estimated would cost about $1,000. He recommended the expenditure. The Commission approved the recommendation unanimously.

The Engineer reported receipt of a letter from the Croft Lily Grower Association, Harbor, Oregon, requesting the construction of a vehicular turnout on the Oregon Coast Highway about one mile south of the town of Harbor where the Association has erected a granite memorial honoring the late Sidney Croft, who was the originator of the Croft Easter Lily. He estimated that such widening work would cost about $40 and recommended approval of the expenditure. The Commission approved the recommendation.

A letter was presented from Mrs. Lewis Erickson, Coos Bay, Oregon, urging the improvement of a road which extends from Catching Slough to Roseburg via the hamlets of Summer and Fairview. The Commission denied the request because of lack of funds with which to finance such an improvement at this time.

The Engineer reported that the cities of Athena and Troutdale have satisfied the legal requirements with respect to the expenditure of 1945 State Tax Street Funds which they received in 1946 and that the plans for the improvements to be financed with such funds have been examined and found satisfactory. He recommended, in view thereof, approval of the plans by the State Highway Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Athena	$770.53
Troutdale	316.92

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Athena - Adams Street, 6th Street, College Street, 2nd Street, Darwin Street, 5th Street

Troutdale - Killin Street, Benton Street, Garfield Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the require-

ments of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 14th day of May, 1947.

The Engineer also reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1946 State Tax Street Funds that they received in 1947:

Aumsville	Manzanita	Stanfield
Donald	Mosier	Talent
Halfway	Nehalem	Wasco
Joseph	Rockaway	Wheeler
Lafayette	Rogue River	Yoncalla

He advised that the plans proposed for the expenditure of the funds have been examined and found satisfactory and recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Aumsville	$ 348.98
Donald	373.04
Halfway	834.34
Joseph	1,189.33
Lafayette	1,123.14
Manzanita	439.23
Mosier	433.21
Nehalem	495.39
Rockaway	1,235.46
Rogue River	950.66
Stanfield	1,135.18
Talent	764.14
Wasco	607.70
Wheeler	519.45
Yoncalla	758.12

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Aumsville - All city streets

Donald - Cone Street, Criswell Street, Feller Street, Williams Street, Oak Street, Ross Street, Ehlen Street, Mathieus Road, Donald Street

Halfway - Bell Street, Dawson Street, Church Street, Center Street

Joseph - 2nd Street, 3rd Street, 6th Street, East Street

Lafayette - 8th Street from ½ block north and 1 block west of Washington Street to Madison Street, 6th Street from Washington Street to Bridge Street, Washington Street from 1st Street to 6th Street, 2nd Street from Washington Street to Madison Street, 5th Street from Jefferson Street to Monroe Street, Jackson Street from 5th Street to 7th Street, 5th Street from Jackson Street to Wilson Street, Wilson Street from 5th Street to 7th Street, 7th Street easterly from Jackson Street to city limits, Monroe Street from 6th Street to 3rd Street

Manzanita - Manzanita Avenue, 4th Street, 5th Street

Mosier - Washington Street, 3rd Avenue

Nehalem - Tohls Avenue, 9th Street, "I" Street

Rockaway - Pacific Avenue, Lakeside Drive, Myrtle Avenue, Ocean Avenue, Owen Avenue, Nehalem Avenue, Park Street, Elizabeth Street, Avenue "B", Avenue "C", Edison Avenue

Rogue River - Pine Street, Broadway Street, School Street, First Street, Main Street, County Road

Stanfield - Taft Avenue, Wood Avenue, Dunne Street, Sherman Street

Talent - Gibson Street, "I" Street through to Wagner Avenue

Wasco - Beginning at a point 40 feet east of the intersection of Clark and Davis Streets, thence east on Davis Street to a point 103 feet west of the intersection of Davis and McPherson Streets, thence east a distance of 145 feet more or less to intersect the center line of McPherson Street

Wheeler - Street intersection between Gregory and Rorvick Streets, extending back 150 feet from the state highway

Yoncalla - 1st Street, 2nd Street, Applegate Avenue, 3rd Street 4th Street, "A" Street, "B" Street, "C" Street, "D" Street unnamed street running north from Applegate Avenue to city limits

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 14th day of May, 1947.

A letter was presented from the City of Coos Bay requesting that a traffic light of proper type, with appropriate signs, be installed at the intersection of Central Avenue (Empire-Marshfield Secondary Highway) and 14th Street, being at a point where the highway curves to the right, as an aid in the prevention of accidents that frequently occur at this intersection. The Engineer recommended the installation of a flashing beacon at this point at an estimated cost of about $250. He advised that he has discussed this with Commissioner Chandler who approves such traffic light at this point. The Commission approved the recommendation unanimously on the condition that the City of Coos Bay will adopt an ordinance requiring traffic from side streets to come to a stop before entering this intersection.

In this connection the Engineer advised that the city is also desirous of rerouting truck traffic on Central Avenue so as to avoid the business district and the traffic congestion therein. They propose, he said, to reroute traffic that enters this district from the north over Commercial Avenue from Broadway to 4th, thence to Central, and to route traffic that enters the district from the south via Elrod and 4th Streets to Central. The city also inquires whether or not the state will assume a part of the expense of improving these new routes. Chairman Banfield gave as his thought that this is strictly a city proposition; however, action on the matter was deferred by the Commission until Commission Chandler is present.

The Engineer also advised that the City Council has offered the suggestion that the state, in acquiring right of way for highway improvements through the city of Coos Bay, procure right of way 100 feet wide wherever possible and feasible. The Engineer explained that for the most part the right of way now being acquired is only 80 feet wide. The Commission deferred a decision in this matter until Commissioner Chandler is present.

The Commission had under discussion a cooperative agreement with the Southern Pacific Company for the installation of flood lights at the railroad grade crossing of the Beaverton-Aurora Secondary Highway between the town of Tualatin and the Boones Ferry Road, in Washington County. The Engineer recommended approval of this installation, which he estimated would cost a total of $300, on the condition that the railroad company would pay half the expense of the original installation and of the operation and maintenance of the lights. The Commission approved the recommendation unanimously. The agreement pertaining thereto was signed by the Commission on the following day.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Engineer reported that in conformity with authority previously granted him by the Commission he has awarded the following contracts, bids for which were received by the Commission on April 24, 1947, the conditions of the awards having been satisfied:

Widening Reese Creek, Little Butte Creek, and Antelope Creek Bridges on the Crater Lake Highway, Jackson County; contract awarded May 2, 1947, to R. H. Jones, low bidder.

Grading, surfacing and oiling the North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, Harney County; contract awarded May 1, 1947, to E. C. Hall Co., low bidder.

Asphaltic concrete pavement resurfacing and bituminous macadam surfacing on the Milton-Washington State Line Section of the Oregon-Washington Highway, Umatilla County; contract awarded May 1, 1947, to E. C. Hall Co., low combination bidder.

Construction of four bridges on Oregon-Washington Highway, at Milton, Umatilla County; contract awarded May 1, 1947, to E. C. Hall Co., low combination bidder.

The Commission confirmed the awards as reported.

The Engineer submitted for the Commission's approval survey data for the Gunnell Road-Robertson Bridge Section of the Rogue River Loop Secondary Highway, Josephine County. He recalled that this matter was presented to the Commission at the previous meeting but was referred back to him for additional information concerning the building located on the proposed alignment. He advised that the house is an old structure, is unpainted, and is valued at not to exceed $500; moreover, it is estimated that it can be moved for about $150. He recommended approval of the highway location as planned because it is located on high ground, will avoid moving right of way fences, the destruction of a barn lot on the opposite side of the highway, and will provide a better connection with a county road nearby. In the discussion of the matter it appeared that the house is located on high ground especially desirable for a building site, which will be destroyed for such purposes if the highway is constructed in such location. The Commission questioned the advisability of adopting such a location in view thereof, and rereferred the matter to the Engineer for further investigation and report at the next meeting.

Struss & McCoy, Contract No. 2770, for furnishing crushed gravel in stockpiles for the Redmond Rock Production Project on the McKenzie, The Dalles-California, the Ochoco, and the O'Neil Highways, in Crook and Deschutes Counties, requested an additional extension of time of five days from April 10 to April 15, 1947, within which to complete this job. They gave no reasons for overrunning the previously-extended time limit. The Engineer advised that progress has been slow on this project because of many breakdowns and difficulty in obtaining parts, but that the state has not incurred any appreciable loss because of this delay. He recommended approval of the request without penalty. The Commission approved the recommendation, not, however, on the basis of the contractor's statements.

A. D. Ford & Son, Contract No. 2800, for construction of the Vadis Overcrossing on the Sunset Highway, in Washington County, requested an additional extension of time of 90 days, from April 30 to August 1, 1947, within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to inability to secure labor experienced in cement work. The Engineer advised that the reason given by the contractor for overrunning the time limit is substantially correct, and he recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, not, however, on the basis of the contractor's statement.

The Engineer reported that Contract No. 2770 for furnishing crushed gravel in stockpiles on the Redmond Section of the McKenzie, The Dalles-California, Ochoco, and O'Neil Highways, in Crook and Deschutes Counties, has been completed according to the requirements of the contract or modification thereof and that said job is now ready for acceptance. The following resolution accepting the above project was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contract for the construction of a state highway project has been completed according to the terms and provisions of the contract, and that said job is now ready for acceptance:

Contract No. 2770 with Struss & McCoy for furnishing crushed gravel in stockpiles on the Redmond Section of the McKenzie, The Dalles-California, Ochoco and O'Neil Highways, in Crook and Deschutes Counties; completed April 15, 1947;

THEREFORE, BE IT RESOLVED that the work covered by said state highway contract for the construction of said state highway project be declared completed according to the terms of the respective contract, and said job is hereby accepted and final payment in connection therewith is hereby authorized.

The Commission had under discussion the appointment of Mr. Merle R. Chessman, former State Highway Commissioner, as a member of the Advisory Committee on Travel and Informational Matters. The Secretary presented a letter from Mr. Chessman stating his willingness to accept such an appointment if the Commission desires him to act in such capacity. Chairman Banfield and Commissioner Schaupp expressed themselves as pleased to have Mr. Chessman on this Committee and thereupon unanimously approved the appointment. The Secretary was instructed to notify Mr. Chessman of the action taken.

The Engineer brought up for discussion the matter of rescinding the action taken by the Commission during the wartime period establishing a 35-miles-per-hour speed zone along US99W through Camp Adair, particularly between Mile Post 74.10 and Mile Post 77.80. He advised that there no longer is need for such reduced speed limit and recommended appropriate action by the Commission to restore legal speeds along this section. The Commission approved the recommendation and, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, as a part of the war emergency, and upon the request of the military authorities, the Commission, on September 24, 1945, adopted a resolution establishing a 35-mile speed limit between Mile Post 74.10 and 77.80 on the Pacific Highway West; and

WHEREAS, the war emergency has ended and the Commission's Engineer has recommended that no reduced speed limit is necessary within said section.

NOW, THEREFORE, based upon the engineering and traffic investigation and upon the finding and determination of the Commission with respect thereto, the Com ission does hereby order that the resolution of September 24, 1945, fixing 35 miles as an established speed on Pacific Highway West between Mile Post 74.10 and Mile Post 77.80 be and the same hereby is rescinded.

Letters were presented from the City of Hillsboro and the Washington County Court suggesting action by the State Highway Commission to prohibit the truck-hauling of logs, poles, and/or piling over state highways during Saturday afternoons, Sundays, holidays, and during the hours of darkness, particularly on state highways leading to the coast, in order to safeguard other traffic of which there is a large volume during those periods. The Commission approved the suggestion by unanimous vote and instructed the Chief Counsel to prepare an appropriate resolution covering the matter. (The resolution was prepared and adopted by the Commission on the following day. See ahead for resolution.)

The Commission had under discussion a letter from Mr. Charles H. Reynolds, La Grande, inquiring, in behalf of the Union County Historical Society, whether the State Highway Department has any funds available that could be used for signing roads other than state or federal highways within Union County that the Society wishes to name after pioneers in order to preserve historical names. The Secretary was instructed to inform Mr. Reynolds that, while the Commission is in favor of spending state highway funds for such signing along state highway routes, it does not have funds that could be applied to maintain signs on other roads.

The Engineer presented a request from the C. D. Johnson Lumber Corporation for an easement over and across a portion of the right of way of the Oregon Coast Highway at the south end of the Yaquina Bay Bridge, Lincoln County, on which to construct a piling trestle footwalk for the convenience of workmen who are to be employed loading ships which the company expects to moore in Yaquina Bay a short distance upstream from the highway bridge. He also said that the company is asking authority for the workmen to park their automobiles on state property at the paved turn-around on the downstream side of the bridge structure. He read aloud a letter from the State Parks Superintendent offering no objections to such use of the state's property, subject to certain restrictions and conditions. As a result of discussion the Commission approved the request as a general proposition but deferred a definite decision relative thereto pending receipt of additional information as to the Corporation's plans, which the Engineer was instructed to report at the next meeting of the Commission. In the event the final plans meet

with the approval of the Engineer and the Chief Counsel, then the Commission will consider granting to the Corporation a revokable permit to occupy the state's property, which permit shall contain provisions to amply protect the state's interests.

A letter was presented from Mr. M. W. Skipworth, Attorney, Coos Bay, complaining of the noise created by heavy-duty trucks operating without mufflers in the business district of the City of Coos Bay, and asking that something be done to curb the disturbance. It was the thought of the Commission that this is a matter that is the proper function of the local police authorities. The letter was referred to the Chief Counsel to so inform Mr. Skipworth.

The Commission discussed the taking of formal action naming the Coos Bay Bridge on the Oregon Coast Highway the "C. B. McCullough Bridge" in honor of the late C. B. McCullough, former Bridge Engineer and Assistant State Highway Engineer, who designed it. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, C. B. McCullough gave of the fifty-nine years allotted to him for his use and disposal in this world twenty-seven of those years to the State of Oregon, during which time he, through his creative genius and because of his love for Oregon, her inviting streams, challenging mountains, and bewildering forests, built a collection of bridges which are the pride of the State and the admiration of all who have been and who will in the years to come be permitted to use and enjoy them; and

WHEREAS, his genius, and constructive public service, symbolized as they are in the imposing structures conceived, designed, and built during his life in Oregon, will endure so long as men travel Oregon's highways and cross the streams his structures span; and

WHEREAS, there have been expressed and recorded by the people of Oregon a desire and a recommendation that, in appreciation of the great contribution made by C. B. McCullough, as an engineer, a citizen, a friend, and a builder, not alone to the people of Oregon but to the entire nation, the bridge -- his bridge -- which spans Coos Bay, be designated and for all time known as the C. B. McCullough Bridge.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION:

1. That, in recognition and in appreciation of the great service which Mr. McCullough rendered the people of Oregon while serving as Bridge Engineer for the Oregon State Highway Commission, the bridge which spans Coos Bay in Coos County, Oregon, and which was planned and designed by him and constructed under his guiding genius, be and the said bridge hereby is designated and shall hereafter be known as the C. B. McCullough Bridge.

2. That a plaque made of appropriate material shall be prepared and permanently placed in an appropriate spot on said bridge, on which plaque there shall be carved the following:

McCULLOUGH BRIDGE

DEDICATED TO THE MEMORY

OF

CONDE BALCOM McCULLOUGH

WHOSE GENIUS AND INSPIRATION ARE

MANIFEST IN THE DESIGN OF THIS

BRIDGE AND MANY OTHER OREGON

BRIDGES DURING HIS PERIOD OF

SERVICE AS BRIDGE ENGINEER

AND ASSISTANT STATE HIGHWAY

ENGINEER, 1919 TO 1946

3. That, because of the faithful service rendered Oregon State College by Mr. McCullough while he served the institution as a member of its faculty, the College be requested to conduct appropriate ceremony in connection with the naming of the bridge and the placing thereon of the plaque.

4. That the Secretary to the Commission be instructed to mail to the President of said College a copy of this resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 14th day of May, 1947.

The Commission had under discussion the setting of a date for its next regular meeting and decided unanimously to hold such meeting in Portland on Monday and Tuesday, June 16 and 17, 1947. The Secretary was instructed to make the usual arrangements for the meeting place.

The Commission also discussed a date for its meeting in July and decided tentatively to hold such meeting on Tuesday and Wednesday, July 22 and 23, 1947, depending on whether or not Commissioner Chandler can be present at that time.

The Engineer reported briefly results of his conference with the members of the Hood River City Council and the County Court of Hood River County with respect to the adoption of a permanent location for the Columbia River Highway through the City of Hood River. He advised that the members of the City Council and the County Court expressed themselves unqualifiedly in behalf of the location proposed by the State Highway Commission and that it is his intention to submit a written report on the subject for consideration by the Commission at its next meeting.

In this connection Chairman Banfield requested that such report should show how this project, including the section immediately west of the City of Hood River, can be broken down into units to facilitate construction since funds are not available to do all of the work simultaneously. An overall picture of the work to be done from year to year until final completion and the minimum amount of work that can be accomplished in order to secure value from the investment. It was also the Commission's thought that the program when finally arranged should be brought to the attention of the Hood River City Council and the County Court of Hood River County for their information, and that an agreement, in writing, should be reached with such agencies before construction is started, and it was so ordered.

The request of Mr. Tom H. West, member of the Board of County Commissioners, Multnomah County, for widening North Vancouver Avenue from Union Avenue Junction south to Columbia Slough Road was discussed by the Commission. Chairman Banfield gave as his thought, after inspecting the premises, that the present roadway facilities are satisfactory to accomodate the traffic from the Portland Meadows Race Track, and, in his estimation, there is no apparent need to widen the highway between the race track road entrance and Columbia Slough Bridge. Commissioner Schaupp expressed himself similarly. In view thereof and of reports from the Engineer and the Chief Counsel, the Commission decided that the widening of Vancouver Avenue should be held up until such time as there is more apparent need for the improvement, and it was so ordered.

In this connection the Engineer pointed out that the present connection between Denver Avenue and Schmeer Road is abrupt and hazardous. The Board of County Commissioners, he said, is desirous of improving the condition by easing the turn and has asked the State Highway Department to join in the expense. He estimated that the state's share of the cost would not exceed $1,000 and recommended approval of the expenditure. The Commission approved the recommendation unanimously.

The Commission had under discussion a request from Mr. J. H. Massey, Waldport, for permission to remove sand from the ocean beach south of Yachats and a letter from Mr. C. S. Bagley, of the Delake Sand & Gravel Co., for per-

mission to take like materials from the beach at Delake. The Chief Counsel advised that the 1947 Legislature enacted a law which has a bearing on this subject, which law becomes effective in July of this year. He suggested, therefore, that the Commission defer a decision in the matter until that time. The Commission unanimously approved the suggestion.

In the further discussion of this matter the question arose who will secure the benefits of amounts paid for the sand that is taken from the beach, the State Land Board or the State Highway Commission. The Chief Counsel was instructed to discuss this matter with the attorney for the State Land Board and report the results thereof.

The Engineer reported the results of investigations concerning the request of the Official Board of the Church of Christ of Pleasant Hill that the pioneer monument now located adjacent to the highway at Pleasant Hill, which will have to be moved when the new highway is built, be re-established on the church grounds nearby. He advised that this monument consists of a replica of Elijah Bristow's cabin fireplace in guise of a drinking fountain and that the stones that were used were taken from the demolished fireplace. Elijah Bristow, he said, was a pioneer of 1846 who erected the first cabin in Lane County at Pleasant Hill and also organized the first church. He also was an officer in the Army during the Civil War and distinguished himself under Andrew Jackson at Teledaga; moreover, his sons were prominent in early Oregon history. He recommended, in view of these findings, that the fireplace be moved about 25 feet south to a location on this new highway right of way, and that a textboard be placed with the monument giving historic facts. He estimated the cost of moving it at $400. The Commission approved the recommendation unanimously, subject to concurrence by the committee which was appointed to advise on historic matters.

The Commission discussed a proposal of the City of Salem for the installation of traffic signals at three intersections on North Capitol Street, Salem, particularly at "D" Street, Market Street, and Fairgrounds Road. The Engineer estimated the cost of such installation at $10,000, of which amount, he said, the City of Salem has agreed to pay $5,000. Because of shortage of funds the Commission found it necessary to deny the request unless the Engineer can advise some very good reason why these signals should be installed.

The Engineer reported on the inquiry of County Commissioner R. W. Arens, Hood River County, as to the plans of the State Highway Commission for the future development of the Columbia River Highway east of Portland. He advised that, as previously instructed by the Commission, he has discussed this matter personally with Mr. Arens who expressed his satisfaction with the Commission's plans for this project. The Commission took no action.

The Commission discussed matters pertaining to the proposed rerouting of the Pacific Highway in the City of Eugene, being a cooperative project with the City of Eugene and Lane County, but deferred a definite decision with respect thereto until its next meeting. The Engineer and the Chief Counsel were instructed to report more fully on the matter at that time.

The Engineer reported on the request of the City of Gresham for additional improvements to the Mt. Hood Highway in Gresham in order to eliminate what they allege is a bottleneck condition which exists at the end of the section that was improved in 1946. Among other things, he advised that preliminary investigations indicate that the permanent highway will by-pass the section that the city wants improved, so the widening thereof as requested will be of no particular benefit from the state highway standpoint. In view of this report the Commission denied the request.

The Commission had under discussion a letter from Mr. J. R. Frum, Assistant Vice President, Crown Zellerbach Corporation, advising that the City of Canby wishes to maintain city "welcome" signs on the company's privately-owned structure which crosses over the Pacific Highway East just north of Canby, and requesting the attitude of the Highway Commission relative thereto. The Engineer pointed out that this structure is located within the wye connection between two railroad grade crossings; also, that the volume of traffic on this highway is large. It was his thought that the maintenance of these signs on the overhead structure would have a tendency to attract the attention of people traveling the highway and would invite accidents. The Commission concurred in the viewpoint of the Engineer and thereupon instructed the Secretary to inform Mr. Frum that the Commission could not approve the maintenance of the signs on this structure.

The Engineer reported a request from the City of Scappoose for the establishment of a "no parking" zone in front of the post office in that city and for establishment of two bus stops on the Lower Columbia River Highway in this city; also, the establishment of a log truck by-pass route via Williams Avenue and Second Street so as to take the logging trucks off the highway through the business district, and for authority to use certain state-owned land on the east side of the highway just north of Columbia Avenue for the off-street parking of automobiles.

In the discussion of the establishment of the log truck by-pass, the Commission could see no advantages to be gained from the state highway standpoint by establishing such by-pass route and accordingly refused to join with the city in the establishment of the route; moreover, the Commission considered that such matter is a local responsibility. The Secretary was instructed to advise the city accordingly and to state further that the Commission would offer no objections if the city elected to establish such by-pass on its own account.

As to the use of the state land for the off-street parking of automobiles the Commission considered that it would be unwise to allow the use of the property for such purpose because the business houses in Scappoose are all on the opposite side of the highway from such tract, and people who use the parking area would be obligated to cross this heavily-traveled highway in the face of highway traffic, and accidents very likely would occur. It was the thought of the Commission that a suitable location on the opposite side of the highway could be found. The request was thereupon denied, and the Secretary was instructed to inform the city accordingly.

The Engineer recommended approval of the city's request for the establishment of bus stops and a "no parking" zone in front of the post office The Commission approved the recommendation and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, the Columbia River Highway, (US30), passes through the City of Scappoose, Oregon, and

WHEREAS, said City is incorporated, is heavily populated and the business district therein congested with traffic, and

WHEREAS, it has come to the attention of the Commission and the Commission now finds that parking of motor vehicles on portions of the business area of said City is a hazard and menace to pedestrians, and particularly those pedestrians who patronize or intend to patronize common carriers of passengers operating on said highway, and

WHEREAS, the Commission has found that the prohibition of parking of motor vehicles in a sufficient area to permit the stopping and loading of common carriers at or adjacent to the curb or right of way lines will decrease the hazard and menace of motor vehicles to pedestrians,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of members being present and voting affirmatively, as follows:

1. That the parking of motor vehicles on the westerly side of the said Columbia River Highway for a distance of 50 feet southerly from a point located 36 feet south from the south curb line on Columbia Avenue in said City be and the same hereby is prohibited.

2. That the parking of motor vehicles on the easterly side of the said Columbia River Highway for a distance of 50 feet northerly from a point 4 feet north from the north line of Columbia Avenue in said City be and the same hereby is prohibited.

3. That the State Highway Engineer be and he hereby is directed to erect "no parking" signs in the areas above described, and to mark such areas as bus stops or bus loading zones. That the Engineer is further directed to do all necessary and proper painting to denote the zones above established.

4. This resolution shall be entered in the minutes and records of the Commission as of the 14th day of May, 1947.

WHEREAS, it has been represented by Fred H. Twohy, Chief Clerk of the Railway Mail Service, Portland, Oregon, that the parking of cars on the Lower Columbia River Highway in front of the entrance to the post office at Scappoose, Oregon, causes inconvenience to and interference with the movement of United States mails, and to remedy such situation this Commission has been requested to designate the highway in front of said post office as a "No Parking" area; and

WHEREAS, it is the opinion of this Commission that every reasonable and legitimate action should be taken which has for its purpose a speeding of the movement of United States mails, and this Commission is therefore of the opinion that parking in front of the post office entrance at said place should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of members being present and voting affirmatively, as follows:

1. That the entire area immediately in front of the post office at Scappoose, Oregon, be and said area hereby is declared closed to the parking of vehicles.

2. That the Engineer be and he hereby is instructed to install and thereafter maintain at points in front of said post office entrance where they will best serve the purpose of this resolution appropriate signs designating said area as a "No Parking" area and that in addition to such signs the curb line in front of said building be appropriately painted.

3. That this resolution be entered in the minutes and records of this Commission as of May 14th, 1947, and a certified copy thereof mailed to Mr. Fred H. Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon, a certified copy to the City of Scappoose, and a like copy to the Superintendent of State Police.

The Commission had under discussion the selection of highways for Group I and Group II classifications to be used in connection with the issuance of permits under the so-called "big truck bill" which was enacted into law by the 1947 Legislature. It was pointed out that outstanding permits which were issued under wartime authority expire on July 1, 1947, and because of improvements that have been made in the highway system since the original Group I and Group II Highways were designated, it will be necessary to reclassify them for use in connection with these permits. Action on this matter was deferred by the Commission for consideration when Commissioner Ben R. Chandler is present. In the meantime the Chief Counsel was instructed to arrange with the State Police to honor outstanding permits of this type until new permits can be issued, which it is anticipated will be accomplished by August 1, 1947.

The Engineer reported the log-hauling violations committed by Elmer Claude High, Warrenton, involving overloading, laying out to avoid being weighed, talking abusively to weighmasters, and attempting to bribe the weighmaster. He also reported on log-hauling violations committed by Eugene Francis Gallagher, Lebanon, who operates under the name of Shamrock Logging Company. Mr. Gallagher's violations consist of overloading, by-passing the scales, and laying out in order to evade weighing. These matters were discussed at some length, but action thereon was deferred by the Commission until the following day. The Commission ordered that the weighmasters involved in both of these cases be present at that time to explain details. (This matter was reconsidered on the following day when the weighmasters were present and as a result of discussion the Commission ordered that a warning letter be sent to Mr. High to the effect that his permit would be permanently canceled if he does not comply with the rules and regulations. The Commission instructed the Secretary to request Mr. Gallagher to be present at the next meeting of the Commission to show cause why his permit should not be canceled. See ahead for additional paragraph.)

The Engineer submitted in writing a status report on highway finances showing comparisons between program allotments and contract authorizations for contracted projects in the Three Year Federal Aid and State Construction Programs. (See copy of report dated May 10, 1947, in general files for details.) He advised that he did not have sufficient time to prepare an accurate report for this meeting, but it is his intention to make a thorough analysis of the financial set up and to render such report at the earliest opportunity. As the result of discussion of this matter the Commission instructed the Engineer to re-arrange the program so as to fit the monies available by eliminating certain projects, if necessary, and by shortening others where practicable so as to avoid overruns and to include such information in his report on this subject.

The Engineer also brought up for discussion and recommended certain revisions in the State Construction Program by including therein certain projects that have been authorized by the Commission subsequent to the adoption of the original program by increasing allotments authorized by the Commission on other projects, and by eliminating five projects which apparently will have to be definitely abandoned. He presented a list of the revisions. Action on the matter was deferred until Commissioner Chandler is present.

The Engineer also submitted a report on the status of the minor betterment work authorizations for 1947. (See report dated May 9, 1947, in general files for details.) The Commission took no action on this report.

The Commission had under discussion the Engineer's written report dated May 13, 1947, with respect to unexpended balances of prewar Federal Aid funds. The Engineer advised that in order to induce the states to undertake the early advance planning of projects for postwar construction, the Federal Government, in 1943, authorized the states to use unexpended balances of such funds which were then available to finance survey and planning work, and under the authorization the Commission approved a survey program for 82 projects

which were estimated to cost $506,000, of which amount $314,000 represents Federal funds. Some of these surveys, he said, have been completed and others are under way, but of the total, 14 are for projects which were not included in the Three Year Construction Program. These surveys, he said, are estimated to cost $93,000. He suggested, in order that the Federal Aid money for surveys may not be tied up indefinitely and in order to avoid confusion in the collection of Federal Aid monies, that it would be advisable to eliminate these 14 surveys from the Program, together with additional surveys for which the state has not as yet received reimbursement from the Federal Government, totaling $381,000, and that such sum be expended for projects included in the State Construction Program. He suggested the following:

Project	Estimated Cost	Federal Share
Tyee Road-Sutherlin - surfacing	$100,000	$ 60,000
East Unit, Sams Valley Highway - grading and surfacing	$100,000	$ 60,000
Fremont Jct. - Muddy Creek Sec., Warner Valley Sec. Hwy. - grading and surfacing	$181,000	$110,000
TOTAL	$381,230	

This transfer, he said, would leave only $84,000 of Federal monies remaining to be collected on the survey program which could be readily accomplished because the surveys are completed; however, it would be necessary for the Commission to authorize the transfer of the three construction projects from the State Construction Program to the 1943 Federal Aid Secondary Highway Program with the understanding that a corresponding reduction would be made in the amount of the Federal Aid to be claimed in connection with the Federal Aid Survey Program. Following discussion, the Commission voted unanimously to retain the above-mentioned Warner Valley Secondary Highway project in the State Construction Program. Action on the other two projects was deferred for consideration when Commissioner Chandler is present.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the auditorium of the Public Service Building.

Portland, Oregon
May 15, 1947

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner Ben H. Chandler was excused from attending this meeting.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 2:30 p.m. in the same room:

ALSEA AND ALSEA-DEADWOOD HIGHWAYS IN BENTON AND LINCOLN COUNTIES
ALSEA ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene	$ 52,800.00

MT. HOOD AND WAPINITIA HIGHWAYS IN CLACKAMAS AND WASCO COUNTIES
SANDY-WAPINITIA JUNCTION-CLEAR CREEK REOILING PROJECT

Pendleton Sand & Gravel Co., Pendleton	$ 43,983.25
Babler Bros., Portland	45,589.00
Harr & Horton, Portland	46,908.40
R. O. Dail, Portland	49,333.00
J. C. Compton Co., McMinnville	51,306.25
Edwin C. Gerber, Oregon City	51,883.00

SPRAGUE RIVER HIGHWAY IN KLAMATH COUNTY
CONSTRUCT THREE BRIDGES OVER SPRAGUE RIVER

No bids received

OREGON COAST HIGHWAY IN LINCOLN COUNTY
WALDPORT SECTION

No bids received

OREGON COAST HIGHWAY IN LINCOLN COUNTY
MINER CREEK-AGATE BEACH SECTION

	USING ASPHALT	USING TAR
Loyd Calkin, Ocean Lake (1)	$152.208.50	- - - - -
J. S. Risley, Milwaukie	157,709.50	- - - - -
O. C. Yocom Co., McMinnville	163,290.50	- - - - -
A. H. Sexton & Sons, Corvallis	164,689.50	- - - - -
Vernie Jarl, Gresham	168,497.50	- - - - -
Homer G. Johnson, Portland	171,043.00	- - - - -
Del R. Beebe Constr. Co., Eugene	174,363.00	- - - - -
J.W. & M.J. Conley, Portland	179,215.00	- - - - -

(1) Bidder will accept only one project.

WEST PORTLAND-HUBBARD HIGHWAY IN MULTNOMAH AND WASHINGTON COUNTIES
BARBUR BOULEVARD-BOONES FERRY ROAD SECTION

	USING ASPHALT	USING TAR
Parker-Schram Co., Portland	$236,675.00	- - - - -
Porter W. Yett, Portland	241,682.50	- - - - -
Warren Northwest, Inc., Portland	251,482.50	- - - - -

NETARTS SECONDARY HIGHWAY NEAR TILLAMOOK IN TILLAMOOK COUNTY
CONSTRUCT 100-FT. STEEL PONY TRUSS SPAN OVER TRASK RIVER

	ALTERNATE "A"	ALTERNATE "B"
VaDare Constr. Co., Portland *	$101,120.00	- - - - - - -
Tom Lillebo, Reedsport	120,698.00	- - - - - - -

* Bidder will accept only one project.

SALMON RIVER HIGHWAY IN POLK COUNTY
FORT HILL SECTION

	USING ASPHALT	USING TAR
Stevenson Constr. Co., Salem	$46,341.00	- - - - -
Loyd Calkins, Ocean Lake	46,378.00	- - - - -
Babler Bros., Portland	46,960.00	- - - - -
O. C. Yocom Co., McMinnville	49,208.00	- - - - -
Del R. Beebe Constr. Co., Eugene (1)	51,980.00	- - - - -
C. J. Montag & Son, Portland (1)	53,048.50	- - - - -
Vernie Jarl, Gresham	54,537.00	- - - - -

(1) Bidder will not accept this project alone.

SALMON RIVER HIGHWAY IN POLK COUNTY
CONSTRUCT 272-FT. CONCRETE BRIDGE OVER SOUTH YAMHILL RIVER

VaDare Constr. Co., Portland (1)	$56,760.00
C. J. Montag & Son, Portland (2)	60,130.00
Lindstrom Bros., Portland	60,880.00
O. C. Yocom Co., McMinnville	62,745.00
Del R. Beebe Constr. Co., Eugene (2) (3)	64,235.00
Babler Bros., Portland	66,105.00

(1) Bidder will accept only one project.
(2) Bidder will not accept this project alone.
(3) Bidder will make reduction of $1,000.00 if also awarded contract for the Fort Hill Section.

COMBINATION BIDS FOR
ABOVE TWO PROJECTS

(1) Fort Hill Section of the Salmon River Highway
(2) Construct 272-ft. concrete bridge over South Yamhill River on Salmon River Highway

	(1)	(2)	Reduc.	Comb. Bid
Stevenson Constr. Co.	$46,341.00	- - - - -	- - - - -	$107,221.00
Lindstrom Bros.	- - - - -	$60,880.00	- - - - -	
O. C. Yocom Co.	49,208.00	62,745.00	- - - - -	111,953.00
Babler Bros.	46,960.00	66,105.00	- - - - -	113,065.00
C. J. Montag & Son	53,048.50	60,130.00	- - - - -	113,178.50
Del R. Beebe Constr. Co.	51,980.00	64,235.00	$1,000.00	115,215.00

ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY
NORTH UNIT, WASHINGTON STATE LINE-BUFORD CREEK SECTION

Natt McDougall Co., Portland	$142,606.50
J. C. Papin, Baker	147,500.00
C. E. Oneal, Ellensburg, Wn.	149,051.30
Strong & MacDonald, Tacoma, Wn.	153,210.00

A group representing the St. Johns Businessmens Association appeared before the Commission and urged a survey for an access road leading from the Tualatin Valley to the St. Johns Bridge. This group was headed by Mr. E. F. Doyle and included Messrs. J. S. Galloway, Art Ames, and Matt Phil. Mr. Doyle explained that they are asking for a survey at this time to determine the feasibility of such a project with a view of getting it placed on the construction program at some future time. He urged such a road from the standpoint of diverting traffic from the business center of Portland. Chairman Banfield explained the status of the Commission's finances and the method used by the Commission in selecting projects for its construction program. He further advised that the Commission can give the group no encouragement for their project but will take it under advisement and may authorize the Engineer to make a reconnaissance survey later on if funds can be spared to finance it and an engineering crew is available.

The Commission by unanimous vote approved the minutes of the meeting held on April 22, 23 and 24, 1947.

The Commission resumed discussion of the matter of compensating field employees for expenses incurred while away from headquarters, which matter was first discussed on the previous day. Certain changes were suggested in the Engineer's letter on this subject. These were approved by the Commission and the Engineer was instructed to rewrite the letter and to present it to the Commission for final action at its next meeting, it being understood that whatever action is taken will be retroactive to May 1, 1947.

1947

The Commission discussed the matter of renewing the fire and marine insurance that is now carried on the ferry boats and the ferry terminals at Astoria, Oregon, and Megler, Washington. The Engineer advised that, as instructed by the Commission at the previous meeting, he has requested figures as to the cost to purchase such insurance from Lloyds of London so a comparison can be made with the cost of renewing the present insurance in the American companies which wrote it; however, as yet he has been unable to get any definite information, although indications are that it will be forthcoming within the next few days. He pointed out that the present insurance expires on June 1, 1947. This matter was discussed at considerable length, and, as a result thereof, the Commission instructed the Engineer to contact each Commissioner by telephone as soon as he has received the rates, at which time he will be given final instructions.

In this connection the Commission also discussed the matter of reporting accidents involving the ferry operation. The Commission ordered that hereafter the operators of the ferries should report conditions in writing and make additional reports in writing when the conditions have been remedied, in order to avoid possible misunderstandings later on.

The Commission resumed discussion of the log-hauling violations committed by Elmer Claude High, action on which was deferred from the previous day. Mr. Kelley J. Stanard, Weighmaster, was present and explained details. Following discussion, and in response to Chairman Banfield's request, Mr. Stanard recommended that a strong letter be sent to Mr. High, bringing to his attention the violations which caused his record to be brought to the attention of the Commission and warning him that a repetition of any of these offenses will result in the permanent cancellation of his P.U.C. permit. The Commission adopted the recommendation by unanimous vote, and so ordered.

Mr. George Davis, Weighmaster, was present regarding the log-hauling violations of Eugene Francis Gallagher, dba Shamrock Logging Company. He explained details with respect to these violations and declared that Mr. Gallagher is a consistent violator and troublemaker and should be penalized in some manner. As the result of discussion the Commission ordered that Mr. Gallagher be requested to appear before the Commission at its next meeting to show cause why his permit should not be canceled.

The Engineer requested authority from the Commission to advertise for sale the old ferry "North Beach" formerly used in connection with ferry service across the Columbia River between Astoria, Oregon, and Megler, Washington. The question arose whether or not it would be a benefit to retain the engine in this ferry boat for future use. As the result of a full discussion of this matter the Commission authorized the taking of alternate bids for the sale of the ferry boat with and without the engine. A decision with respect to the sale of the engine will be made when the bids are studied.

The Commission recessed for luncheon at 11:45 a.m. and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission discussed with the Engineer the bids received at the morning session, and the following action was taken by unanimous vote:

No bids were received for the following projects; the Engineer was authorized to re-advertise them for bids at a later date: Construction of three bridges over Sprague River on the Sprague River Highway, in Klamath County. Grade widening and bituminous macadam surfacing on the Waldport Section of the Oregon Coast Highway, in Lincoln County.

The Commission rejected the bids received for the following projects: Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways, in Benton and Lincoln Counties. Grading and paving the Barbur Boulevard-Boones Ferry Road Section of the West Portland-Hubbard Highway, in Multnomah and Washington Counties.

The Commission accepted the bids for the following projects and awarded the contracts to the low bidder in each instance: Re-oiling Sandy-Wapinitia Junction-Clear Creek Section of the Mt. Hood and Wapinitia Highways, in Clackamas and Wasco Counties. Construction of a bridge over Trask River on the Netarts Secondary Highway, in Tillamook County. Grading, slide removal and roadbed finishing on the North Unit, Washington State Line-Buford Creek Section of the Enterprise-Lewiston Highway, in Wallowa County.

The Commission referred to the Engineer the bids for the following projects with authority to award the contracts to the low bidder in each instance when certain conditions have been satisfied: Regrading and bituminous macadam surfacing on the Miner Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County. Grading and bituminous macadam surfacing on the Ft. Hill Section of the Salmon River Highway, Polk County. Construction of a bridge over South Yamhill River on the Salmon River Highway near Valley Junction in Polk County. In the discussion of these last two projects the Commission considered the combination bids submitted therefor and the qualifying statements of the several contractors. As a result thereof, the Commission declared Lindstrom Bros., Portland, the low bidder for the bridge project and Stevenson Construction Co., Salem, the low bidder for the grading and surfacing project. The Engineer was instructed to take this into consideration in making the awards.

The Commission also discussed the bids received on April 24, 1947, for the construction of a ferry boat for operation across the Columbia River between Astoria, Oregon, and Megler, Washington, together with the supplemental offer of the Albina Engine and Machine Works agreeing to furnish a ferry boat with a guaranteed speed of 10 knots per hour if allowed extra compensation in the amount of $28,000. The Engineer presented letters from the City of Astoria, Clatsop County Court, and Captain F. B. Elfving, expressing agreement with the plans of the Commission with respect to construction of a new ferry terminal in Astoria. The Commission considered that these letters satisfy its requirements and thereupon accepted the bid and supplemental offer of the Albina Engine and Machine Works for construction of the new ferry boat. The Engineer was authorized to award this contract to the Albina Engine and Machine Works on the basis of its said bid submitted April 24, 1947, as supplemented by its

letter of May 12, 1947, guaranteeing a speed of 10 knots per hour, totaling $458,323.

At 2:30 p.m. Chairman Banfield publicly announced the awards as follows:

"Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways, in Benton and Lincoln Counties. The Commission received only one bid for this project, being that of Oscar E. Joelson, Eugene, at $52,800. The bid has been rejected.

"Recoiling a 44.13 miles section of the Sandy-Wapinitia Junction-Clear Creek Section of the Mt. Hood and Wapinitia Highways, in Clackamas and Wasco Counties. Pendleton Sand and Gravel Co., Pendleton, submitted the low bid for this work at $43,983.25. The next low bid was that submitted by Babler Bros., Portland, at $45,589. There were four higher bidders. The Commission has awarded this contract to the low bidder, Pendleton Sand and Gravel Co., at its bid price.

"The Commission received no bids for construction of three bridges over the Sprague River on the Sprague River Highway, in Klamath County.

"The Commission received no bids for grade widening and bituminous macadam surfacing on the Waldport Section of the Oregon Coast Highway, in Lincoln County.

"Regrading and bituminous macadam surfacing on the Miner Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County. Loyd Calkins, Oceanlake, submitted the low bid for this project in the amount of $152,208.50, based on the use of asphalt. Mr. Calkins qualified his bid by stating that he would accept the award of only one contract at this letting. The second low bid was submitted by J. S. Risley, Milwaukie, at $157,709.50, based on the use of asphalt. There were six higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading and paving the Barbur Boulevard-Boones Ferry Road Section of the West Portland-Hubbard Highway, in Multnomah and Washington Counties. Parker-Schram Co., Portland, submitted the low bid for this project in the amount of $236,675.00. Porter W. Yett, Portland, submitted the next low bid in the amount of $241,682.50. The third low, and only other, bid was that of Warren Northwest, Inc., Portland, at $251,482.50. All of these bids were submitted on the basis of using asphalt. The Commission considers the bids too high and has rejected them.

"Construction of a 100-foot steel pony truss span on concrete piers over the Trask River on the Netarts Secondary Highway near Tillamook, Tillamook County. Bids were received for two alternates -- (A) concrete slab deck (B) treated wood deck with concrete wearing surface. VaDare Construction Company, Portland, submitted the low bid for

this project based on Alternate (A) in the amount of $101,120. They submitted no bid on Alternate (B). They stated that they would not accept more than one project upon which they submitted bids at this letting. Tom Lillebo, Reedsport, submitted the next low, and only other, bid in the amount of $120,698 based on Alternate (A). He also submitted no bid on Alternate (B). The Commission has awarded this contract to the low bidder, VaDare Construction Co., at its bid price.

"Grading and bituminous macadam surfacing on the Ft. Hill Section of the Salmon River Highway, Polk County. Stevenson Construction Co., Salem, submitted the low bid for this work in the amount of $46,341, based on the use of asphalt. Loyd Calkins, Oceanlake, submitted the next low bid in the amount of $46,378, using asphalt. There were five higher bidders. Bids submitted for this project were considered in combination with bids received for the construction of the bridge over the South Yamhill River at this point. VaDare Construction Co., Portland, submitted the low bid for the bridge project at $56,700. This Company qualified its bid by stating that it would accept the award of only one contract at this letting. Because it has already been awarded the contract for the construction of the Trask River Bridge near Tillamook, the bid for the South Yamhill River Bridge Project cannot be considered. C. J. Montag & Son, Portland, submitted the second low bid for the bridge project in the amount of $60,130. They qualified their bid by stating that they would not accept this project unless also awarded the contract for the Ft. Hill Grading and Surfacing Project. Lindstrom Bros., Portland, submitted the third low bid, without qualifications, at $60,880. There were three higher bidders. A study of the bids for both projects reveals that the combination bids of Stevenson Construction Co. at $46,341, for the grading and surfacing project, and of Lindstrom Bros., at $60,880, for the bridge job, to be the lowest combination bid received. The Commission therefore has referred the bids to the Engineer with authority to award the contract for the grading and surfacing project to Stevenson Construction Company and to award the contract for the bridge project to Lindstrom Bros. on the basis of its combination bid for these two contracts, when certain conditions have been satisfied.

"Grading, slide removal, and roadbed finishing on the North Unit, Washington State Line-Buford Creek Section of the Enterprise-Lewiston Highway, in Wallowa County. Natt McDougall Co., Portland, submitted the low bid for this job in the amount of $142,606.50. J. C. Papin, Baker, submitted the next low bid in the amount of $147,500. There were two higher bidders. The Commission has awarded this contract to the low bidder, Natt McDougall Co., at its bid price."

Chairman Banfield also publicly announced the action taken by the Commission on the bids received on April 24, 1947, for construction of a ferry boat for operation across the Columbia River at Astoria. He advised that the proposal submitted by Albina Engine and Machine Works, as supplemented by the offer contained in its subsequent letter of May 12, 1947, guaranteeing

a ten-knot speed for this boat if allowed extra compensation, has been accepted by the Commission, which has referred the bids to the Engineer with authority to award the contract to the Albina Engine and Machine Works on such basis.

The Engineer reported the refusal of contractor C. J. Eldon to perform the work required of him in connection with Contract No. 2792, Waldport Rock Production Project on the Oregon Coast and Alsea Highways, which was awarded to him by the Commission on April 4, 1946, as the result of competitive bidding. Mr. Eldon, he said, alleges that there is not sufficient rock to fulfill the requirements from the sources specified by the state; also that he has already spent $7,000 in connection with this contract, which he now wants canceled, and wants to be reimbursed for this expense. The Engineer further advised that a certain logging contractor, who is operating in the vicinity, is interested in the matter and would like to take over Mr. Eldon's contract at his bid price because he considers that the sources specified by the state contain plenty of rock to satisfy the requirements. The Engineer suggested that the Commission declare Mr. Eldon in default and authorize arrangements for the work to be done by this logging contractor. As a result of considerable discussion the Commission referred the matter back to the Engineer and the Chief Counsel to follow through if the Chief Counsel determines that by his actions Mr. Eldon should be declared in default. The Chief Counsel was instructed to communicate his findings to the Commission by telephone, at which time he will be given further instructions. The Engineer was instructed to direct a letter to the members of the Commission setting forth facts in detail in order to comply with the provisions of the contract with respect to situations of this kind.

Responding to instructions of the Commission on the previous day, the Chief Counsel presented for the Commission's consideration a form of resolution prohibiting the truck-hauling of logs, poles, and/or piling over state highways during Saturday afternoons, Sundays, holidays, and during hours of darkness. The Commission adopted the resolution, as follows, by unanimous vote, and instructed the Secretary to send a certified copy of it to the Public Utilities Commissioner with a request that it be put into immediate effect:

> WHEREAS, in response to a request made by the Public Utilities Commissioner within the meaning and provisions of Section 115-513, O. C. L. A., the Highway Commission submitted in writing recommendations and suggestions which in the opinion of the Commission should be imposed on special carriers when permits are issued to such carriers by the Public Utilities Commissioner for the hauling of logs, poles, and/or piling by motor vehicles over State highways; and
>
> WHEREAS, it has been brought to the attention of the Commission that in some instances such carriers are operating over State highways on Sundays, Saturdays, holidays, and during the hours of darkness; and

WHEREAS, it is the opinion of the Commission, based upon a record of highway accidents and on the advice of its Engineer, that in addition to the imposition of the recommendations and suggestions heretofore made to the Public Utilities Commissioner, there should be imposed, for the best interests of the general public, restrictions which will prohibit the hauling of logs, poles, and/or piling on State highways on Sundays, Saturdays, holidays, and during the hours of darkness.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE COMMISSION, a majority of its members being present and voting affirmatively, as follows:

1. That the Commission does hereby find and declare, based upon accident records, public complaint, and the advice of its Engineer, the hauling of logs, poles, and/or piling on State highways on Sundays, Saturdays, holidays, and during the hours of darkness, creates an unnecessary hazard and inconvenience to the motoring public, and therefore, in the opinion of the Commission restrictions should be imposed on special carriers operating over State highways for the transportation of logs, poles, and/or piling prohibiting the use of highways for such purpose at such times.

2. That the Highway Commission does hereby respectfully suggest and recommend to the Public Utilities Commissioner that in addition to recommendations and suggestions heretofore made, there be incorporated in permits issued to special carriers operating on State highways for the transportation of logs, poles, and/or piling, a provision, condition, and restriction, that no such operation shall take place on Sundays, Saturday afternoons, holidays, or between sunset and sunrise.

3. That the particular holidays to which this restriction should be applied are the following: New Years Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day; and whenever any of said holidays fall on Sunday, then the following Monday shall be deemed the holiday.

4. That this resolution be entered in the minutes and records of the Commission as of May fifteen, and that the Secretary be instructed to deliver a certified copy of this resolution to the Public Utilities Commissioner and a like copy to the Superintendent of State Police.

The Engineer reported on the proposed revision of the Oregon Coast Highway at Otter Crest, Lincoln County. He estimated the cost to construct on the alignment originally proposed, which is 0.59 mile in length, at $166,000, and the cost to acquire right of way along such line, together with the land lying between this location and the existing highway, at $50,000, making a total of $216,000; and the cost to construct on a revised alignment nearer

the existing highway, 0.71 mile in length, at $210,500. The right of way on such revised alignment, he said, is estimated to cost $5,000, for a total of $215,500. Chairman Benfield gave as his thought, in view of this information, that the highway should be built on the originally-proposed alignment and that the state should acquire the land lying between such location and the existing highway, by condemnation if necessary, so as to preserve an unobstructed view of the ocean at this point. If such property cannot be acquired at reasonable cost, he said, then the Commission still has the prerogative of building on the alternate line if it so desires. Commissioner Schaupp expressed his concurrence in Chairman Benfield's viewpoint in the matter. The Commission made it clear that, in considering this matter now, it is making no commitment whatsoever as to construction of the project but is simply trying to arrange the right of way.

Mr. T. M. Davis, District Engineer of the Public Roads Administration, who was present, stated a preference for the "upper" or originally-proposed line for this improvement, however, he added that the Public Roads Administration will not object to the "lower" or alternate line if right of way for the other is too costly. He also stated that the Public Roads Administration would not want the ocean view obstructed if the Commission finally decides to construct on the upper line. The Commission deferred a decision in the matter until its next meeting and instructed the Engineer and the Chief Counsel to report at such meeting the details as to the advantages of the originally-proposed line over the other.

In the discussion of this matter the question arose whether the "upper" or originally-proposed line passes through the residence of Mr. Badley who owns the land on this point. The Engineer advised that it does take in Mr. Badley's house, and he did not believe that the line could be revised to miss it. He was instructed by the Commission to give the matter further study and if possible to revise the alignment so as not to require this building to be disturbed.

The Engineer reported numerous requests for a reduced speed limit on the Junction City-Eugene Secondary Highway between the north city limits of Eugene and Ferndale Drive near Santa Clara, a distance of about three and one-half miles. He advised that this matter has been investigated by the Traffic Engineer, who recommends the establishment of a 40-miles-per-hour speed limit for this section, in which recommendation he concurs. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: .....Junction City - Eugene Highway.....

Highway number: .....223.....Route number: .....----.....

Location of Termini	Established speed
M.P. 9.36 Ferndale Drive to M.P. 12.65 (Eugene City Limits)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

The Commission considered, approved, and signed the following agreements, etc.:

Agreement with City of Corvallis covering installation and maintenance of two flashing beacons, one at Third and "A" and one at Third and Van Buren Streets, in Corvallis.

Agreement with Lincoln County covering abandonment of certain portions of the Siletz River-Newport Section of the Oregon Coast Highway, in Lincoln County.

Agreement with the Southern Pacific Company covering installation of flood lights at the railroad crossing of the Beaverton-Aurora Secondary Highway, near Tualatin, Washington County.

Amended agreement with City of Portland providing for use of city-state-owned property along Harbor Drive as a guest center.

Supplemental cooperative agreement with U.S. War Dept., Public Roads Administration, and U.S. Forest Service, covering relocation of North Santiam Highway around Detroit Damsite.

Compromise settlement agreement with Mr. and Mrs. E. H. Kelly, Prineville, covering acquisition of right of way for the Marks Creek-Summit Section of the Ochoco Highway, in Crook County.

Ground lease for stockpile site from W. W. Goode, et ux., located adjacent to the Pacific Highway at the junction with the Territorial Highway in the vicinity of Anlauf.

Project agreement No. FI-138 (4), with P.R.A., covering Johns-Wolf Creek Section of the Pacific Highway, Douglas and Josephine Counties.

Project agreement No. F -180 (22), with P.R.A., covering Circle Bridge-Summit Section of the Sunset Highway, Washington County.

Project Agreement No. F-186 (11), with P.R.A., covering Davies-North Plains Section of the Sunset Highway, Washington County.

Quitclaim deed conveying to K. E. Hamblin, F. I. Bristol, F. M. DeNeffe and L. E. Bufton, and the Silica Products Oregon Limited a parcel of land on the Eugene-Swisshome Highway, in Lane County, providing for return of properties taken through error in deed.

Bargain and sale deed conveying to P. T. Hobbs a parcel of land in Lots 10, 11, 12, and 13, Block 2, Kenton, Portland, providing for no access to N. Interstate Avenue.

Bargain and sale deed conveying to J. W. Ring and Clair E. Terry a parcel of land in Lots 5, 6, 7, and 8, Block 6 of Bunker Hill Addition in Coos Bay, Coos County.

Bargain and sale deed conveying to Carl Walther Lot 15, Block 15, Braemar Addition to Oceanlake, Lincoln County.

There being no further business to come before the Commission at this time the meeting adjourned at 3:00 p.m.

T H Banfield
Chairman

State Highway Engineer

A W Schaupp
Commissioner

H B Glaisyer
Secretary

Portland, Oregon
June 16, 1947

The State Highway Commission met in regular session at 9:00 a.m. in Room 715, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner Ben R. Chandler was excused from attending this meeting.

1947

The State Parks Superintendent was present and reported on the following matters:

1. Offer of Mr. Arthur Hallgarth, Elgin, Oregon, to present to the state as a gift for park purposes 25 acres of land adjacent to the Weston-Elgin Secondary Highway about two miles west of Elgin. The Parks Superintendent advised that this tract consists of a strip of varying width extending along the highway for a considerable distance, and while it is a very fine tract and is suitable for recreational purposes, it does not fit into the state parks picture but is more in the nature of a park which should be under the control of either Wallowa County or the City of Elgin. In the discussion that followed the thought was expressed by the Commission that it should not promiscuously approve the acquisition, by donation or otherwise, of tracts for the State Parks System, because when once acquired the public expects the state to develop and maintain them, whereas sufficient funds are not available to finance the work, and it was so ordered. With regard to Mr. Hallgarth's offer the Commission ordered that a letter be directed to him thanking him for his generosity and advising him of the reasons why the Commission cannot accept the gift. It was also ordered that the suggestion be made to Mr. Hallgarth that he present the property to the City of Elgin or to Wallowa County so as to insure its preservation for the purpose he has in mind.

In this connection the State Parks Superintendent was instructed hereafter not to present to the Commission for approval as additions to the State Parks System any tract or offer unless he definitely intends to recommend its acquisition as a part of the State Parks System.

2. Proposed acquisition of park area in the Painted Hills District adjacent to the Ochoco Highway about 15 miles west of Mitchell, Wheeler County. The Commission's Chief Counsel reported on this matter on behalf of the State Parks Superintendent. He advised that, in conformity with instructions given him by the Commission at its April meeting, he prepared a form of deed to effect transfer of title from L. T. Howard to the state of the small tract containing 13.2 acres, embodying the ideas of the Commission as expressed at that time, and that this deed is now in the hands of the owners for acceptance and execution. He anticipated favorable action by the owners. The Commission approved the report and authorized the State Parks Superintendent to spend $1,500 for development of this tract if and when the transfer of title is completed.

3. Proposed park between Poe Valley and Lost River, Klamath County. The Parks Superintendent advised that there is nothing in particular to report on this matter except that he is still waiting for a final offer by Mr. Frank Z. Howard, Klamath Falls, who owns the tract. Commissioner Schaupp advised that it has not been possible to secure satisfactory settlement with Mr. Howard, in view of which he suggested that the matter be deleted from future agendas. Chairman Benfield concurred, and it was so ordered.

4. Report on operations of a concession at Vista House, Crown Point, on the Columbia River Highway, Multnomah County. At the request of the State Parks Superintendent the Secretary read aloud a report from Mr. Jack Flaucher, concessionnaire at this place, which reveals that during the period April 12 to May 31, 1947, his gross intake was $8,798.95, of which amount 10½, or $946.53, is payable to the state as per agreement. The Commission approved the report.

5. Betterment work in Catherine Creek State Park. The State Parks Superintendent requested authority to spend the sum of $200 for the removal of some old buildings in this park as a betterment proposition. He advised that there are sufficient funds set up in his budget to take care of this item. The Commission approved the request.

6. Reimbursement to J. A. Casey for expenditure of personal funds for improvements in Casey State Park. The Parks Superintendent advised that Mr. Casey spent a considerable amount of his own personal funds for development of this park as a "squatter" prior to the time that the area was acquired by the state, when he was appointed caretaker of the premises. He is now retiring as caretaker because of the State Retirement Law, and he is requesting reimbursement to the extent of $500 for improvements to the caretaker's house. He further stated that Mr. Casey has never been reimbursed for this expense, and he recommended payment of the claim, which represents only a small part of the amount that Mr. Casey invested in the park. The Commission approved the recommendation unanimously and ordered that a bill of sale be secured from Mr. Casey for the building.

The Chief Counsel reported the results of a condemnation case for the acquisition of wayside property containing 3.3 acres of land owned by E. C. Newall, et al, on the west side of the Oregon Coast Highway about six miles south of Newport. He advised that the jury in the case returned a verdict in the amount of $4,000, which is $240 above the state's high appraisal. He recommended acceptance of this verdict and acquisition of the property at the amount thereof, particularly because this is a key tract and will complet the wayside development in this area. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. DeSouza, requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the offer that he recommended for each tract. Following careful consideration of each item the Commission approved the request and the offers and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the high ways hereinafter designated, it is and has been necessary to acquire prop erty for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers of bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY

12340-B	Rasmussen, Bessa M. and Edward Hartz and Almire Hartz Right of Way Option expires November 19, 1947			
	1,972 sq. ft. at 5¢ sq. ft.	$ 98.60	$	
	Replace gravel	25.00	123.60	Merlin
13265-	Long, George E. and Mildred E. Long Right of Way Option expires November 20, 1947			
	763 sq. ft. 4 rods fence	10.00	10.00	"
13258-	Price, Fred and Asher L. Price Right of Way Option expires November 21, 1947			
	0.12 acre at $700.00	84.00		
	15 rods fence at $2.00 rod	30.00		
	Allowance - labor assistant - 2 days at $10.00 day	20.00	134.00	"

(Con't)

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY (CON'T)

13264-B	Collins, Robert H. and Erma L. Collins Right of Way Option expires November 21, 1947 0.39 acre at $500.00	$ 195.00	$ 195.00	Haskin
13682-	Loban, Kenneth L. and Harriet J. Loban Right of Way Option expires November 21, 1947 0.277 acre at $500.00	138.50	138.50	"
13270-	Marsters, Lyle E. Gravel Bar Lease 5 year lease on 3.75 acres at 5¢ cu. yd. truck measurement			Norlin
13253-	Stewart, Roger E. and Irene Stewart Right of Way Option expires November 22, 1947 0.187 acre at $500.00 13 rods fence at $2.00 rod - move	93.50 26.00	119.50	Haskin
13240-A	Dale, Glenn E. and Erma Dale Right of Way Option expires November 20, 1947 1,413 sq. ft. at 5¢ sq. ft.	70.65	70.65	"
13244-	Willey, Claude and Frances Willey Right of Way Option expires November 26, 1947 3,026 sq. ft. at 4¢ 13 rods fence at $2.00	121.04 26.00	147.04	"
13243-	Spancake, Maud L. Right of Way Option expires November 26, 1947 1,711 sq. ft. at 6¢ 8 rods fence at $2 rod Trees, shrubs, bushes (rose)	102.66 16.00 36.00	154.66	Norlin

(Con't)

1947

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY (CON'T)

13242- Douglas County Right of Way				
	6,700 sq. ft.	$ 00.00	$ 00.00	Morlin
13660- Sanders, H. W. and Gladys Sanders Right of Way Option expires December 3, 1947				
	5,327 sq. ft. at 5.7¢			
	plus	304.00		
	23 rods fence at $2.00 rod	46.00	350.00	Haskin
13261- Roselund, Carl E. and Ethel G. Roselund Right of Way Option expires December 2, 1947				
	0.13 acre at $500.00	65.00		
	31 rods fence at $2.00 rod	62.00		
	Allowance - move barn from R/W	250.00	377.00	"
13245- Brock, Clair G. and Edith A. Brock Right of Way Option expires December 2, 1947				
	1,230 sq. ft. at 6¢ sq. ft.	73.80		
	Fruit trees	35.00		
	10 rods fence at $2.00 rod	20.00	128.80	"
13271- Critesor, F. F. Gravel Bar Lease				
	0.89 acre - 5 year lease - 5¢ cu. yd. truck measurement			Gardiner
13252- Jones, Lewis E. and Lillian Agar Jones Right of Way Option expires December 9, 1947				
	12,660 sq. ft. at .015¢ sq. ft.	189.90		
	35 rods fence at $2.00	70.00	259.90	Haskin

TYEE-SUTHERLIN SECTION, ELKTON-SUTHERLIN HIGHWAY

13789- Kobbe, A. O.
Right of Way
Option expires
December 6, 1947

14.47 acres	$ 00.00	$ 00.00	
842.5 rods fence to move and rebuild at $2.00 rod	1,685.00	1,685.00	L.H. Young
Adding 200 feet to existing approach, estimated cost - $150.00			

CITY OF MEDFORD SECTION, PACIFIC HIGHWAY

10171- Hockenyos, Maude M.
Easement signed
(CORRECTION)

Storm sewer easement - 2,165 feet drainage ditch 10 feet deep	37.50		
Allowance - damage - rebuild driveway and steel fence	150.00	187.50	Witt

Previous report:

Easement for laying drainage tile across owner's property	37.50		"

MARY'S RIVER SECTION, WEST SIDE PACIFIC HIGHWAY

13157- Thomas, Albert E. and Mamie B. Thomas
Right of Way
Option expires
November 20, 1947

0.56 acre at $1,500.00	840.00		
Trees - allowance	300.00		
Allowance - damage to trailer camp - cutting down size	110.00	1,250.00	McCallister

TIDEWATER SECTION, ALSEA HIGHWAY

13078- Wells, J. D. and Jose O. Wells, and G. D. Whitehorn and Agnes O. Whitehorn
Right of Way
April 3, 1947
(CORRECTION)

(Con't)

1947

TIDEWATER SECTION, ALSEA HIGHWAY (CON'T)

13078- Wells, J. D. and Jose O. Wells, and G. D. Whitehorn and Agnes O. Whitehorn
Right of Way (Con't)

0.42 acre at $500.00	$ 210.00	$	
State to remove any material from grantor's land by construction new highway, and repair spring, if damaged			
21 rods fencing at $1.50	31.50	$241.50	McChesney

Previous report:

Fencing not included -

13454- Grubbs, T. E. and Mabel V. Grubbs
Right of Way
Option expires
September 24, 1947
(CORRECTION)

1.7 acres at $500.00	850.00		
1.67 acres at $25.00	41.75		
142 rods fence at $1.00 rod	142.00		
Moving building	~~800.00~~	1,843.75	"

Previous report:

Moving building, estimated at $800.00 -

12633- Bennett, S. M. and Anna L. Bennett
Right of Way
(CORRECTION)

0.32 acre at $1,000.00	320.00		
1 wood shed to be moved from R/W	200.00		
200 yards dirt to be hauled in yard at $1.00 yard	200.00		
Willow tree	40.00		
Out-door toilet to be moved from R/W	20.00		
Apple tree	15.00		
Allowance - damages to property - 15% estimated value $6,700	1,005.00		
Moving buildings, etc.	1,300.00	3,100.00	"

Previous report:

Did not include amount moving buildings - $1,300.00

(Con't)

TIDEWATER SECTION, ALSEA HIGHWAY (CON'T)

13451- Henne, Charles F. and Emma F. Henne
Right of Way
Option expires
December 8, 1947

	$	$	
0.25 acre at $1,000.00	250.00		
Allowance for concrete fico garage	500.00		
22 rods fence at $1.50 rod	33.00		
Allowance - rebuilding rock wall, concrete steps	45.00	828.00	McChesney

Land lying outside new relocated right of way to revert to abutting property owner, except 30 feet in width for existing road approach

13450- Lake, Ethel L. and B. W. Lake
Right of Way
Option expires
December 9, 1947

0.16 acre at $1,000.00	160.00		
Allowance - new garage	500.00		
Allowance - shade trees	90.00		
Allowance - leveling land to place garage	25.00		
8 rods fence at $1.50 rod	12.00	787.00	"

Land lying outside new right of way to revert to abutting property owner

13079-A Kleinclause, Wilfred P. and Katherine Kleinclause
Right of Way
Option expires
December 8, 1947

0.03 acre at $500.00	15.00		
6 rods fence at $1.50 rod	9.00	24.00	"

12634- Dussler, Chas. A. and Edna G. Dussler
Right of Way
Option expires
October 14, 1947

27,007.2 sq. ft. at 8¢ sq. ft.	2,160.58	
Allowance - making new boat landing	350.00	
Fruit trees, shade trees shrubs	145.00	

(Con't)

1947

TIDEWATER SECTION, ALSEA HIGHWAY (CON'T)

12634-	Dusaler, Chas. A. and Edna G. Dusaler			
	Right of Way			
	Option expires			
	October 14, 1947 (Con't)	$	$	
	20 rods fence at $1.00 rod	20.00		
	Allowance - damage to balance property	1,324.82		
	Moving buildings, low bid	1,800.00	5,800.00	McChesney

CRABTREE CREEK-SCIO SECTION, ALBANY-LYONS HIGHWAY

13283-A	Walker, Margaret Baker			
	Right of Way			
	Option expires			
	November 28, 1947			
	0.13 acre at $400.00	52.00		
	24 rods fence at $2.00 rod	48.00	100.00	Norlin

TAFT-SILETZ RIVER SECTION, OREGON COAST HIGHWAY

11593-	International Pacific Pulp & Paper Co., and Guy Duncan			
	Right of Way			
	Have deed			
	0.48 acre at $500.00	240.00	240.00	Witt

DEPOT SLOUGH SECTION, CORVALLIS-NEWPORT HIGHWAY

13612-	Corey, Geo. D. and Coralie E. Corey, and Floyd Gregory and Maude Gregory			
	Right of Way			
	Option expires			
	November 22, 1947			
	1.29 acres at $271.00 plus	350.00	350.00	Benson

NORTH BEND-COOS BAY SECTION, OREGON COAST HIGHWAY

13740-	Sukuraki, Anna P. and John A. Sukuraki, Sr.			
	Right of Way			
	Option expires			
	November 8, 1947			
	2,311 sq. ft. at 10¢ sq. ft.	231.10	231.10	London

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

12040- Zoulek, E. P. and Evelyn M. Zoulek
Right of Way
Option expires
July 25, 1947
(SUPPLEMENTAL REPORT)

2.37 acres at $150.00	$ 355.50	$	
90 rods fence at $2.00 rod	180.00	535.50	Landon
Waiver access - complete			

12019- School District #1
Right of Way
Option expires
November 30, 1947

0.41 acre at $500.00	205.00		
Allowance - playground swings	150.00		
Allowance - steel cable fence, 33 posts	50.00		
Damages	595.00	1,000.00	"
Waiver access, except to service road, on North side, (Sta. 299+60 and 306+60, between)			

WEST UNION-CORNELIUS PASS SECTION, HILLSBORO-CORNELIUS PASS HIGHWAY

12589-A Pintarich, Stanley Charles
Right of Way
Have deed

0.86 acre	107.50	107.50	McCallister

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

12964- Malar, Anton
Right of Way
(CORRECTION)

0.97 acre at $200.00	194.00		
Allowance - moving 19 shrubs	20.00		
70 rods fence at $1.00 rod	70.00	284.00	Parker

Previous report:

Overlooked item of fencing in previous settlement

ORVILLE STATION SECTION, SOUTH RIVER COUNTY ROAD (SALEM-INDEPENDENCE)

13788-	Oregon Electric Railway Company			
	Storage lease	$	$	
	1 year lease on parcel of land 35x50 feet on Station ground	5.00	5.00	DeSouza

CONDON-WEST SECTION, WASCO-HEPPNER HIGHWAY

13616-	Gilliam County			
	Right of Way			
	Have deed			
	2.0 acres - in exchange - State to pay cost of replacing high school football field adjoining block	881.00	881.00	Witt
13745-	Parman, Robena			
	Quarry			
	Lease expires			
	May 24, 1949			
	4.0 acres - 2 year lease	200.00	200.00	Gardiner
13621-	Pattee, Erma			
	Right of Way			
	Option expires			
	October 16, 1947			
	(CORRECTION)			
	0.25 given in exchange for portion of Lot 20 Lancaster Subd.	00.00	00.00	
	Moving building - low bid	1,450.00	1,450.00	Witt

Previous report:

Moving building, estimated at $1,000.00

COTTONWOOD CANYON SECTION, WASCO-HEPPNER HIGHWAY

13207-	York, Albert K. and Sarah F. York			
	Right of Way			
	Option expires			
	November 23, 1947			
	0.01 acre	5.00	5.00	Gardiner

(Con't)

COTTONWOOD CANYON SECTION, WASCO-HEPPNER HIGHWAY (CON'T)

13208-	Smith, George and Rae Smith, and W. Smith and Elizabeth Smith			
	Right of Way			
	Option expires			
	November 16, 1947			
	3.84 acres at $40.00	$ 153.60	$	
	20.5 acres at $5.00	102.50		
	Allowance - removal buildings from R/W	50.00		
	Allowance - re-establishing 1,000 gallon gas tank and pump	50.00	356.10	Gardiner
	State to build necessary fence			
13205-	Dams, Ira M. and C. A. Dams			
	Right of Way			
	Option expires			
	November 14, 1947			
	31.07 acres at $5.00	155.35	155.35	"
	State to build necessary fence			
13206-	State Land Board			
	Right of Way			
	Option expires			
	November 3, 1947			
	20.52 acres at $5.00	102.60	102.60	"

MIDLAND-MAC'S STORE SECTION, LOWER KLAMATH LAKE SECONDARY

13540-	Mt. Laki Presbyterian Church			
	Right of Way			
	Option expires			
	September 19, 1947			
	Land	00.00	00.00	Cozad

MARKS CREEK-SUMMIT SECTION, OCHOCO HIGHWAY

11881-A	Ray, J. L. and Carol Ray			
	Right of Way			
	Option expires			
	November 16, 1947			
	0.205 acre at $30.00	6.15	6.15	Witt

MITCHELL SECTION, BURNT RANCH COUNTY ROAD

13526-	Howard, L. T. and Goldie Howard, and R. R. Every and Dorothy M. Every			
	Park			
	13.2 acres at $5.00	66.00	66.00	Gardiner
	State to have access road and other privileges on Painted Hills tract of approximately 2,800 acres			

ANDERSON VALLEY SECTION, DIAMOND VALLEY SECONDARY

13679- Davies, J. W. Right of Way Option expires November 15, 1947				
	3.78 acres at $20.00	$ 75.60	$	
	133 rods fence at $1.00 rod	133.00	208.60	Cozad

CRANE-PRINCETON SECTION, DIAMOND VALLEY SECONDARY

12819- Dunn, James E. Right of Way Option expires November 30, 1947				
	2.42 acres at $2.50	6.05	6.05	Benson
12818- Dunn, James E. Right of Way Option expires November 30, 1947				
	4.78 acres at $2.50	11.95	11.95	"
12807- Harney County Right of Way Have deed				
	4.545 acres	00.00	00.00	"
12809- Jenson, James N. Right of Way Option expires November 6, 1947				
	0.27 acre	50.00	50.00	"
12817- Dunn, James E. Right of Way Option expires November 10, 1947				
	2.35 acres at $2.50	5.88	5.88	"

MEADOW BROOK-RED BRIDGE SECTION, STARKEY SECONDARY

13761- Reagan, James E. Right of Way Option expires December 10, 1947				
	3.82 acres at $5.00	19.10	19.10	Cozad

MUD CREEK-DRAKE CREEK SECTION, WARNER SECONDARY

13763- Barry, James Jr.				
Right of Way		$	$	
	12 M feet pine timber at $7.00 M	84.00	84.00	Parker

EAST FOREST BOUNDARY-SILVER LAKE SECTION, FREMONT HIGHWAY

13268- Chewacan Land & Cattle Company				
Maintenance Site				
Option expires				
October 15, 1947				
	2.22 acres at $20.00	44.40	44.40	Cozad
	State to fence site North and West sides			

RHEA CREEK-HARDMAN HILL SECTION, HEPPNER-SPRAY HIGHWAY

13654- Stephens, Otha C.				
Stock Pile				
Option expires				
November 19, 1947				
	0.7 acre at $107.14	75.00	75.00	Gardiner

HERMISTON SECTION, OLD OREGON TRAIL

* 13627- Taylor, Charles				
Maintenance Site				
Option expires				
June 21, 1947				
	1.0 acre	1,200.00	1,200.00	Van Scoy

MADRAS-CROOK COUNTY LINE SECTION, MADRAS-PRINEVILLE HIGHWAY

10435- McConnell, Estate Lawrence S.				
Right of Way				
Have deed				
	5.74 acres at $25.00	143.50		
	9.50 acres - severed - at $7.50	71.25		
	Allowance - plowing - 5.74 acres at $3.00	17.22		
	236 rods barbed wire fence at $1.25 rod	295.00	526.97	McChesney

BONANZA-MALIN SECTION, POE VALLEY HIGHWAY

13653-	Klamath County Quarry site lease 2 year lease on 40.0 acres	$ 00.00	$ 00.00	Chandler

---

FOOTNOTE:

* Item 13627. The Commission approved purchase, from Mr. Charles Taylor, of a maintenance site, on the Hermiston Section of the Old Oregon Trail, for the sum of $1,200 as a result of a report rendered by the Engineer in support thereof, however, ordered that hereafter, in purchases of this kind, evidence supporting the acquisition shall be placed on the face of the resolution.

In the discussion of the foregoing resolution, the Commission also considered options secured for right of way needed for the proposed three-party project in Eugene. Action on these options was deferred by the Commission until negotiations have been completed for all the right of way required, it appearing to the Commission that the right of way is going to cost considerably more than was first contemplated and that the entire cost of the project to the state will greatly exceed the amount that the state agreed to contribute.

The Commission also discussed the matter of acquiring right of way from Jewell Bowman for the Steiwer Hill-Albany Section of the Pacific Highway East, Linn County, including waiver of access. The discussion revealed that this right of way is being acquired for a service road and that there are a number of other parcels involved. In view thereof, the Commission deferred action until all of the options have been obtained. The Engineer was instructed to render a complete report at the next meeting on the service road matter.

The Assistant Counsel, Mr. DeSouza, also requested authority to condemn certain properties that are needed for various highway improvements. He submitted a list of such properties, together with the amount that he recommended be offered for each tract, as follows:

		Recommended Offer
SHEEP CREEK HILL SECTION OF LITTLE SHEEP CREEK SECONDARY HIGHWAY		
13402	Harley Tucker	$450.00
LEBANON SECTION OF SANTIAM HIGHWAY		
13459	Mountain States Power Company and Crown Zellerbach Corporation	$125.00

(Con't)

		Recommended Offer
JOHNS-GLENDALE JUNCTION SECTION OF THE PACIFIC HIGHWAY		
12188	John Oldenberg, et al.	$4,100.00
CRANE-PRINCETON SECTION OF THE DIAMOND VALLEY SECONDARY HIGHWAY		
12823	Carrie Thompson	350.00
12824	O. E. Thompson	150.00
12805	B. E. Duncan	25.00
12815	Oregon & Western Colonization Co. and Harney Valley Farms, Inc.	75.00
13790	G. A. White	550.00

Following careful consideration, the Commission approved the recommendation and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach of hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway (State Highway No. 1, U.S. Route No. 99) is a state highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of said highway known as the Johns-Glendale Junction Section, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Pacific Highway, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that wherever possible access to and from said highway should be controlled;

NOW, THEREFORE, be it and it hereby is resolved by the State Highway Commission as follows:

1. The Commission does hereby find and declare that the property hereinafter described as Parcels Nos. 1 and 4 is needed and required for right of way purposes in connection with the construction and maintenance of the section of the Pacific Highway known and designated as the Johns-Glendale Junction Section; that the property hereinafter described as Parcel No. 2 is needed and required as a source for the acquisition and manufacture of roadbuilding materials; and that the property hereinafter described as Parcel No. 3 is needed and required as an approach or hauling road from the Pacific Highway to the source of materials described as Parcel No. 2, which said parcels of property are owned by John Oldenberg, et al., and are particularly described as follows:

Parcel No. 1 (Right of Way)

A parcel of land lying in the west one-half ($W\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 14, Township 32 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to John Oldenberg, Louis Oldenberg, George Oldenberg, Barend Oldenberg, Gerritt Oldenberg, William Oldenberg and Rena Vandermullen recorded in Book 88, Page 513, of Douglas County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 220 feet in width, 120 feet on the westerly side and 100 feet on the easterly side of the center line of the Pacific Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 81+34.87 to Station 88+81.15, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 81+34.87, opposite and 120 feet distant from which point the westerl. line of the said strip of land intersects a north and south line of said property; said point being 789.25 feet south and 263.98 feet east of the north quarter corner of Section 14, Township 32 South, Range 5 West, W. M.; thence South 29° 05' West a distance of 746.28 feet to Engineer's center line Station 88+81.15, opposite and 100 feet distant from which station the easterly line of said strip of land intersects the westerly line of said property.

The parcel of land to which this description applies contains 1.77 acres.

Parcel No. 2 (RoadBuilding Material Site)

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of the northwest quarter of Section 13 and the southeast quarter ($SE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 14, Township 32 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to John Oldenberg, Louis Oldenberg, George Older berg, Barend Oldenberg, Gerritt Oldenberg, William Oldenberg, and Rena Vandermullen recorded in Book 88, Page 513, of Douglas County Record of Deeds, the said parcel being described as follows:

Beginning at a point which is the southeast corner of said property, said point being 5.8 feet north and 396 feet west of the east quarter corner of Section 14, Township 32 South, Range 5 West, W.M.; thence along the easterly line of said property North 30° 28' East a distance of 781.4 feet and North 41° 17' East a distance of 70 feet; thence North 38° 55' West a distance of 42 feet; thence South 42° 43' 30" West a distance of 578.2 feet; thence South 39° 05' West a dis-

tance of 425.7 feet to the south line of said property; thence South 89° 10' East along the south line of said property a distance of 244.7 feet to the point of beginning.

The parcel of land to which this description applies contains 2.60 acres.

Parcel No. 3 (Hauling Road)

A parcel of land lying in the northeast quarter (NE¼) of Section 14, Township 32 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to John Oldenberg, Louis Oldenberg, George Oldenberg, Barend Oldenberg, Gerritt Oldenberg, William Oldenberg, and Rena Vandermullen recorded in Book 88, Page 513, of Douglas County Record of Deeds, the said parcel being described as follows:

A strip of land 30 feet in width, said strip of land being 15 feet on each side of the following described center line: beginning at a point on the proposed easterly right of way line of the Pacific Highway as said highway has been relocated over and across said property, said point being 100 feet distant easterly from (when measured at right angles to) the relocated center line of the Pacific Highway at Engineer's Station 85+15.86, said point also being 1170.8 feet south and 166.1 feet east of the north quarter corner of Section 14, Township 32 South, Range 5 West, W. M.; thence South 89° 48' East a distance of 1504.9 feet; thence South 36° 56' 30" East a distance of 727.2 feet; thence South 49° 08' 30" East a distance of 543.5 feet to a point on the northwesterly line of the proposed gravel bar site.

The parcel of land to which this description applies contains 1.91 acres.

Parcel No. 4 (Right of Way)

A parcel of land lying in the west half (W½) of the northeast quarter (NE¼) of Section 14, Township 32 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to John Oldenberg, Louis Oldenberg, George Oldenberg, Barend Oldenberg, Gerritt Oldenberg, William Oldenberg, and Rena Vandermullen recorded in Book 88, Page 513, of Douglas County Record of Deeds; the said parcel being all of that portion of the foregoing described property included in a strip of land 60 feet in width, which strip lies between the existing highway and Parcel 1 herein described, the southwesterly line of said strip being the southwesterly line of that tract of land which was conveyed by that certain deed to W. O. Condray recorded in Book 101, Page 379, of Douglas County Record of Deeds.

The parcel of land to which this description applies contains 0.01 acre.

2. That the section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury.

3. The Commission does hereby further find and declare that, in addition to the acquisition of the real property above described, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting property to the parcel of real property herein described as Parcel No. 1 and the highway which is to be constructed thereover, except that a private access (hereby defined as the right to enter and leave the highway by the grantors, their heirs and assigns, for any purpose other than a commercial use of the adjoining property which caters to, invites, solicits from, or is dependent upon the users of the highway) for the use and benefit of the said owners or their heirs and assigns may be permitted and established on the east side of the highway at State Highway Engineer's Station 88+00, said access to be of a width of not to exceed twenty-five feet.

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of said real property, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owners or with the tenants or persons in possession, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access to Parcel No. 1 except the above mentioned private access at Station 88+00, and in the event that no satisfactory agreement can be reached then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access to Parcel No. 1 except the above mentioned private access at Engineers Station 88+00.

6. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

7. This resolution shall be entered in full in the minutes and records of this Commission as of the sixteenth day of June, 1947.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifi-

cally set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Carrie Thompson, which property is located in the south half ($S\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) and the southeast quarter ($SE\frac{1}{4}$) of Section 13, Township 26 South, Range 33 East, and in Lot 2 of Section 18, Township 26 South, Range 34 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 12823, which property is being acquired for right of way purposes in connection with the Diamond Valley Secondary Highway; *

Real property owned by Oron E. Thompson, which property is located in Lot 3, Section 18, Township 26 South, Range 34 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 2 and 3, and is further identified in the records of the Highway Commission as file R 12824, Parcel No. 2 being acquired for right of way purposes and Parcel No. 3 being acquired for procuring therefrom roadbuilding materials in connection with the Diamond Valley Secondary Highway; *

Real property owned by B. E. Duncan, which property is located in Lot 8 in the northeast quarter ($NE\frac{1}{4}$) of Section 12, Township 25 South, Range 33 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 12805, which property is being acquired for right of way purposes in connection with the Diamond Valley Secondar. Highway; *

Real property owned by Oregon and Western Colonization Company and Harney Valley Farms, Incorporated, which property is located in the west half ($W\frac{1}{2}$) of Section 31, Township 25 South, Range 34 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 12815, which property is being acquired for right of way purposes in connection with the Diamond Valley Secondary Highway; *

Real property owned by G. A. White, which property is located in the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 12 and the northeast quarter ($NE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 13, Township 26 South, Range 33 East, W. M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 13790, which property is being acquired for right of way purposes in connection with the Diamond Valley Secondary Highway; *

Real property owned by Mountain States Power Company and Crown Zellerbach Corporation, which property is located in the City of Lebanon, Linn County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 7 and 8, and is further identified in the records of the Highway Commission as file R 13459, which property is being acquired for right of way purposes in connection with the Santiam Highway; *

Real property owned by Harley Tucker, which property is located in Lots 1, 2, and 3 in Section 5, and the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 4, Township 3 South, Range 46 East, W. M., and the southwest quarter ($SW\frac{1}{4}$) and the southeast quarter ($SE\frac{1}{4}$) and the southeast quarter ($SE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 33, Township 2 South, Range 46 East, W. M., Wallowa County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 9, and is further identified in the records of the Highway Commission as file R 13402, which property is being acquired for right of way purposes in connection with the Little Sheep Creek Secondary Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the sixteenth day of June, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 76, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.)

The Commission also discussed the matter of condemning property needed from Wilbur F. Badley for the proposed revision of the Oregon Coast Highway at Otter Crest, Lincoln County, but deferred action thereon until later in the session. (See ahead for further details.)

The Assistant Counsel, Mr. DeSouza, presented to the Commission the application of Mr. Robert C. Hogan, Prineville, to exchange a parcel of land containing 2.5 acres for 4.85 acres of state-owned land and a hauling road containing 0.4 acre which were acquired by the Commission from the Federal Land Bank of Spokane, in Crook County. He explained that Mr. Hogan desires to construct a golf course and the property which he wishes to secure from the Commission would be valuable for such purpose. The property which the state owns contains about 35,000 cubic yards of gravel, and there is more gravel in the new site, in addition to which there will be a shorter haul in the transportation of materials. After consideration the Commission unanimously approved the exchange.

The Chief Counsel submitted a written opinion with respect to the authority of the State Land Board to charge and collect royalty on sand and gravel when moved from the beds of navigable streams and used in the construction of highways, whether that construction work be done by the state with its own forces or under contract by private parties. (See letter directed to the Oregon State Highway Commission and dated June 5, 1947, in general

files for details.) Briefly, this opinion is to the effect that the Legislature has not conferred on the State Land Board authority to require the State Highway Commission to pay such royalty. The Chief Counsel advised that he has discussed this matter with the Attorney General, who is in agreement with this opinion, and that he has also discussed the matter with the Clerk of the State Land Board, who wants to secure the Attorney General's opinion before taking any action. The Commission took no action on the matter.

The Chief Counsel brought up for discussion the matter of closing a number of city streets in Klamath Falls where they intersect with the Klamath Falls-Malin Highway. He read aloud a letter from the city attorney suggesting the adoption of resolutions by the Highway Commission and the city to effect such closures, of which there are 24. The matter was discussed at some length, during which the question arose whether or not entrance to the highway at these points should be definitely prohibited. Suggestion was also made that it might be satisfactory to require all traffic to come to a stop before entering this highway and to allow only right-hand turns when entering. Chairman Banfield expressed himself in favor of "deadending" these streets and allowing no traffic to enter the highway from them, as a matter of principle and to avoid deviating from established policy. It was also pointed out in the discussion that to allow entrance to the highway at these points would cause a hazardous condition because of the volume of highway traffic. As a result of this discussion the Commission voted unanimously to "deadend" the streets. The following resolution with regard thereto was adopted by the Commission by unanimous vote with the understanding that the City of Klamath Falls would pay any costs that might be incurred as the result of such action:

> WHEREAS , the Highway Commission heretofore found and declared that in its opinion the streets which lead into, through and out of the corporate limits of Klamath Falls, over which streets the Highway Commission has routed State highway traffic leading from The Dalles-California Highway to the northerly city limits, to the easterly part of the city and to points on the Klamath Falls-Lakeview Highway and the Klamath Falls-Malin Highway, do not afford or make possible the construction of a modern highway adequate for the needs of existing and potential traffic, and
>
> WHEREAS, the Commission has heretofore selected and adopted a new route and proposes to construct and maintain thereover a highway of modern design, which in the judgment of the Commission will better serve present and future traffic needs and will promote the development of the city, and in all respects will more nearly conform to standards of highway construction approved by the Public Roads Administration, and
>
> WHEREAS, the City of Klamath Falls and Klamath County have in writing recognized the need for better highway and street facilities and accomodations to serve existing and potential traffic moving into, through and out of said city, and said city and county have expressed a desire to cooperate with the State in the accomplishment of a more modern transportation artery, and

WHEREAS, the route adopted by the Highway Commission over which to construct a modern thoroughfare intersects several existing streets of said City of Klamath Falls, and

WHEREAS, for the purpose of constructing said highway the State has acquired title to real properties necessary for right of way uses, and

WHEREAS, the character, volume and destination of traffic, which will in the opinion of the Commission use said highway, is such as to warrant the imposition of restrictions and controls on traffic entering at grade said new highway from existing streets, and

WHEREAS, a thorough investigation of traffic conditions and of physical surroundings has been made by the Commission, a study of which conditions has lead to the finding and conclusion that certain intersecting and intersected streets should be closed or deadended at the point where such street or streets intersect said new highway right of way and parkway, and

WHEREAS, the area or section of said city through which said new highway has been located is predominantly residential; now, therefore

BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the Commission does hereby find and declare that traffic conditions within and in the vicinity of Klamath Falls are such as to warrant and require the location and construction of a highway over a route which, under conditions which prevail, will make possible the construction of a highway which will provide needed convenience, safety and other accomodations for the motoring public.

2. That it is the purpose of the Highway Commission to construct and thereafter maintain on the route heretofore selected and adopted by the Commission, a highway of modern design, which route is generally defined as extending from a point which connects with the Klamath Falls-Lakeview Highway at or near Engineer's Station 226+00 and extends thence northwesterly over the most direct and feasible route to a connection with The Dalles-California Highway at or near Engineer's Station 78+00.

3. That after a study and investigation of traffic needs, giving due consideration to the volume, character and destination of traffic in said city and surrounding area, it is the judgment of the Commission and the Commission does hereby find and declare that the streets hereinafter enumerated should be closed or deadended at the point where said streets intersect or are intersected by the said proposed highway right of way and parkway.

4. The Commission does further find and declare that the closing or deadending of said streets at said points of intersection is necessary in order to provide safety for the general public, and does find and declare that the closing or deadending of said streets at said points of intersection will contribute to a more expeditious and more orderly movement of traffic.

5. That a certified copy of this resolution be delivered to the municipal authorities of the City of Klamath Falls and that said city, through its officers, be requested to initiate, comply with and conform to all existing city ordinances or charter provisions pertaining to the closing or deadending of said streets in said city, and that upon the completion of such procedure, the municipal authorities of the said city be requested to enter into a formal agreement with the State Highway Commission as provided for in Chapter 448, Laws of 1943.

6. That upon satisfactory showing by the municipal authorities of said city that the city has conformed to and complied with the provisions of said Chapter 448, Laws of 1943, the Commission's Chief Counsel be and he hereby is instructed to confer with the legal adviser of the City of Klamath Falls and together work out a mutual agreement within the meaning and purpose of said Chapter 448, Oregon Laws 1943, for execution by the municipal authorities of said city and the State of Oregon, by and through its State Highway Commission, covering the closing and deadending of the streets herein enumerated.

7. That the streets which intersect or are intersected by the said proposed highway, and which streets it is now proposed and contemplated be closed and deadended at the points of intersection, are the following:

VanNess Avenue	Earle Street
Hawthorn Street	Alameda Avenue
Lexington Avenue	Dolores Avenue
Henry Street	Erie Street
Lowell Street	Hillside Avenue
Lawrence Street	Herbert Street
Painter Street	Bond Street
Delmoro Street	Henderson Street
LeRoy Street	Laguna Street
Fremont Street	Sheldon Street
Manzanita Street	Wandling Street
Melrose Street	Henry Street
	Williams Avenue

That this resolution be entered in the minutes and records of the Commission as of the 16th day of June, 1947, and a duly certified copy of the same delivered to the Mayor of the City of Klamath Falls, a like certified copy delivered to the County Judge of Klamath County and a like certified copy delivered to the Public Roads Administration.

The Commission had under discussion a letter from the Chief Counsel dated June 6, 1947, concerning the inquiry of Hon. George Rossman, Chief Justice of the Oregon Supreme Court, as to the plans of the Commission for rerouting heavy traffic off North Capitol Street, Salem; also offering objections to the installation of a stop-and-go traffic signal at the intersection of North Capitol Street with "D" Street, in Salem, as proposed by the Salem City Council. It was the thought of the Commission that the matter of rerouting heavy traffic off North Capitol Street is the responsibility of the City of Salem, which has police power to enforce any ruling that it wishes to make, and the Commission ordered that Judge Rossman be so informed. The Commission deferred action on the matter of installing the traffic signal at the intersection of Capitol and "D" Streets until the following day when a delegation from Salem is to appear regarding such matter. (See ahead for final decision.)

The Chief Counsel brought up for discussion the law enacted by the 1947 Legislature which vests in the Highway Commission authority to establish a department or division known as the "State Parks Division"; also, in which the Commission is authorized to appoint a State Parks Superintendent and to promulgate rules and regulations covering the entire State Parks Department. The Commission deferred action on this matter until Commissioner Chandler is present.

The Chief Counsel reported that, in conformity with instructions giv him by the Commission, he has directed a letter to the U. S. Aeronautics Administration and to the Oregon State Board of Aeronautics with respect to the proposal of the U. S. Civil Aeronautics Administration to establish a minimum elevation of 15 feet for airplanes operating over public highways, in which letter he pointed out that the Commission is very definitely of the opinion that the operation of aircraft so close to the ground elevation where public highways are involved creates a hazard which should not be approved in any respect; also, in which he advises that the Highway Commission is of the definite opinion that provision should be made whereby airplanes are not, under any circumstances, to be flown over a public highway at an elevation of less than 30 feet. The Chief Counsel further advised that he has received a reply to this letter in which the Civil Aeronautics Authority states a willingness to consider revising its requirements in that respect if the 15-foot minimum clearance is objectionable to the State Highway Commission and will endeavor to work out a satisfactory solution. Following discussion, the Commission instructed the Chief Counsel to again inform the Civil Aeronautics Authorities that the State Highway Commission cannot agree to a 15-foot minimum clearance for such operations.

Consideration was given by the Commission to a report from the Chief Counsel regarding the encroachment of service station facilities belonging to Mr. Arthur Muller on The Dalles-California Highway at the town of Tygh Valley. It appears from the report that Mr. Muller's buildings burned and that he has replaced them on original foundations, notwithstanding that encroachment on the highway is involved and that he has been warned not to do so. In the discussion the question arose as to the hazard that would be created if the facilities were allowed to remain in such location. The matter was referred back to the Engineer for investigation and report at the next meeting.

The Chief Counsel presented the claim of Mr. and Mrs. C. S. Oslund for damages incurred by them in June 1946 on the Old Oregon Trail near Baker when their automobile was involved in an accident with equipment belonging to the State Highway Department, resulting in personal injury and property loss to the Oslunds. The Chief Counsel explained the details and gave as his opinion that the Highway Department is not liable in view of the circumstances of the case. He recommended that the claim be denied. The Commission unanimously approved the recommendation in view of the conditions and instructed the Chief Counsel to inform Mr. Oslund that the Commission does not feel it has any responsibility in the matter and, therefore, it cannot assume a liability belonging to someone else.

The Commission discussed a report from the Engineer concerning the burning of sawdust adjacent to the Columbia River Highway near Mile Post 93 by The Dalles Lumber Company. The smoke from the Company's operations drifts across the highway and obscures traffic vision, causing hazardous conditions. The Chief Counsel advised that he has already notified the Company of the hazard that its burning operations are causing to highway traffic and that it will be the Company's sole responsibility in the event an accident occurs. He was instructed by the Commission to again notify the Company if the condition is not corrected.

The Engineer reported the cost to purchase fire and marine insurance for the Astoria-Megler Ferry operation from Lloyds of London as compared with that furnished by American companies, as previously ordered by the Commission. He advised that the quotation received from Lloyds of London is $9,248.50 and that received from American companies is $9,173.75. He further reported that, in conformity with telephonic authority granted him by the Commission on May 23, he has ordered renewal of the former insurance in the American companies. He asked the Commission to confirm the action. The Commission by unanimous vote approved purchase of the insurance as reported.

In this connection the Engineer also reported on the cost to increase the amounts of the insurance coverage on hulls and machinery for the ferries "Tourist II" and "Tourist III", the present evaluations of these two vessels being far below the present replacement cost of each. He pointed out that the present coverage is $200,000 on each vessel, and advised that it can be raised to $500,000 on each vessel for an extra premium of $450, which would be paid by the State and the ferry contractor on a 50-50 basis. He recommended purchase of the extra insurance when the insurance now in force expires. The Commission approved the recommendation unanimously.

The Engineer reported on the request of the Umatilla County Court for an exchange of roads in the Federal Aid Secondary Highway System. It appears that the Adams-Thorn Hollow Road is now included in the Federal Aid Secondary Highway System, although no money has been set up to improve it, and that it also is included in the Umatilla County road-improvement program which the County plans to finance with money provided through the sale of bonds, whereas no such provision has been made for the improvement of the Helix-Holdman Junction County Road which the County also wants improved. It

also appears that the Helix-Holdman Junction Road is primarily a wheat hauling road and the County Court will be satisfied with an improved roadway 16 feet wide. The report was discussed at some length, but action on the matter was deferred until the next meeting. The Engineer was instructed to render a more detailed report at that time on the cost to improve the Helix-Holdman Junction Road.

The Engineer exhibited at this time a model of the proposed improvement of the Otter Crest Section of the Oregon Coast Highway. This was discussed by the Commission from the right of way and construction standpoints, but action thereon was deferred until later in the session. (See details ahead.)

The Engineer reported on the request presented by a delegation from Prineville at the meeting on April 22, 1947, for improvements to the O'Neil Secondary Highway, particularly short sections thereof where the delegation alleges hazardous conditions obtain. He advised that the worst conditions can be eliminated by the improvement of five short sections which will cost about $5,000, and recommended the expenditure. The Commission approved the recommendation unanimously.

The Commission also considered a report from the Engineer on the request of Charles A. Peters, Portland, to purchase part of the old right of way of the Columbia River Highway near Scappoose, being a section where the highway has been realigned. He advised that the matter has been investigated, and, in his opinion, the property should be retained by the Highway Department as a maintenance-material stockpile site since it is the only good site available in this vicinity. He recommended that the property not be sold to Mr. Peters. The Commission approved the recommendation.

In this connection it was pointed out by the Chief Counsel that Mr. Peters' primary reason for wanting to purchase the property was to keep people from dumping rubbish at this location and to prevent the parking of automobiles on the old roadway. The Commission instructed the Engineer to erect appropriate signs prohibiting the dumping of rubbish and to investigate the matter of installing gates at each end of the old road to keep out trespassers.

The Commission discussed the Engineer's letter dated May 28, 1947, being a report relative to construction projects built by State Highway Department forces. According to this report, there have been only three instances in recent years where state highway forces have performed work that was originally intended to be contracted and for which bids were received by the Commission, they being isolated projects which apparently did not interest contractors. The Engineer pointed out that a considerable saving in cost was effected; however, he explained that he is not recommending state force work as a general procedure because, in his estimation, the contract system has proven more satisfactory and has resulted, generally, in lower costs. The Commission took no action on the report.

The Commission also discussed a letter from the Engineer dated May 24, 1947, being a supplemental report on the request of the City of Salem for state aid in installing traffic signals at three street intersections on North Capitol Street (US99E), Salem. It was the thought of the Commission, duly expressed, that the state's cooperation in signal installation within the corporate limits of any city or town should be limited to locations that are state highway intersections and that in those instances the installation expense should be paid solely with state funds, and it was so ordered.

The matter of adoption of a survey for the proposed realignment of the Oregon Coast Highway at Otter Crest was discussed, being a resumption of the discussion begun earlier in the session. The Engineer advised that, as a result of further investigations, it has been found that by using a 12-degree curve in the alignment at the summit it would be possible to make an adequate connection to the present overlook and parking place; however, it would not be possible to avoid moving the residence of Mr. Badley, the owner of the property, although it would leave relatively level land above the highway for the relocation of his buildings. It was his thought that this plan would lessen the right of way cost, since it would eliminate Mr. Badley's contention that his business would be ruinted by the construction of a higher overlook, and that construction costs would be less than were the highway constructed either on the original plan or on the first-proposed alternate; also, that such alignment is an improvement over the original relocation from a scenic standpoint. He recommended adoption of this revised plan. Following considerable discussion, the Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution approving the survey for such revised location:

> WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the Otter Crest Section of the Oregon Coast Highway, in Lincoln County, and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and
>
> WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and
>
> WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of members being present and affirmatively voting as follows:

1. That the survey of the Otter Crest Section of the Oregon Coast Highway, in Lincoln County, together with the map, which for identification purposes bears the map file No. 5B-8-3, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the sixteenth day of June, 1947.

The Commission then discussed the matter of acquiring the necessary right of way from Mr. Badley. The Chief Counsel was instructed to negotiate for the right of way and, if he is unable to reach a satisfactory settlement by so doing, to acquire the property by condemnation. He was further instructed to consult with the members of the Commission by telephone with respect to the amount that he should offer for the property in condemnation if necessary to take the matter into court. The following resolution authorizing condemnation of the property was thereupon adopted by the Commission by unanimous vote:

WHEREAS, the Highway Commission by the provisions of Section 100-115, O. C. L. A., is authorized to select, establish, designate, construct, and maintain a system of state highways within the State of Oregon and is authorized to relocate, change, and realign said highways, or sections thereof; and

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway and/or for the

development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the section of the Oregon Coast Highway, which highway is otherwise identified as State Highway No. 9, extending from Rocky Creek to Wade Creek is in the opinion of the Commission inadequate as to alignment, curvature, design, grade, and other elements and factors to serve the needs of the motoring public, and the Commission is of the further opinion that said section of said highway should be relocated, realigned, redesigned, and reconstructed, to the end that a more modern thoroughfare may be made possible; and

WHEREAS, the State now owns, has developed, and is maintaining for public use, enjoyment, and convenience a park area known as Otter Crest Park, which said area and park are now reached and served by the said highway; and

WHEREAS, in response to instructions given by the State Highway Commission, the State Highway Engineer made or caused to be made a survey for the purpose of fixing and determining the relocation of said section of said highway and fixing and determining the area to be employed for park purposes, which said survey, both as to highway location and park, was submitted to and approved and adopted by the Commission; and

WHEREAS, it is the opinion of the Commission that said section of said highway should be relocated and constructed on and along the route and location fixed and defined by said survey and that the area described as park area should be acquired and developed for park or recreational uses;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, a majority of the members thereof being present and voting affirmatively, as follows:

1. That the Commission does hereby find and declare that it is necessary, in the interests of the general public, that the section of said Oregon Coast Highway which begins at Rocky Creek and ends at Wade Creek be relocated and realigned, and that said section of said highway be reconstructed along the route and location fixed and defined in said survey;

2. That the Commission does hereby further find and declare that the real property described on the attached sheets and designated as Parcel No. 1 is necessary for the proper location, construction, and maintenance of said section of said highway; *

3. That the real property described on the attached sheets and designated as Parcel No. 2 is necessary for the development and maintenance of a public park and recreational area and for the parking of automobiles; *

4. That the Commission does hereby further find and declare that the acquisition of both of said parcels of real property is necessary for the accomplishment of the purposes heretofore set forth;

5. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain;

6. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcels of real property;

7. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said properties described on the attached sheets, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners; *

8. That this resolution be entered in full in the minutes and records of this Commission as of the sixteenth day of June, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this

resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 77, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Engineer reported the results of the taking of bids in Salem on June 9, 1947, for the purchase of three buildings, one being located in Astoria, another on the Sunset Highway in Washington County, and the third on the Cornelius Pass Road in Multnomah County. He advised that only one bid was received for the building in Astoria, being that of Sigurd A. Edison at $300; that two bids were received for the purchase of the building on the Sunset Highway, being those of Robert K. Arrowsmith, Portland, at $100, and J. A. Muehle, Portland, at $1.97; however, no bids were received for the purchase of the building on the Cornelius Pass Road. The estimated value of the Astoria building, he said, is $300 and that of the building on the Sunset Highway, $150. He recommended acceptance of the high bid for each of these two buildings. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote. As to the building on the Cornelius Pass Road, the Chief Counsel requested, and the Commission approved, private negotiations for its sale.

The Secretary reported results of a search of the records for commitments relative to sidewalk construction along the Oregon Coast Highway in the town of Gardiner. He advised that a thorough search had been made in the Commission minutes and in the Right of Way Department records for any commitment that may have been made previously by the Commission, and only one can be found, that being a commitment made in connection with the securing of right of way from B. A. and Edna B. Surfling and Ellis J. Dolan, who own the only general merchandise store in the town and who are the sole distributors in this locality for Union Oil Company Products. The Chief Counsel requested an opportunity to discuss this sidewalk matter with James W. Ford, who appeared before the Commission at the April meeting with regard thereto, before the Commission takes final action whether or not to construct sidewalks, to secure his reaction in the event no sidewalks are constructed. The Commission approved the request and instructed the Chief Counsel and the Engineer to make a recommendation at that time.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The matter of securing cement needed for highway construction work was discussed by the Commission, it having been reported that contractors are having difficulties in completing their contracts within the specified time limits because of slow deliveries of this material. Chairman Banfield reported information received from the Oregon Portland Cement Company that it is in

position to furnish cement to highway contractors without delay, and, in the opinion of his informant, the reason why contractors are unable to secure cement is because, for the most part, they place their orders with out-of-state concerns which are unable to fill them expeditiously. The Commission instructed the Engineer to pass this information on to the contractors by letter.

The Engineer brought up for discussion the advisability of extending the Adrian-Caldwell Secondary Highway N o. 454 a distance of about three-quarters of a mile where this road parallels the Oregon-Idaho state line. He explained that the road is now located exactly on the state boundary line, one-half of it being in the State of Oregon and the other half in the State of Idaho. The portion of the road, he said, which lies wholly within the State of Idaho has been oiled for many years, and the State of Idaho has agreed to pay one-half the cost of oiling the three-quarter-mile section now under discussion if the State of Oregon will pay the balance. He gave as his thought, inasmuch as this road is isolated from Malheur County roads, being located in the only Oregon township which lies east of the Snake River, that it would be advisable to extend and improve the road as suggested, and, accordingly, he requested permission to negotiate with Malheur County with respect to including the road in the State Secondary Highway System and with the Idaho highway officials relative to the division of the cost to construct and maintain the road as a joint undertaking. He estimated that the total cost would not exceed $10,000 and recommended approval of the project by the Commission. The Commission approved the project by unanimous vote on the condition that the State of Idaho will pay one-half the expense of construction and maintenance. The Chief Counsel was instructed to prepare an appropriate agreement covering the matter in the event that satisfactory arrangements can be made with Malheur County and the State of Idaho.

The Engineer requested an increase of $200,000 in the amount budgeted for expenditure in 1947 for the purchase of rock and gravel for use in maintenance and betterment operations. He advised that, contrary to assumptions when the budget was prepared, material purchased from commercial operators is costing as much as 25 percent more than was estimated, and, in addition thereto, in order to effect savings, more material is being stockpiled in connection with construction projects than was anticipated. Following discussion the Commission voted unanimously to increase the amount of the budget as requested.

The Engineer also requested authority to increase the amounts budgeted for 1947 for certain items, as follows:

Purchase and betterment of equipment	$104,000
District Maintenance Superintendence	$ 20,000

He explained that the amount originally budgeted for the purchase and betterment of equipment included $200,000 for a new ferry boat at Astoria which actually is costing the state $458,323, leaving a deficit of $258,000, which he suggested could be made up by applying the $200,000 balance that is contained in the budget for purchase of other equipment, the expenditure of

which is unauthorized by the Commission to date, and by increasing the budgeted amount to make up the difference and an allowance of 10 percent for engineering and contingencies, making a total budget increase of $104,000. He further explained that the extra amount of $20,000 needed for district maintenance superintendence is to cover increases in rates of pay that have been granted subsequent to adoption of the original budget. It was the thought of the Commission that expense incident to the purchase of the new ferry should be kept entirely separate from the other equipment purchases, and accordingly, it was ordered by the Commission that a special account be set up for this purpose which would include only the actual cost of the ferry boat as contracted, the cost of designing the boat as per arrangements with Mr. L. R. Hussa of the Albina Engine and Machine Works, Inc., and the cost of inspections by the American Bureau of Shipping. The Commission approved increasing the budget in an amount sufficient to accomplish this purpose without decreasing the amount of $800,000 heretofore authorized for the purchase of other equipment. The Commission, by unanimous vote, also authorized increasing the budget in the amount of $20,000 for district maintenance superintendence as requested by the Engineer.

The Commission discussed and denied a request from the Wallowa School Board for widening the pavement on the Wallowa Lake Highway in front of their school house, it appearing from the report of the Engineer that if the city would require parallel parking along this street, which is now 40 feet wide from curb to curb, it would serve the purpose better and would provide greater safety to the public than a pavement 50 feet wide with angular parking; moreover, there are no funds available to finance the widening project, which is estimated to cost about $2,700.

In this connection the matter of requiring all cities and towns to adopt parallel parking ordinances was discussed by the Commission. The Chief Counsel advised that the Commission has authority to state the manner in which cars shall be parked along city streets that are state highway routes and to specify parallel parking if it so desires and if safety requires such type of parking. The Commission referred the matter to the Engineer and the Chief Counsel to commence action as may be necessary to secure the adoption of parallel parking ordinances in all cities and towns.

The Commission discussed a report from the Engineer on the request from the City of Oceanlake for the improvement of Raymond Street in that town from its junction with the Oregon Coast Highway to the beach. It appears that this street is about 800 feet in length and is the only street over which the public has access to the beach from the highway. The Engineer estimated the cost of the project at about $6,600. He pointed out that the city's share of state highway revenues for this year is $1,117.13 and that next year its allotment under the new law enacted by the 1947 Legislature will be $2,234.26. The Commission denied the request.

The Commission also considered and denied the request of O. C. Stanwood, Newport, for the designation and improvement as a state highway of a water-grade route between Newport and Toledo. The Commission ordered that Mr. Stanwood be informed that the Commission does not have funds avail-

able to finance such a project; moreover, a program has already been prepared and is now under way which takes up all available funds, and the Commission cannot consider commitments to new projects until this program has been completed.

A letter was presented from the City of Vale requesting the oiling of Washington Street throughout its entire length as an alternate highway route for truck traffic. The Commission referred this letter to the Chief Counsel with instructions to inform the city that the 1947 Legislature set aside the sum of $250,000 of State Tax Street Funds to be used by the State Highway Commission to finance the improvement of city streets which are not state highway routes and that the Commission will consider the request of the City of Vale along with others when setting up a program for the expenditure of such funds, but that is all the Commission can do.

The Engineer reported that the cities of Elgin, Jefferson, Jordan Valley, and Juntura have satisfied the legal requirements with respect to the expenditure of 1945 State Tax Street Funds which they received in 1946 and that the plans for the projects which these cities propose to finance with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Elgin -	$1,497.50
Jefferson - - - - - - - - - - - - - - - - - - -	719.46
Jordan Valley - - - - - - - - - - - - - - - - -	411.55
Juntura -	250.84

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Elgin - Grace Street, Fir Street, Pine Street, Elgin Street, Spruce Street, Elm Street

Jefferson - Third Street, Union Street

Jordan Valley - Blackaby Street, Oregon Avenue

Juntura - Hildah Street, Frances Street, 3rd Street, 6th Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3, previously adopted by the City of Jefferson, and approved by the State Highway Commission on April 4, 1946, shall be canceled, in accordance with the request of the City of Jefferson on file in the records of the State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the sixteenth day of June, 1947.

The Engineer also reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1946 State Tax Street Funds which they received in 1947 and that the plans for the several improvements proposed to be financed with such funds have been examined and found satisfactory:

Banks	Condon	Fairview	Lonerock
Boardman	Dufur	Florence	North Powder
Cascade Locks	Eagle Point	Gervais	Scio
Columbia City	Estacada	Ione	Yamhill

He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Banks	$ 495.39
Boardman	220.62
Cascade Locks	1,409.95
Columbia City	655.84
Condon	1,716.81
Dufur	786.20
Eagle Point	904.53
Estacada	1,349.78
Fairview	611.71
Florence	1,213.40
Gervais	665.86
Ione	525.47
Lonerock	92.26
North Powder	754.11
Scio	703.97
Yamhill	838.35

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Banks - Wilkes Avenue, Parmley Street, Woodman Street

Boardman - Main Street

Cascade Locks - Edgewater Drive, Watts Avenue, First Street from Hazel Street to River Street, 6th Street, 5th Street 4th Street, 3rd Street, 1st Street, Moody Street, Water Street, Leavens Street, River Street, Hazel Street, also un-named streets as shown on map attached to Form 3

Columbia City - "I" Street

Condon - West Side: First three blocks of 3rd Street from Main, first three blocks of Well Street from Main, all of Frazier Street, all of Walnut Street, first four blocks of Gilliam Street West to East, all of Summit Street, all of Spring Street, first 3½ blocks of Court Street from Main, all of Bayard Street, first two blocks of Pennoyer from Main, first two blocks of Trimble from Main, Potter Street from Gilliam to Frazier, from 2nd all of Lincoln, Church Street from Trimble to Spring, Church Street from Summit to Walnut, Oregon Street from Pennoyer to Court, Oregon Street from Spring to Summit, Oregon Street from Gilliam to Well Street, Washington between Walnut and Gilliam. East Side: Gilliam Street from Main to Washington, Summit Street from Ward to East Street, Spring Street from Main to Washington, Ward Street from Spring to Gilliam, East Street from Spring to Walnut, Washington Street from Heppner Highway to Spring, Gilliam Street from Jefferson to McKinley, Summit Street from Jefferson to McKinley, Jefferson Street from Heppner Highway to Pennoyer, Jefferson Street from Spring to Summit, McKinley from Summit to Gilliam

Dufur - N. 4th Street, N. 2nd Street, N. 1st Street, Court Street, Klinger Street

Eagle Point - Hamilton Avenue

Estacada - 2nd Street, 5th Street, Zobrist Street

Fairview - All streets within city limits

Florence - Adams Street, 5th Street

Gervais - 5th Street

Ione - Second Street, "H" Street

Lonerock - "D" and 4th Streets, "C" and 4th Streets, 3rd and "C" Streets, 3rd and "B" Streets

North Powder -"G" Street (Also "E" Street, if funds permit)

Scio - West Street, Wheeler Street, Main Street, Mill Street Smith Street, North Street

Yamhill - First Street, Elm Street, Laurel Street, Olive Street, Third Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and record of the Commission the Secretary shall thereafter mail to the proper office in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the sixteenth day of June, 1947.

The Engineer reported that, in conformity with authority previously granted him by the Commission, he has awarded contracts as follows, the conditions of the awards having been satisfied:

Grading and bituminous macadam surfacing on the Ft. Hill Section of the Salmon River Highway, Polk County; bids received May 15, contract awarded May 20 to Stevenson Construction Co., low bidder

Construction of a bridge over the South Yamhill River on the Salmon River Highway near Valley Junction; bids received May 15, contract awarded May 20 to Lindstrom Bros., low bidder

Grading and bituminous macadam surfacing on the Miner Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County; bids received May 15, contract awarded June 9 to Loyd Calkins, low bidder

Constructing, furnishing, and delivering a ferry boat for use across the Columbia River at Astoria; original bids received April 24, supplemental offer received May 12, contract awarded May 22 to Albina Engine and Machine Works, Inc., on basis of original bid and supplemental offer

The Commission by unanimous vote approved the awards of these contracts as reported.

The Engineer presented for the Commission's approval surveys completed for the following improvements:

(1) Gunnel Road-Robertson Bridge Section of the Rogue River Loop Secondary Highway, Josephine County

(2) Cascade Locks-Mosier Section of the Columbia River Highway, Hood River County

Action on the Gunnel Road-Robertson Bridge survey was deferred by the Commission until the next meeting because of the possibilities of a change being requested by the Public Roads Administration. The Commission approved the Cascade Locks-Mosier survey and by unanimous vote adopted the following resolution with regard thereto, it being understood that by so doing the Commission is making no commitment whatsoever as to construction of this section:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the Cascade Locks-Mosier Section of the Columbia River Highway, in Hood River and Wasco Counties, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Cascade Locks-Mosier Section of the Columbia River Highway, in Hood River and Wasco Counties, together with the map, which for identification purposes bears the map file No. 6B-24-12, field notes, and other engineering data submitted by the Engineer hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the sixteenth day of June, 1947.

The Commission had under discussion the matter of extending the time limit for completion of highway contracts in cases where contractors fail to complete their work within the specified time limit. In the discussion Chairman Banfield pointed out that the Commission, during the wartime

period, followed the Engineer's recommendation in every instance and approved, without penalty, all requests for additional time within which to complete jo particularly because labor and materials were difficult to obtain; however, th conditions which prompted such consideration have changed and, in his estimation, the Commission should be more strict and should inflict penalties unless contractors can give some extremely good reason for failure to complete their work within the designated period. Mr. W. H. Lynch, Division Engineer, Public Roads Administration, was present and expressed as his opinion that the Commission should be more strict in passing on requests for extensions of time. The matter was discussed at some length, and as a result thereof the Commission instructed the Engineer to send an appropriate notice to all the contractors that hereafter they will be expected to complete their projects within the tim limit specified in their contracts and if they do not do so the Commission wil penalize them as provided for in the contract provisions, unless a very good reason is given for overrunning the specified time limit. The requests for extensions of time which were to be considered by the Commission at this time were referred back to the Engineer for additional information and report on th following day.

The Commission had under discussion the matter of establishing a 40-hour week for the State Highway Department employees in conformity with the ruling of the Civil Service Commission, and in connection therewith had the benefit of a letter from the Chief Counsel to Chairman Banfield, dated June 7, 1947, and a letter from the State Highway Engineer directed to the Oregon State Highway Commission, dated June 7, 1947. Briefly, the Chief Counsel gave as his opinion that "1. The Civil Service Commission cannot say to the Highway Commission that its offices shall be open five days a week. 2. The Civil Service Commission cannot say to the Highway Commission that its offices shall remain open five days a week with a skeleton group Saturday forenoon. 3. The Civil Service Commission can prepare a compensation plan predicated on a forty hour week. 4. If employees are paid on the basis of a compensation plan approved by the Civil Service Commission and are required to work more than forty hours a week, they may request pay for the hours in excess of forty hours. 5. The adoption of a forty-hour week with skeleton crews for Saturday forenoon is a matter of policy which I believe should be determined by the Legislature, and if not determined by the Legislature, may be determined by the Governor and the several administrative branches of State government." The Engineer pointed out in his letter that the Civil Service Commission has authorized longer work weeks for certain state highway operations because of their seasonal nature, requiring extra hours of work. Such authority, he said has been granted for a 44-hour week for section maintenance crews, Park Department field crews, equipment shop crews and Sign Department crews, and a 48-hour week for traffic line crews, paving plant and oiling crews, bridge crews, extra gang crews, drawbridge operation crews, ferry operation crews, and shop watchmen. He added that a 40-hour week was fixed for all other State Highway Department employees. He recommended adoption of such schedule for all employees of the State Highway Department, except, perhaps, those in the Travel and Information Department, which might require a skeleton crew to operate on Saturday mornings. (See copies of the letters of the Chief Counsel and the Engineer in the general files for details.) This matter was discussed at considerable length, and as a result thereof, the Commission referred it back

to the Engineer and the Chief Counsel to place in effect in conformity with their best judgment, it being strictly understood, however, that no extra pay will be allowed for overtime work.

The Commission also discussed the adoption of a regulation relating to the per diem allowance for the field engineering crews. The Engineer presented a circular letter which he had prepared on this subject in conformity with ideas expressed by the Commission at the previous meeting. The Commission approved the latter by unanimous vote, it appearing to the Commission that it covers the situation satisfactorily. (See circular letter No. 501 in general files for details.)

Mr. Charles H. Reynolds, La Grande, President, Old Oregon Trail Association, came before the Commission with regard to the Elgin-Boswell Section of the Wallowa Lake Highway. He particularly referred to a petition of residents of this vicinity objecting to the realignment of the highway as proposed by the state and in this connection advised that subsequent inquiry reveals that all but two of the petitioners misunderstood the meaning of the petition when they signed, but now all but the two referred to are in favor of the improvement as planned; moreover, the La Grande Chamber of Commerce favors the new route and desires the Highway Commission to overrule the objections and proceed as originally planned. He was informed that the matter would be taken under advisement. (See minute entry on following day for the Commission's final decision with respect to this matter.)

Mr. Reynolds also suggested the construction of more four-lane highways and bridges, which he considered a necessity because of the increase in traffic volume, and the sale of bonds in the next couple of years to finance the work, if necessary. Chairman Banfield pointed out that the 1947 Legislature authorized an Interim Committee to study the highway situation as a whole, and he suggested that it would be proper for Mr. Reynolds and his associates to bring the matter to the attention of the Committee members. Mr. Reynolds agreed to do that.

The Engineer presented a communication from Mr. Harry S. Schenk, Deputy Secretary of State, with regard to the transmittal of certain statistical data relating to motor vehicle accidents, the coding and analyzing of which is now performed by the Highway Department Traffic Engineer. He advised that it will be necessary to employ three additional clerks to keep the reports up to date and to increase the budget in the amount of $4,000 to pay the expense involved, making a total budgeted amount of $30,250. He urgently requested approval of this increase. The Chief Counsel advised that the Secretary of State is required by law to perform this function, and if he does it, the cost involved will be paid out of state highway funds before they are turned over to the State Highway Department. It was his thought, in view of the fact that state highway funds will be used to finance the proposition regardless of who does the work, that it would be performed better and cheaper if done by the State Highway Department. The members of the Commission expressed themselves as not being in favor of spending state highway funds for this purpose; however, in view of the fact that the law requires the statistics to be kept, voted unanimously in favor of the project and authorized an increase in the budget for this item in the amount recommended by the Engineer.

The Commission had under discussion the matter of designating reduced speed zones at the following locations:

(1) Pacific Highway East just north of Eugene

(2) Sunset-Tualatin Valley Highway between Portland and Beaverton

(3) Pacific Highway East north of Albany

Action on this matter was deferred by the Commission until Commissioner Chandler is present. The Engineer was instructed to render a detailed report, in writing, with respect to each location prior to the Commission's next meeting.

A request was presented from Fire Chief Roble, of the City of Salem, for the installation of a traffic signal on State Street (ORE222) at its intersection with 18th Street, which is near one of the city's fire stations. The Engineer estimated the cost of such installation at $200. The Commission denied the request, it being considered purely a city matter.

The Commission also considered a request from the City of Yamhill for the installation of a traffic signal at the intersection of two state highways in this town --- Maple Street (ORE29) and Main Street (ORE151). The Engineer recommended approval of this installation, which he estimated would cost about $200, on the condition that the City of Yamhill will pay for the electrical energy to operate the signal. The Commission approved the recommendation unanimously.

A request was presented from the City of Nehalem for the establishment of a "no parking" zone on the Oregon Coast Highway in front of the Nehalem Post Office. The Engineer recommended approval of this request as being in accordance with established policy. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Oregon Coast Highway, otherwise designated as U.S. Highway 101, as routed through the City of Nehalem, Tillamook County, passes in front of the U. S. Post Office and,

WHEREAS, it has been reported to the Highway Commission by George Wright, mail carrier, that the parking of motor vehicles in front of said Post Office seriously interferes with the movement of U. S. Mails and the Commission has therefore been requested to designate and establish the highway frontage in front of said Post Office as a "No Parking" area, and

WHEREAS, it is the judgment of the Commission that every reasonable and legitimate action should be taken having for its object the speeding of the movement of U. S. Mails.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of members being present and voting affirmatively as follows:

1. That the highway area in front of the Post Office in the City of Nehalem, Oregon, (as set forth on Highway Commission Drawing attached hereto, and by this reference made a part hereof) be and the same hereby is declared a "No Parking" area and parking of motor vehicles within said area is prohibited provided that this prohibition shall not apply to motor vehicles operated by the United States or its contractors and engaged in the carrying of U. S. Mails. *

2. That the Engineer hereby is instructed to erect and thereafter maintain in said area "No Parking" signs. He is further instructed to paint, in a conventional manner and color, the curb lines with the limits of the "No Parking" area.

3. That this resolution be entered in the minutes and records of the Commission as of the sixteenth day of June, 1947, and duly certified copies thereof mailed to the Superintendent of State Police, Fred Twohy, Chief Clerk, Railway Mail Service, Portland, Oregon, and George Wright, Mail Carrier, Nehalem.

FOOTNOTE:

* The drawing mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 22, under the heading "No Parking - Bus Stop Resolutions" and said drawing by this reference is made a part of this minute entry to the same extent as if copied in full herein.

The Engineer requested authority to re-arrange the system of stop signs at the intersection of Columbia Boulevard and N.E. Killingsworth Avenue, in Portland. He advised that the greater volume of traffic entering this intersection comes from N.E. Killingsworth Street, which is a by-pass route for US30, but, according to the present arrangement of signs, this traffic is required to stop before entering the intersection, whereas traffic from Columbia Boulevard enters the intersection without stopping. It was his thought that the signs should be reversed, and he so recommended. The Commission approved the recommendation.

The Commission discussed the form of resolution prepared by the Chief Counsel with respect to the granting of special permits for movements over state highways of vehicle combinations weighing in excess of the statutory weight limits and having an overall length of 60 feet. The Chief Counsel advised that this resolution was prepared in conformity with instructions of the Commission at the previous meeting, and its purpose is to legalize, until

September 1, 1947, such operations that are now covered by permits expiring on July 1, 1947. Following discussion the Commission approved the resolution by unanimous vote, as follows:

WHEREAS, because of war and other emergencies and because of road conditions the Oregon Legislature when in session in 1943 enacted Chapter 266, Oregon Laws 1943, by which the Highway Commission, with the approval of the Governor, was authorized to issue permits for the movement over state highways of vehicles or combination of vehicles having a length and combined and gross weight in excess of all statutory limitations. which act by its terms expired on July 1, 1945, and permits issued thereunder likewise automatically expired as of said date; and

WHEREAS, the Legislature, when in session in 1945, by the enactment of Chapter 88, Oregon Laws 1945, extended the life of said 1943 act and made the expiration date thereof July 1, 1947; and

WHEREAS, within the meaning and purpose of said acts the Highway Commission, with the approval of the Governor, issued approximately 3,000 permits, all of which by virtue of said 1945 act and the provisions of said permits will expire on July 1, 1947; and

WHEREAS, the Legislature when in session in 1947 enacted Chapter 156, Oregon Laws 1947, by which the Highway Commission is authorized to issue new permits or re-issue permits issued pursuant to said Chapter 266, Oregon Laws 1943, as amended by Chapter 88, Oregon Laws 1945, and make the termination or expiration date of the same subject to the order and discretion of the Highway Commission; and

WHEREAS, all permittees now holding permits issued pursuant to Chapter 88, Oregon Laws 1945, have applied for permits under the provisions of Chapter 156, Oregon Laws 1947, which applications will, so far as is known to the Commission at this time, be granted, and permits in proper form issued, but because of the large number of such applications and because of an acute shortage of clerical help it is quite impossible to prepare and execute permits for all of such applicants before September 1, 1947; and

WHEREAS, the transportation of property for hire over the highways of the State will, through no fault of the operators, be serious impaired and the public seriously inconvenienced if those engaged in the transportation of property by motor vehicle are denied the right to use the public highways until permits can be issued under the provisions of said act of 1947; and

WHEREAS, it is the opinion of the Commission that public welfare will be served and the public highways will in nowise be unnecessarily impaired if holders of permits issued under Chapter 88, Oregon Laws 1945, but which expire July 1, 1947, are permitted to use the state highways until new permits are prepared, executed and delivered by the Commission to those whose applications are now pending;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, a majority being present and affirmatively voting, as follows:

1. That in so far as the Commission has authority so to do it hereby is ordered that all permits heretofore issued by the Commission under the terms and authority of Chapter 266, Oregon Laws 1943, as amended by Chapter 88, Oregon Laws 1945, be and the same shall be deemed to be valid until applications by said permittees, which applications are now pending before the Highway Commission, have been considered and allowed and appropriate permits issued to the respective applicants, but no such permit shall be deemed valid in any event after September 1, 1947.

2. That the Secretary to the Commission be and he hereby is authorized and directed to prepare and issue at the earliest possible date and deliver to all applicants whose applications are now pending before the Commission and to all who subsequent to July 5, 1947, make application in approved form for permits under said Chapter 156, Oregon Laws 1947, a permit in form heretofore approved by this Commission.

3. That certified copies of this resolution be delivered to the Superintendent of State Police in sufficient number to serve his purpose and meet his requirements with respect to members of the State Police.

4. That a certified copy of certified copies of this resolution be delivered to the Public Utilities Commissioner for such use and purpose as the same may serve.

5. That the Superintendent of State Police be and he hereby respectfully is requested to cooperate with the Highway Commission in its effort to conform to and with the terms of said Chapter 156, Oregon Laws 1947, and in so doing give full faith and credit to the validity of permits which expire by operation of law and by the terms of said permits on July 1, 1947.

6. That the Secretary of the Commission is hereby directed to keep the Superintendent of State Police and the Public Utilities Commissioner fully informed and advised with respect to the issuance of new permits and the dates upon which, and the parties to whom, such permits are or have been issued.

7. That the issuance of a permit under the terms and provisions of Chapter 156, Oregon Laws 1947, shall operate automatically to cancel and terminate in the hands of the permittee any permit issued under the provisions of said Chapter 266, Oregon Laws 1943, as amended by Chapter 88, Oregon Laws, 1945.

8. That all permits issued under the provisions of Chapter 156, Oregon Laws 1947, shall contain a direct clause, condition and provision that said permits may for cause or at the option of the Commission be terminated by order of the Commission.

9. That this resolution be entered in the minutes and records of the Commission as of June 16, 1947.

In this connection the matter of reclassifying highways under the Group I and Group II headings as now listed in special permits was also discussed. Action on this matter was deferred until the next meeting of the Commission. The Engineer was instructed to present at that time a list of the highways under each classification as originally classified and a list as revised to fit present-day conditions.

The Commission discussed and ordered filed an anonymous letter from "An Oregon Motorist", Medford, Oregon, suggesting that the Commission's order prohibiting the truck-hauling of logs over state highways during Saturday afternoons, Sundays, Holidays, and during the hours of darkness be extended to include all loaded trucks.

The Commission discussed the application of Mr. Louis Zeman to truck haul logs over the Mt. Hood Highway from Mile Post 61.33, at Barlow Pass, to the City of Hood River, involving a section between Barlow Pass and Mile Post 69.90, near Newton Creek, where such operations have heretofore been prohibited by the Commission. The Engineer advised that the Commission, on February 4, 1947, authorized the truck-hauling of logs over this highway between Mile Post 69.90 and Hood River under certain conditions. He recommended that Mr. Zeman's application for this privilege over the extra distance to Barlow Pass be denied because there is no evidence of need for the cutting of timber beyond Newton Creek; moreover, that portion of the highway is altogether too narrow, crooked and weak to withstand movements of this kind. The Commission approved the recommendation and ordered that Mr. Zeman be so informed.

The Commission also discussed the application of the Peninsula Fuel and Lumber Company, Portland, to truck-haul logs over the Columbia River Highway from Springdale to the Company's plant at Vancouver Avenue and Columbia Boulevard, Portland, the loads not to exceed 50 feet overall in length. It was brought out in the discussion that the Commission, for many years, has prohibited the truck-hauling of logs on this highway as protection to the large volume of other traffic the road carries. The Commission deferred a decision in the matter until the following day. The Engineer was instructed, in the meantime, to ascertain the extent of the Company's operations and report to the Commission. (The matter was reconsidered on the following day when the Engineer presented the information requested. As a result thereof, the Commission authorized the granting of the permit.)

The Secretary reported the desirability for the Commission to authorize additional employees to sign special permits, particularly Mr. John R. Stout, recently appointed Office Engineer in the Division Office in Bend, replacing Mr. S. P. Jones, who has been transferred to other work; Mr. J. L. Hudson, in the Portland Division Office; and Mr. C. G. Lammers, in the Salem Office. The Commission approved the granting of such authority to these employees and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore, to wit: on the twenty-fourth day of October, 1944, approved and adopted a resolution by which the Commission approved and adopted certain forms of permits as the forms to be used when permits are issued under the provisions of Section 115-393, O. C. L. A.; and

WHEREAS, in and by said resolution the Commission named certain state highway employees, to each of whom the Commission gave authority to sign permits issued on either of the forms identified and approved in said resolution; and

WHEREAS, it now appears that by the naming of additional employes and by vesting in them authority to sign such permits the business of the Commission can be more expeditiously disposed of and the public interests better served;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, a majority of the members being present and voting affirmatively, as follows:

1. That the following state highway employes:

Mr. John R. Stout, Office Engineer, Bend Division Office
Mr. J. L. Hudson, Assistant Permit Supervisor, Portland
Mr. C. G. Lammers, Assistant Permit Supervisor, Salem

hereby are authorized to sign permits for the movement over state highways of motor vehicles, articles or things when such movements and such vehicles come within the purview, purpose and meaning of Section 115-393, O. C. L. A., and within the purpose and meaning of the Commission as disclosed and declared in said resolution adopted October 24, 1944.

2. That all of the instructions, requirements and provisions set out in said resolution of October 24, 1944, shall apply to and control the action of the employes herein named.

3. No permit shall be issued by any of said employes unless and until all of the facts have been communicated to the State Highway Engineer and to the Secretary of the Commission, and the issuance of such permit has been approved by them.

4. No permit shall be issued by any of the persons named herein or by any of the persons named in said resolution of October 24, 1944, unless and until adequate insurance has been exacted from the applicant for the protection of the members of the Commission and the member of the general public.

5. None of the persons named herein and none of the persons named in the said resolution of October 24, 1944, may issue a permit on any form other than one of the forms heretofore approved.

6. This resolution shall modify and supplement the resolution of October 24, 1944, to the extent and in the manner herein set out and not otherwise.

7. This resolution shall be entered in the minutes and records of the Commission as of June 16, 1947.

The Commission by unanimous vote also canceled the authority heretofore given S. Paul Jones and Ralph Eggstaff to sign permits on behalf of the Commission, Mr. Jones having been transferred to other work where such authority is not required and Mr. Eggstaff having severed his connections with the State Highway Department.

The Commission discussed a complaint from the Douglas County Pomona Grange concerning the hazards that are being created by the Western States Lumber Company and the Universal Lumber Company on the Pacific Highway south of Sutherlin and Roseburg, respectively, by the burning of sawdust, the smoke from which drifts across the highway, obliterating clear vision. The Commission referred the complaint to the Chief Counsel with instructions to notify the two lumber companies that the Commission is holding them responsible for accidents which may occur as the result of their operations.

The Commission considered and ordered filed a letter from Hon. Willard Marks, Albany, expressing personal appreciation and the appreciation of the Albany Rotary Club for the courtesies extended to them by the Commission with respect to their request to construct a Sea Scout building on state highway property adjoining Waverly Lake, Albany. According to the information received the project has been abandoned.

A letter was presented from Rodney W. Tripp, President, Albany Timber Carnival, requesting permission to maintain a permanent float 30 feet by 40 feet in dimension on Waverly Lake for use annually in connection with their Timber Carnival which is held during the Independence Day holiday. The Commission denied the request as a permanent proposition, however, authorized the maintenance of the float this year only.

The Commission discussed an inquiry from C. E. Francis, Portland, as to the plans of the Commission for highway improvements between Clay and Market Streets, extending from Harbor Drive to Canyon Road, Portland, such information being necessary in connection with the building of a new automobile plant for the Olsen-Francis Company at this location. The Commission ordered that Mr. Francis be informed that the Highway Commission has no plans whatsoever for an improvement at this location.

A resolution was presented from the County Court of Lane County requesting the Commission's approval of certain additions to the County's market road system. The Chief Counsel explained briefly certain features of the old market road law and gave as his opinion that, since this law was changed, it

no longer is necessary for the Highway Commission to give its approval to such designations, that being strictly a County Court matter. In view of this information the Commission decided not to take action on the resolution and ordered that the County Court be advised accordingly.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the Public Service Building.

Portland, Oregon
June 17, 1947

The meeting of the Highway Commission reconvened at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner Ben R. Chandler was excused from attending this meeting.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

ALSEA AND ALSEA-DEADWOOD HIGHWAYS IN BENTON AND LINCOLN COUNTIES
ALSEA ROCK PRODUCTION PROJECT

L. R. Kauffman, Wecoma	$44,990.00
E. C. Swaggart, Eugene	45,320.00
Oscar E. Joelson, Eugene	47,580.00
A. H. Saxton & Sons, Corvallis	47,950.00
Ramsay Constr. Co., Corvallis	49,145.00

WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY
HAY CREEK-CONDON SECTION

Vernie Jarl, Gresham	$147,333.00
J. S. Risley, Milwaukie	159,510.00
A. H. Saxton & Sons, Corvallis *	162,239.50
E. C. Hall Co., Portland	173,987.00

* Bidder will accept only one grading and surfacing project.

LOWER KLAMATH SECONDARY HIGHWAY IN KLAMATH COUNTY
LOWER KLAMATH LAKE SECTION

F. L. Somers, Klamath Falls	$169,754.00
Rogers Constr. Co., Portland	181,886.00

McKENZIE HIGHWAY IN LANE COUNTY
SPRINGFIELD JUNCTION-TURNAROUND SECTION

Werner & Jeuke, Eugene	$ 8,981.00
Del R. Beebe Constr. Co., Eugene	11,440.00
Miller & Strong, Inc., Eugene	12,315.00
C. T. Malcom & Co., Portland	13,970.00

ALBANY-LYONS SECONDARY HIGHWAY IN LINN COUNTY
CRABTREE CREEK-SCIO SECTION

	USING ASPHALT	USING TAR
Vernie Jarl, Gresham	$132,353.00	- - - - -
A. H. Saxton & Sons, Corvallis *	141,012.00	- - - - -
Babler Bros., Portland	151,321.00	- - - - -
J.N. & M.J. Conley, Portland	159,107.50	- - - - -
Del R. Beebe Constr. Co., Eugene	170,741.50	- - - - -
Ramsay Constr. Co., Corvallis	179,621.00	- - - - -

* Bidder will accept only one grading and surfacing project.

SANTIAM HIGHWAY IN LINN COUNTY
FOSTER SECTION

	USING ASPHALT	USING TAR
Frank M. Parsons, Forest Grove	$ 27,923.00	- - - - -
Stevenson Constr. Co., Salem	31,446.00	- - - - -
C. T. Malcom & Co., Portland	41,327.50	- - - - -

SUNSET HIGHWAY IN WASHINGTON COUNTY
CONSTRUCT RAILROAD GRADE SEPARATION STRUCTURE

Birkemeier & Saremal, Portland	$ 35,390.00
Don L. Cooney Inc., Seattle, Wn.	36,081.50
Del R. Beebe Constr. Co., Eugene	36,850.00
Lockyear & White, Inc., Seattle, Wn.	39,425.00

The following persons, representing the Southern Pacific Company, were present in regard to the leasing of certain state-owned property adjacent to the Pacific Highway near the overcrossing of the Southern Pacific

tracks in the northwestern part of Eugene: Franck C. McCulloch, Attorney; A. Y. Alcorn, Assistant General Freight Agent; F. A. Bartlett, Assistant District Engineer; and Alfred Corbetts, Assistant Attorney. Mr. McCulloch headed the group. He explained the desires of the Southern Pacific Company to construct a spur railroad track across the state's property to facilitate the rendering of service to prospective industries to be located there. The Engineer advised that this property is being held by the State Highway Commission for future use in connection with the improvement of the highway and that it is planned to secure some 17,000 cubic yards of topsoil material from this particular place, so, in his estimation, if the Commission should decide to grant the railroad company's request, it should be on the basis that the Company will make arrangements for the state to obtain the same amount of material from another source when it needs it and will reimburse the state for the extra expense in transporting the material from the new site; in other words, that the state is made entirely whole. The matter was discussed at considerable length and was referred to the Engineer and the Chief Counsel for recommendation. (Discussion of the matter was resumed during the afternoon session, at which time the Commission approved the granting of this privilege to the railroad company on the condition that the railroad company will make the State of Oregon whole.)

The Commission by unanimous vote approved the minutes of the meeting held on May 14 and 15, 1947.

A delegation from Bend and vicinity, representing the Central Oregon Chamber of Commerce, appeared before the Commission in the interests of the Warm Springs Highway. The group was headed by Mr. Howard Turner, President, and included M. J. Lynch, Chairman, Road Committee and former State Highway Commissioner, Redmond; Bob Wilson, representing the Warm Springs Lumber Company; H. J. Doolittle, District Road Engineer for the Indian Service; Mr. Cutler, representing the Consolidated Freightways; Howard J. Steib, Manager, Bend Chamber of Commerce; and Guy Wade, Secretary of the Central Oregon Chamber of Commerce. Mr. Lynch was principal spokesman. He recited the history of this road, dating back to 1932, and urged the Commission to place the remaining link between Warm Springs Agency and the Wapinitia Highway Junction under contract at the earliest possible time so the people can secure the benefits of a 30-mile reduction in the distance from Central Oregon to Portland and reduced costs of freight haul. Others speaking in behalf of the project were Messrs. Wilson, Doolittle, Cutler, Steib, and Wade.

Chairman Banfield advised that the Highway Commission also is much interested in completion of this road. He pointed out that the work is programmed as an early priority job, but is being held up because Congress has made no provision for Forest Highway Funds to finance the section within the National Forest. State highway funds to finance the state portion of the work, he said, are available and will be used for the purpose intended just as soon as the Commission can see its way clear to proceed. He also pointed out that the Highway Commission at one time advertised for bids for construction of the Mill Creek Bridge and received a satisfactory bid but had to reject it because of Federal requirements. The Engineer

pointed out that the uncompleted section was 32 miles long, of which 25 miles is state work and seven miles Forest Highway work. All of the grading work, he said, has been completed on the state's portion, and the Commission, if it so desired, could secure bids for surfacing and oiling this section. Commissioner Schaupp expressed himself in favor of contracting the work as soon as possible as he could see no reason for holding up the work while money is available to pay for it. Chairman Banfield indicated a similar attitude, however, advised that the Commission will discuss the matter with the Engineer and the Chief Counsel and see what can be done. He assured the delegation that the state money set up for this project will not be transferred to any other project.

Following departure of the group the matter was further discussed and as a result thereof the Commission instructed the Engineer to advertise for bids to be received at its August meeting for all of the state work, including the Mill Creek Bridge if conditions are satisfactory.

County Judge J. N. Wilson, Sherman County, and Mr. Bert Geer, representing Captain C. T. Smith, owner of the Maryhill Ferry, came before the Commission regarding the road leading from the Columbia River Highway to the Maryhill Ferry landing. Judge Wilson stated that this is a county road, but the County has no use for it. He asked the State Highway Commission to take it over for future maintenance, alleging that the County is not in position financially to carry this obligation. Mr. Geer gave as his thought that it is the state's responsibility; moreover, the state is justified in maintaining the road because it forms a link in US97. Judge Wilson concurred. Chairman Banfield pointed out that this matter previously had been discussed by the Highway Commission as the result of a request from Captain Smith, but was denied, the road not being a state highway and therefore not eligible for improvement with state money; moreover, the ferry operation at this point is privately owned, and, according to the Chief Counsel and the Engineer, the state is not responsible to maintain a roadway leading to a private enterprise. He expressed regrets that the Commission cannot do what they ask.

Messrs. A. L. Greenwalt, President, and Walter Meacham, Secretary, of The Oregon Council of the Old Oregon Trail Association, and Mr. A. B. Wells Manager of the Tourist and Convention Committee of the Portland Chamber of Commerce, appeared before the Commission in regard to erection of historical markers along Oregon Highways. Mr. Wells advised that the Chamber of Commerce had received many requests for road markers, and tourists are particularly desirous of knowing where the historic spots are located and something of their background. He urged the erection of many such markers. Mr. Meacham reported receipt of a letter from the Sons and Daughters of Idaho Pioneers asking cooperation from the State of Oregon in placing such a marker on the site of Olds Ferry, which is one of the oldest ferries used by pioneers in crossing the Snake River. He said that the state now maintains a marker at this point which is too small and does not tell the story about this historic spot. Mr. Greenwalt also urged favorable consideration of this matter.

Chairman Banfield advised that the Highway Commission would try to work out some sort of a program for historical markers but pointed out that nothing could be done immediately, inasmuch as it requires considerable thought, and when a marker is erected the Commission wants to be sure it is correctly placed and that it contains correct wording and information. This concluded the conference. (The matter was reconsidered by the Commission later in the session, at which time the Chief Counsel quoted the law with regard to placing markers along the Old Oregon Trail. The Commission took the matter under advisement.)

Mr. Eugene Francis Gallagher, log hauler, dba Shamrock Logging Company, Lebanon, was present at the Commission's request to show cause why his log-hauling permit should not be canceled because of violations of the provisions thereof which include by-passing the Highway Department scales and refusing to allow his loads to be weighed by state weighmasters. Mr. Gallagher stated that he could not deny his violations but he would try hereafter to cooperate fully with the State Highway Commission. Mr. Loran Spaulding, Chief Weighmaster, who was present, presented the record of Mr. Gallagher's violations and commented that Mr. Gallagher has not shown a very cooperative spirit in his dealings with the state weighmasters. Mr. George Davis, Weighmaster, who was also present, advised that, in his estimation, Mr. Gallagher could comply with the requirements if he wanted to. Weighmasters R. W. White and C. R. Kliever also were present and confirmed the remarks of Mr. Spaulding and Mr. Davis and gave further details. Mr. Gallagher presented a letter indicating what his future attitude is to be with respect to this matter. The letter was not acceptable to the Commission, and Mr. Gallagher was instructed to submit a more definite statement in writing. He was also advised by Chairman Banfield that the Commission will not cancel his permit for past offenses but will do so for another offense.

Mr. John Leon Lamar, log hauler, Scappoose, was present at the Commission's request to show cause why his P.U.C. permit should not be canceled for violations of the requirements, particularly for transporting overweight loads and loads wider and higher than the law allows, and for not having sufficient binder chains on his loads. Chairman Banfield explained the nature of the violations in general. The details of the violations were explained by the Chief Weighmaster, Mr. Loran Spaulding. Mr. Lamar stated that he has been in the log-hauling business for about 20 years, and this is the first time that he has ever been apprehended for violating the rules. He further stated that he could not judge the weight of logs and that there are no state scales available to weigh the loads. He was informed by Chairman Banfield that if he desires to continue the truck-hauling of logs over state highways he will have to keep his loads within the prescribed limits as to weights, dimensions, etc.; otherwise, his permit will be canceled on a permanent basis; further, that the Commission will not order the cancellation of his permit for past offenses if he will submit a letter stating his intentions hereafter to comply fully with the requirements.

Mr. Lloyd J. Allen, log hauler, dba Allen Logging Company, Scappoose, was present at the Commission's request regarding weight violations committed by him in connection with his operations on the Lower Columbia River Highway in the vicinity of Cornelius Pass. Chairman Banfield explained briefly the nature of the violations, which consisted of transporting loads weighing far in excess of allowable weights, one in particular weighing 102,990 pounds, being 31,590 pounds in excess of that permissable. Mr. Allen advised that he has been hauling in this vicinity since 1936 and during that time has been weighed by the state weighmasters on only one occasion; moreover, he has had only one accident. He considered that he had a pretty good record. State Weighmasters Clarence L. Frey and Charles W. Dunn, who were present, gave details with respect to Mr. Allen's operations and pointed out the hazard that is created on the place where Mr. Allen's loads cross the Columbia River Highway. In the discussion, Chairman Banfield advised Mr. Allen that if he wishes to continue to truck-haul logs over state highways he must abide by the law and comply strictly with the rules and regulations; otherwise his P.U.C. permit will be canceled on a permanent basis. Mr. Allen was also told to submit a statement, in writing, as to what his intentions are with respect to his future conduct.

A large delegation, consisting of 35 people from Newport and Toledo, came before the Commission in the interests of the Corvallis-Newport Highway. The group was headed by Mr. Theo S. Stansbie, hotel owner and Mayor of Toledo, and included the following: L. G. English, District Attorney; Robert E. Collins, Lincoln County Recorder and Clerk; Geo. Mellun, Lincoln County Fire Warden; Frank Coleman, furniture company; C. K. Crosno, real estate; Karl H. Daniels, Western Union; Mel G. Hammernus, confectionery; Kenneth H. Hayden, hardware company; Kurt Kiesow, title and trust company; B. F. Updike, real estate; Frank M. Woodson, Woodson Motor Co.; Jos. P. Maher, title and trust company; M. E. Clark, sanitary collection; A. M. Cannon, of the C. D. Johnson Lumber Co.; a Mr. McDaniels, Ford garage; and Adrian Wilson, trucker, all of Toledo; and Lincoln County Judge F. E. Gilkey; M. E. Skriver, Mayor of Newport Leo Brayton, City Recorder; Ed Hay, Assistant Lincoln County Assessor; Glen Snyder, Newport City Councilman; W. H. Osborn, Lincoln County Assessor; W. E. Wilkinson, Newport City Councilman and President, Chamber of Commerce; Dudley Turnacliff, Yacquina Bay Fish Co.; Johnnie Gidzvish, Columbia River Packers Assoc.; Mr. and Mrs. Barney Ehrlich, furniture company; A. L. Gardiner, of the Gardiner Electric; Mr. and Mrs. L. G. Gardiner, cottage owners; and A. M. Lara cottage owner, all of Newport; and D. B. Ambler, Lincoln County Engineer, Waldport.

Mr. Stansbie read aloud a letter directed to the Highway Commission by F. E. Gilkey, County Judge of Lincoln County, in which Judge Gilkey recalls the early history of the road and points out that its improvement was one of the projects requested by the County Court for the Highway Commission's Postwa Construction Program, also, in which he points out that the alignment and grad of this highway is particularly in need of correction because of the increase in traffic and the large accident frequency. Judge Gilkey also urges improvement of the highway from the standpoint of attracting the people who now drive to the coast over other routes in order to avoid discomforts and dangers in driving over such a crooked road; moreover, the straightening of the road will

greatly reduce the cost of heavy hauling in their district. Mr. Stansbie stated that Judge Gilkey's letter expresses the attitude of the delegation. He also read aloud a letter from the Secretary of State concerning accidents that have occurred in the Toledo-Newport Section. It appears from this information that the accident rate in this vicinity is 11 percent, compared with five percent for the state as a whole.

Chairman Banfield expressed the attitude of the Commission by stating that the Commission realizes the Corvallis-Newport Highway is not a first class road; however, the Commission is doing the best it can to make corrections with the monies available; but, there is not enough to finance all of the projects which are in that category. In the meantime, the people must realize the hazardous conditions and be more careful in their driving. Chairman Banfield also stated that because of the Commission's finances no promises or commitments can be made for any future highway work; in fact, there is a question if there is going to be enough money to finance all the projects that are in the program as presently prepared; however, the Commission will keep the project in mind for future consideration.

Mr. Stansbie then asked the Commission to consider rerouting this highway between Toledo and Newport so as to avoid excessive grades and curvature now obtaining on the present route. He was informed by Chairman Banfield that the Commission is not in position at the present time to consider such a project but will obtain a report from the Engineer, although no promise or commitment can be made as to construction. The Engineer was thereupon authorized and instructed to make a reconnaissance survey of the project.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Chief Counsel brought up for discussion the application of Kuckenberg Construction Company to continue the use of certain state-owned land situate adjacent to the North Santiam Highway at the town of Niagara during the progress of its highway construction at that place under contract with the Public Roads Administration. He advised that such occupancy of the land will not interfere with the highway or hurt the land in any way for future use by the state. He recommended approval of the request. The Engineer concurred therein and the Commission approved the recommendation unanimously.

The Chief Counsel also brought up for discussion the condemnation action against Mrs. Eloise Van Slatte to acquire right of way needed for the improvement of the Umatilla Dam-Hermiston Section of the Old Oregon Trail, at the junction of this highway with the Columbia River Highway near the town of Umatilla. He advised that, subsequent to the filing of the condemnation action, Mrs. Van Slatte instituted a trespass suit and demanded payment of $10,000 from the state for such trespass. As a result of negotiations, he said, a reasonable agreement has been reached with Mrs. Van Slatte whereby both actions will be dismissed upon payment to her of the sum of $3,250. He recommended approval of the settlement by the Commission. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. Neuner, reported a negotiated settlement of the condemnation case against Etienne C. Ureel for right of way needed for the improvement of the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County. He pointed out that the Commission authorized an offer of $600 in this case and that Mr. Ureel will now settle for the sum of $675. He recommended payment of such sum in order to avoid completing the condemnation proceedings. The Commission approved the recommendation and so ordered.

A letter was presented from the County Court of Marion County, giving as its understanding that the Highway Commission has for sale an old bridge, now stored at Baker, which formerly spanned the Burnt River on the Old Oregon Trail, and offering to purchase this steel at the rate of five cents per pound. The Engineer advised that this old bridge is of no value for state highway purposes and recommended acceptance of the County Court's offer. The Commission approved the recommendation by unanimous vote on the condition that the County Court of Baker County does not want the bridge.

A letter was presented from Mr. Chriss Lee, Baker, Oregon, requesting permission to pump water from a gravel pit owned by the State Highway Commission adjacent to the Old Oregon Trail near the town of Haines, for irrigation purposes. The Engineer advised that this accumulation of water is from Sand Creek which flows through the pit, and, in his estimation, there are no objections from the highway standpoint to allowing Mr. Lee to use it if he wants to. He pointed out, however, that the Commission considered a similar request from other individuals in June 1944 and denied it because of objections from residents of the town of Haines who use the pit for fishing. Ch airman Banfield expressed himself in favor of granting this request if the state's interests are properly protected and if the taking of the water will not jeopardize irrigation by lowering the water table. The matter was referred to the Chief Counsel to handle.

The Commission resumed discussion of the request of the Southern Pacific Company for an easement to construct a railroad spur track across state highway property in the north part of Eugene. The Engineer again explained the situation, advising that present plans are to obtain some 17,000 cubic yards of topsoil material from this property for use in connection with the state highway improvement at this location at some future time; however, he recommended approval of the Company's request on the condition that the state is made whole in the transaction --- that the railroad company will arrange for the state to obtain an equal amount of like material from some other source and will pay the extra cost to haul this material from the new site to the highway. Following discussion the Commission approved the recommendation unanimously and referred the entire matter to the Engineer and the Chief Counsel to handle the details.

Consideration was given by the Commission to the approval and execution of an amendatory agreement with Clackamas County covering the relocation of the Woodburn-Sandy Secondary Highway so as to exclude a small portion of the old highway route which was covered by the original agreement by mistake. The Chief Counsel suggested that the decision in this matter be deferred until consummation of certain condemnation cases which are now under way. The Commission approved the suggestion and so ordered.

The Secretary presented a letter from Hon. A. L. Strand, President, Oregon State College, accepting the responsibility for conducting ceremonies in connection with the naming of the Coos Bay Bridge in honor of the late C. B. McCullough. The Commission deferred action on this matter until Commissioner Chandler is present. It was the thought of the Commission, however, that the date for the ceremonies should be set by President Strand. The matter was referred to the Chief Counsel to follow up.

The Commission discussed the date for its next regular meeting and decided unanimously to hold such meeting on Monday and Tuesday, July 21 and 22, in Portland. The Secretary was instructed to make arrangements for a meeting place.

The Engineer and the Chief Counsel reported briefly on the status of acquiring right of way for improvement of the Pacific Highway across land owned by W. H. Gonyea between Eugene and Goshen. It appears that Mr. Gonyea has a one-half mile frontage on the highway and that the state needs about eight acres of his property. The owner will not waive complete access to the highway but will sell the acreage needed by the state for $1,000 if allowed direct access to his residence building, and will give the right of way without cost if allowed commercial access at each end of his property, which he will need for a commercial enterprise he is establishing. The Assistant Counsel, Mr. George Neuner, suggested that the Commission's decision should be based on the Commission's plan for the entire project rather than solely on acquisition of Mr. Gonyea's property. The Commission approved the suggestion and instructed the Engineer to render a report at the next meeting in conformity therewith.

A delegation from Salem, consisting of Messrs. David O'Hara and Dan Fry, Councilmen; Keith Brown, President, Salem Chamber of Commerce; and Lynn Smith, representing the Traffic and Tourist Committee of the Chamber of Commerce, was present regarding the installation of traffic signals on North Capitol Street. Mr. O'Hara headed the group. He explained that signals are needed at three points --- "D" Street, Market Street, and Fairgrounds Road --- the most important of which is the one at Fairgrounds Road in the Hollywood Business District where there is a multitude of pedestrian traffic as well as vehicular traffic. He also said that the "D" Street signal is the least important of the three, and if the Commission is unwilling to cooperate in such installation, then the city will pay the entire cost with city funds if the Commission will authorize the signal to be installed at this location. Chairman Banfield advised that the Commission feels that the responsibility for the installation of such signals at points where city streets intersect state highways belongs to the cities and that the state's responsibility extends only to the intersection of state highway routes. The Commission, he said, does not wish to control such situations at street intersections or to take away from the city any of the rights that belong to it. He advised that the Commission will join with the city on a 50-50 basis on the installation of the signal at the Fairgrounds Road intersection as a trial proposition and on the condition that if the signal does not prove satisfactory it will be the sole responsibility of the city to provide a solution for its traffic problem and to make such adjustments as may be necessary to obtain the desired results. He explained that there is a question in the mind of the Engineer

whether or not the signal will prove satisfactory because he feels that it will cause interference to some extent with the free movement of traffic on Capitol Street. The delegation accepted the Commission's decision and declared its purpose and intention to cooperate with the Commission in every way. The Commission ordered this matter covered by appropriate agreement between the city and the state.

Mr. O'Hara also brought up for discussion the matter of designating a route for logging trucks through Salem. He was informed by Chairman Banfield that the Commission considers the regulating and control of all traffic on city streets to be strictly a city responsibility and that the Commission cares not to assume any of the city's police powers or functions.

A delegation from Seaside, representing the City Council and consisting of Councilmen Geo. S. Gray, R. L. Smith, and V. Y. Davis, appeared before the Commission concerning the designation of a logging truck highway by-pass in Seaside. Mr. Gray headed the group. He advised that logging trucks now operate on the main highway through the business district of this town and suggested, in order to relieve the congestion at this point, the re-routing of such traffic along Roosevelt Drive; also, that any improvements which may be required on the new route be financed with a portion of the $250,000 of State Tax Street Funds which the 1947 Legislature placed at the disposal of the Highway Commission for expenditure. This matter was discussed at some length, during which Chairman Banfield advised that the improvement of Roosevelt Drive as a state highway route is a project for a long time in the future and that the Highway Commission is not in position, at this time, because of lack of funds, to give it consideration; however, the Commission will have the Engineer make investigations to see just what is required and how much it will cost to put it in satisfactory condition for log hauling. Unless it is a very simple proposition, requiring a small expenditure, he said, the Commission is not in position to consider it under present conditions.

Mr. Smith advised that industrial development along this route is being held up pending a decision with respect to this highway. Chairman Banfield repeated that the project is for a long time in the future and that the Commission feels it should not commit future Highway Commissions to any particular undertaking. He also said that the present Commission was considerably interested in the project sometime ago when it was first discussed and when there was a feeling that the right of way matter could be worked out with the railroad company, but that could not be done so the matter was dropped.

Mr. Gray then brought up the matter of leasing to the Gas-Heat, Inc. a Butane dealer in Seaside, a small tract of state-owned land at the south end of the Necanicum River Bridge near the junction of the highway and Roosevelt Drive. This property adjoins the Standard Oil Company's property at this point and is conveniently located for the dealer's use. He also said that the Gas-Heat, Inc., now leases a small adjoining tract from the railroad company but needs the state's property to fill out its holdings. This matter was referred to the Engineer for investigation and report at the next meeting.

Messrs. C. J. Kendall, Attorney, and Dean Johnson, President, representing the C. D. Johnson Lumber Corporation, Toledo, Oregon, came before the Commission in regard to the leasing of a narrow strip of state-owned property at the south end of Yaquina Bay Bridge, Newport, on which to construct a trestle for the benefit of the company's employees who have to walk from the place where they park their cars at the bridge-end to a place which the company is developing as a moorage for ships when loading lumber. The Commission approved the request by unanimous vote subject to certain conditions set forth in the Engineer's report on this subject as presented at the previous meeting and provided the state is not put to any expense in connection therewith.

The Commission discussed with the Engineer the bids received at the morning session for highway construction work and took the following action thereon:

The contract for the Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways, in Benton and Lincoln Counties, was awarded to the low bidder, L. R. Kauffman. The contract for grading and paving the Springfield Junction-Turnaround Section of the McKenzie Highway, in Lane County, was awarded to Werner & Jeske, low bidder.

The award of the contract for grading, surfacing, and oiling the Hay Creek-Condon Section of the Wasco-Heppner Highway, in Gilliam County, was deferred pending settlement of right of way matters. The bids for this project were referred to the Engineer with authority to award the contract to the low bidder, Vernie Jarl, when this condition has been satisfied. The award of the contract for grading, surfacing, and oiling the Lower Klamath Lake Section of the Lower Klamath Secondary Highway, in Klamath County, was deferred pending approval by the Public Roads Administration. The bids for this project were referred to the Engineer with authority to award the contract to the low bidder when this condition is satisfied.

The award of the contracts for the following projects were also deferred pending satisfaction of certain conditions, and the bids were referred to the Engineer with authority to award the contract to the low bidder in each instance when these conditions have been satisfied: Grading, surfacing, and oiling the Crabtree Creek-Scio Section of the Albany-Lyons Secondary Highway, in Linn County; bituminous macadam widening on the Foster Section of the Santiam Highway, in Linn County; and construction of a railroad grade separation structure on the Sunset Highway near Orenco, in Washington County.

At 3:00 p.m. Chairman Benfield publicly announced the awards, as follows:

"Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways, in Benton and Lincoln Counties. The Commission received five bids for this project, the low one being that of L. R. Kauffman, Wecoma, at $44,990. E. C. Swaggart, Eugene, submitted the next low bid in the amount of $45,320. The Commission has awarded this contract to the low bidder, L. R. Kauffman.

"Grading, surfacing, and oiling on the Hay Creek-Condon Section of the Wasco-Heppner Highway, in Gilliam County. Vernie Jarl, Gresham, submitted the low bid for this work at $147,333. The next low bid was submitted by J. S. Risley, Milwaukie, at $159,510. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading, surfacing, and oiling the Lower Klamath Lake Section of the Lower Klamath Secondary Highway, Klamath County. F. L. Somers, Klamath Falls, submitted the low bid for this work at $169,754. The next low, and only other, bid was submitted by Rogers Construction Co., Portland, at $181,886. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading and paving the Springfield Junction-Turnaround Section of the McKenzie Highway, in Lane County. The low bid for this work was submitted by Werner & Jeske, Eugene, at $8,981. Del R. Beebe Construction Co., Eugene, submitted the next low bid in the amount of $11,440. The Commission has awarded this contract to the low bidder, Werner & Jeske.

"Grading, surfacing, and oiling the Crabtree Creek-Scio Section of the Albany-Lyons Secondary Highway, Linn County. The Commission received six bids for this job, the low one being that submitted by Vernie Jarl, Gresham, at $132,353, based on the use of asphalt. A. H. Saxton & Sons, Corvallis, submitted the next low bid in the amount of $141,012, using asphalt. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Bituminous macadam widening on the Foster Section of the Santiam Highway, Linn County. Frank M. Parsons, Forest Grove, submitted the low bid at $27,923, based on the use of asphalt. Stevenson Construction Co., Salem, submitted the next low bid in the amount of $31,446, based on the use of asphalt. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Construction of a railroad grade separation structure on the Sunset Highway about one and one-half miles north of Orenco, Washington County. Birkemeier & Saremal, Portland, submitted the low bid for this work in the amount of $35,390. Don L. Cooney Inc., Seattle, Washington, submitted the next low bid in the amount of $36,081.50. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied."

The Chief Counsel reported on matters pertaining to the proposed Sullivan's Gulch Highway through East Portland. He advised that the City Council has adopted a resolution with respect to this matter, and he read aloud the provisions thereof. It appeared to the Commission that this resolution contains provisions that are beyond what the Commission had discussed, particularly the features concerning the proposed improvement east of the city limits. As a result of considerable discussion, the Commission instructed the Chief Counsel to list in one, two, three order, the things that the state will be obligated to do under the provisions of this resolution and report this information back to the Commission. He was also instructed to prepare a tentative form of agreement between the city and the state setting forth the things the state is obligated to do and the things the city is obligated to do in connection with this improvement and to make it clear in this agreement that the state is not making any commitment whatsoever as to construction of the project. This tentative draft is to be submitted to the Commission for its approval and then to the city to ascertain its reaction. The Engineer was instructed to report to the Commission a suggested program for construction by units with a statement as to the cost of each unit and the number of years it will take to complete the entire project.

The Commission discussed briefly the request of the St. Johns Businessmens Association for a survey for an access road leading from the Tualatin Valley to the St. Johns Bridge, Portland, which request was presented by a delegation at the previous meeting. The Commission by unanimous vote authorized the Engineer to make a reconnaissance survey of such project.

The Engineer submitted written reports on the following subjects:

(1) Retirement of superannuated employees;

(2) Present status of postwar construction programs (Federal Aid and State) and status of State Highway Commission finances;

(3) Application of a new law enacted by the 1947 Legislature relative to the payment of part of the state highway funds to the cities, particularly the provision thereof which allocates $250,000 of such funds to the State Highway Commission for expenditure.

The Commission deferred discussion of these matters until its next meeting.

A request was presented from Mrs. Viola Epplett for the installation of a traffic signal on the Tualatin Valley Highway at the town of Aloha. The Engineer advised that this matter has been investigated by the Acting Traffic Engineer who estimates it would cost about $3,420 to properly signalize this place, and the expense would have to be paid entirely with state highway funds because Aloha is an unincorporated town. The Commission denied the request.

A letter was presented from Mr. James Landye, lawyer, Portland, renewing a previous request for the installation of a stop and go signal at the top of Canyon Road (Sunset Highway) where this highway intersects a county road at a place known as Sylvan. The Acting Traffic Engineer, Mr. F. B. Crandall, was present and explained the details of the situation. It was recalled that the Commission, some time ago, had a similar request under discussion and at that time agreed to the installation on the condition that Multnomah County would contribute 50 percent of the cost involved. The Engineer advised that the Board of County Commissioners of Multnomah County has not definitely agreed to assume any part of this expense. The Commission ordered that Mr. Landye be informed of the action previously taken by the Commission on this matter.

The Commission resumed discussion of the request of the Peninsula Fuel and Lumber Company, Portland, to truck-haul logs over the Columbia River Highway from Springdale to its plant located at Vancouver Avenue and Columbia Boulevard, Portland. The Engineer reported that, in conformity with instructions from the Commission on the previous day, he has inquired of the Peninsula Fuel and Lumber Company as to its operations and finds that the Company has about five million feet of second-growth fir to transport from this location; that the Company will operate three trucks, each of which will make three round trips daily; that the overall length of the equipment and load will not exceed 48 feet; and that its operations will extend for a period of about six months. He recommended granting the permit. The Commission approved the recommendation.

The Engineer also reported on violations committed by Ellis McMasters Blachly, Oregon, in connection with his operations in the truck-hauling of logs over the Siuslaw Highway between Swiss Home and Mapleton. It appears that the main violation is laying out for the purpose of evading weighmasters and the weighing of his loads. It appeared to the Commission that the evidence submitted is not sufficient to justify the cancellation of Mr. McMaster's permits, inasmuch as the weighmasters did not remain on duty until the loads were moved so they could weigh them; however, the Commission ordered that Mr. McMasters be informed that the Highway Commission is aware of his tactics and that a continuation of them will require his appearance before the Commission to show cause why his permit should not be canceled. The Commission also ordered that the weighmasters be instructed, hereafter, in cases of this kind, to "wait out" a load and remain on duty until the load is weighed, or, if that is impossible, to carefully scale the load and compute the weight.

The Engineer presented a letter from Col. O. E. Walsh, District Engineer, U.S. War Department, transmitting a copy of the Interstate Commerce Commission's report on the abandonment of the Southern Pacific Company's railroad in connection with the proposed dam and highway construction at Detroit (North Santiam Highway). He pointed out that, according to this report, a certificate of abandonment will be issued effective on the date the Oregon State Highway Commission and the Public Roads Administration declare the highway, which is yet to be constructed, is open to traffic. Col. Walsh requests that when the relocated North Santiam Highway is open to traffic such information be certified to the Interstate Commerce Commission. The Commission authorized the Engineer to furnish such certificate at the proper time.

Commissioner Schaupp brought up for discussion the matter of constructing a fence along South Sixth Street, Klamath Falls, at the Klamath County Fairgrounds as requested by the County Court. The matter was referred to the Engineer for a report.

The Commission resumed discussion of the proposed improvement of the Wallowa Lake Highway between Elgin and Boswell, which was first discussed when Mr. Charles H. Reynolds, President of the Old Oregon Trail Association, appeared before the Commission on the previous day. The Engineer exhibited a map showing the original alignment of this highway and the proposed permanent location and particularly pointed out the place where two of the property owners object to the abandonment of the present highway, being where a watering trough is located. Other than these two objections to the new location, he said, the people are satisfied. He recommended that the Commission proceed with this project as originally planned. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp which was seconded by Chairman Banfield.

The Engineer reported that, in conformity with instructions by the Commission on the previous day, he has reviewed the requests from a number of the contractors who have asked for extensions of time within which to complete their work and that he can see no reason for changing his reports with respect thereto. He then presented, and the Commission considered, the following requests for extensions of time:

C. J. Eldon, Contract No. 2773, for construction of a trestle bridge over McKay Creek on the Wolf Creek Highway (Sunset Highway), in Washington County, requested an additional extension of time of 60 days, from April 30 to June 30, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to delays encountered in securing necessary materials which resulted in postponement of the work until a time when the weather and the condition of the approaches to the bridge were such that it was impossible to deliver machinery and supplies. The Engineer advised that the reasons given by the contractor are substantially correct and that the cause of the delay was beyond the control of the contractor. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was submitted from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, not, however, on the basis of the contractor's statement.

Berke Bros., Contract No. 2790, for grading the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County, requested an extension of time of 121 days, from May 31 to October 1, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to a shortage of labor and to the fact that "from about November 15 to May 1 along the Oregon coast the climate is too wet to operate heavy construction equipment, and that period is entirely lost to the contractor." The

Engineer recommended that this extension of time be granted without penalty on the condition that the grading work is completed in sections as speedily as possible so as to clear portions for the surfacing contractor by July 1 and that all roadbed grading is completed by August 15. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statement.

Angelo A. Doveri, Contract No. 2809, for widening the bridge over the Altamont Canal on The Dalles-California Highway at Klamath Falls, requested an extension of time of 214 days, from April 30 to November 30, 1947, within which to complete this job. Mr. Doveri gave the following reasons for failure to complete the project within the specified time limit: "Water was turned into the canal before the concrete beams and sidewalk surfaces were finished. It is not convenient to do this work until the water is drained from the canal. This should be some time in October". The Engineer advised that the reason given by the contractor for overrunning the time limit is correct and recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, not, however, on the basis of the contractor's statement.

J. C. Papin, Contract No. 2810, for grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway, in Baker County, requested an additional extension of time of 122 days, from May 31 to September 30, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to adverse weather conditions and to suspension of work during the winter months as ordered by the Engineer. The Engineer recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously, not, however, on the basis of the contractor's statement.

Berke Bros., Contract No. 2830, for construction of the Oneonta Borrow Pit Project on the Upper Columbia River Highway, in Multnomah County, requested an additional extension of time of 161 days, from January 30 to July 1, 1947, within which to complete this job. They gave as their reason for failure to complete the project within the specified time limit "additional work authorized by Project Authorization". The Engineer recommended approval of the request and that the extension of time be granted without penalty. The Commission approved the recommendation.

Philpott & Buckingham, Contract No. 2833, for reconstructing a bridge over Mill Creek on the Dallas-Coast Highway, in Polk County, requested an additional extension of time of 30 days, from May 31 to June 30, 1947, within which to complete this job. The advised that all work required under the contract was completed prior to the expiration of the previously-extended time limit with the exception of some painting and concrete finishing work but gave no reason for failure to complete such work within the specified time limit. The Engineer advised that the

bridge approaches were finished and the new bridge put into use on May 17 and that the time extension needed now is to complete the painting work and clean up the premises. He recommended approval of the request and that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, not, however, on the basis of the contractor's statement.

The Engineer reported that Contracts Nos. 2771, 2785, 2786, 2797, 2799, 2801, 2804, 2830, 2833, 2834, 2855, and 2900 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2771, with O. C. Yocom Co., for grading and bituminous macadam surfacing on the Buell and Salt Creek-Dolph Corner Section of the Dallas-Coast Highway in Polk County, completed May 21, 1947.

Contract No. 2785, with Newport, Kern & Kibbe, for regrading and oil-mat surfacing on the Lexington-South Springs Section of the Lexington-Echo Secondary Highway in Morrow County, completed May 27, 1947.

Contract No. 2786, with Newport, Kern & Kibbe, for regrading and oil-mat surfacing on the South Springs-Umatilla County Line Section of the Lexington-Echo Secondary Highway in Morrow County, completed May 27, 1947.

Contract No. 2797, with R. A. Heintz-Construction, for grading on the Spring Creek Hill-Lobert Section of The Dalles-California Highway in Klamath County, completed May 27, 1947.

Contract No. 2799, with Warren Northwest, Inc., for grading and paving on the Klamath Falls-USRS Canal Section of the Klamath Falls-Lakeview Highway in Klamath County, completed June 3, 1947.

Contract No. 2801, with A. D. Ford & Son, for construction of the Mountaindale Overcrossing structure on the Mountaindale Section of the Sunset (Wolf Creek) Highway in Washington County, completed May 15, 1947.

Contract No. 2804, with K. F. Jacobsen & Co., Inc., and J. R. Taggart, for regrading and oil-mat surfacing on the Burns-Lawen Section of the Burns-Crane Highway in Harney County, completed June 5, 1947.

Contract No. 2830, with Berke Bros., for excavating on the Oneonta Borrow Pit Section of the Columbia River Highway in Multnomah County, completed May 3, 1947.

Contract No. 2833, with Philpott & Buckingham, for reconstruction of the bridge over Mill Creek on the Dallas-Coast Highway in Polk County, completed June 7, 1947.

Contract No. 2834, with T. W. Thomas, for grading, surfacing and oiling on the Cline Falls-Tumalo Section of the Cline Falls Secondary Highway in Deschutes County, completed May 23, 1947.

Contract No. 2855, with Edlefsen-Weygandt Co., for grading and paving on the Jantzen Beach Section of the Pacific Highway East in Multnomah County, completed May 27, 1947.

Contract No. 2900, with O. S. Whitcomb Co., for installing irrigation system on the Springfield Junction Section of the Pacific and McKenzie Highways in Lane County, completed May 27, 1947.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

In this connection the Commission also considered acceptance of Contract No. 2822, awarded to Warren Northwest, Inc., for pavement widening on the Woodburn Section of the Pacific Highway East and the Hillsboro-Silverton Highway, in Marion County. With respect to this job the question arose whether or not the state is paying the contractor for work performed this year to correct imperfections in work that was supposed to have been satisfactorily completed last fall; in other words, is the state paying the contractor an extra amount by reason of the contractor's failure to do a satisfactory job before the winter season set in. The Engineer was instructed to check the records with regard thereto and to report back to the Commission at its next meeting. He was also instructed by the Commission hereafter to stop all work during the winter months in order to avoid extra expense that might be incurred if a contractor is allowed to continue operations under adverse weather conditions.

The Commission had under discussion agreements, etcs., covering various highway matters, as follows:

Agreement with Southern Pacific Company covering encroachment of the North Santiam Highway on railroad property between Gates and Idanha, Marion County.

Agreement with City of Sandy covering improvement of the former route of the Eagle Creek-Sandy Secondary Highway, in Sandy.

Agreement with City of Pilot Rock covering construction of a bridge over Birch Creek on Cherry Street, in Pilot Rock.

Agreement with City of Burns providing for rerouting the Burns-Crane Highway within the city limits.

Agreement with City of Amity providing for certain highway and street improvements in Amity.

Agreement with City of Coos Bay providing for the installation of a flashing traffic signal at Central Avenue and 14th Street, in Coos Bay.

Agreement with City of Corvallis relative to improving a section of Harrison Street as a temporary route of the Pacific Highway West.

Agreement with Ralph W. Potter, et al., covering removal of a cattlepass structure at M.P. 36.45 on the John Day Highway, in Gilliam County.

Bargain and sale deed conveying unto James H. Imbrie 0.72 acre of land adjacent to the Sunset Highway, in Washington County.

Bill of sale covering the transfer to The Pacific Telephone and Telegraph Co. of certain poles and fixtures formerly owned by Postal Telegraph-Cable Co. on the Pacific Highway between Medford and Roseburg.

Project agreements with the Public Roads Administration covering the following projects:

Scholls-Newberg Secondary Highway
Ashland Project
Mazama Junction-Lobert Section
Astoria (Bond St.-Commercial St.) Section
West Union-Cornelius Pass Project.
North Plains-Multnomah County Line Section
Gardiner Ranch-Multnomah County Line Section
Dry Creek-Monument Project
Hope-Derry Ranch Section
Umatilla Dam-Hermiston Project
Cove-Union Project
Tygh Valley-Deschutes River Project
Hardman Hill Project

The Commission approved and signed all this material with the exception of the agreement with the City of Burns covering the relocation of a short section of the Burns-Crane Highway within the city limits. The question arose whether or not this revision had previously been authorized by the Commission. In the discussion it developed that the contract for the construction work involved is completed, in view of which the Commission questioned the necessity to execute the agreement. The matter was referred to the Chief Counsel for investigation and advice.

There being no further business to come before the Commission at this time the meeting adjourned at 4:30 p.m.

T H Banfield
Chairman

State Highway Engineer

A W Schaupp
Commissioner

H B Glaisyer
Secretary

Portland, Oregon
July 21, 1947

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp was excused from attending this meeting.

1947

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

1. Cost to prepare restaurant, store building, and dormitory in Silver Creek Falls State Park for occupancy and operation by concessionaire. The Parks Superintendent advised that the repairs have cost more than was originally anticipated due to moving into the area and remodeling an old CCC building for use as a dormitory for employees of the concessionaire. He pointed out that the Commission heretofore authorized an expenditure of $9,190 for this purpose, but the total obligated amount to date is $16,218.40. He asked the Commission to approve an increase in the amount of the difference, or $7,028.40. The Commission approved the request by unanimous vote.

In this connection the Parks Superintendent advised that the revenues accruing to the State Highway Department during the month of June 1947 by reason of this concession amounted to $92.06.

2. Report on revenues from sale of concession in Vista House at Crown Point. The Parks Superintendent advised that the total receipts for the months of April, May, and June 1947 as reported by the concessionaire, amounted to $21,474.05 and that there has been paid into the State Highway Fund, according to agreement, for this period the sum of $2,298.27. The Commission approved the report.

3. Report on attendance in state parks during the holiday period July 4, 5, and 6, 1947. The Parks Superintendent reported a total of 34,632 cars visiting state parks during this period representing 107,640 people. The Commission ordered the report submitted to the individual members of the Commission in writing.

The Assistant Counsel, Mr. DeSouza, requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the offer that he recommended for each parcel. Following careful consideration the Commission approved the request and the offers and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

10859-	Caswell, Albert T. and Nancy C. Haggen 9,500 sq. ft. at $1.26 plus per sq. ft.	$12,000.00	$12,000.00	McCallister

MILWAUKIE-ESTACADA SECTION, CLACKAMAS SECONDARY

13797-	Carlin, Hugh H. and Gussie Carlin Right of Way Option expires January 2, 1948 0.07 acre at $300.00 State to move 24 rods fence, new posts	21.00	21.00	McChesney

AMITY SECTION, PACIFIC HIGHWAY WEST

13786-	Jourdan, E. M. and Viola C. Jourdan Slope easement Option expires January 2, 1948 0.114 acre	00.00		
	Moving and re-establishing fence	30.00	30.00	Benson
13783-	Lee, Edward T. and Lena J. Lee Slope easement Option expires January 2, 1948 422 sq. ft.	00.00	00.00	"
13784-	Kosta, Oliver and Agnes Kosta Slope easement Option expires January 2, 1948 0.184 acre	00.00	00.00	"

(Con't)

AMITY SECTION, PACIFIC HIGHWAY WEST (CON'T)

13785- Gibbs, John A.				
Slope easement				
Option expires				
January 6, 1948		$	$	
	2,700 sq. ft. at 4¢ sq. ft.	108.00		
	Allowance - fencing, shrubbery	112.50		
	Supervision moving 2 buildings	62.50		
	Damage - change grade city street	67.00		
	Moving buildings, estimated at	750.00	1,100.00	Benson

PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER HIGHWAY

13197- Wisecarver, Ralph H., Irvin J. and John G. Wisecarver				
Right of Way				
Option expires				
October 5, 1947				
	0.26 acre at $250.00	65.00		
	14 rods fencing at $1.50 rod	21.00	86.00	Witt

CRABTREE CREEK-SCIO SECTION, ALBANY-LYONS SECONDARY

13283-A Walker, Margaret Baker				
Right of Way				
Option expires				
November 28, 1947				
(CORRECTION)				
	0.13 acre at $400.00	52.00		
	24 rods fence at $2.00 rod	48.00		
	Compromise to settle	50.00	150.00	DeSouza

Previous report:

	Sum of $50.00 compromise not included in previous report			

13282-A Miller, O. W. and Blanche Miller				
Right of Way				
Option expires				
January 1, 1948				
	0.18 acre at $400.00	72.00		
	24 rods fence at $2.00 rod	48.00		
	4 anchor posts at $5 each	20.00	140.00	Norlin

STEIWER HILL-ALBANY SECTION, PACIFIC HIGHWAY

13851- Farris, H. E. and Dorothy L. Farris
Right of Way
Option expires
January 17, 1948

0.09 acre at $200.00	$ 18.00	$		
26 rods fence at $1.50 move	39.00			
4 anchor posts	10.00			
Damage - by reason 2 corners (new) in fence, and waiver of access	33.00		100.00	Benson

SOUTH FORK-BUMMER CREEK SECTION, ALSEA-DEADWOOD SECONDARY

13940- Steeprow, W. H. and Sylvia Steeprow
Right of Way
Option expires
January 13, 1948

0.506 acre	00.00	00.00	McChesney
State to keep ditch clean from debris and brush			

13941- Stone, Albert and Marguerite Stone
Right of Way Easement
Option expires
January 16, 1948

0.17 acre	00.00	00.00	"
State to keep ditch clean of debris and brush - smooth bank			

EDDYVILLE-BENTON COUNTY LINE SECTION, CORVALLIS-NEWPORT HIGHWAY

11555- Hunt, Bertha
Release of damages

Damages - account prospecting for road materials	50.00		
Less payment to Elmer Wing	10.00	40.00	DeSouza

NORTH FORK NEHALEM RIVER SECTION, NECANICUM HIGHWAY

13661- State Board of Forestry
Stockpile Site
Lease

10 year lease on 0.85 acre	00.00	00.00	Witt

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

4426- McVeigh, James H. and Emelia McVeigh
Right of Way and Slope Easement
Option expires
December 16, 1947
(CORRECTION)

1,000 sq. ft. at 50¢	$ 500.00	$	
10 foot slope ease-ment	00.00	500.00	Landon
(Exchange of properties eliminated)			

Previous report:
Exchange of property involved

JUNCTION 99E AND 99W SECTION, PACIFIC HIGHWAY

13757- Smith, D. L. and Winona Smith
Right of Way
Option expires
December 16, 1947

1,118 sq. ft. at 10¢ sq. ft.	111.80	111.80	Witt

FISHER ROAD-OAK HILL SECTION, RICHARDSON-EUGENE SECONDARY

8753-A Jensen, Soren P.
Borrow Area

1.19 acres to be exchanged with the State for a like area previously acquired	00.00	00.00	Lytle

GILLESPIE CORNERS-COUNTY LINE SECTION, TERRITORIAL HIGHWAY

13392-A Oregon Electric RR Company
Stock pile site
Lease

0.31 acre - 5 year lease at $1.00 per year	5.00	5.00	Benson

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY

* 13262- Pearce, Stanley
Right of Way
Option expires
January 17, 1948

0.82 acre at $500.00	410.00		
50 rods fence at $2.00	100.00		
Allowance - anchor posts, crop damage	40.00	550.00	Haskin

(Con't)

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY (CON'T)

* 13249- Rogan, Frank J. and Pearl B. Rogan
Right of Way
Option expires
January 7, 1948

0.06 acre at $0.06 sq. ft. ($2,613.00 acre)	$ 156.78	$	
Allowance - damage yard move fence	43.22	200.00	Haskin

* 13258-A Van Vocrst, S. W. and Emma Van Vorst
Right of Way
Option expires
January 8, 1948

1.25 acres at $500.00	625.00		
55 rods fence at $2 rod	110.00	735.00	"

* 13264-D Lovelance, Alma, and James D. Adair and Lucille Adair
Right of Way
Option expires
December 17, 1947

0.40 acre at $500.00	200.00		
Damages - severance (0.073 acre)	18.25		
Allowance - moving out-house	31.75		
Allowance - damage - odd shaped lot	150.00	400.00	Merlin

* 13259- Beckley, Emma
Right of Way
Option expires
January 10, 1948

2.20 acres at $725.00	1,595.00		
175 rods fence at $2 rod	350.00		
Allowance - 8 oak trees	150.00	2,095.00	"

* 13264-A Lovelace, Alma and Eldon T. Ogle and Elizabeth Ogle
Right of Way
Option expires
November 5, 1947

0.571 acre at $500.00	285.50		
Damage - severance ½ acre	125.00	410.50	"

* 13257- Kinyon, Roy E. and Myrtle Kinyon
Right of Way
Option expires
December 10, 1947

1.77 acre at $500.00	885.00		
135 rods fence at $2 rod	270.00		
Damage - severance - 4.0 acre $2,000 - 33-1/3%	666.66		

1947

(Con't)

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY (CON'T)

* 13257-	Kinyon, Roy E. and Myrtle Kinyon (Con't)			
	Right of Way	$	$	
	Allowance - 8 large oak trees, portion front yard	300.00	2,121.66	Norlin
	Grantor to have trees, crop			
* 13663-	Smith, T. C. and Reba Smith			
	Right of Way			
	Option expires			
	December 23, 1947			
	512 sq.ft. at 5¢ sq.ft.	25.60		
	Allowance - replace parking area	125.00	150.60	"
* 13266-	Collison, Harry I. and Cora L. Collison			
	Right of Way			
	Option expires			
	January 14, 1948			
	2.874 acres at $500.00	1,437.00		
	Severance damage - 3.84 acre, 50% of $1920.00	960.00		
	210 rods fencing at $2.00 rod	420.00		
	5 gates at $25.00 each	125.00		
	18 anchor posts at $10.00 each	180.00		
	Nut, fruit, trees, lilac bush, shrubs, flower beds, trees - allowance	582.50		
	1,106 sq. ft. lawn at 5¢ sq. ft.	57.50		
	Compromise to settle	800.00		
	Moving buildings, estimated	2,500.00	7,062.00	"
* 13264-	Lovelace, Ross C. and Alma M. Lovelace			
	Right of Way			
	Option expires			
	January 7, 1948			
	4.564 acres at $500.00	2,282.00		
	262 rods fence at $2 rod	524.00		
	16 anchor posts at $10 each	160.00		
	Severance - 5.12 acres - 50% of $2,560.00	1,280.00		
	Fruit trees, nut trees, grape arbor, lilac bushes, shrubs, etc., allowance	517.00		
	5 gates at $25.00 each	125.00		
	Compromise to settle	612.00		
	Moving buildings, est'd	2,500.00	8,000.00	"

(Con't)

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA COUNTY ROAD (CON'T)

* 13155- Youngsbay Lumber Co., Inc, Right of Way Option expires January 13, 1948				
	5,717 sq. ft. at 5¢ sq. ft.	$ 285.85	$ 285.85	Merlin
* 13234- Wiley, Randle and Bernice E. Jacobs Right of Way Option expires January 15, 1948				
	800 sq. ft. at 6¢ sq. ft.	48.00		
	Allowance - lawn, shrubs, flowers	152.00		
	Damages - lieu moving house	700.00	900.00	"
* 13233- United Petroleum Corporation Right of Way Option expires January 13, 1948				
	403 sq. ft. at 5¢ sq. ft.	20.15	20.15	"
* 13248- Garrecht, John F. and Florence A. Garrecht Right of Way Option expires January 14, 1948				
	4,744 sq. ft. at 4¢ sq. ft.	189.76		
	23 rods fence at $2.00 rod	46.00	235.76	Haskin
* 13251- Kohlhagen Estate Right of Way Option expires January 15, 1948				
	3,133 sq. ft. at 2¢ sq. ft.	62.66		
	1.05 acres at $500.00	525.00		
	86 rods fence at $2.00 rod	172.00		
	Anchor posts and gates - allowance	160.00		
	Damage - severance - 5.0 acres	500.00		
	Severance from water - damages	275.00	1,694.66	Merlin Haskin

(Cont't)

1047

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY (CON'T)

* 13255- Tester, Clarence M. and Thelma Pearce Tester				
Right of Way				
Option expires				
January 15, 1948		$	$	
1.084 acres at $500.00		542.00		
73 rods fence at $2.00 rod		146.00		
2 gates at $25.00 each		50.00		
8 anchor posts at $10.00 each		80.00		
Severance - 5 acres at $500.00 - 38%		650.00		
General damages to farm		307.00		Hankin
Allowance - loss water		350.00	2,125.00	Norlin
* 13256- Dietsch, Pearl Nora				
Right of Way				
Option expires				
January 15, 1948				
1.882 acres at $500.00		941.00		
124 rods fence at $2.00 rod		248.00		
2 gates at $25.00 each		50.00		
8 anchor posts at $10.00 each		80.00		
Severance damage - 5 acre 38% - $500 value		650.00		
Damage - loss water		345.00	2,314.00	"

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY

12095- Weaver, George F. and Bernadine J. Weaver				
Right of Way				
(CORRECTION)				
0.66 acre at $300.00		198.00		
6 apple trees at $10.00		60.00		
Limited access approach		1.00		
Moving house by owner		1,600.00		
Well drilling - cost		817.50		
Allowance - cost well pump		600.00	3,276.50	McCallister
Previous report:				
Moving house, estimated		1,650.00		
Cost of well drilling and deep well pump not included in former report ($817.50 and $600.00)		1,417.50		

(Con't)

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (CON'T)

12101- Keto, T. W. and M. E. Keto
Right of Way
(CORRECTION)

6.44 acres at $100.00	$ 644.00	$	
60 rods fence at $1.50 rod	90.00		
Limited access	10.00		
Cost drilling well	228.00	972.00	McCallister

Previous report:

Cost drilling well, estimated	200.00

12109- Hopper, G. W. and B. M. Hopper
Right of Way
(CORRECTION)

0.59 acre at $200.00	118.00		
Allowance - trees	55.00		
Allowance - moving shrubs, flowers	60.00		
15 rods fence at $1.50 rod	22.50		
Moving building - low bid	3,850.00		
Cost well drilling	648.00	4,753.50	"

Previous report:

Moving building, estimated at	3,800.00
Drilling well - not included in former settlement	648.00

12106- Loban, Earl E. and Florence Loban
Right of Way
(CORRECTION)

1.92 acres at $200.00	384.00		
Allowance - moving shrubbery, flower beds	100.00		
7 fruit trees at $5 each	35.00		
30 rods fence at $2 rod	60.00		
Allowance - old garage, woodshed	25.00		
Grading lawn, seeding, new location	75.00		
Waiver access	25.00		
Moving buildings	1,851.00		
Drilling well	260.00		
Allowance - grape arbor	25.00	2,840.00	"

(Con't)

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (CON'T)

12106- Loban, Earl E. and Florence Loban				
Right of Way				
(CORRECTION) (Con't.)		$	$	
Previous report:				
	Estimated cost moving buildings	1,750.00		
	Drilling well not included former settlement	260.00		
12105- Litchenburger, William				
Right of Way				
(CORRECTION)				
	1.94 acres at $200.00	388.00		
	Allowance - fruit trees, shrubbery	132.50		
	Allowance - seeding lawn	75.00		
	Woodshed	25.00		
	Limited access	10.00		
	Cost moving house	2,294.00		
	Cost drilling well	314.00	3,238.50	McCallister
Previous report:				
	Estimated cost drilling well	200.00		
12097- Weaver, George F. and Bernadine J. Weaver				
Right of Way				
Option expires				
(CORRECTION)				
	1.06 acres at $150.00	159.00		
	24 rods fence at $1.50 rod	36.00		
	Limited access road approach	1.00		
	Cost well drilling	885.00	1,081.00	"
Previous report:				
	Estimated cost well drilling	150.00		

BONANZA-MALIN SECTION, POE VALLEY HIGHWAY

13845- Howard, Frank Z and Alice T. Howard				
Right of Way				
Option expires				
January 11, 1948				
	2.97 acres	00.00	00.00	Witt
	Plus fencing			

(Con't)

BONANZA-MALIN SECTION, POE VALLEY HIGHWAY (CON'T)

13844- Johnson, Ross and Martha Johnson Right of Way Option expires January 10, 1948				
	1.58 acres at $10.00	$ 15.80	$	
	0.50 acre at $75.00	37.50		
	3 rods fence at $1.50 rod	4.50		
	Allowance - loss 3 shade trees	10.00	87.80	Witt
13841- Schmidt, Herbert and R. H. Bunnell Estate Right of Way Option expires January 10, 1948				
	1.29 acres (lump)	25.00	25.00	"
13849- Holzhouser, H. V., L. B. and L. E. Right of Way Option expires January 10, 1948				
	0.03 acre (lump)	10.00	10.00	"
13848- Graves, Emma Option expires January 9, 1948 Right of Way				
	0.29 acre at $50.00	14.50		
	36 rods fence at $1.50 rod	54.00	68.50	"
13847- Robinson, Fred B. and Freda Robinson, and Marie E. Green Right of Way Option expires January 7, 1948				
	0.50 acre at $100.00 (quarry)	50.00		
	0.50 acre at $25.00 (irrigable)	12.50		
	1.01 acre sagebrush at $10.00	10.00		
	180 rods fence at $1.50 rod	270.00	342.50	"
13846- Higham, Ernest Alfred Right of Way Option expires January 11, 1948				
	0.72 acre at $100.00	72.00		
	22 rods fence at $1.50 rod	33.00	105.00	"

(Con't)

BONANZA-MALIN SECTION, POE VALLEY HIGHWAY (CON'T)

13842- Sevald, Verna
Right of Way
Option expires
January 10, 1948

0.06 acre	$ 00.00	$	
Allowance - replacing 400 feet concrete base, picket fence	260.00	260.00	Witt

MUD CREEK-DRAKE CREEK SECTION, WARNER SECONDARY

13568-A Vinyard, Joseph Allen
Right of Way
Option expires
January 11, 1948

0.60 acre	25.00	25.00	Parker

ONEONTA TUNNEL SECTION, COLUMBIA RIVER HIGHWAY

13756- Union Pacific Company
Right of Way

2.18 acres	00.00		
500 feet guard fence, estimated cost to be	1,500.00	1,500.00	"

COTTONWOOD CANYON SECTION, WASCO-HEPPNER HIGHWAY

13203- Burres, J. S.
Right of Way and Stock Pile Site
Option expires
January 14, 1948

1.35 acres at $150.00	202.50		
4.56 acres at $5.00	22.80	225.30	Gardiner

DRY CREEK-MONUMENT SECTION, KIMBERLY-LONG CREEK HIGHWAY

12897-A Leathers, Wayne
Right of Way
Option expires
December 15, 1947

2.86 acres at $5.00	14.30	14.30	Conad

(Con't)

ANDERSON VALLEY SECTION, DIAMOND VALLEY SECONDARY

13738- State Land Board
Right of Way
Option expires
December 12, 1947
3.06 acres at $5.00 — $ 15.30 — $ 15.30 — Gardiner

13737- Harney County
Right of Way
Have deed
0.51 acre — 00.00 — 00.00 — Cozad

13737- Harney County
Right of Way
0.33 acre — 00.00 — 00.00 — "

MEADOW BROOK-RED BRIDGE SECTION, STARKEY SECONDARY

13759- Underhill, Elizabeth
Right of Way and Gravel Pit
Option expires
December 11, 1947
22.89 acres at $7.50 — 171.67
2.22 acres at $45.00 plus — 101.00 — 272.67 — "

13760- Mount Emily Lumber Company
Right of Way
Option expires
December 12, 1947
0.80 acre — 00.00 — 00.00 — "

SHEEP CREEK HILL SECTION, LITTLE SHEEP CREEK HIGHWAY

13777- Wallowa Valley Improvement Company
Easement
Option expires
December 25, 1947
Easement for right of way and culvert — 00.00 — 00.00 — "

HOPE-DERRY RANCH SECTION, VALE-WEST SECONDARY

12768-A Smith, Howard B.
Stock Pile Site
Option expires
December 17, 1947
0.09 acre — 1.00 — 1.00 — "

(Con't)

HOPE-DERRY RANCH SECTION, VALE-WEST SECONDARY (CON'T)

12769-B	Squires, V. H. Stockpile Site Option expires December 16, 1947 0.39 acre	$ 11.70	$ 11.70	Cozad

BROGAN-VALE SECTION, JOHN DAY HIGHWAY

13683-	Keplinger, Charles Haul road and stockpile site Option expires July 17, 1947 2.0 acres at $150.00	300.00	300.00	*

FOOTNOTE:

* The items appearing under the heading "Roseburg-Dixonville Section of the North Umpqua Highway" in the foregoing resolution were approved by the Commission upon assurance by the Assistant Counsel that all of these parcels lie outside the city limits of the City of Roseburg. The Commission could recall no agreement with the City of Roseburg concerning the acquisition of right of way within the city limits and declared its intention not to spend state funds for right of way in such location.

The Assistant Counsel, Mr. DeSouza, also requested authority to condemn certain parcels of real property that are needed as right of way for the Roseburg-Dixonville Section of the North Umpqua Highway, in Douglas County, which properties, he said, lie outside of the city borders. He presented a list of such properties, together with the offer that he recommended in connection with each tract, as follows:

ROSEBURG-DIXONVILLE SECTION OF THE NORTH UMPQUA HIGHWAY

		Recommended Offer
File 13250	Lena I. Denn	$ 500.00
File 13254	M. T. Dawson	2,500.00
File 13246A	Todd Building Company	4,000.00
File 13264C	Everett P. Vincent	100.00
File 13967	James C. Hall and Ellen C. Hall	175.00
File 13263	Boyer Estate	200.00

Following careful consideration of the individual items the Commission approved the request and the offers and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for right of way uses;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for right of way and other highway purposes in connection with the construction and other improvement of the Roseburg-Diamonville Section of the North Umpqua Highway, to wit:

Real property owned by Alma M. Lovelace and Ross Lovelace, which Everett P. Vincent has contracted to purchase, which property is located in Lot 11, Deer Creek Orchard Tracts, Plat A, in Section 23, Township 27 South, Range 5 West, W. M., Douglas County, Oregon, and is more particularly described on the attached sheet as Parcel No. 1 and is further identified in the records of the Highway Commission as file R 13264C; and *

Real property owned by Fred Beyer, et al., which property is located in the Southwest quarter of the Southeast quarter of Section 15, Township 27 South, Range 5 West, W. M., Douglas County, Oregon, and is more particularly described on the attached sheet as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 13263. *

2. That the Commission does hereby find and declare that each and all of the said described parcels of real property is and are necessary and acquisition of the same by the State is required for the specific purpose hereinabove set forth, and the said properties are being acquired for the express and specific purpose in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-first day of July, 1947.

FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 78, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Commission's Chief Counsel, Mr. J. M. Devers, reported that an option had been taken on real property needed as right of way for the North Santiam Highway but since that time a Mr. Ford M. Converse and his wife Edith C. Converse, who are not parties to the option, have acquired full title to the property, rendering of no value the option heretofore received and necessitating acquisition of the property through condemnation. He requested authority to institute special condemnation proceedings and recommended an offer of $50 to the Converses in connection therewith. The Commission approved the request and the recommended offer and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accomodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land described on the attached sheet is necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property described on the attached sheet is necessary for right of way purposes in connection with the North Santiam Highway, which real property is owned by Ford M. Converse and Edith C. Converse, husband and wife, and is identified in the records of the Highway Commission as file R 12561. *

2. That the Commission does hereby find and declare that the said parcel of real property described on the attached sheet is required for the specific purpose hereinabove set forth, and the said property is being acquired for the express and specific purpose in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department the necessary and an adequate description of the said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners of said real property and/or with the tenants or persons in possession, if there be any, with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to said parcel of real property.

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may

be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-first day of July, 1947.

FOOTNOTE:

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 79, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Assistant Counsel requested instructions relative to the moving of buildings from right of way of The Dalles-California Highway in the town of Crescent. He advised that the former Highway Commission authorized the acquisition of right of way for a proposed improvement of this highway and that the options which were obtained contained provision for the state to move the buildings. The highway improvement, he said, is not included in the current construction program; nevertheless, the owners of the buildings are desirous of having the buildings set back to the proper location, which is estimated to cost about $18,000. It was the thought of the Commission that the moving of the buildings should be postponed until such time as the Commission is ready to proceed with the construction of the highway improvement, and it was so ordered.

The Assistant Counsel brought up for discussion the matter of acquiring 23 acres of Government-owned land in the Camp Adair area as an enlargement to Helmick State Park. He advised that the present park contains only five acres of land and that the State Parks Superintendent would like to have it enlarged by the addition of the extra acreage, which he thought could be acquired for a nominal sum. He further advised that the Government fixes the price to be paid for the property and because the time set for acceptance is short it would be convenient, if the Commission approves purchase of the tract, if the Commission's Secretary were authorized to sign the necessary papers in behalf of the Commission. The State Parks Superintendent, who was present, urged favorable consideration of the request, explaining that the additional acreage is needed to round out this state park, which is a very popular one with the general public. Following discussion the Commission approved the acquisition of the property if it can be obtained at reasonable cost. The following resolution authorizing the Secretary to sign the papers in behalf of the Commission was adopted by unanimous vote subject to the condition, however, that the Assistant Counsel will contact the Commission as to the price to be paid for the property before making any definite commitment:

WHEREAS, the Oregon State Highway Commission has heretofore found and declared, and does hereby find and declare, that the acquisition of certain real property, title to which is now vested in the United States of America, is necessary and is needed in connection with the expansion and size, improvement and maintenance of what is designated as Helmick Park located on the Pacific Highway West, U. S. 99W, in Polk County, which said park is located in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 13, Township 9 South, Range 5 West, W. M.

WHEREAS, the Commission has heretofore authorized and directed J. M. Devers, its Chief Counsel, to apply to the proper agency of the United States of America for the purchase or transfer of certain real properties and for a disclosure on the part of the Federal Government as to the terms and conditions upon which said properties can be purchased or otherwise acquired by the State of Oregon; and

WHEREAS, it appears that the rules, regulations and procedure pursuant to which the Federal Government disposes of surplus properties require a petition or application to be executed by the applicant; and

WHEREAS, the Commission is in session regularly only once a month and therefore it is not always convenient for the members of the Commission to execute a formal application;

NOW, THEREFORE, the Commission does hereby authorize and empower H. B. Glaisyer, the duly appointed, qualified and acting Secretary to the Commission to execute for the Commission all necessary applications, petitions, or other papers required in connection with the acquisition of the real properties owned by the United States of America and offered for sale as surplus properties, which said real properties are located in Polk County in the State of Oregon and the acquisition of which the Highway Commission has heretofore authorized.

The form of such execution by said Secretary on behalf of the Highway Commission shall be: Oregon State Highway Commission, By H. B. Glaisyer, Secretary.

This resolution shall be entered in the minutes and records of the Commission as of the twenty-first day of July, 1947.

The Commission discussed the matter of acquiring extra right of way for widening the Santiam Highway in the town of Sweet Home but deferred action thereon pending discussion of the matter with a delegation from Sweet Home which is to appear before the Commission on the following day.

The Commission also discussed a request from Messrs. Clair E. Terry and William Ring, Coos Bay, Oregon, that a portion of Edward Street, former route of the Oregon Coast Highway through the Bunker Hill District in the City

Coos Bay, be vacated along the frontage of property which they recently purchased from the state. The Chief Counsel explained details. The Commission deferred its decision in the matter until the following day when Messrs. Terry and Ring are scheduled to be present for discussion of the matter.

The Chief Counsel reported briefly on the matter of the Commission's authority in connection with the removal of sand and gravel from beds of navigable streams and from the shore of the ocean. He advised that the State Land Board wishes a conference with the Highway Commission some time during the month of August for discussion of this matter with the view in mind of agreeing on rules and regulations for the control of such areas. The Commission approved such a conference and accordingly deferred action on the matter until it is held. The Chief Counsel was instructed to arrange the details of the conference.

The Commission had under discussion the matter of acquiring extra right of way that will be needed in connection with widening the Canyon Road Section of the Sunset Highway, particularly the acquisition of property owned by the City of Portland and by Multnomah County. It was pointed out that this highway is now constructed for four lanes of travel but because of the increase in traffic volume will have to be widened in the not distant future. It was also pointed out that this district is rapidly developing and that the extra right of way could be acquired at much less expense now than later on. The Chief Counsel read aloud a letter from Right of Way Agent Mark McCallister on the subject, particularly concerning property at the intersection of Canyon Road and Sylvan Road. He reported that two competent appraisers in Portland have been asked to appraise this property and that as soon as these appraisals are finished the values will be reported to the Commission for further instructions. The Chief Counsel also advised that he has been informed by the owners that the proposed lease of the property for commercial purposes will be deferred until further negotiations can be carried on between the Highway Commission and the owners of the property.

The Commission discussed a complaint from Mr. Elmer Bankus, Brookings, Oregon, regarding the maintenance of certain property on the Oregon Coast Highway near Brookings which he deeded to the state for right of way and other purposes. Mr. Bankus alleges that when he deeded the property to the state it was with the understanding that the state would maintain it in a sightly condition and that it would reconvey to him that portion of the property which the state didn't need, also, that the state is not maintaining the property in accordance with the agreement but is allowing brush to grow thereon, contrary to his understanding. The State Parks Superintendent advised that he favors the natural tree growth on the property. The Assistant Counsel, Mr. DeSouza, advised that the property Mr. Bankus has in mind lies between the old highway and the new highway location, and was donated to the state by Mr. Bankus with the understanding that the state would return to him the portion that wasn't needed for highway purposes. The Engineer advised that he is not in position to recommend that any of the property be deeded back to Mr. Bankus. He suggested that the matter should be referred to the Landscape Engineer for investigation and report as to what should be done to fulfill the state's obligation. The Commission approved the suggestion and so ordered.

The Chief Counsel reported on the rerouting of the Burns-Crane Highway in the City of Burns, which matter was referred to him by the Commission at the previous meeting. He advised that the change consists of rerouting the highway for a distance of about four blocks along a city street in order to improve the highway alignment and that the agreement now before the Commission for acceptance obligates the city to maintain the former route. It was his thought that it would be to the state's interest if the Commission approved and executed this agreement, inasmuch as it would relieve the state from any obligation with respect to the future maintenance of the old route. The Commission approved the report and executed the agreement later in the session.

The matter of establishing a State Parks Division as authorized by the 1947 Legislature had the attention of the Commission, but action thereon was deferred until Commissioner Schaupp is present.

The Chief Counsel reported a proposed settlement of a condemnation action of the State versus Leal concerning acquisition of right of way needed in connection with the construction of the dike project adjacent to the Boardman-Stanfield Secondary Highway in Umatilla County. He advised that after the condemnation proceedings were started Mr. Leal demanded a bridge across an irrigation ditch to replace one that was previously there. The estimated cost to construct the type of bridge which Mr. Leal wanted, he said, is $1,200, but he succeeded, by negotiation, in settling the case for $600 with the understanding that Mr. Leal would build his own structure. He recommended approval of such settlement. The Commission approved the recommendation unanimously.

The Chief Counsel also brought up for discussion objections concerning the new location of the Little Sheep Creek Secondary Highway through the Harley Tucker Ranch in Wallowa County. He advised that Mr. Tucker feels very keenly about this matter, and, according to his attorney, is going to fight the matter in court insofar as is possible, so it appears that it is going to be necessary to proceed with the condemnation proceedings that were authorized by the Commission at the previous meeting. The Engineer advised that this location is on a supported six percent grade, which eliminates a 12 percent grade on the present road to which the people of this district have objected for some time, and that on a suspended grade of this kind there is only one location where the road can be placed. Following discussion, the Commission decided to make no change in the alignment and authorized the Chief Counsel to proceed with condemnation to acquire the Tucker property; however, he was instructed, before starting the proceedings, to report to the Commission for its approval the offer that he recommended in connection therewith.

The Chief Counsel also brought up for discussion a proposed settlement of the condemnation case of the State Highway Commission versus Kemp, having to do with the acquisition of right of way for the Pelican City-South Sixth Street Section of the Klamath Falls-Malin Highway, in Klamath Falls. He advised that the Commission heretofore authorized an offer of $750 for this property, but Mr. Kemp refused to accept it and made a demand for $1,200; however, as a result of negotiations, Mr. Kemp has finally agreed to settle for $800. He recommended settlement on such basis. The Commission approved

the recommendation.

The Chief Counsel reported the results of a conversation with Mr. James W. Ford, of Gardiner, with respect to sidewalk construction in connection with the proposed improvement of the Oregon Coast Highway through the town of Gardiner, as instructed at the previous meeting. He advised that, as a result of this discussion, he is convinced that it was the understanding of all parties concerned that the state would construct sidewalks at state expense in front of the properties of those owners from whom the state procured easements for slope purposes but that sidewalks were to be constructed by the owners in those cases where no land or easements were acquired. He recommended, in view thereof, that sidewalks be constructed by the state at no expense to the property owners in those cases where slope easements were acquired, but not along other locations. The matter was discussed at some length and was referred back to the Chief Counsel with instructions to secure a written agreement with the property owners on such basis, if possible, and report the same to the Commission when a final decision will be reached.

The Chief Counsel reported the results of a conference with the City Council of Klamath Falls relative to the deadending of certain streets along the new location of the Klamath Falls-Malin Highway as provided for in the Commission's agreement with the city and the county covering this major highway improvement. He advised that there are some 25 streets involved and that the city agreed to deadend all of them except two --- Earle Street and Melrose Street --- but since the conference the city has also requested that Erie Street be left open for travel and the City Council has adopted a resolution in conformity therewith. The Engineer advised that bids are to be received on the following day for construction of a portion of the project involving two of the streets that are under discussion and provision has been made therein for closing all of the streets in accordance with the original agreement. The matter was discussed at some length, but the Commission deferred a decision pending consultation with a delegation from Klamath Falls which is to be present on the following day; however, the Commission decided unanimously that it would not award a contract for the proposed improvement until this matter has been satisfactorily disposed of.

The Engineer reported the results of the taking of bids in Salem on July 14, 1947, for the purchase of a ten-room residence building in Eugene and for the purchase of timber growing on a state-owned quarry site in Polk County. He advised that no bids were received for the purchase of the residence building and that only one bid was received for the purchase of the timber, being that of a Mr. H. C. Lamb, Salem, at $1,400. He recommended rejection of this bid and that the Commission authorize private negotiations for the sale of the timber. He also recommended private negotiations for the sale of the residence building. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Engineer presented a copy of an order from the Public Utilities Commissioner, being Order No. 17932, in the matter of the application of the Weyerhaeuser Timber Company for authority to construct railroad crossings at grade on streets and highways in the City of Sutherlin. He pointed out that,

according to this order, the Weyerhaeuser Timber Company is given authority to construct grade crossings at this place on the condition that the Company installs reflectorized signs and automatic flashing light signals at appropriate locations for the protection of vehicular traffic, and will do certain other things for public protection, all of which are to be paid for by the Weyerhaeuser Timber Company. The Commission took no action in the matter, it appearing that there is nothing that can be done under the premises.

The Engineer reported the results of a study of traffic conditions in the City of Redmond as previously instructed by the Commission. (See detailed report directed to the Oregon State Highway Commission dated July 11, 1947, in general files, for details.) Briefly, this report points out that US97 (The Dalles-California Highway) is routed through the City of Redmond on Sixth Street and that US28 (McKenzie and Ochoco Highways) follows along "H" Street to Sixth, thence along Sixth Street to "E" Street, thence along "E" Street to the west city limits, and that the business section centers along Sixth Street between "C" and "G" Streets where there is considerable congestion of traffic. He recommends that, when the Commission has the requisite funds and if the City Council will approve, the present route along Sixth Street be designated a one-way route for southbound traffic and that northbound traffic be routed over Fifth Street with appropriate connections at each end of Fifth Street. He estimated the cost of the improvement between $100,000 and $150,000.

The Engineer also pointed out that the city is asking the Commission to designate a log-hauling route extending from a connection with the McKenzie Highway at Sixth and "H" Streets to a connection with the Ochoco Highway at Third and "E" Streets, following along the north side of the Pilot Butte Canal. It was his thought that the one-way street plan for The Dalles-California Highway would eliminate the necessity for the log truck route.

As the result of discussion, the Commission ordered that the city be informed the Commission is not in position at the present time to do what is requested but will give consideration to this project in the formulation of its next construction program if the city will adopt appropriate ordinances. As to construction of the log-truck route, the Commission ordered that the city be informed that the state cannot build separate roads for logging trucks or other truck traffic.

The Commission had under discussion the report of the Engineer on the matter of retirement of superannuated employees, which, according to a bulletin received from the Public Employees Retirement Board, begins as of July 1, 1947. (See Engineer's letter to Oregon State Highway Commission dated June 11, 1947, in general files, for details.) The Engineer requested instructions relative to the retirement of State Highway employees who have reached the age of 65 years, of whom there are 146. He pointed out that the list includes numerous employees who have worked for the Highway Department for many years and whose immediate retirement would be a serious shock to the organization. He asked the Commission to adopt a policy with respect to the

matter and particularly with respect to the employment of understudies for certain key employees who have reached retirement age and will have to be replaced unless they are granted some special concession. It was the thought of the Commission that, inasmuch as the state employees were primarily responsible for the enactment of the law, they should be required to abide by it. As to the exceptions mentioned by the Engineer, the Commission stated that it would be guided by the advice and recommendation of the Chief Counsel and Engineer. The Chief Counsel and the Engineer were thereupon instructed to report their recommendations at the Commission's next meeting, including the matters of understudies, costs, etc.

The Commission had under discussion a report from the Engineer dated June 12, 1947, on the condition of the Highway Department's finances, including a statement showing the present status of the Postwar Construction Program, an estimate of the funds that will be available to the Commission during the years 1947, 1948, and 1949, and an estimate of the amount that will be required to meet the obligations of those years. (See letter in general files for details.) In the discussion of this matter the Commission considered the advisability of selling bonds to finance highway work. The Engineer and the Chief Counsel were instructed to look into this matter and advise the Commission as to its power and authority to sell bonds for this purpose.

The Engineer requested instructions with regard to the expenditure of $250,000 of State Tax Street Funds which the 1947 Legislature, in amending the 1943 State Tax Street Fund Law, reserved for expenditure by the State Highway Commission in the improvement of city streets not a part of the State Highway System but which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. The Engineer suggested that it might be advisable to bring this feature to the attention of the incorporated cities and towns which are qualified to share in such allocation and to request them to file applications for a portion of the funds at the earliest possible time so that necessary plans can be made well in advance of the proposed date of construction of the projects that are to be accomplished in 1948. It was the thought of the Commission that the desired results could be obtained by merely sending a copy of the law to the City Council of each of the cities and towns, and it was so ordered.

The Commission had under discussion a report from the Engineer on the cost to improve the Helix-Holdman Junction Road, in Umatilla County, which road the Umatilla County Court wishes to substitute in the Federal Secondary Highway Construction Program for the Adams-Thorn Hollow County Road. According to the Engineer's report, the grade of the Helix-Holdman Junction Road is sufficiently wide for an 18-foot oil-mat surface with shoulder and subgrade stabilization; and the cost to construct such an improvement, which will satisfy the County Court, is $130,000. In the discussion it was pointed out that, whereas the Adams-Thorn Hollow County Road has been designated a Federal Aid Secondary Highway, no appropriation has been provided to finance its improvement. Following discussion the Commission decided not to improve the Helix-Holdman Junction Road at this time. The Secretary was instructed to so inform the Umatilla County Court and to fur-

ther advise the court that the Commission will give the project due consideration in the formulation of its next construction program, although no promise or commitment as to construction can be made at this time.

The Commission also discussed reports from the Engineer on the encroachment of service station buildings belonging to Mr. Arthur Muller on the right of way of The Dalles-California Highway in the town of Tygh Valley. The Engineer recalled that when this matter was discussed at the previous meeting the question arose whether or not the building encroachment created a hazard to highway traffic, and he was instructed to ascertain the facts. According to the Maintenance Engineer, Mr. E. A. Collier, he said, the traffic hazard is small, notwithstanding that Mr. Muller's gasoline pumps are set in the business center of this small town on a slight grade and on the inside of a long-radius curve; further, that while the highway carries about 300 vehicles daily, the records do not disclose any accidents occurring at this place since the keeping of such record was started in January 1941. He advised that he could not recommend that Mr. Muller be required to move his buildings back, but he did recommend that Mr. Muller be required to set back a certain sign which extends over the highway right of way even farther than the buildings. The Commission decided, in view of this information, to allow Mr. Muller to maintain his buildings on the right of way as a matter of sufferance until such time as the area is required for highway purposes, however, instructed the Engineer to install right of way posts in order to define the right of way limits. The Commission approved the Engineer's recommendation with respect to the sign and instructed the Chief Counsel to order Mr. Muller to remove it.

The Commission discussed a written report from the Engineer dated July 17, 1947, relative to the work performed by Warren Northwest, Inc. this year in connection with its contract, No. 2822, for construction of the Woodburn Section of the Pacific Highway East, such report being rendered pursuant to instructions of the Commission at the previous meeting. Briefly, the Engineer advised that the poor quality of the work performed by the contractor last fall, requiring the placement of a smoothing course on the pavement this spring, was not entirely the fault of the contractor but was primarily due to bad weather conditions; however, some extra material was placed to eliminate the abrupt changeover from a four-lane highway to a two-lane highway at the north end of the improvement, as an accident prevention measure. He pointed out that $153,881.75 was set up to pay for this improvement, but the final cost of the job was $154,556.55, which is only $674.80 more than the amount originally budgeted for it; and recommended, in view of the circumstances, that the contractor be paid for the full amount of the work performed. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the matter of purchasing additional hull and machinery insurance for the Astoria ferries "Tourist II" and "Tourist III". He advised that, pursuant to instructions from the Commission, he has ascertained that the maximum amount of insurance that will be approved by the insurance underwriters on these ferries is $64,000 and $96,000 respectively, as compared with the amounts presently in force of $50,000 and $80,000, and that the premium on the increased insurance would be $960 more annually than is now being paid, an increase of approximately four and one-

half percent. He recommended purchase of the maximum amount of such insurance that can be obtained. The Commission approved the recommendation unanimously. (Following this meeting revised figures were submitted by the insurance agents raising the maximum limits to $80,000 and $120,000, respectively, and increasing the annual premium for the extra insurance from $960 to $2,592.65. This was approved by the Commission over the telephone.)

The Commission discussed a resolution from Willamette Grange No. 52, Corvallis, requesting the resurfacing of the Pacific Highway West (US99W) from Corvallis south a distance of about eight miles. The Engineer pointed out that no funds are provided in the present construction program for widening and resurfacing this section, but the plan is to do considerable paving plant patching work this summer and to maintain the road in the best possible condition until a major improvement is undertaken. He suggested that the Grange be so informed and that the Commission give consideration to this improvement in the formulation of its next construction program if additional Federal funds have been made available at that time. The Commission approved the suggestion and so ordered.

A letter was presented from Mr. Martin T. Pratt, Sheriff, Multnomah County, in which the Commission is urged to level off the shoulder on the east side of Vancouver Avenue, Portland, south of Schmeer Road Junction, so as to provide for three lanes of moving traffic at this point where there is considerable congestion of traffic during the periods that the Portland Meadows Race Track is in operation. The Engineer suggested the construction of four lanes of pavement, rather than three, between Columbia Slough Bridge and Schmeer Road Junction which, he said, would cost about $7,000. He recommended approval of this expenditure by the Commission and that the work be done as a minor betterment project. The Commission approved the recommendation unanimously.

A letter was presented from Hon. A. G. Ames, Mayor of Estacada, Oregon, suggesting the rerouting of the Clackamas Secondary Highway through this town in order to take the highway away from their public school buildings and to eliminate the dangers that now confront school children. The Engineer advised that the route suggested by Mr. Ames has been investigated, and that the estimated cost to improve such route is approximately $50,000. He suggested that the request be denied for immediate undertaking but that the matter be given further study and consideration in the formulation of future construction programs. The Commission approved the suggestion and ordered that Mr. Ames be informed accordingly.

The Secretary presented a letter from the City Council of the City of Vale, Malheur County, advising that the city has plans for the construction of curbs and gutters on its city streets, but cannot proceed with the work until some arrangement has been made to fill in some borrow pits along the route of the Central Oregon Highway through the town. The City Council inquires as to the possibility of securing assistance from the state in doing this work. The Engineer advised that investigations reveal that it will cost about $500 to fill-in the borrow pits. He recommended approval of this expenditure in order to help the city, the work to be done some time during the summer or the late fall when suitable equipment is available in that vicinity. The Commission approved the recommendation unanimously.

The Engineer submitted a list of rural footpath projects for approval by the Commission as a part of the 1947 Minor Betterment Program, totaling $58,500. The Commission deferred action on this matter pending additional information. The Engineer was instructed to submit a detailed report concerning each of these projects, which reports shall contain information concerning the need and justification for the improvements.

The Engineer reported that, in conformity with authority previously granted him by the Commission, he has awarded contracts, as follows, bids for which were received by the Commission at its meeting on June 17, 1947:

Bituminous macadam widening on the Foster Section of the Santiam Highway, Linn County; contract awarded to Frank M. Parsons, low bidder, on June 20, 1947;

Grading, surfacing, and oiling Lower Klamath Lake Secondary Highway, Klamath County; awarded to F. L. Somers, low bidder, on June 23, 1947;

Construction of a railroad grade separation structure on the Sunset Highway near Orenco, Washington County; contract awarded on June 23, 1947, to Birkemeier & Saremal, low bidder;

Grading, surfacing, and oiling the Crabtree Creek-Scio Section of the Albany-Lyons Secondary Highway, Linn County; awarded on June 30, 1947, to Vernie Jarl, the low bidder;

Grading, surfacing, and oiling the Hay Creek-Condon Section of the Wasco-Heppner Secondary Highway, Gilliam County; awarded June 30, 1947, to Vernie Jarl, the low bidder.

The Commission by unanimous vote confirmed the awards as reported.

The Engineer reported that the surveys for the relocation of the Bonanza-Malin County Road, Klamath County, (Federal Aid Secondary Highway), and for the relocation of the Gunnell Road-Robertson Bridge Section of the Rogue River Loop Secondary Highway, in Josephine County, have been completed. He submitted maps showing the survey locations and recommended approval of each survey and that authority be granted the Chief Counsel to negotiate options for the right of way. With respect to the Bonanza-Malin County Road project, he advised that a letter has been received from Commissioner A. W. Schaupp, dated July 14, 1947, approving the location. With respect to the Gunnell Road-Robertson Bridge Section, he advised that several minor revisions have been made in the alignment as suggested by the Commission at its meeting in April, one of which will eliminate acquisition of a small house, and that the recommended alignment meets with the approval of the Public Roads Administration, concerning which previously there was some doubt. Following discussion the Commission approved the Engineer's recommendation and thereupon, by unanimous vote, adopted the following resolution approving the surveys:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the Bonanza-Malin County Road, in Klamath County, and of the Gunnell Road-Robertson Bridge Section of the Rogue River Loop State Secondary Highway, in Josephine County, and in connection therewith to prepare maps showing the route and location of said sections of highways and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting, as follows:

1. That the surveys of the Bonanza-Malin County Road, in Klamath County, and of the Gunnell Road-Robertson Bridge Section of the Rogue River Loop State Secondary Highway, in Josephine County, together with the maps, which for identification purposes bear the map file Nos. 5B-19-21 & 6B-23-7, and 6B-13-1, respectively, field notes, and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-first day of July, 1947.

The Commission discussed briefly contractors' requests for extensions of time within which to complete highway contracts, and the acceptance of contracts completed, but deferred a decision with respect thereto until the following day. (See ahead for additional item.)

The Commission recessed for luncheon at 12:00 o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Bids, as follows, for highway construction work and for the purchasing of the old ferry boat "North Beach" moored at Astoria, were opened and read in conformity with previously-published notice, following which

Chairman Bamfield announced that the awards of contracts would be made at 10:00 a.m. the following morning:

PACIFIC HIGHWAY WEST IN BENTON COUNTY
CORVALLIS (HARRISON STREET) SECTION

Warren Northwest, Inc., Portland	$ 27,385.00
United Contracting Co., Portland	28,916.00

NORTH UMPQUA COUNTY ROAD AT GLIDE IN DOUGLAS COUNTY
CONSTRUCT BRIDGE OVER LITTLE RIVER

Harry I. Hamilton Co., Eugene	$ 58,920.00
Tom Lillebo, Reedsport	71,420.00

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY
EAST DIAMOND LAKE JUNCTION-LOBERT SECTION

Rogers Constr. Co., Portland	$769,233.00
E. C. Hall Co. & J. C. Compton Co., McMinnville	897,674.00
Newport Constr. Co., Portland	1,053,328.00
McNutt Bros., Eugene	1,162,479.50

PACIFIC HIGHWAY NEAR HARRISBURG IN LANE COUNTY
REMOVE WILLAMETTE OVERFLOW BRIDGE

No bids received

COLUMBIA RIVER HIGHWAY (SANDY BOULEVARD) IN MULTNOMAH COUNTY
PARKROSE (82ND AVE.-99TH AVE.) SECTION

Parker-Schram Co., Portland	$ 75,897.50
Porter W. Yett, Portland	84,252.50

KINZUA COUNTY ROAD IN WHEELER COUNTY
BUTTE CREEK-KINZUA SECTION

J. R. Taggart & Co., Inc., Brogan	$151,972.00
Rogers Constr. Co., Portland	158,732.00
J. S. Risley, Milwaukie	159,850.80
E. C. Hall Co., Portland	182,203.00
Warren Northwest, Inc., Portland	188,266.00

A letter was presented from the County Court of Columbia County in which the Highway Commission was requested to authorize its weighmasters to extend their weighing services to the county roads of Columbia County for the next 90 days, or until the county secures its own weighing scales, particularly

in order to preserve the county roads in the Scappoose area which were recently improved under state highway contract, and which are now under heavy log-hauling traffic. The Commission approved such request by unanimous vote.

The Commission discussed a request from Mr. Paul Carpenter, Corvallis, for permission to obtain about 20 cubic yards of gravel from state-owned property located on Ten Mile Creek on the southeast corner of Section 27, Township 15 South, Range 12 West, W.M., Lincoln County, with which to surface a private road leading to his residence. The Commission denied the request as a matter of long established policy, it appearing from discussion that material is available for Mr. Carpenter's use from other sources. The Commission, however, indicated that it might approve similar requests in the future if investigation reveals that suitable materials are not obtainable elsewhere in the vicinity of the place where such material is to be used.

A letter was presented from Mr. Ford Hammersly, Superintendent-Clerk, School District No. 9, Tillamook County, advising that a survey had recently been made by a member of the staff of the University of Oregon for a suitable site for a new high school building in or adjacent to the City of Tillamook, and the site chosen as most suitable is known as the Weller Estate property located just east of the city limits of Tillamook and on the north side of 3rd Street --- entrance of the Wilson River Highway into Tillamook. Mr. Hammersly advised that it is the plan of the school board to purchase this site unless the State Highway Commission makes a definite statement that it plans to construct a new entrance into Tillamook for the Wilson River Highway which might involve this particular tract. The Engineer advised that surveys for the proposed new highway entrance into Tillamook are definitely controlled at the railroad underpass adjacent to the Weller property, and that the road will pass through this property. He exhibited a map showing the proposed location. As a result of discussion the Engineer was instructed to inform Mr. Hammersly that the new Wilson River Highway approach to Tillamook will definitely pass through the Weller property, so it will be advisable for the school district to select another location for its high school building in order to avoid the hazards that would obtain if the school were located adjacent to the highway.

Consideration was given by the Commission to a report given by the Engineer regarding violations committed by Emmett C. Baugh, log hauler, McMinnville, who operates over state highways in the vicinity of Grand Ronde. It appears from the report that Mr. Baugh is a consistent violator of the weight requirements and in addition thereto has, on a number of occasions, interfered with highway department weighmasters while engaged in weighing loads of other operators. Also, that Mr. Baugh had used strong language in verbally abusing the weighmasters and, on one occasion, threatened the life of Weighmaster Dunn when cited for a 10,170 pound overload. The Engineer recommended the cancellation of Mr. Baugh's permit. The Commission approved the recommendation unanimously.

A report was also rendered by the Engineer of log-hauling violations committed by Lloyd J. Allen, dba Allen Logging Co., Scappoose. He recalled that Mr. Allen appeared before the Commission at the previous meeting at the

Commission's request to show cause why his permit should not be canceled and, at that time, was warned by the Commission that his permit would be canceled unless he complied strictly with the rules and regulations, and submitted a letter stating his future intentions. The Secretary presented a letter from Mr. Allen, dated June 18, 1947, stating what his attitude is to be in the future. This letter did not appear satisfactory to the Commission. The Engineer reported additional violations committed by Mr. Allen and five of his operators on July 16, 1947, involving overweight loads and insufficient binder chains. It appeared to the Commission, from Mr. Allen's letter and the fact that he was apprehended for five violations subsequent to receiving his warning, that Mr. Allen does not intend to cooperate. In view thereof the Commission unanimously authorized the cancellation of Mr. Allen's P.U.C. permit.

The Secretary presented letters from John L. Lamar, log-hauler, Scappoose, and E. F. Gallagher, dba Shamrock Logging Co., Lebanon, advising their future intentions with respect to complying with the rules and regulations covering the truck-hauling of logs over state highways. These letters appeared to be satisfactory to the Commission and were ordered filed with the proper records.

Consideration was given by the Commission to a request from Lucille C. Wilson, Portland, for permission to maintain a sign advertising the Hood River Valley on state highway property located at the base of Hood River Loops on the Columbia River Highway, just east of the City of Hood River. The Chief Counsel advised as to the legal authority to control situations of this kind. Chairman Banfield expressed himself as being opposed to the granting of this privilege because of the Commission's endeavors to keep the highways clear of all such material. The Commission thereupon denied the request.

The Commission discussed the advisability of disposing of portions of old highway rights of way as follows:

(1) Old section of the Pacific Highway East near the south city limits of Canby

(2) Portion of Fulton Canyon-Wasco Secondary Highway (old route) near its junction with the Columbia River Highway

(3) Portions of old right of way of the Dallas-Coast Secondary Highway along the Buell and Salt Creek-Dolph Sections

(4) Portion of the Nehalem Secondary Highway along the Astoria-Naval Hospital Section.

The Engineer advised that the old highway in Canby no longer is of value for state highway purposes and recommended that it be allowed to revert to the City of Canby in conformity with the city's request and the recommendation of the Clackamas County Court. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway known as the Canby Section in Clackamas County, the northerly terminus of which is at highway engineer's station 170+98.5 of the reconstructed line and the southerly terminus of which is at highway engineer's station 54+27.9 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes, but are needed and must be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between highway engineer's station 36+60 and highway engineer's station 50+90 of the reconstructed highway, and which area is identified and shown colored in blue on map attached hereto and marked Exhibit "A", is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the City Council of the City of Canby, and said road shall thereafter be maintained by the City for public use. *

2. The area shown colored in green on said Exhibit "A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Clackamas County a duly certified copy thereof, and shall file with the Clerk of Clackamas County a like certified copy and is likewise directed to mail to the City Council of the City of Canby a like certified copy, and shall file with the City Recorder a like certified copy and said County Court and City Council hereby are respectfully requested to take appropriate official action, by resolution or otherwise, by which the City shall accept the said abandoned sections of the said old right of way shown colored in blue on the map attached hereto and marked Exhibit "A", and shall assume jurisdiction thereover as a city street and shall maintain the same for public purposes. *

Clackamas County, acting by and through its County Court, has found and does hereby find that the sections of highway referred to in the above resolution are not needed for county road or highway purposes, and requests and recommends that such sections be maintained as city streets by the City of Canby or permitted to revert to the abutting owners as provided in the within resolution.

Dated this 15th day of May, 1947.

CLACKAMAS COUNTY

By /s/ E. L. Pope
County Judge

By /s/ Geo. G. Randall
Commissioner

By /s/ O. A. Pace
Commissioner

(SEAL)

ATTEST:
Guy H. Pace, Clerk
By /s/ K. E. Hoefs Deputy

City of Canby, acting by and through its City Council, does hereby request and recommend to the State Highway Commission that the within resolution be adopted by the State Highway Commission, and partic-

ularly agrees that upon the passage of such resolution it will assume and exercise jurisdiction over that portion of the right of way between station 36+60 and station 50+90 as a city street according to the terms and conditions of said resolution.

Dated this 2nd day of June, 1947.

CITY OF CANBY

By /s/ A. S. Markee
Mayor

By /s/ H. B. Evans
Recorder

(SEAL)

FOOTNOTE:

* The Exhibit mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 159, under the heading "Abandonment and Retention Resolutions" and said exhibit by this reference is made a part of this minute entry to the same extent as if copied in full herein.

With respect to the Fulton Canyon-Wasco Secondary Highway, the Engineer advised that, whereas the highway had been realigned where it connects with the Columbia River Highway, the old highway is still of value for state highway purposes, particularly as an access or hauling road for use in connection with highway construction and maintenance. He recommended retention of this short section of old right of way for state highway purposes. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Fulton Canyon-Wasco Secondary Highway known as the North Unit, Fulton Canyon Section in Sherman County, the Northerly terminus of which is at Highway Engineer's Station 0+00, and the Southerly terminus of which is at Highway Engineer's Station 68+55.7 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, but is still needed for highway purposes and must be retained for highway use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area or areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. By reason of the relocation of a part of the Fulton Canyon-Wasco Secondary Highway the unit of the old right of way which is shown colored in light green on the attached print will no longer be used as a part of the right of way of said secondary highway, but nevertheless said unit is needed as and for an access or hauling road in connection with highway construction and maintenance. *

2. Said unit of the old right of way which is defined as beginning at Engineer's Station 437+00 of the survey of the Columbia River Highway and ending at Engineer's Station 8+50 of the relocated and reconstructed Fulton Canyon-Wasco Secondary Highway, hereby is declared to be necessary for highway purposes and said unit and the right of way thereof and title thereto shall be kept and retained by the State.

3. The boundaries of all real properties acquired for right of way and the boundaries of all real properties, title to which is retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Sherman County a duly certified copy thereof, and shall file with the Clerk of Sherman County a like certified copy.

FOOTNOTE:

* The print mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 160, under the heading "Abandonment and Retention Resolutions" and said print by this reference is made a part of this minute entry to the same extent as if copied in full herein.

With respect to the disposition of the old right of way of the Dallas-Coast Secondary Highway along the Buell and Salt Creek-Dolph Sections, the Engineer recommended that portions thereof be retained by the state for state highway purposes and that a portion be allowed to revert to Polk County to be maintained by the County as a County road, pursuant to a written agreement with Polk County Court, dated January 17, 1946, and that the balance be allowed

to revert to the abutting property owners if that is agreeable to the County Court. He exhibited a map showing the sections under discussion. After careful consideration the Commission approved the recommendations and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, the State Highway Commission has found it necessary and desirable to relocate the sections of the Dallas-Coast Secondary State Highway No. 192, known as the Buell and Salt Creek-Dolph Corner Sections, the Westerly terminus of the Buell Section being Highway Engineer's Station 210+50 of the reconstructed line, and the Easterly terminus at Highway Engineer's Station 252+00, and the Westerly terminus of the Salt Creek-Dolph Corner Section being at Highway Engineer's Station 445+00 of the reconstructed line and the Easterly terminus at Highway Engineer's Station 623+50; and

WHEREAS, by reason of the relocation of said sections of said highway, portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for highway or other public purposes; and

WHEREAS, the State Highway Commission and the County of Polk entered into an agreement dated January 17, 1946, setting forth what disposition was to be made of certain portions of the right of way of the old highway when the new highway was completed and thrown open to travel; and

WHEREAS, the Buell and the Salt Creek-Dolph Corner Sections were completed and thrown open to traffic on May 31, 1947; and

WHEREAS, it is the purpose of the State Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the sections or areas of the old right of way which lie between Highway Engineer's Station 214+70 and Highway Engineer's Station 247+75 of the reconstructed line, and between Highway Engineer's Station 450+80 and Highway Engineer's Station 592+40 of the reconstructed line, and which lie outside of the areas of the right of way of the reconstructed line, which area is otherwise shown and identified colored in red on the map attached hereto marked "Exhibit A", and by this reference is made a part of this resolution, is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained by the County as a county road. The Commission hereby surrenders all jurisdiction with respect to said highway, and hereby consents that jurisdiction thereover may be assumed and exercised by the County Court of Polk County. *

2. The area of land within the limits of the old right of way and outside of the limits of the right of way of the reconstructed line which lies between Highway Engineer's Station 610+00 and Highway Engineer's Station 621+00 of the reconstructed line, and which area is otherwise shown and identified colored in brown on said "Exhibit A", is no longer needed for highway or other public purposes, and, therefore, all of said area colored in brown is eliminated from the right of way of said highway, and such title, interest, or right which the State has, or may have had in said real property, is hereby relinquished, and hereafter title thereto and jurisdiction and control thereover shall be in the County, and may be vacated as a public highway or kept by the County for such public use as the County may determine. *

3. The area shown colored in green on said "Exhibit A" includes right of way and other property acquired for the relocation and reconstruction of the said highway, and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such purposes and uses, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. That prior to the adoption of this resolution a mutual agreement between the State and Polk County was executed, by which the County has accepted and agreed to maintain as a county road the section of the old location shown colored in red on said "Exhibit A". *

5. This resolution shall be deemed adopted and entered in the minutes and records of the State Highway Commission as of the 21st day of July, 1947.

FOOTNOTE:

* The exhibit mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 128, under the heading "Abandonment and Retention Resolutions" and said exhibit by this reference is made a part of this minute entry to the same extent as if copied in full herein.

With respect to the disposition of the Astoria-Naval Hospital Section of the Nehalem Secondary Highway, the Engineer recommended that a portion thereof be retained by the state for state highway purposes; that a portion be allowed to revert to the abutting property owners; and that the remainder be surrendered to the jurisdiction of the Clatsop County Court for future maintenance and use as a county road pursuant to a written agreement with Clatsop County Court dated June 27, 1946. The Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Oregon State Highway Commission has found it necessary and desirable to relocate the section of the Nehalem Secondary State Highway known as the Astoria Naval Hospital Section in Clatsop County, the Westerly terminus of which is at Highway Engineer's Station 0+00 of the reconstructed line and at the intersection of 5th and Taylor Streets of Olney's Addition to Astoria, and the Easterly terminus of which is at Highway Engineer's Station 188+80.6 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway or other public purposes, while other portions or sections are needed and must be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation; and

WHEREAS, Clatsop County and the Highway Commission have entered into an agreement under date of June 27, 1946, relating to the use and jurisdiction of the abandoned sections;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The areas of land within the limits of the old right of way which lie between Engineer's Station 112+90 and Engineer's Station 132+75 of the reconstructed highway, and which areas are shown colored in brown on the map attached hereto, which map is marked "Exhibit 'A'", and by this reference is made a part of this resolution, are no longer needed for highway or other public purposes and, therefore, all of said area colored in brown is eliminated from the right of way of said highway and such title, interest, or right which the State has or may have had in said real property is hereby permitted to revert to the owners of the real properties abutting directly upon the said area colored in brown. *

2. That the portions of the old right of way which, by reason of the relocation of the said highway, are no longer within the boundaries of the new right of way, and which portions lie between Highway Engineer's Station 88+90 and Highway Engineer's Station 105+50 of the reconstructed highway, and also between Highway Engineer's Station 137+50 and Highway Engineer's Station 176+60 of the reconstructed highway, and which areas are identified and shown colored in yellow on said map attached hereto, are to be retained by the State and possession thereof and title thereto shall continue to remain in the State of Oregon for use in connection with the construction, maintenance and operation of said highway and for such other public uses as said areas may serve. *

3. That the section or area of the old right of way which lies between Highway Engineer's Station 62+40 and Highway Engineer's Station 71+50 of the reconstructed highway and is otherwise shown and identified colored in red on said "Exhibit 'A'" is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Clatsop County, and said road shall thereafter be maintained by the County for public use. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. The matters, things, and official acts covered by this resolution have all heretofore been done and fully performed but the formal adoption of an appropriate resolution by the Commission was inadvertently overlooked; therefore, this resolution shall be deemed to have been adopted as of the twenty-seventh day of June, 1946, and its entry in the minutes of the Commission shall be deemed as of said date.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Clatsop County a duly certified copy thereof, and shall file with the Clerk of Clatsop County a like certified copy; and said County Court hereby is respectfully requested to take appropriate official action by resolution or otherwise by which the County shall accept the said abandoned section of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit 'A'", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. *

FOOTNOTE:

* The exhibit mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission,

Salem, being Resolution No. 143, under the heading "Abandonment and Retention Resolutions" and said exhibit by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Consideration was given by the Commission to a letter from Mr. John C. Kendall, Attorney for the Port of Coos Bay, in which the Commission is advised that the U.S. War Department plans to deepen the Coos Bay ship channel to a projected depth of ultimately 30 feet MLLW and requires the Port of Coos Bay to furnish necessary disposal areas for material to be pumped by hydraulic-excavation therefrom; and requesting that permission be granted by the State Highway Commission for the depositing of this material upon tide lands included in the right of way of the Oregon Coast Highway at this point. The Engineer advised that the former Highway Commission, in 1936, granted a similar privilege on the condition that the material is properly leveled down and the premises left in a presentable condition. He recommended approval of the request, subject to the same conditions. The Commission approved the recommendation unanimously and it was so ordered.

The Engineer requested authority for J. M. Devers, Chief Counsel; H. G. Smith, Construction Engineer; E. A. Collier, Maintenance Engineer; G. S. Paxson, Bridge Engineer; and himself to attend, at state expense, the annual meeting of the Western Association of State Highway Officials which is to be held in Missoula, Montana, on August 6 and 7, 1947. He advised that the expense involved would be nominal and that it is the intention to drive to Missoula in a state car. The request was approved by unanimous vote subject to concurrence by Governor Snell.

The Engineer also requested authority for J. M. Devers, Chief Counsel, and himself to attend, at state expense, the annual meeting of the American Association of State Highway Officials which is to be held in New York City from September 22 to 27, 1947. The Commission approved the request by unanimous vote subject to concurrence by Governor Snell.

The Secretary presented an invoice from the Western Association of State Highway Officials in the amount of $50 representing annual dues of the State of Oregon in this association. The Commission approved payment of this invoice by unanimous vote.

The Engineer reported that the City of Antelope had met all of the legal requirements with respect to the expenditure of 1945 State Tax Street Funds which it had received in 1946 and that the plans for the improvements which are to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Highway Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by the Oregon State Highway Commission apportioned to the city hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the sum or amount set opposite the name of said city:

Antelope - $135.18

AND, WHEREAS, said city has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify said city for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified, the following streets in the following named city:

Antelope - McGreer Street, College Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named city hereby are approved.

3. That the action taken by said city as evidenced by appropriate resolutions adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city so as to qualify said city to receive and use the funds apportioned to said city.

4. That Resolution Form 3, previously adopted by the City of Antelope, and approved by the State Highway Commission on April 4, 1946, shall be canceled, in accordance with the request of the City of Antelope on file in the records of the Oregon State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Highway Commission, the Secretary shall thereafter mail to the proper officer in said city a duly certified copy of the resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 21st day of July, 1947.

The Engineer also reported that the following cities and towns have complied with the legal requirements with respect to the expenditure of 1946 State Tax Street Funds which they had received in 1947, and that the plans for the improvements contemplated to be financed with such funds have been examined and found satisfactory:

Antelope	Corvallis	Phoenix
Bay City	Jefferson	Riddle
Butte Falls	Oakridge	St. Paul

He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the following resolution with regard thereto;

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Antelope	$ 180.51
Bay City	1,079.02
Butte Falls	679.90
Corvallis	16,831.12
Jefferson	960.69
Oakridge	1,042.92
Phoenix	1,285.60
Riddle	429.20
St. Paul	367.03

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Antelope - College Street

Bay City - 1st Street, Ocean to Pacific; 2nd Street, Trade to "A" Street; 4th Street, Hendricks to "D" Street; 6th Street, Ocean to Main, and from Trade Street to "A" Street, and from "C" Street to Highway; 9th Street, Portland Avenue to Highway; Hare Street, Salmon to Spruce; Warren Street, McCoy Avenue to Spruce; 13th Street, Seattle Avenue to Tillamook Avenue; 15th Street, Seattle Avenue

to Tillamook Avenue; Hendricks Street, 4th to 5th; High Street, 1st to 4th; Ocean Street, 1st to 4th; Pacific Street, 1st to 4th; Main Street, Miami to 12th; Trade Street, Bay to 4th; "A" Street, 4th to 6th; "B" Street, 4th to 6th; "C" Street, 2nd to 5th; "D" Street, 4th to 5th; "E" Street, 4th to 5th; Portland Avenue, 5th to 12th; Seattle Avenue, Highway to 8th, and from 11th to 13th, and from Petteys Avenue to 15th; Union Avenue, 15th to Petteys Avenue; Tillamook Avenue, entire length; McCoy Avenue, Highway to Sallal Street; Spruce Street from Hare to Warren; Salmon Street, Adams to Hare; 5th Street, Hendricks to High

Butte Falls - Corner of Broad, south to the corner of South and Fir, east on South to the corner of Oak

Corvallis - 15th Street (bridge over Marys River)

Jefferson - Third Street, Union Street

Oakridge - First Street West

Phoenix - Church Street, Rose Street, "C" Street, 5th Street

Riddle - Main Street, 4th Street

St. Paul - Church Street, Blanchet Avenue, Park Avenue, 2nd Street, Main Street, Christie Street, 3rd Street, Mission Avenue

2. That the type, plan and character of improvement proposed in th resolutions filed with the State Highway Commission by the above named respec tive cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approv ing the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of July, 1947.

Consideration was given by the Commission to the oral request of Mr. H. G. Maison, Superintendent of the Department of State Police, for the relocation of the highway department truck scales on the Lower Columbia River Highway at Burlington as a convenience in the disposal of overweight violations. The Engineer advised that the scales are now located four miles west of the Town of Linnton in Multnomah County and that, under present conditions, the violators have to be cited to the District Court of Multnomah County, which means that a police officer is "tied up" from one to three days for each case. This condition could be avoided, he said, if the scales were located a short distance further west on the same highway, but within the boundaries of Columbia County. He estimated the cost of moving the scales at $3,000 and recommended approval of the request, the work to be done as a minor betterment project. The Commission approved the recommendation by unanimous vote.

The Commission had under discussion a request from the Vale Chamber of Commerce for the installation of a traffic signal at the intersection of the Central Oregon Highway (US 20) and the John Day Highway (US 28) in that town. The Engineer advised that this matter has been investigated by the Traffic Engineer who recommends that a flashing beacon be installed at this location at an estimated cost of $300, provided the city will execute the usual agreement to pay the expense of maintenance and operation. He advised that he concurs in the recommendation. The Commission approved the recommendation by unanimous vote.

The Engineer brought up for discussion the matter of designating reduced speed zones at the following highway locations:

(1) Pacific Highway East just north of Eugene

(2) Sunset-Tualatin Valley Highway between Portland and Beaverton

(3) Pacific Highway East north of Albany

He recommended a 40-miles-per-hour speed limit on the Pacific Highway East (US99E) between the west city limits of Eugene (MP 122.25) and a point about 3.27 miles northerly therefrom, at the crossing of what is known as Prairie Road. He also recommended a 35-miles-per-hour speed limit for the Sunset-Tualatin Valley Highway (ORE 2 & 6) between Portland and Beaverton; and a 45-miles-per-hour speed limit for the Pacific Highway East (US99E) between milepost 73.94 (east of Cox Creek) to milepost 74.16 (Albany city limits). With respect to the latter mentioned project he advised that ultimately the entire section of highway through the City of Albany should be zoned for reduced speeds, though the city portion comes under the jurisdiction and control of the State Speed Control Board. As a result of discussion the Commission approved the Engineer's recommendation with respect to the Pacific Highway East, just north of Eugene, and the Sunset-Tualatin Valley Highway between Portland and Beaverton; but deferred action on the section of the Pacific Highway East north of Albany pending action that may be taken by the State Speed Control Board with respect to the section within the corporate limits of Albany. The following resolutions relative thereto were adopted by the Commission by unanimous vote:

14070

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highway and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Pacific Highway

Highway Number: 1 Route Number US99

Location of Termini	Established Speed
M.P. 118.98 (Prairie Road Jct.) to M.P. 122.25 (Eugene West City Limits)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth ar more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: .....Sunset Highway.....

Highway Number: .....47..... Route Number: ..ORE.2.&.6...

Location of Termini	Established Speed
M.P. 70.91 (Jct. Tualatin Valley Hwy.) to M.P. 72.53 (Portland City Limits)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and h hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

14072

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 155-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1951, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Tualatin Valley Highway

Highway Number: 29 Route Number Temp. ORE 2 & 6

Location of Termini		Established Speed
M.P. 0.00 (Jct. Sunset Hwy.) to	M.P. 3.176 (East City Limits - Beaverton)	35 miles per hour
M.P. 4.017 (West City Limits - Beaverton) to	M.P. 4.217 (West of Beaverton)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

In the discussion of the matter of designating reduced speed zones, Chairman Banfield suggested that it would be advisable to maintain an appropriate sign near the end of each reduced speed zone calling public attention to the fact that it is about to enter such a zone, and a similar sign notifying the public that it is about to leave the zone. Commissioner Chandler approved of the suggestion, and it was so ordered.

A letter was presented from the following concerns doing business on S.W. Kelly Street, Portland, requesting permission to maintain a parking space for their customers under the Arthur Street Viaduct:

Boyer's Fruit Market
Boyer's Grocery
Salem Meat Company

They allege that, as a result of the Harbor Drive improvement, a substantial portion of street parking place has been eliminated so that many of their customers have no place to park their cars when making purchases. The Engineer recommended that the request be denied as a matter of policy and to avoid a situation that might prove highly dangerous. The Commission approved the recommendation unanimously.

The Engineer reported the need to provide living quarters for the use of a section man working out of the Austin Maintenance Headquarters in Grant County. He advised that several years ago an employee of the State Highway Department constructed a house on state property at this location at his own expense, and that it is now owned by a Mr. Frank E. Owens who has recently resigned as Sectionman's Helper and who has no further use for the building. Mr. Owens, he said, has offered to sell the house to the state for $2,000. He recommended purchase of the building at such figure, appraisals revealing that a similar house could not be built for less than $2,500. He explained that this is rather an isolated section of the state and it is desirable to have helpers live at the Section Headquarters; further, that if the Commission authorized the purchase of the house it would be rented at a reasonable rate to another State Highway employee. The Commission approved the purchase of the building at the price quoted.

The Engineer reported a request from the Wolf Creek Water District, Portland, which is connected with the Cedar Hills Development along the Sunset Highway west of Portland, for permission to maintain a 1,000,000 gallon reservoir on state-owned property situate in the island formed by the intersection of Sunset Highway and Barnes Road, northwest of what is known as Commonwealth Underpass. He exhibited a drawing showing the location of the

proposed reservoir, and explained the manner in which the district proposed to develop it by landscaping, etc. The Engineer advised that he could see no particular objections to granting this request providing the district will landscape and maintain the area satisfactorily and will not construct footpaths on the property which might induce pedestrians to cross the highway. In the discussion of the matter it developed that the top of the reservoir would be about ten feet above the natural ground level and that the reservoir would be about 96 feet in diameter. The Commission questioned the advisability of allowing public property to be used as intended and, accordingly, ordered that the district be informed that the Commission prefers that it find another location for its reservoir.

The Chief Counsel brought up for discussion the sale to the Myrtle Creek Telephone Company of some of the property that was salvaged from the old Postal Telegraph pole line in Josephine County. He advised that the Company desires to purchase some of this property but is unable to pay cash for it and has requested the privilege of paying for it in installments, viz., $500 down, and the balance in installments of $500 annually. He recommended approval of their request. The Engineer concurred. The Commission approved the recommendation by unanimous vote.

The Commission had under discussion the setting of a date for its next regular meeting and decided unanimously to hold such meeting on Monday and Tuesday, August 25 and 26, 1947, in Portland. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

In this connection, the Commission also considered the advisability of holding a special meeting prior to August 25th for the disposal of accumulated matters that require action when all three members of the Commission are present. The Engineer was instructed to consult with Mr. Schaupp as to a date that would be convenient for him, and then advise the other members of the Commission. (This meeting was later scheduled to be held in Portland on Monday, August 11, 1947.)

The Commission's Chief Counsel, Mr. J. M. Devers, reported receipt of a letter from Mr. C. L. Starr, President, Children's Farm Home, Portland, relative to right of way required for a proposed revision of the Pacific Highway north of Main Street in the town of Cottage Grove. It appears that a man by the name of Edd Jenks, deceased, owned property at this location and that by the terms of his will and testament the sum of $3,000 has been given to the Public Library Board of Cottage Grove and the rest of his estate has been given to the Children's Farm Home and the Children's Orphanage in Washington. It was Mr. Starr's thought that the Highway Commission might be interested in purchasing a portion of this property that is needed as right of way for the proposed improvement of the highway. The Chief Counsel questioned the advisability of acquiring this property without purchasing the balance of the right of way that might be needed for this highway improvement. The Engineer advised that ultimately the Pacific Highway will bypass Cottage Grove, although that is a project for a long time in the future; however, gave as his thought if the right of way can be acquired at reasonable expense it might be advisable

to purchase it, although in his estimation, the cost would be exhorbitant. The Assistant Counsel, Mr. DeSouza, gave an offhand estimate of the cost at $100,000. The Commission deferred a decision in the matter pending additional information and referred it to the Engineer to make a complete investigation with instructions to report his findings at the earliest possible time.

The Commission considered the following matters of unfinished business:

(1) Settlement with W. H. Gonyea for right of way needed for the proposed improvement of the Pacific Highway south of Eugene. The Chief Counsel advised that this matter was investigated by the Engineer and the Assistant Counsel, Mr. Neuner, but that a report cannot be rendered until the next meeting due to the illness of Mr. Neuner.

(2) Request of City Commissioner Bowes for clarification of oral arrangements made between the Highway Commission and the City of Portland during the wartime period. The Engineer advised that the report on this subject is not ready due to the fact that Mr. Bowes has not as yet indicated just what he has in mind, but that he will report to the Commission as soon as such information is received.

(3) Report on right of way matters concerning the three-party project in the City of Eugene. The Chief Counsel advised that the report is not yet ready for presentation. The Commission ordered that this item be deleted from future agenda.

(4) Proposed modification of State and Federal Secondary Construction Program to take up Federal monies allotted to surveys. Consideration of this matter was deferred by the Commission until all Commissioners are present.

(5) Request of the City of Coos Bay for establishment of a truck route bypassing the congested district in the City of Coos Bay. The Commission denied the request, it being considered that this is a city responsibility.

(6) Report of Engineer and Chief Counsel on proposed Sullivan's Gulch Highway. The Engineer reported the plan for stage construction of this highway by units. The Chief Counsel read aloud the Engineer's recommendation with respect thereto as contained in a tentative agreement with the City of Portland. The matter was discussed by the Commission but no action thereon was taken.

(7) Proposed service road along the Steiwer Hill-Albany Section of the Pacific Highway East, Linn County. The Engineer estimated the cost to construct such service road at $25,000 and advised that, according to a report from the Right of Way Department, right of way would cost an additional $17,000. The Commission decided unanimously not to construct such service road.

(8) Erection of additional historical markers along Oregon highways. The Engineer gave as his understanding that the Legislature approved funds for the expenditure by the Oregon Historical Society to assist the State Highway Commission in its study of Oregon history and suggested that, if the Legislature has recognized the official standing of this society, it would be proper to refer to that society the requests for installation of markers. The Chief Counsel cited to the Commission as evidence of the standing and integrity of the Oregon Historical Society, Section 90-232, O.C.L.A., as follows:

> '"That the secretary of state be and he hereby is authorized and directed to deliver to the Oregon Historical Society, as trustee of the State of Oregon, for safekeeping, all documents, letters, reports, journals, proceedings of the public meetings held at the Oregon institute at Champoeg and other places for the purpose of forming an organized government, census reports, messages, petitions, court proceedings, election returns, engrossed and enrolled bills and all legislative documents relating to the political history of the provisional government prior to March 2, 1849, and the territorial government of the territory of Oregon prior to February 14, 1859, now in the custody of the secretary of state, taking a general receipt of the secretary of the Oregon Historical Society therefor; provided, however, that when in the judgment of the Oregon state board of control suitable fireproof vaults are available in the capitol building group in Salem, Oregon, all of such documents shall, upon the order of the said Oregon state board of control be returned to the secretary of state and by him deposited in the room or vaults provided for such records." (L. 1931)'

He explained that the above act of the Legislature indicates the standing and integrity of the Oregon Historical Society, and gave as his opinion that it is quite appropriate and proper for the Commission to likewise recognize the Oregon Historical Society. He suggested that all requests for markers or other monuments come to the Commission through the Oregon Historical Society either with or without the society's approval. Chairman Banfield, in reviewing the situation, gave as his thought that the Oregon Historical Society should be recognized by the Highway Commission as the responsible agency for the Commission to work through in matters of this kind. Commissioner Chandler expressed himself similarly, whereupon it was ordered that all historical matters hereafter should be referred to the Oregon Historical Society for its advice and recommendation.

(9). Amendatory agreement with Clackamas County covering the relocation of the Woodburn-Sandy Secondary Highway so as to eliminate a small portion of the old road which was included in the original agreement by mistake. It was explained that action on this matter was deferred by the Commission upon recommendation of the Chief Counsel pending disposal of some condemnation cases. The Chief Counsel advised that circumstances are such that these law suits cannot be tried until October. He recommended, in view thereof, that the Commission approve the amendatory agreement at this time inasmuch as it is simply a perfunctory matter to clarify a mistake in the original agreement. The Commission approved the recommendation and signed the agreement later in the session.

(10) Request of delegation from Seaside for establishment of a logging truck route along Roosevelt Drive, Seaside. The Engineer advised that his report on the cost to improve this street as a log-hauling route, previously ordered by the Commission, is not ready. He anticipated that he would be able to render a report at the next regular meeting.

(11) Request of Gas-Heat, Inc., for leasing a small tract of state-owned land at Seaside. The Chief Counsel advised that, in following up this matter subsequent to the previous meeting, he ascertained that the company found another site that served its purposes so no longer needs the state's property.

(12) Request of Klamath County for construction of a fence at the Klamath County Fairgrounds along South Sixth Street, Klamath Falls. The Engineer reported that provision has been made for the construction of this fence.

The Commission discussed briefly matters that are to be presented by delegations the following day, but took no action thereon.

The Commission also discussed matters covered by agreements which are now before the Commission for approval and execution. All of the agreements were approved and were signed by the Commission on the following day.

The Chief Counsel brought up for discussion a claim filed by Mr. Harold A. Wayman, Attorney, Roseburg, on behalf of Mrs. Lenora Hammersly and Joan Hammersly, granddaughter, concerning an accident that occurred on the Tiller-Trail Secondary Highway near Days Creek in Douglas County, which resulted in injuries to Mrs. Hammersly's granddaughter who was thrown out of a light truck in which she was riding over this road. He advised that the Hammerslys attributed their accident to the bad condition of the road, and at first demanded a settlement of $1,000; however, are now willing to settle for $500, the amount of their doctor's bill. The Chief Counsel advised that the matter has been investigated and a study of the report indicates that the state is not liable. He recommended that the claim be denied. The Commission approved the recommendation by unanimous vote.

The Engineer presented a request from the Spokane-Portland-Seattle Railroad Company to acquire a small tract of state-owned land adjacent to the Lower Columbia River Highway north of the town of Linnton. He advised that the former Highway Commission, in 1933, acquired from the United Railway Company a portion of the old railroad right of way north of Linnton for a distance of some 2.5 miles. This property, he said, is valuable for right of way where it abuts the existing highway; but is of no value for such purpose at the northerly end, including the small area that the Spokane-Portland-Seattle Railroad Company now wishes to repossess as a borrow pit site. He recommended sale of this property to the Spokane-Portland-Seattle Railroad Company at the same unit price which the state originally paid for it. The Commission approved the recommendation unanimously.

Consideration was given by the Commission to an agreement with the City of Silverton covering the plant patching of city streets that are not on the state highway system. The Engineer explained that this agreement is a result of action taken by the Commission at its meeting on April 23, 1947, when the Commission approved the expenditure of a maximum sum of $2,500 for the improvement of certain streets that are being used by log haulers. Under this agreement, he said, the City of Silverton is obligated to contribute the sum of $500 toward the cost of the improvement. The Commission approved the agreement and signed the same later in the session.

The Commission also discussed an agreement with the City of Lebanon covering the maintenance of Fifth Street, Lebanon, as a log-hauling route between Main Street and Rose Street, a distance of about 2,000 feet. According to this agreement, the state's share of the cost is $1,600 and the city's is the sum of $400. The Secretary advised that this arrangement was authorized by the Commission at its meeting on February 4, 1947, and that the city has already contributed its proportionate share of $400. The Commission approved the arrangement and signed the agreement on the following day.

An agreement was presented with the City of Hood River providing for the installation of a traffic signal at the intersection of 9th and Oak Streets, route of the Columbia River Highway. The Secretary advised that this agreement is in conformity with action taken by the Commission at its meeting on March 24, 1947; moreover, the city has met the requirements with respect to the adoption of an ordinance providing for the stopping of traffic on 9th Street before entering Oak Street. The Commission approved the agreement and signed the same on the following day.

The Engineer brought up for discussion matters pertaining to the construction of the Warm Springs Highway between Warm Springs Agency and the junction with the Wapinitia Highway at Bear Springs. He recalled that the Commission, at the previous meeting, authorized the contracting of all of the work south of the National Forest Boundary, and pointed out that that section would be of little use unless the 6.9 mile section through the National Forest is graded and surfaced to a junction with the Wapinitia Highway, which work is scheduled to be performed as a forest highway project but which cannot be financed at the present time because of the "tieup" of forest highway funds. He suggested, in view thereof, that the forest highway section be withdrawn from the forest highway program and constructed as a federal aid project; and that the amount of $323,000 of federal aid funds which has been programmed for construction of the Forest Boundary-Jones Ranch Section of the Ochoco Highway be used to finance it, which would expedite the contracting of the grading work on the Warm Springs Highway through the National Forest, and the completion of the entire road for general public use. He declared that the Warm Springs Highway is one of the most important connections to Eastern Oregon and that it will save 35 miles distance over the present road via Maupin and that the arrangement, in his estimation, will not delay completion of the Ochoco project. As a result of discussion the Commission approved the Engineer's recommendation by unanimous vote and authorized him to secure approval by the Public Roads Administration.

The Engineer requested instructions relative to the procedure to be followed in the matter of revising the program of state construction projects. Action on this matter was deferred by the Commission until all Commissioners are present.

Consideration was given by the Commission to the matter of designating a maximum speed limit for the operation of motor vehicles on ocean beaches. The Engineer read aloud a report on the subject by F. B. Crandall, Acting Traffic Engineer. The Chief Counsel advised that the statutes fix a maximum of 25-miles-per-hour for vehicles operating at such locations; however, it authorizes the State Highway Commission to designate a slower speed if it wishes. After due consideration the Commission, by unanimous vote, ordered a 20-miles-per-hour speed limit for motor vehicles operating on the ocean beaches and instructed the Engineer to maintain signs accordingly. The Chief Counsel was instructed to prepare an appropriate resolution covering the matter for adoption by the Commission at its next meeting.

The Engineer submitted, for the Commission's consideration, a list of highways, to be known as "Group I Highways", which will accommodate combinations of vehicles 60 feet overall in length without hazard to other traffic, and a list of highways, to be known as "Group II Highways", which cannot accomodate a vehicle combination 60 feet overall in length but the geometrical design of which is such that they can accommodate a vehicle combination 50 feet overall in length, with an increased weight load. He advised that these highways have been selected, for the most part, as the result of test runs of vehicle combinations over them. He assured the Commission that the highways listed in both group classifications are capable of handling the vehicle combinations which it is proposed to operate over them, and recommended approval of the list by the Commission for use in connection with the granting of permits under authority of Chapter 69, Oregon Laws, 1947, commonly known as the "Big Truck Bill". Following careful consideration and upon assurance by the Engineer that the roads can accommodate the vehicle combinations proposed under the two classifications without creating a hazard for other traffic or overstressing highway facilities, the Commission approved both lists and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Oregon Legislature when in session in 1947 enacted Chapter 156, Oregon Laws, 1947, Section 1 of which reads as follows:

> "Notwithstanding any other provisions of law, the state highway commission hereby is authorized, with the approval of the governor, to permit the movement over state highways, or sections thereof, of vehicles, or combinations of vehicles, having a length and combined and gross weight in excess of all statutory limitations."

WHEREAS, it is the judgment and opinion of the Commission, based on engineering advice and records, that some of the highways which are under the control and jurisdiction of the State Highway Commission can, without undue damage thereto and with due regard to public welfare,

carry and accommodate the movement thereon of "vehicles, or combinations of vehicles, having a length and combined and gross weight in excess of all statutory limitations", while other state highways cannot sustain or accommodate such traffic; and

WHEREAS, the State Highway Engineer, having made due and proper investigation and inspection of the highways under the jurisdiction and control of the State Highway Commission, and based on such study and inspection, has made and filed with the Commission his written report and recommendation, which report by this reference is made a part of this order; and

WHEREAS, said Engineer has in and by said written report found and recommended that the highways, or sections of highways, hereinafter referred to and identified are of such structure, character, and design, and condition of repair, as to permit the movement thereover of vehicles, or combinations of vehicles, having a length and combined and gross weight equal to the lengths and combined and gross weights hereinafter fixed and specified. The highways and sections of highways so classified and designated are each and all named and defined on the paper marked "Exhibit A" and by this reference made a part hereof, and generally designated as Group 1 Highways, and on "Exhibit B" attached hereto and by this reference made a part hereof, and generally designated as Group 2 Highways; and *

WHEREAS, based upon the advice and recommendation of said Engineer, it is the judgment and opinion of the Commission that permits be issued upon application therefor, by which there shall be authorized the movement over the highways above referred to, vehicles, or combinations of vehicles, having a length and combined and gross weight equal to but not in excess of the limits herein fixed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, a majority of the members being present and voting affirmatively:

1. That subject to such action as the Commission may hereafter deem to be in public interest, the issuance of permits hereby is authorized, by which permits there may be moved over the highways designated in said "Exhibit A", vehicles, or combinations of vehicles, having a length in excess of the statutory limits, but not in excess of sixty (60) feet, and by which there may be moved over the highways designated in said "Exhibit B", vehicles, or combinations of vehicles, having a length not in excess of fifty (50) feet, and vehicles, or combinations of vehicles, having a combined and gross weight in excess of the statutory limits, but not in excess of that determined by the formula fixed and given in Section 2 of Chapter 156, Oregon Laws, 1947. *

2. That the form of permit attached hereto is hereby approved as the form of permit which shall be used within the meaning and purpose of this order and resolution. *

3. That a permit issued on said form may be signed for the Commission by H. B. Glaisyer, Commission Secretary, and when so signed, shall be deemed valid and in full force and effect; subject, however, to modification or revocation by the Commission.

4. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by a formal resolution or order entered in the minutes and records of the Commission.

5. That before any permit or permits are issued pursuant to this resolution, the resolution shall be submitted to His Excellency, Earl Snell, for his approval.

6. That this resolution be entered in the minutes and records of the Commission as of the 21st day of July, 1947, and the Secretary is hereby authorized and directed to deliver to the Superintendent of State Police a full, complete, and correct copy thereof, and to the Public Utilities Commissioner a like copy.

Within the meaning of Chapter 156, Oregon Laws, 1947, and for the purpose of making it possible for the Highway Commission to issue permits as authorized by said act and to extend permits already issued, I hereby give my approval to the action of the Commission as expressed by the foregoing resolution.

Dated this _____ day of _____, 1947.

_____
Governor of Oregon

FOOTNOTE:

* The exhibits mentioned in the above resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Item No. 19, under the heading "Special Matters" and said exhibits by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The meeting adjourned at 4:40 p.m. to reconvene the following morning in the same room.

Portland, Oregon
July 22, 1947

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp was excused from attending this meeting.

Bids as follows for highway construction were opened and read in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. in the same room:

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY
CONSTRUCT CONCRETE BRIDGE AND CULVERT
MILWAUKIE-ESTACADA SECTION

Johnson-Sterner Corporation, Portland	$33,775.00
Lindstrom Bros., Portland	36,920.00
Lockyear & White, Inc., Seattle, Wn.	61,020.00

SADDLE MOUNTAIN PARK ROAD IN CLATSOP COUNTY
LEWIS AND CLARK RIVER SECTION

Grimstad & Vanderveldt, Astoria	$ 8,604.00
R. C. Larson Constr. Co., Astoria	8,994.00
Loran Petro, Hermiston	10,052.50
Stevenson Constr. Co., Salem	10,950.00
Frank M. Parsons, Forest Grove	11,116.00
John A. Logan, Portland	12,384.00
Heavy Hauling Co., Astoria	12,671.90
Dobyns & Webb, Salem	12,737.50

OREGON COAST HIGHWAY IN DOUGLAS COUNTY
REEDSPORT JUNCTION SECTION

Jack Robinson, Waldport (1)	$13,204.10
Denton Constr. Co., Portland (2)	22,480.00

(1) Lump sum reduction of $500 if also awarded Waldport Project.
(2) Lump sum reduction of $2,000 if also awarded Waldport Project.
(2) Bidder will not accept this project alone.

PACIFIC HIGHWAY IN JACKSON COUNTY
WIDEN BRIDGE OVER MILLERS GULCH

Perkins Bros., Portland	$ 7,258.00
McNutt Bros., Eugene	8,591.00
Settergren-Wiley Co., Ashland	13,469.00

KLAMATH FALLS-MALIN HIGHWAY IN KALMATH COUNTY
KLAMATH FALLS (1ST AVE.-ESPLANADE ST.) SECTION

Babler Bros., Portland	$391,746.00

WARNER SECONDARY HIGHWAY IN LAKE COUNTY
FREMONT JUNCTION-MUD CREEK SECTION

Rogers Constr. Co., Portland *	$139,790.00
E. C. Hall Co., Portland *	152,466.00
McNutt Bros., Eugene *	199,943.00

* Bidder will not accept this project alone.

WARNER SECONDARY HIGHWAY IN LAKE COUNTY
MUD CREEK-DRAKE CREEK SECTION

E. C. Hall Co., Portland *	$202,238.00
Rogers Constr. Co., Portland *	206,605.00
McNutt Bros., Eugene *	299,704.50

* Bidder will not accept this project alone.

COMBINATION BIDS
FOR ABOVE TWO PROJECTS

(1) Fremont Junction-Mud Creek Section of Warner Secondary Highway
(2) Mud Creek-Drake Creek Section of Warner Secondary Highway

	(1)	(2)	Reduc.	Comb. Bid
Rogers Constr. Co.	$139,790.00	$206,605.00	- - - -	$346,395.00
E. C. Hall Co.	152,466.00	202,238.00	- - - -	354,704.00
McNutt Bros.	199,943.00	299,704.50	- - - -	499,647.50

OREGON COAST HIGHWAY IN LINCOLN COUNTY
WALDPORT SECTION

	USING ASPHALT	USING TAR
Benton Constr. Co., Portland	$44,540.00	$45,600.00
Jack Robinson, Waldport	53,019.40	- - - - -

PACIFIC HIGHWAY EAST IN LINN AND MARION COUNTIES
SANTIAM RIVER SLOPE AND PIER PROTECTION PROJECT

Dobyns & Webb, Salem	$ 15,168.00
R. A. Heintz-Constr., Portland	18,960.00
John A. Logan, Portland	18,960.00
C. J. Montag & Sons, Portland	47,400.00

TUALATIN HIGHWAY IN WASHINGTON COUNTY
WIDEN CONCRETE BRIDGE OVER DAIRY CREEK

Lindstrom Bros., Portland	$ 55,878.00
J. F. Johnston, Aurora	58,950.00
Walder & Kenworthy, Portland	64,090.00
Lockyear & White, Inc., Seattle, Wn.	64,415.00

The following persons, representing the joint interim committee created by the 44th Legislative Assembly of the Oregon Legislature pursuant to Senate Joint Resolution No. 9, appeared before the Commission with respect to the activities of this committee: Representative Ralph T. Moore, Bandon, Chairman; Representative Pat Lonergan, Portland; and Senator E. R. Fatland, Condon. Senator Fatland advised that the Committee has had two meetings and is of the opinion, after careful consideration, that it is going to cost approximately $100,000 to conduct the studies and prepare the report contemplated by this law. He presented a copy of the budget adopted by the Committee on July 12, 1947, from basic data furnished by the Automotive Safety Foundation, as follows:

"Direct charges of Automotive Safety Foundation on the work it is to do	$25,000
Expense of printing report by State Printer	5,000
Extra expense of State Highway Department in furnishing data and reports	25,000
Expense of legislative committee including tax studies	28,500
Car-operating expense using State Highway equipment	1,500
Total	$ 85,000
Contingencies	15,000
Total budget	$100,000"

The Commission approved the budget and assured the delegation that the Highway Commission would cooperate with the Committee in every way possible and will work with the Committee as the Committee may desire. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, the Forty-fourth Legislative Session of the Oregon Legislature passed and regularly adopted Senate Joint Resolution No. 9, by which resolution the legislature created a committee to consist of seven members, three of whom were appointed by the President of the Senate from the members of the Senate, and four of whom were appointed by the Speaker of the House from the members of the House; and

WHEREAS, said Committee is authorized and directed to make a complete and exhaustive study of the transportation facilities of the state, including state highways, county roads, and city streets, and based upon such study and examination said committee is directed to determine the immediate and future needs and requirements of the state with respect to the construction and maintenance of public thoroughfares; and

WHEREAS, said committee is further authorized and directed to explore, study, and report with respect to further or additional measures or means by which revenues may be produced or procured for use in connection with future and more permanent improvement of the state's highway system, included in which study shall also be the advisability of issuing general obligation bonds; and

WHEREAS, said committee is further authorized to employ or consult such technicians, experts, clerical and other help as in its judgment are necessary for the proper functioning of said committee; and

WHEREAS, it is further provided in and by said resolution that said committee shall receive its necessary traveling expenses, and other expenses incurred in the performance of its duty, which claims are to be filed with the Secretary of State for audit, and when found correct the Secretary of State is authorized to draw warrants in payment thereof against the State Highway fund; and

WHEREAS, it is recognized by the Commission that the service to be performed by said committee, the facts, information, and data which will be assembled and thereafter incorporated in the committee's report to the next legislative assembly, may prove of real value to the highway user in general and to the Highway Commission in particular; and

WHEREAS, said committee has submitted to the Highway Commission a budget of estimated expenses and expenditures covering said committee's work, which budget is in words and figures as follows:

Direct charges of Automotive Safety Foundation on the work it is to do	$25,000
Expense of printing report by State Printer	5,000
Extra expense of State Highway Department in furnishing data and reports	25,000
Expense of legislative committee including tax studies	28,500
Car-operating expense using State Highway equipment	1,500
Total	$85,000
Contingencies	15,000
Total budget	$100,000

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of its members being present and voting affirmatively:

1. That there be and there hereby is set up a special account in the State Highway Fund in the office and records of the State Highway Commission, which special account shall be known as the Legislative Interim Committee Account.

2. That there hereby is budgeted and set aside in the State Highway Fund and credited to said Legislative Interim Committee Account the sum of $100,000, which sum, or so much thereof as may be necessary, may be used to pay the expenses and other legitimate disbursement of said committee incurred in the performance of its legislative duty.

3. That all claims legally chargeable to and payable out of said special account shall be submitted in proper form by said committee to the Highway Commission for audit, and if found correct shall be approved by the State Highway Commission and thereafter presented to the Secretary of State for official audit and payment in the same manner that other claims payable out of State Highway Funds are audited and paid.

4. That a certified copy of this resolution shall be delivered by the Secretary to the Commission to the Secretary of State, and a like copy to each member of said committee.

5. That all disbursements made and all expense incurred by the State Highway Department for and in connection with the duties, functions and work of said Interim Committee shall be paid out of said special account.

6. That this resolution be entered in the minutes and records of the Commission as of the twenty-second day of July, 1947.

The Engineer and the Chief Counsel were instructed to render such assistance as the Committee may request. The Chief Counsel was further instructed to work out the details for paying, out of state highway funds, the expenses of the Committee.

At 10:00 a.m. Chairman Banfield publicly announced awards of contracts, bids for which were received at 2:00 p.m. on the previous day, the action having previously been approved by the unanimous vote of the Commission, as follows:

"Paving the Corvallis (Harrison Street) Section of the Pacific Highway West in Benton County. Warren Northwest, Inc., Portland, submitted the low bid in the amount of $27,385.00. United Contracting Co., Portland, submitted the only other bid in the amount of $28,916.00. The Commission has awarded this contract to the low bidder, Warren Northwest, Inc.

"Construction of a bridge over Little River on the North Umpqua County Road at Glide in Douglas County. Harry I. Hamilton, Eugene, submitted the low bid for this work in the amount of $58,920.00. Tom Lillebo, Reedsport, submitted the only other bid in the amount of $71,420.00. The Commission has awarded this contract to the low bidder, Harry I. Hamilton.

"Grading, surfacing and oiling the East Diamond Lake Junction-Lobert Section of The Dalles-California Highway in Klamath County. The low bid submitted for this work was that of Rogers Constr. Co., Portland, at $769,233.00. The second low bid was submitted by E. C. Hall Co. & J. C. Compton Co., McMinnville, at $897,674.00. There were two higher bidders. The Commission has awarded this contract to the low bidder, Rogers Constr. Co., at its bid price.

"Removal of the Willamette Overflow Bridge on the Pacific Highway at Mile Post 105.92, near Harrisburg, and replace with frame trestle on existing concrete pedestals, in Lane County. The Commission received no bids for this work.

"Pavement widening and resurfacing the Parkrose (82nd Ave.-99th Ave. Section of the Columbia River Highway (Sandy Boulevard) in Multnomah County. Parker-Schram Co., Portland, submitted the low bid for this work in the amount of $75,897.50. The only other bid was submitted by Porter W. Yett, Portland, at $84,252.50. The contract has been awarded to the low bidder, Parker-Schram Co.

"Grading, surfacing and oiling on the Butte Creek-Kinzua Section of the Kinzua County Road in Wheeler County. The low bid for this work was submitted by J. R. Taggart & Co., Inc., Brogan, at $151,972.00. Rogers Constr. Co., Portland, submitted the next low bid in the amount of $158,732.00. There were three higher bidders. The Commission has awarded this contract to J. R. Taggart & Co., Inc., low bidder, at its bid price.

"Sale of the diesel powered ferry boat (North Beach) docked at the Astoria Marine Construction Co. moorage near Astoria. The Commission received no bids for the purchase of this vessel."

Mr. William H. Huck, Rufus, Oregon, came before the Commission with regard to settlement for right of way for the proposed improvement of the Columbia River Highway near the John Day River Crossing. Mr. Huck advised that some years ago he gave the Highway Commission an option to purchase this right of way for the sum of $5,000, but the option was not exercised due to the fact that the war stopped highway construction; and now he feels that he is entitled to greater compensation because of present-day conditions and the fact that it is going to cost him considerable more to re-establish his buildings than was originally anticipated. He requested payment in the sum of $10,000. The Assistant Attorney advised that the original option was taken in 1943, but was not closed for reasons stated by Mr. Huck, so an agreement was reached with him to defer the purchase until a more propitious time. The Chief Counsel advised that, in his estimation, due to the change in conditions, Mr. Huck probably is entitled to an increase in payment. Following discussion the Commission referred the matter back to the Chief Counsel for further study and recommendation.

County Judge Nelson B. Higgs, Harney County, came before the Commission and inquired as to the status of the plans for the improvement of the Diamond Valley Secondary Highway between Crane and Princeton, and of the Rome-Princeton Secondary Highway between Folly Farm and the I.O.N. Highway Junction. He was informed by the Engineer that it has been necessary to make a resurvey of a portion of the Crane-Princeton Section to meet certain requirements of the Public Roads Administration, and that his report would be ready to present to the Commission at its next regular meeting if the Public Roads Administration's approval has been secured in the meantime. As to the Folly Farm-I.O.N. Highway Section, he was advised that this project is scheduled for contracting at the August meeting of the Commission.

Judge Higgs also inquired as to the Commission's plans for oiling the John Day-Burns Highway between Grant County line and the end of the present oiled section at Soda Mountain, in Grant County. He was informed that this section, which is 12 miles in length, is partially within the National Forest and is to be included as a Forest Highway Project when Forest Highway funds are made available to finance it. The state's portion, he said, is in the Construction Program. The Commission instructed the Engineer to write Judge Higgs the details with respect to this project.

Mr. Frank L. Calise, Secretary-Manager, Vale Chamber of Commerce, was present and inquired into the status of the proposed improvement of the John Day Highway between Unity and Ironsides. He was informed by the Engineer that this work is now under way. Mr. Calise also asked the Commission to assist the city in construction of sidewalks and curbs along the state highway in their town. He was informed that it is not the general practice of the Highway Commission to construct curbs and sidewalks except under special working agreement with the city. Mr. Calise was also informed that the only

request the Commission has received for special state aid in Vale is for the filling in of some borrow pits, estimated to cost $500, which the Commission has approved. He was further informed that the Commission's Postwar Construction Program has been prepared, and there is no money available for additional projects and if the project to which he refers is now included in the Program, it will be constructed, but not otherwise.

The Commission had under discussion the following requests for extensions of time within which to complete highway contract work:

Sound Construction and Engineering Company, Contract No. 2772, for grading the Berger Ranch-Barnes Road Section of the Sunset (Wolf Creek) Highway, in Washington County, requested an additional extension of time from June 15 to September 1, 1947, within which to complete this job. They alleged that materials encountered in cuts greater than six feet deep contained a high moisture content which made it impractical to haul or obtain satisfactory compaction in embankments and by reason thereof the progress of their work was delayed. The condition was remedied, they said, by taking the cuts down to the six foot level and then allowing the cuts and fills to dry. Attempts to hasten the drying by manipulation met with little or no success. They also alleged that their work was delayed somewhat by failure of certain building owners to remove their buildings from the right of way. The Engineer recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, subject, however, to the condition that if the work is not satisfactorily completed by September 1, 1947, then a penalty will be imposed on the contractor subsequent to that date. This extension of time was not granted by the Commission on the strength of the contractor's statements.

Sound Construction and Engineering Company, Contract No. 2778, for grading the Davies-North Plains Section of the Sunset (Wolf Creek) Highway, in Washington County, requested an additional extension of time from June 15 to September 1, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to high moisture content in materials encountered in cuts greater than six feet deep which handicapped their hauling and made it difficult to secure satisfactory compaction in embankments. They also alleged that their work was handicapped by inability of contractors on the structures to obtain materials for their work. The Engineer recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, subject to the condition that a penalty will be imposed in the event the contract is not satisfactorily completed by September 1, 1947. The Commission did not approve this extension of time on the basis of the contractor's statements.

Sound Construction and Engineering Company, Contract No. 2779, for grading the North Plains-Gardner Ranch Section of the Sunset (Wolf Creek) highway, in Washington County, requested an additional extension of time from June 15 to September 1, 1947, within which to complete this job. They gave as their reason for failure to complete the contract within the specified time limit the high moisture content in materials excavated in cuts greater than six feet deep and the impracticability to haul such materials or to obtain satisfactory compaction in embankments, necessitating the drying out of the materials by air. The Engineer recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, subject, however, to the condition that a penalty will be imposed if the work is not completed by September 1, 1947.

Adler Construction Company, Contract No. 2791, for grading the Mill Creek-Miller Flat Section of the Warm Springs Highway, in Jefferson and Wasco Counties, requested an additional extension of time of 31 days, from May 30 to June 30, 1947, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to inability to secure a competent patrol grader operator for final finishing work on roadbed and slopes and that it was also due to their inability to resume operations in the spring after the winter shutdown because of unavailability of required equipment. The Engineer advised that the contractor's statement is correct as to equipment and that the state has not incurred any additional expense nor the public inconvenienced by reason of the delay. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, not, however, on the basis of the contractor's statements.

Mark Smith & Co., Contract No. 2803, for construction of a lighting system along South Sixth Street, route of the Klamath Falls-Lakeview Highway, in Klamath Falls, requested an extension of time of 212 days, from December 31, 1946, to July 31, 1947, within which to complete this job. They based their request on the following: That the progress of the paving contractor governed the completion of the lighting project so that they were unable to install light standards until May 1, 1947; also, due to adverse weather conditions they were unable to complete the painting until June 12, 1947; and, that the installation has been ready to operate since May 1, 1947, but they have been unable to make the required tests because the power company which is to furnish the electrical energy could not furnish the proper size regulator transformer. The Engineer advised that the statements given by the contractor for failure to complete the project within the specified time limit are substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously, not, however, on the basis of the contractor's statements.

Parker-Schram Company, Contract No. 2820, for grading the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County, requested an extension of time of 90 days, from April 30 to July 29, 1947, within which to complete this work. They attributed their failure to complete the project within the specified time limit to inability to secure delivery of reinforcing steel needed in connection with construction of concrete structures, and excessive water encountered during the fall, winter, and spring months which prevented the subgrade drying out so the grading operations could go forward. The Engineer recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote, not, however, on the basis of the contractor's statements.

J. C. Compton Co., Contract No. 2824, for grade widening and paving on the Dixonville Marks Ranch Section of the North Umpqua County Road, in Douglas County, requested an extension of time of 61 days, from July 31 to September 30, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, although the decision was not based on the reasons given by the contractor for overrunning the time limit.

Albert W. Denton, dba Denton Construction Company, Contract No. 2888, for grading and paving the Ashland (Water Street-Oak Street) Section of the Pacific Highway, in Jackson County, requested an extension of time of 45 days, from July 31 to September 15, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to delays caused by the City of Ashland in lowering its water mains and storm sewers and further delays caused by the telephone company lowering its cables, which are underground in conduit. The Engineer recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously, but not on the basis of the contractor's statements.

The Engineer reported that Contracts Nos. 2767, 2800, 2809, 2822, 2835, 2836, 2850, 2851, 2852, and 2861 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said job are now ready for acceptance:

Contract No. 2767, with Morrison-Knudsen Company, Inc., for construction of the Arthur Street Overcrossing on Front Avenue, Portland, Multnomah County, completed June 30, 1947

Contract No. 2800, with A. D. Ford & Son, for construction of the Vadis Overcrossing on the Sunset (Wolf Creek) Highway, in Washington County, completed July 7, 1947

Contract No. 2809, with E. C. Hall Co., for grading, surfacing and oiling on the South Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County, completed July 12, 1947

Contract No. 2822 with Warren Northwest, Inc., for pavement widening on the Woodburn Section of the Pacific Highway in Marion County, completed May 31, 1947

Contract No. 2835, with T. W. Thomas, for grading, surfacing and oiling the Tumalo-Deschutes Section of the Tumalo-Deschutes Secondary Highway in Deschutes County, completed May 23, 1947

Contract No. 2836, with K. F. Jacobsen & Co., Inc., for regrading and oil-mat surfacing the Hope-Derry Ranch Section of the Vale-West Secondary Highway in Malheur County, completed June 17, 1947

Contract No. 2850, with Sound Construction and Engineering Co., for surfacing and oiling the Kimberly-Dry Creek Section of the Kimberly-Long Creek Secondary Highway in Grant County, completed June 14, 1947

Contract No. 2851, with Sound Construction and Engineering Co., for surfacing and oiling the Dry Creek-Monument Section of the Kimberly-Long Creek Secondary Highway in Grant County, completed June 14, 1947

Contract No. 2852, with Vernie Jarl, for regrading and oil-mat surfacing the North Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Secondary Highway in Sherman County, completed June 10, 1947

Contract No. 2861, with E. C. Hall Co., for regrading and oil-mat surfacing the Cove-Union Section of the Cove Secondary Highway in Union County, completed June 25, 1947

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

The Engineer reported a request from Mr. L. E. Neel, Agate Beach, Oregon, that the pedestrian underpass which it is proposed to construct acros the Oregon Coast Highway near Molloch Creek on the Spencer Creek-Agate Beach Section be moved north about one-half mile to a point opposite his real estate development known as "Car-Mel Beach". He advised that at this point the highway excavation has been daylighted so as to provide for an overlook and parking place for automobiles, that it is quite high above the ocean, and were an underpass to be constructed there it would require a pipe at least 130 feet long. He gave as his opinion that a pass of such length is entirely impractical for use by children. He estimated the cost of the installation at Mr. Neel's development at about $4,000 compared with a cost of about $1,900 at Molloch Creek; moreover, he explained that the Molloch Creek site was selected because the pipe could be placed under a roadbed of normal width only a short distance above the ocean, making the beach accessible without a long trail down the face of the cliff, which would be required if the site requested by Mr. Neel were selected. He recommended that Mr. Neel's request be denied and that the Molloch Creek site be retained as originally planned. The Commission approved the recommendation unanimously.

A delegation from Hood River, consisting of members of the County Court and others was present and discussed with the Commission matters pertaining to the truck hauling of logs over the Mt. Hood Highway. Those present were John Shelldrake, County Judge; R. W. Arens, County Commissioner; Louis Rupp, Manager, Hood River Box and Veneer Company; and Louis Zeman, log hauler, all of Hood River. Mr. Arens was principal spokesman for the group. He advised that because of the need for logs at the Hood River Box and Veneer Company, the limited amount of timber available in this district suitable for construction of apple boxes, etc., and because such material is not readily available except adjacent to the Mt. Hood Highway, they feel it is necessary that the Highway Commission permit the truck hauling of logs over this highway, at least conditionally, after September 1 when the peak of travel on this highway is past. Mr. Zeman stated that he has about one million feet of timber in the vicinity of Barlow Pass that he would like to bring out to the box factory, 200,000 feet of which has now been felled. He estimated it would take him about one month to complete the hauling. He also said that for the most part the logs will be delivered to the box company, but the tops of the trees, which cannot be used by the box company, will be hauled into Hood River for shipment to Portland. Chairman Banfield pointed out that two things are involved in the hauling operations, one being the furnishing of logs as an emergency proposition to the box factory, and the other being the transporting of the logs to Hood River for shipment to Portland. The Commission, he said, wants to be as helpful as is possible in the matter, but it also has a duty

to the general traveling public, and there is a limit to the concessions that it can make. He suggested that the Commission might consider approving the truck hauling of logs over this highway during hours of darkness, such as between 10:00 p.m. on one day and 8:00 a.m. on the following day, when there is a minimum of other classes of traffic on the highway. Mr. Zeman stated his disapproval of such hours because of the difficulty of loading his second load. There followed a general discussion but the Commission deferred its decision until the afternoon session. (The matter was discussed later in the session, at which time the Commission approved the truck hauling of logs over this highway from Barlow Pass to Hood River between the hours of 10:00 p.m. and 8:00 a.m. on the following day, starting September 3, 1947, and continuing until the Engineer considers it necessary to stop such operations in order to preserve the road surface. See ahead for further details.)

A delegation of log haulers from Albany and other Willamette Valley points appeared before the Commission in the interests of night hauling of logs over state highways. The delegation was headed by Mr. L. L. Wimer, Albany, and included Charles Ginther, R. L. Jenkins, W. A. Mitchell, Emmette Olds, M. K. Childes, all of Albany; G. E. Margin, Milwaukie; Theodore Sherman and Howard Allisten, Alpine; Jim Butler, Portland and Sweet Home; Dale Henderson, Ernest Miller, Cecil Heyne, and Ed Munsen, Sweet Home; John Day, Brownsville; and John A. Todd, Corvallis. Mr. Wimer stated that the Commission's ruling prohibiting the truck hauling of logs over state highways during the hours of darkness is creating a hardship on log haulers because, in instances where the haul is long, they are unable to deliver more than one load a day. He urged the Commission to modify its ruling so as to permit the delivery of the second load. He said they offer no objections to the other features of the Commission's ruling. He suggested that it would be sufficient if the Commission would permit the delivery of loads up to 8:30 or 9:00 p.m. There followed a general discussion of this matter in which a number of the log haulers joined; however, the Commission took no action at this time. The delegation was informed that the Commissioners would discuss this matter among themselves and might be able to give them an answer during the afternoon session. (The matter was reconsidered later in the session, at which time the Commission referred it to the Engineer and the Chief Counsel for their further study and recommendation.)

Hon. Ed Ostendorf, Mayor, City of Klamath Falls, came before the Commission at this time with regard to the deadending of 25 city streets which intersect the Esplanade Street Section of the Klamath Falls-Malin Highway. He advised that the city has adopted a resolution providing for the deadending of 22 of these streets with the provision that traffic from the remaining three streets, viz., Erie, Melrose and Erle, be allowed to enter Esplanade on right-hand turns only. Chairman Banfield referred to a previous understanding with the city which provided for the closing of all streets except two --- Erle and Melrose Streets --- and pointed out that now the city is asking that three be left open for certain traffic, and the Highway Commission is not particularly inclined to grant this concession. The Engineer advised that he could not recommend that Erie Street be left open. The Chief Counsel advised that the Highway Commission can deadend

streets only under an agreement with the city; otherwise, the property owners could sue the state for damages; further, that the city must follow its charter provisions which require that it obtain the consent of at least 75 percent of the property owners affected. Following further discussion the Commission informed Mr. Ostendorf that it would not sign any agreement today or make any definite commitment with respect to the subject or take any action until the Chief Counsel advises that all matters pertaining thereto are entirely clear.

Messrs. Clair Terry and J. W. Ring, Coos Bay, Oregon, came before the Commission regarding the vacation of Edward Street, former route of the Oregon Coast Highway through the Bunker Hill District, in the City of Coos Bay. Mr. Terry was principal spokesman. He advised that the State Highway Commission recently sold to them, for the sum of $2,000, a small tract at the northwest corner of the intersection of Edward Street with the new highway, on which they propose to construct tourist cabins; further, that they already have spent a considerable sum of money to level the area for their purposes, but they need a little more land on the Edward Street side which they thought might be obtained from the state since Edward Street is only one block long and is very little used. He suggested that the Commission might vacate the westerly 20-foot portion of this street, which is all they need. The Engineer advised that Edward Street is a connecting road between the Oregon Coast Highway and the Coos River Secondary Highway. He pointed out that the westerly 20-foot portion thereof has never been used because of a high mound of earth located thereon, so up to the present time it has been valueless for state highway purposes. He suggested that the vacation of that portion would not inconvenience anyone because traffic would still have a forty-foot street for its use as in the past. The street is under the jurisdiction of the state he said, having never been abandoned as a state highway route. The matter was discussed at some length, but a decision was deferred until the afternoon session. (The matter was reconsidered during the afternoon session, at which time the Commission approved abandonment of the westerly 20-foot portion of this street on the condition that the City of Coos Bay offers no objections thereto and that Messrs. Terry and Ring will remove the mound of earth on the property to a level satisfactory to the State Highway Engineer. The Chief Counsel was instructed to prepare the necessary papers.)

Messrs. William A. Bowes, Commissioner of Public Works; F. T. Fowler, Traffic Engineer; and Ben R. Morrow, City Engineer, Portland, came before the Commission at this time with regard to the proposed Sullivan's Gulch Highway and the signalization and channelization of Barbur Boulevard.

Mr. Bowes advised that in order for the City to act on the Sullivan's Gulch matter it will be necessary to place the matter on the ballot for the 1948 May primary. He inquired as to the attitude of the Highway Commission with respect to the City Council's resolution heretofore adopted. He was informed by Chairman Banfield that this is a matter on which all three Highway Commissioners must act because of the many angles and conditions involved, including financing, so the Commission has taken no action up to the present time, there being only two Commissioners available to discuss it.

Mr. Bowes then brought up the matter of traffic control on Barbur Boulevard. He alleged that such control is needed because of the high accident record. Chairman Banfield advised that the Highway Commission has not changed its attitude with respect to this project and is not in position today to make any promise or commitment thereto. The Commission, he said, has not yet indicated any willingness to contribute toward the expense of such an undertaking; moreover, it is not particularly interested in assuming any of the police powers of the City of Portland in its traffic control problems and will not take over or assume the city's responsibilities in that regard. Mr. Bowes advised that the City Traffic Engineer, Mr. Fowler, has prepared plans of minimum requirements to effect proper control of traffic on Barbur Boulevard and inquired whether or not the Highway Commission has taken any action on them. The State Highway Engineer acknowledged receipt of the plans but advised that he has not had time to study them thoroughly or report to the Commission, but will do so at an early date. The conference was concluded with no action being taken except that the Engineer was instructed to check the City's plans and report the results of his check to the Highway Commission as soon as possible.

The meeting adjourned for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Chief Counsel brought up for discussion the controversy with contractor C. J. Eldon regarding State Highway Contract No. 2792, Waldport Rock Production Project, for the furnishing of crushed rock in stockpiles for the Oregon Coast and Alsea Highways, in Lincoln County. He recalled that the contractor requested annulment of the contract because the source from which he alleges he was told to secure his materials did not prove satisfactory, and he therefore demanded reimbursement in the sum of $7,868.43 which he claims was expended by him for development purposes. The claim has been investigated by the Engineer, he said, who suggests that the contract be canceled and a compromise settlement be made with Mr. Eldon for the sum of $4,779.04 and that the Commission either re-advertise the project for new bids or negotiate with another contractor to do the work privately at the same unit prices submitted by Mr. Eldon. He advised that he concurs in this recommendation. As a result of discussion the Commission voted unanimously to cancel the contract on the basis of the recommendation --- payment of the sum of $4,779.04 to Mr. Eldon. The Commission also authorized negotiations with the other contractor to perform the work required. An agreement with Mr. Eldon covering the matter was signed by the Commission later in the day.

The Chief Counsel also brought up for discussion a settlement with an "incompetent" person residing in the East who owns land which the state needs for the Seaside-Hug Point Section of the Oregon Coast Highway, in Clatsop County, being settlement No. 10827. He advised that this matter previously had been before the Commission, and the amount of $50 was approved in payment for the land; however, because of circumstances it is going to cost the grantors an additional $25 to culminate the transaction through the courts, in view of which they are asking an additional $25 pay-

ment for the property. He gave as his thought that this is no more than fair and recommended payment of $75 for the property rather than $50 as originally approved. The Commission approved the recommendation unanimously.

A delegation from Sweet Home, consisting of Representative Max Landon, realtor; Ed Cordwell, department store owner; Rolly Middleton, grocer; and Jess Parker, City Manager, came before the Commission with regard to the widening of the Santiam Highway through this town. Mr. Parker advised that right of way needed for this improvement all has been donated for the purpose by the property owners with the exception of one, a Mr. Weddle, who is not very cooperative and is demanding exhorbitant pay for his property. He expressed a fear that if the city should Pay Mr. Weddle for his property, then the other property owners would make like demands, which would result in considerable expense and defer the improvement indefinitely. Mr. Landon confirmed Mr. Parker's statement and asked the Commission to condemn the property and pay the costs involved. He pointed out that there is one small building to move. In reply to the inquiry of the Chief Counsel whether or not the city would pay for the land if the state condemned it and would pay for the moving of the building, Mr. Parker advised that the city has $500 which could be used for this purpose. The Engineer explained that the plan is to construct a four-lane highway through this town, which requires an additional strip of right of way ten feet wide. The matter was discussed at considerable length, and as a result thereof the Commission referred it to the Engineer and the Chief Counsel for study and report at the next meeting. They were instructed to consult with the members of the delegation with respect to details.

Messrs. Ed Reitmann and J. S. Burres, Condon, were present regarding improvement of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway, particularly improvement of the West Cottonwood Grade. Chairman Banfield explained that the Highway Commission has budgeted $50,000 of state money to improve this section and that the work will be done, but it will take some little time to prepare the plans for contracting. They were also informed that, while the improvement will not provide a standard highway, it will be the best that can be done with the money available and it is felt will adequately serve until a major improvement can be undertaken.

Reconsideration was given by the Commission to the matter of permitting truck hauling of logs on state highways during certain hours of darkness The Engineer reported on the accident rate during such periods as follows:

	1941	1946
Total vehicle accidents	11,841	15,892
Total involving a log truck	187	369
Month of September only, percentage of accidents involving a log truck during the hours of darkness	9.1%	10%

He pointed out that the accident rate, relatively speaking, is no greater during hours of darkness than during daylight hours. A general discussion of this matter followed during which Chairman Banfield expressed the

feeling of the Commission that if a handicap is being placed on the log-hauling industry by reason of the night hauling restriction, something probably should be done to correct the situation if that is possible from the legal and engineering standpoints, particularly from the standpoint of protecting traffic by proper lights and other safety features. Such concession is to be granted only in emergency cases and would not extend through all hours of the night. If this concession is granted, he said, it would be with the understanding that the operators would have to comply with the safety regulations which the Chief Counsel feels are necessary for public protection. Commissioner Chandler explained that this privilege would be granted only to allow a second load to be delivered to the dump in cases where a long haul is involved. The Commission referred the matter to the Engineer and the Chief Counsel to work out a solution and recommendation along that line.

The matter of permitting log hauling on the Mt. Hood Highway was also discussed. The Engineer recommended the granting of this privilege for a limited period of time immediately following Labor Day and that hauling be confined to the hours from 10:00 p.m. to 8:00 a.m. on the following morning, during which time the road would be closed to other manner of traffic, and with the understanding that the road would be closed to log hauling traffic when conditions are such that damage is being done to the highway surface. It was his thought that this would permit hauling for about six weeks' time. The Commission approved the Engineer's recommendation unanimously under the following conditions:

(1) The overall length of equipment and load shall not exceed 56 feet.

(2) Between Barlow Pass, M.P. 60.37, and Cooper Spur, M.P. 78.43, logs shall be hauled between 10:00 p.m. and 8:00 a.m. the following day. During the above hours this section shall be closed to the public by means of flagmen furnished, provided, and paid for by the permittee and stationed at Barlow Pass and Cooper Spur.

(3) No loaded logging truck will be permitted on the Mt. Hood Highway between Barlow Pass and Cooper Spur between the hours of 8:00 a.m. and 10:00 p.m., but empty logging trucks will be allowed to return to the point of loading during these hours.

(4) The hauling of logs over the Mt. Hood Highway from Barlow Pass to the Hood River Box and Veneer Company and to the Columbia River Log Dump will start on Wednesday, September 3, 1947, and continue until the closing date to be determined by the Engineer, but in no event later than November 1, 1947.

A letter was presented from the Warm Springs Lumber Company, Warm Springs, Oregon, requesting a modification of the Commission's regulations prohibiting the truck-hauling of logs over the Warm Springs Highway on Saturday afternoons so as to permit a sufficient accumulation of logs to keep their mill running during the winter months, which the Company alleges cannot

be done unless the operators are permitted to truck haul logs six full days a week. The Commission denied the request, it being the feeling of the Commission that the concession granted haulers to operate during certain hours of darkness will take care of their situation.

The Engineer reported on the log-hauling operations of the Converse Logging Company over the North Santiam Highway between Sardine Creek and Niagara. He advised that the section of highway over which the hauling is taking place is still under the jurisdiction of the Marion County Court, which granted the company this privilege as a temporary expedient prior to the time that the contract was awarded for construction of the new highway. The movements, he said, are interfering with the operations of the highway contractor and are creating a dangerous condition for other highway users; however, the County Court is willing to cancel the permit if requested to do so by the State Highway Commission. He recommended that the County Court be asked to cancel the permit. The Commission approved the recommendation unanimously.

The Engineer requested authority to purchase three surplus buildings from Camp Adair which have been allotted to the State Highway Department by the War Assets Administration. He advised that these can be purchased for the sum of $850 and can be used to good advantage at the following locations: one for section maintenance purposes at the Hermiston Maintenance Headquarters; one for housing maintenance employees at the Warm Springs Junction Headquarters where there are no other housing facilities, and the third to be dismantled for the lumber contained therein. He pointed out that the 1947 budget contains an item of $200,000 for construction of maintenance stations and that to date only about $60,000 of this has been expended, so there are ample funds on hand to pay the cost of the three extra buildings and to re-establish them at the new locations. The total cost involved, he said, is $14,000. The Commission approved the request by unanimous vote.

Mr. L. L. Wimer, log hauler, Albany, re-appeared before the Commission and inquired as to the decision of the Commission with respect to the truck hauling of logs during the hours of darkness. Chairman Banfield explained briefly that the Commission is inclined to modify its previous order so as to allow a certain amount of night hauling, but definite action to that end has been deferred pending reports from the Engineer and the Chief Counsel as to the basis on which the Commission can grant such privileges. The Commission, he said, will act immediately upon receipt of these reports.

Reconsideration was given by the Commission to the request of Messrs. Clair Terry and J. W. Ring for vacation of the westerly 20-foot portion of Edward Street in the Bunker Hill District of the City of Coos Bay. Following discussion the Commission voted unanimously to vacate such portion of this street on the condition that the City of Coos Bay offers no objections thereto and provided that Messrs. Terry and Ring will remove the mound of earth on the property to a level which meets with the approval of the State Highway Engineer. The Chief Counsel was instructed to institute the necessary vacation proceedings as soon as these conditions have been satisfied.

At 3:00 p.m. the Commission discussed with the Engineer the bids received at the morning session for highway construction and approved unanimously the action taken thereon as expressed by Chairman Banfield in the following public announcement made at 3:00 p.m.:

"Construction of a concrete bridge over Deep Creek and a culvert over Rock Creek on the Milwaukie-Estacada Section of the Clackamas Highway, in Clackamas County. Johnson-Sterner Corporation, Portland, submitted the low bid for this work in the amount of $33,775. Lindstrom Bros., Portland, submitted the next low bid in the amount of $36,920. There was one higher bid. The Commission has awarded this contract to the low bidder, Johnson-Sterner Corporation, at its bid price.

"Grading and topping the Lewis and Clark River Section of the Saddle Mountain Park Road, Clatsop County. The low bid submitted for this work was that of Grimstad & Vanderveldt, Astoria, at $8,604. R. C. Larson Construction Co., Astoria, submitted the next low bid in the amount of $8,994. There were six higher bidders. The Commission has awarded the contract to the low bidder, Grimstad & Vanderveldt, at their bid price.

"Grading, surfacing, and oiling the Reedsport Junction Section of the Oregon Coast Highway, in Douglas County. Jack Robinson, Waldport, submitted the low bid for this work in the amount of $13,204.10. He offered to reduce the amount of his bid by $500 if also awarded the contract for construction of the Waldport Project on the Oregon Coast Highway, in Lincoln County. Denton Construction Company, Portland, submitted the only other bid for this job in the amount of $22,480. They stated that they would not accept the contract for the Reedsport Project unless also awarded the contract for the Waldport Project. Following a study of the bids, the Commission decided to reject those received for the Waldport Project and accordingly has awarded the Reedsport Junction Project to Jack Robinson, low bidder, at his bid price of $13,204.10.

"Widen the bridge over Millers Gulch on the Pacific Highway near Gold Hill, in Jackson County. Perkins Bros., Portland, submitted the low bid for this work in the amount of $7,258. The next low bid was that of McNutt Bros., Eugene, at $8,591. There was one higher bidder. The Commission has awarded the contract to the low bidder, Perkins Bros., at their bid price.

"Grading, surfacing, oiling, and paving the Klamath Falls (First Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway, in Klamath County. The Commission received only one bid for this work, being that of Babler Bros., Portland, in the amount of $391,746. The bid has been rejected.

"Grading and surfacing the Fremont Junction-Mud Creek Section of the Warner Secondary Highway, in Lake County. The low bid submitted for this work was that of Rogers Construction Co., Portland, at $139,790. E. C. Hall Co., Portland, submitted the next low bid in the amount of

$152,466. There was one higher bidder. Each of these bidders qualified his bid by stating that he would not accept the award of this contract unless also awarded the contract for the grading and surfacing of the adjoining Mud Creek-Drake Section of this highway. The Commission has rejected all bids for both projects.

"Grading and surfacing the Mud Creek-Drake Creek Section of the Warner Secondary Highway, in Lake County. E. C. Hall Co., Portland, submitted the low bid for this work in the amount of $202,238. Rogers Construction Company, Portland, submitted the next low bid in the amount of $206,605. All of the bidders qualified their bids by stating that they would not accept the award of this contract unless also awarded the contract for the Fremont Junction-Mud Creek Section. The Commission has rejected all bids for both projects.

"Grading and bituminous macadam widening on the Waldport Section of the Oregon Coast Highway, in Lincoln County. Denton Construction Co., Portland, submitted the low bid for this work in the amount of $44,540, using asphalt, and $45,600 based on the use of tar. Jack Robinson, Waldport, submitted the next low bid in the amount of $53,019.40, based on the use of asphalt. He submitted no bid based on the use of tar. The Commission has rejected both bids.

"Santiam Slope and Pier Protection Project on the Pacific Highway East, in Linn and Marion Counties. Dobyns & Webb, Salem, submitted the low bid for this work in the amount of $15,168. R. A. Heintz-Construction, Portland, submitted the next low bid at $18,960. There were two higher bidders. The Commission has awarded this contract to the low bidder, Dobyns & Webb, at their bid price.

"Widening the bridge over Dairy Creek on the Tualatin Valley Highway near Hillsboro, in Washington County. The low bid for this work was submitted by Lindstrom Bros., Portland, at $55,878. The second low bid was submitted by J. F. Johnston, Aurora, at $58,950. There were two higher bidders. The Commission has awarded the contract to the low bidder, Lindstrom Bros., at their bid price."

The Commission considered and signed agreements, etc., as follows:

Agreement with Southern Pacific Company covering installation of two flashing beacons at the railroad grade crossing on Park Street, in the City of Lebanon, being on the proposed new route for northbound Santiam Highway traffic.

Agreement with the O.W. R. & N. Company providing for an overcrossing of its main line tracks in Troutdale.

Agreement with Robena Parman for the leasing of a quarry site needed as a source of materials for the construction of the Condon-West Section of the Wasco-Heppner Secondary Highway.

Agreement with F. F. Criteser, et ux. for the leasing of a gravel pit needed in connection with the improvement of the Roseburg-Dixonville Section of the North Umpqua County Road, in Douglas County.

Agreement with the City of Salem covering the installation of a traffic signal at the intersection of Fairgrounds Road with North Capitol Street (US99E).

Agreement with the City of Burns covering the relocation of a portion of the Burns-Crane Highway within the corporate limits of Burns.

Agreement with the City of Hood River providing for the installation of a traffic signal at the intersection of Ninth Street and Oak Street (Columbia River Highway) in Hood River.

Agreement with the City of Yamhill covering the installation of a flashing beacon at the intersection of Maple Street and Main Street in Yamhill, both of which streets are state highways.

Agreement with the City of Silverton relative to the repair of certain city streets in Silverton that are not on the State Highway System.

Agreement with the City of Lebanon covering the maintenance of Fifth Street as a log-hauling route between Oak Street and Rose Street, in Lebanon.

Agreement with C. J. Eldon relative to the cancellation of his contract with the State Highway Commission for the furnishing of materials for the Waldport Rock Production Project, in Lincoln County, being State Highway Contract No. 2792.

Agreement with Lyle E. Marsters and L. Flae Marsters for the leasing of a gravel bar from which to secure materials for construction of the Roseburg-Dixonville Section of the North Umpqua County Road, in Douglas County.

Agreement with Clackamas County with respect to the relocation of the Woodburn-Sandy Secondary Highway, being an amendatory agreement to correct a mistake in the original agreement.

There being no further business to come before the Commission at this time the meeting adjourned at 3:30 p.m.

T. H. Banfield
Chairman

State Highway Engineer

By R. H. Lundell
Commissioner

Secretary

Portland, Oregon
August 11, 1947

The State Highway Commission met in special session at 9:00 a.m., in room 715, Imperial Room, Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Chief Counsel
H. B. Glaisyer, Secretary

This meeting was called by Chairman Banfield for the discussion of matters requiring action by the full membership of the Commission.

The first order of business was the programming of an allotment of Federal Lands Funds, amounting to approximately $190,000, information having been received from the Public Roads Administration that such funds very likely will be made available to the State of Oregon to finance construction of highways across public lands. The Engineer advised that a suggestion has been made by the Public Roads Administration that these funds be allocated to finance the improvement of the Follyfarm-I. O. N. Section of the Rome-Princeton Secondary Highway in Malheur County, which is now scheduled for improvement in 1948 as a Federal Aid Secondary Highway Project, an amount of $375,000 ($225,000 Federal, $ 150,000 State) having been budgeted to finance it. He recommended approval of the suggestion and pointed out that if the Commission authorizes the change, it will release a portion of the Federal monies now set up for this job for use on other work, although it will mean that the contracting of the work will have to be deferred somewhat.

The Commission appeared favorably inclined towards such allocation of funds, but deferred a definite decision until later. The Engineer was instructed to submit to the Commission, at its next meeting, a list of projects that are eligible for this class of funds.

The Engineer brought up for discussion the matter of amending the State Construction Program as adopted by the Commission by resolution on June 27, 1946, and as amended by subsequent resolution of September 24, 1946, so as to bring the official record up to date to include changes and additions that have been authorized by the Commission since the latter-mentioned date. He submitted a list of the changes referred to, together with a list of five projects which he proposed for elimination from the program, as follows:

I. PROPOSED PROJECT ELIMINATIONS

Hood River County	Bennett Pass-Cooper Spur	$130,000
Umatilla County	Umatilla River Bridge Widening	32,000
Umatilla County	McDougall Camp-Pioneer Spur	230,000
Yamhill County	Town of Yamhill	5,000
Linn County	Albany Service Road	60,000
	Total	$457,000

II. ADDITIONAL PROJECTS

Douglas County	Little River Bridge at Glide (State share only)	$ 32,400
Lane County	Springfield Junction Turnaround	9,900
Lane County	Oak Hll Grade Separation	120,000
Lincoln County	Siletz River Bridge, Replace trestle superstructure and add walks	50,000
Sherman County	West cottonwood Grade	50,000
Wallowa County	North Unit, Washington State Line-Buford Creek	173,400
Yamhill County	Amity-Hopewell, 0.5 mile grad., surf. and oiling	22,500
	Total	$458,200

III. ALLOTMENT INCREASES

Clackamas County	Oregon City-Canby, Paving ($400,000 to $600,000)	$200,000
Multnomah County	Parkrose, Pavement widening ($20,000 to $80,000)	63,500

In the consideration of this matter Chairman Banfield pointed out that when the Commission adopted the State Construction Program, as presently prepared, it was on the basis of distributing the funds so as to provide a balanced construction program covering the entire state, and, in his estimation, no project should be eliminated from this program unless another project of equal value in the same location is substituted for it.

Commissioners Schaupp and Chandler were in agreement with the thought as expressed by Chairman Banfield, whereupon, following discussion of the entire matter, the Commission by unanimous vote decided to eliminate from the present program only the Albany Service Road Project, shown in the above tabulation under heading "I. PROPOSED PROJECT ELIMINATIONS."

The Commission by unanimous vote, also approved all of the projects listed under heading "II. ADDITIONAL PROJECTS", and all of the "ALLOTMENT INCREASES" listed under heading III in the above tabulation. as recommended by the Engineer.

A resolution covering the matter was adopted by the Commission following discussion of additional program matters.(See ahead for resolution.)

The Commission had under discussion the matter of utilizing unexpended balances of pre-war Federal Aid Funds, heretofore authorized to finance surveys and planning work, to finance projects now included in the State Construction Program. The Engineer explained that in 1943 the Federal Government authorized the use of such Federal Funds for surveys and planning work and under such authority the Commission approved a program for 82 survey projects totaling an estimated cost of $506,000, of which amount $314,000 represents Federal funds and $192,000 represents State matching funds. Fourteen of these surveys, he said, were for construction work that eventually did not become a part of the three-year Post War Program. He suggested that it would be advisable, in order that the Federal funds not be tied up indefinitely, or lost entirely, to eliminate the survey projects from the program and to utilize the funds thus released to finance construction work included in the State Construction Program. He pointed out that if the Commission approves, it would make it possible to expedite construction of some of the projects in the State Program and would eliminate confusion which now obtains in securing reimbursement from the Federal Government of State funds advanced to pay the cost of surveys. He recommended that the following five projects in the State Program be transferred to the 1943 Federal Aid Secondary Highway Program and that the survey funds thus released be used to finance them, with the understanding, that there would be a corresponding reduction in the amount of Federal Aid to be claimed on the Federal Aid Survey Account:

	Estimated Cost	Federal Share
Tyee Road-Sutherlin, Surfacing	$100,000	$60,000
East Unit, Sams Valley Highway Grad, & Surf.	100,000	60,000
Hilgard-Starkey, Resurfacing	30,000	18,000
N. Unit, Joseph-Wallowa Lake, Grad., Surf. & Oil	30,000	18,000
Fremont Highway Jct.-Mud Creek Grad & Surf.	153,000	92,000
	$413,000	$248,000

As a result of careful consideration of this matter the Commission, by unanimous vote, approved such transfer of funds and projects as recommended by the Engineer. The Engineer was authorized to arrange with the Public Roads Administration to put the changes into effect. A resolution

covering this matter was adopted by the Commission following the discussion of additional program matters. (See ahead for resolution)

In the discussion of the matter of utilizing Federal money allotted for surveys to pay for state construction work the Commission also considered the advisability of paying the expense of all surveys with state money and using Federal funds only to finance construction. It was the thought of the Commission that less confusion would result and that the construction program could be handled more expeditiously if the state assumed the payment of all survey expense. The Commission thereupon ordered that hereafter all such survey expenses shall be paid with State funds. The following resolution with regard thereto was thereupon adopted by the Commission by unanimous vote:

WHEREAS, the provisions of the Federal Aid Highway Act of 1944 authorize the use of Federal Aid funds in payment of survey and preliminary engineering costs as recognized parts of highway construction expense; and

WHEREAS, it appears that state highway funds under the control of and subject to disposition by the Highway Commission are adequate to match all funds allocated to the State of Oregon under the provisions of said Federal Aid Highway Act of 1944; and

WHEREAS, in the opinion of the Highway Commission public interests will be best served and the postwar highway projects more expeditiously handled if all surveys and preliminary engineering costs incident thereto are paid entirely out of state highway funds.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by the Commission, all members being present and voting affirmatively, as follows:

1. That the total cost of surveys and preliminary engineering made for and in connection with the construction of highways, bridges or grade separations in which the Federal Government is involved and toward which Federal funds are appropriated shall be paid out of state highway funds, thus releasing for other highway construction purposes all Federal funds allocated to the State of Oregon under the provisions of said Federal Aid Highway Act of 1944.

2. That this resolution be entered in the minutes and records of the Commission as of the 11th day of August, 1947, and a true copy thereof delivered to William H. Lynch, Division Engineer, Public Roads Administration, Portland, Oregon.

The matter of completing the construction of the Warm Springs Highway, particularly the Forest Highway Section thereof, approximately seven miles in length, between Bear Springs Junction and the South Forest Boundary,

had the attention of the Commission. The Engineer recalled that at its July meeting the Commission authorized him to arrange, if possible, with the Public Roads Administration to finance such work with the $320,000 of Federal Aid Funds heretofore allocated to the Forest Boundary-Jones Ranch Section of the Ochoco Highway, in order to expedite completion of the Warm Springs Highway. This transfer of funds, he said, has been approved by the local representatives of the Federal Government, but as yet has not been acted upon by the officials in Washington, D. C., although indications are that action by such officials will be favorable. The Engineer pointed out that when this matter was first discussed it was thought that $320,000 would be sufficient to do all the work required; however, it now develops that such sum is only sufficient for the grading work involved, so it will be necessary to provide an additional sum of $130,000 to pay for surfacing and oiling when that work is ready to go forward. He gave as his thought that that part of the work can be financed with Forest Highway money next year if it is then available. The Commission approved the report by unanimous vote and authorized the transfer of the Federal Aid Funds in conformity with the Engineer's recommendation. This completed the discussion of matters pertaining to the State and Federal Aid Construction Programs, whereupon the following resolutions embodying the action taken by the Commission on such programs, at this meeting, were adopted by the Commission by unanimous vote:

WHEREAS, supplementing the action of the Commission, by which there was designated and adopted a Federal-State Postwar Program, the Commission on the twenty-seventh day of June 1946, designated and adopted a State Postwar Construction Program; and

WHEREAS, subsequent thereto it was deemed necessary to amend in some respects the said State Postwar Construction Program, which amendments are provided for and covered in the resolution adopted by the Highway Commission on September 24, 1946; and

WHEREAS, circumstances which now prevail make it necessary and warrant a further amendment of said State Postwar Construction Program;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That said State Postwar Construction Program is hereby amended by deleting therefrom the following projects which are found in Part I of Exhibit A of said State Postwar Construction Program:

County	Highway	Section and Description	Construction	R.of W.	Total	
Douglas	Elkton-Sutherlin	Tyee Road-Sutherlin, Surfacing	$100,000	$15,000	$115,000	A

County	Highway	Section and Description	Construction	R.of W	Total	
Jackson	Sams Valley	E. Unit of Hwy., Gr.& Surf.	$100,000	- -	$100,000	A
Lake	Warner Valley	Hwy Jct.-Muddy Cr., Grad.,Surf. & Oiling	110,000	$2,000	112,000	A
Union	Starkey	Hilgard-Starkey, Resurf.	30,000	- -	30,000	A
Wallowa	Joseph-Wall. L.	N. Unit, Joseph-Wallowa Lake, Gr.,Surf. & Oil,	30,000	- -	30,000	A

2. That there be deleted from said State Postwar Construction Program the following project which is found in Part II of Exhibit A of said State Postwar Construction Program:

County	Highway	Section and Description	Construction	R.of W.	Total	
Linn	Pacific E.	Albany Service Rd., G-S-O	$60,000	$20,000	$80,000	D

3. That there shall be and hereby are added to said State Postwar Construction Program the following projects:

County	Highway	Section and Description	Construction	R.of W.	Total
Lincoln	Oregon Coast	Siletz River Bridge, replace trestle, superstructure and add walks	$50,000		$
Lane	McKenzie	Springfield Junction Turnaround	9,900		
Wallowa	Enterprise-Lewiston	N. Unit, Washington State Line-Buford Creek, Grading	173,400		
Yamhill	Bellevue-Hopewell Secondary	Amity-Hopewell, 0.5 miles, G. S. & O.	22,500		
Lane	Richardson-Eugene Secondary	Fisher Road-Oak Hill, Grad., Surf.& Oil, Sta. 268+70-339, 1.26 miles	35,000		35,000
Lane	Richardson-Eugene Secondary	Oak Hill Overcrossing	55,000		55,000
			$ 90,000		$ 90,000

County	Highway	Section and Description	Construction	R.of W.	Total
Sherman	Wasco-Heppner Secondary	West Cottonwood Grade	$ 50,000		
Douglas	North Umpqua County Road	Bridge over Little River at Glide (State share only)	32,400		

4. That the following project, to-wit: Oregon City-Canby, Paving, for which there was allocated in said original Program under Part I of Exhibit A the sum of $400,000, shall be given an increased allotment of $200,000.

5. That the following project, to-wit: Parkrose Section, Pavement Widening, for which there was allocated in said original Program under Part II, Exhibit A the sum of $20,000, shall be given an increased allotment of $63,500.

6. That this second amendatory resolution shall become a part of said original State Postwar Construction Program Resolution and to the extent herein provided shall amend said original Program but not otherwise.

7. This resolution shall be entered in the minutes and records of the Commission as a second amendment to said original State Postwar Construction Program as of August 11, 1947.

WHEREAS, the Highway Commission heretofore, to-wit: On the twenty-ninth day of May, 1945, duly and regularly adopted a resolution by which the Commission selected and designated state highways and sections of state highways for improvement as a Federal Aid Postwar Program; and

WHEREAS, subsequent to the adoption of said Federal Aid Postwar Program the Commission found it necessary to change in some respects said Program and, therefore, adopted an amendatory resolution on the twenty-third day of September, 1945; and

WHEREAS, existing circumstances make necessary and warrant a further amendment of said original Federal Aid Postwar Program;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That said original Federal Aid Postwar Resolution as amended be and the same hereby is further amended by deleting therefrom the following projects which are found in Part I of Exhibit A of the original Program:

County	Section and Description	Construction	R.of W.	Total	Year
U. S. Route No. 28 (Ochoco):					
Wheeler	For. Bndry.-Taylor Cr., Sta 24-172,2.8 Mi.Grading	$270,000	$3,000	$273,000	3
Wheeler	For. Bndry -Jones Ranch, Sta.24-215, 3.6 Mi. Surfacing	50,000	- -	50,000	3

2. That there be deleted from said original Federal Aid Postwar Program the following project found in Part III of Exhibit A of the original Program:

County	Section and Description	Construction	R.of W.	Total	Year
Richardson-Eugene, Secondary					
Lane	Fisher Road-Oak Hill, Grad., Surf. & Oil, sta. 268+70-339, 1.26 miles	$ 35,000	- -	$ 35,000	1
Lane	Oak Hill Overcrossing	$ 55,000	- -	$ 55,000	1
		$ 90,000		$ 90,000	

3. In lieu of the deletions covered under No 1, add the following project:

County	Section and Description	Construction	R.of W.	Total	Year
Warm Springs Highway (No Route No.):					
Wasco	Wapinitia Junction to Forest Boundary, 6.92 miles, Grading	$ 320,000	--	--	3

4. The following projects heretofore on the State Postwar Construction Program but by proper resolution having been deleted therefrom hereby are added to the Federal Aid Postwar Program, to-wit:

County	Highway	Section and Description	Construction	R. of W	Total	
Douglas	Elkton-Sutherlin	Tyee Road-Sutherlin Surfacing	$100,000	$ 15,000	$115,000	A
Jackson	Sams Valley	E. Unit of Hwy , Gr. & Surf .	100,000	--	100,000	A
Lake	Warner Valley	Hwy. Jct.-Muddy Cr., Grad , Surf. & Oiling	110,000	2,000	112,000	A
Union	Starkey	Hilgard-Starkey, Resurf	30,000	--	30,000	A
Wallowa	Joseph Wall L.	N. Unit, Joseph-Wallowa Lake, Gr., Surf & Oil	30,000	--	30,000	A

5. That this second amendatory resolution shall become a part of said original Federal Aid Postwar Program Resolution and to the extent herein provided shall amend said original Program but not otherwise.

6. This resolution shall be entered in the minutes and records of the Commission as a second amendment to said original Federal Aid Postwar Program as of August 11, 1947.

The Commission had under discussion matters pertaining to the construction of the 1st Ave.,-Esplanade Section of the Klamath Falls-Malin Highway in the City of Klamath Falls, particularly the Engineer's proposal to install hot water pipes under the pavement for a short distance between the railroad crossing and the USRS Canal in order to keep the surface of the

pavement free from frost and ice during the winter months. Commissioner Schaupp declared his opposition to such type of construction. The Engineer explained details of the plan, advising that the heating of the pavement is necessary in order to avoid heavy construction expense and right of way costs that would result if another type of construction were employed.

The matter was discussed by the Commission at some length and, as a result thereof, the Engineer was instructed to report full details of the matter to the Commission at its next meeting when he will be given final instructions. During the discussion Chairman Banfield made it clear and definite that the Commission does not intend to proceed with the project until all matters pertaining to it, including the installation of hot water pipes and the dead-ending of intersecting city streets, have been settled to the Commission's entire satisfaction. Commissioners Schaupp and Chandler concurred.

The Engineer brought up for discussion the need for providing additional office space for Highway Department employees in Salem. He advised that the work in the Highway Department is rapidly increasing and cannot be carried on efficiently without more employees, and they cannot be hired because there is no place to put them. The situation is such, he said, that it would be impossible for the Department to function properly pending construction of a new State Office Building. He advised that there is no suitable office space available in Salem, either state-owned or privately-owned, and indications are that the new State Office Building will not be ready for occupancy for two or three years. Moreover, information from the State Board of Control indicates that even when the new State Office Building is constructed, there is not going to be enough space to satisfy the needs of the State Highway Department, so the probability is that the Highway Department will have to construct its own building.

In the general discussion of this matter Commissioner Chandler stated emphatically that he is in favor of the Highway Department having its own building. Commissioner Schaupp expressed himself similarly. Chairman Banfield also indicated a favorable attitude on the subject; however, he added that, in his estimation, the building should be part of the Capitol Group, and that the architectural features should harmonize with the other buildings in that group. It was his thought that it would be a mistake to construct the building at the Highway Shops only to avoid facing the building with marble. Commissioner Schaupp inquired as to the means of financing the building and was informed by the Chief Counsel that funds belonging to other State Departments could be borrowed through the State Treasurer. This matter was discussed at considerable length, and as a result thereof, the Commission decided to discuss it with the members of the Board of Control before taking any action. The Chief Counsel was instructed to arrange a meeting with the Board on August 28, 1947, if possible.

The Engineer then brought up for discussion the matter of providing office space to take care of the immediate needs of the Highway Department. He again pointed out that no space is available in any of the exist-

3

ing state-owned buildings, and, while space probably could be obtained in privately-owned business buildings in Salem for some of the smaller departments by scattering them around in different buildings, that would be very objectionable and an inefficient way of solving the problem. He pointed out that the Highway Department needs a new sign shop building at the State Shop Grounds and suggested that it might be advisable to construct such a building now for emergency use for office purposes pending the construction of a permanent office building. He estimated the cost to construct a suitable building at $160,000; however, he advised that the Department could get along with a partial building for the time being which would cost only $75,000. The Commission deferred action on this matter until the building situation has been discussed with the Board of Control.

The Chief Counsel reported the results of a conference with members of a delegation from Sweet Home which appeared before the Commission at its previous meeting with regard to the widening of the Santiam Highway in their town. He advised that the State Highway Engineer and he discussed this matter with the local people, including Mr. A. L. Weddle, the owner of the property under controversy, and ascertained from Mr. Weddle that he had offered to donate sufficient land to widen the highway, as needed by the State, on the condition that the City would adopt an ordinance requiring parallel parking of vehicles through the town, but it appears that the City wants to establish angle parking. It was his thought that the Commission should insist on a uniform right of way through the town and that if an agreement cannot be reached with the property owners for the additional right of way needed, that it be condemned. The Engineer stated that the highway through this town should be wide enough for four lanes of moving traffic and that he and the Chief Counsel have been working to that end. It was the thought of Chairman Banfield that consumation of the right of way matter is a City problem and that the City should be so informed, and should also be informed that the Commission is ready and willing to proceed with construction of the highway as soon as the right of way matter has been satisfactorily disposed of; further, that the state should insist on parallel parking on this thoroughfare. It was the Chief Counsel's opinion that the right of way should be condemned. Chairman Banfield gave as his opinion that the authority to condemn should be deferred pending further reports from the Engineer and the Chief Counsel on the cost involved to construct the highway and to acquire the right of way; also that when the state improves a highway route which passes through a city or town, the work should be done properly The Commission thereupon instructed the Engineer and the Chief Counsel to report on the construction and right of way costs as mentioned by Chairman Banfield.

(The reports referred to were presented by the Engineer and the Chief Counsel on the following day, at which time the Commission voted unanimously to acquire the right of way needed for the improvement, on the condition that the City of Sweet Home will adopt an ordinance for the parallel parking of vehicles on this street. See ahead for additional paragraph and resolution.)

In connection with the discussion of this matter the Commission also discussed briefly a similar situation on Second Avenue East, (North Umpqua Highway) in the City of Roseburg. The Engineer and the Chief Counsel were instructed to present reports on this situation similar to those ordered on the Sweet Home project.

The Chief Counsel requested instructions concerning filing statements with the Federal Power Commission and the Oregon Hydro-electric Commission setting forth the attitude of the Highway Commission with respect to the application of the Idaho Power Company for a preliminary license to construct a dam across the Snake River at what is known as the "Oxbow Damsite", which will result in the inundation of a portion of the Baker-Homestead Highway by the backwater from the dam. He presented a form of petition directed to the Federal Power Commission and pointed out that it merely requests that the Federal Power Commission make a very careful and scientific investigation of the question involved before granting a preliminary permit, and that it take such steps as may be necessary to protect the general public interests and particularly the interests of the users of public highways at the present time and for time to come. The Commission unanimously approved the petition as prepared, on the motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler, and thereupon signed the petition.

In this connection the Engineer requested authority to make an investigation as may be necessary with regard to the highway situation at this place. He estimated that such investigation would cost about $500. The Commission approved the request unanimously.

The Chief Counsel discussed with the Commission the matter of "No Parking" signs heretofore erected by the State Highway Department along US99E (Pacific Highway East) in the vicinity of Hubbard, Marion County. He advised that, according to his understanding, the purpose of the signs was to eliminate congestion of traffic created by the parking of cars on the highway in front of a place where farm auctions are frequently held, but it appears that results not anticipated have taken place, and at least two property owners are being seriously harmed in a financial way, one of whom is in the car wrecking business and the other in the restaurant business. This matter was discussed briefly by the Commission, but action on it was deferred pending additional information. The matter was referred back to the Engineer and the Chief Counsel for further study and to work out a solution of the problem if possible, it being understood that the Commission would approve any joint recommendation that the Engineer and the Chief Counsel might present.

The Engineer reported the need to post the Willamette River Bridge on the Hillsboro-Silverton Secondary Highway No. 140, at Newberg, for legal limit loads. He advised that this is an old county bridge, designed years ago for an H-10 load, and that while the overstress, under ordinary legal loads, is quite severe it is not too great and would not damage the structure; however, no load heavier than maximum legal load should be allowed on this

structure. He recommended action by the Highway Commission to limit the weight of loads on this bridge to the maximum weight loads authorized by the statutes. The Commission by unanimous vote approved the posting of this bridge for such weight loads and instructed the Engineer to post the bridge accordingly.

The Engineer presented a request from the Beutler-Quistad Lumber Company of West Salem for state aid in constructung a paved surface along the Salem-Dayton Secondary Highway in front of the company's business property in West Salem. He advised that this matter had been investigated and that in order to do as the company desires it will be necessary to reconstruct the highway paving to a certain extent. He estimated the cost of the improvement at approximately $ 2,190 and recommended approval of the request on the condition that the state paving expense be limited to one-half of such amount, the company to pay the balance. He advised that Warren Northwest, Inc., highway contractors, which has a paving plant in Salem, is willing to do the work and suggested, if the Commission approves the project, that the offer of this company be accepted and that a written agreement be reached with Warren Northwest, Inc., covering the matter, provided that the Beutler-Quistad Lumber Company shall pay its share of the cost in advance. The Commission approved the arrangement by unanimous vote on the condition that no traffic hazard shall be created.

The Commission discussed briefly additions and changes made in the highway law by reason of legislation adopted by the 1947 Oregon Legislature but deferred action thereon until a later meeting, except that in the discussion of the so-called "Throughways" bill the Commission instructed the Engineer to submit a report on the zoning of highways coming under the throughway classification.

A letter was presented from Mr. Hugh Russell, Sherwood, Oregon, complaining of what he understands is the illegal use of Oregon beaches by aircraft. He particularly referred to such illegal use of Roads End Beach north of Wecoma, in Lincoln County, on Sunday, August 3, 1947, by a pilot who seriously endangered the lives of pedestrians on the beach. The Chief Counsel explained the law covering such matters and gave as his opinion that no part of the shore of the ocean which by law has been declared to be a public highway may be used for the taking off or landing of aircraft except pursuant to a permit given by the State Highway Commission and under such rules and regulations as the Commission may prescribe. He was instructed by the Commission to convey such information to Mr. Russell.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission discussed the appointment of one or more Assistant State Highway Engineers, an Assistant Counsel, and an Auditor, pursuant to authority granted by the provisions of Chapter 359, Oregon Laws 1947, and also discussed the appointment of a State Parks Superintendent, pursuant to

the provisions of Chapter 184 of said laws. The Chief Counsel explained the requirements of the laws covering such appointments and the Commission's authority thereunder. Chairman Banfield advised that the Commission feels such appointments are a necessity in order to provide for greater efficiency in the activities of the State Highway Department and that it would be to the best interests of the state if the appointments were made as soon as possible He pointed out that the Commission is not desirous of changing the Highway Department personnel but prefers to fill these appointive positions with deserving employees who are now connected with the Highway Department organization rather than to secure the services of people who are not acquainted with the activities of this Department; however, he said, the Commission will be obliged to act according to what it considers necessary in the best interests of the state to promote harmony and a greater efficiency within the organization He requested the Engineer's recommendation with respect to the appointments on the basis that he would be responsible for the actions of his subordinates as designated in the law.

Chairman Banfield also asked the Engineer to submit an organization chart showing the duties that would be assigned to each of the Assistant State Engineers in the event more than one is appointed. He also stated that it is the feeling of the members of the Commission that the Assistant State Highway Engineers, rather than the State Highway Engineer himself, should make the personal contacts with officials of cities and counties so as to afford the cities and the counties the opportunity of appeal to the State Highway Engineer if they are not satisfied with the decisions of the Assistant State Highway Engineers, rather than appealing to the Commission. The Engineer was instructed to bear this in mind in recommending engineers for consideration as Assistant State Highway Engineers.

The Engineer advised that there is no question but that he needs at least one assistant now, and possibly two later on, to take care of the routine engineering problems which arise, which would then give him more time to study the important engineering problems. He gave as his thought that if the Commission feels two Assistant State Highway Engineers should be appointed now that one of them should be placed in charge of surveys and construction and related activities and the other should be placed in charge of maintenance operations and related matters. With this in mind he recommended as his first choice for appointment as First Assistant State Highway Engineer Mr. W. C. Williams, Division Engineer with headquarters in Portland, and as Second Assistant State Highway Engineer he recommended Mr. W. W. Stiffler, Assistant Maintenance Engineer with headquarters at Salem. He also mentioned the names of several other engineers now connected with the Highway Department organization who are qualified to assume the responsibilities of these positions The matter was discussed at considerable length but action thereon was deferred by the Commission pending the furnishing of additional information of a personal nature with respect to each of the engineers whose name had been mentioned in this discussion. The Engineer was instructed to obtain such information and to report it to the Commission on the following day(see ahead for additional paragraph on this matter and for the Commissions' resolution appointed two Assistant State Highway Engineers and Assistant Counsel).

The Commission next discussed the appointment of an Auditor. Chairman Banfield explained briefly what the Commission has in mind in connection with the activities of the Auditing Department. He particularly pointed out that the Commission wishes to know the cost of each highway function, and to set up its auditing organization as a separate and distinct department from the engineering organization. The Engineer recommended the appointment of Mr. Malcom Hawke, Certified Public Accountant, who assisted in setting up the Auditing Department as it now functions, and who has been in charge of the Auditing Department for a number of years. The Commission deferred a decision with respect to this appointment until the next meeting and referred the matter to the Engineer, the Chief Counsel, and the Secretary to submit a joint recommendation at that time.

Appointment of a Superintendent of State Parks next had the attention of the Commission. Chairman Banfield advised that it is the feeling of the Commission that this department should function to a large extent as it has functioned in the past, giving the State Parks Superintendent a free hand in connection with all state park matters without separating that department from the State Highway Department and without duplicating state highway administrative functions. The State Parks Department, he said, should not be handicapped in its activities by lack of equipment, etc., and its activities should be coordinated with the Engineering Department. The Engineer pointed out the need for the services of a Landscape Engineer in working up plans for landscape work in connection with road improvements. He gave as his thought that the matter of constructing and maintaining roadways within the park areas should be delegated to the Engineering Department as in the past. Chairman Banfield advised that the Commission is of the opinion that the Landscape Engineer should be assigned to the State Parks Department, but his services could be loaned to the Engineering Department as occasion demands in connection with the design of landscape improvements such as mentioned by the Engineer. As to construction and maintenance of roadways in parks, he said, that matter could probably be worked out satisfactorily. The Commission took no definite action with respect to the appointment of the State Parks Superintendent but deferred the matter pending additional information. The Engineer was instructed to discuss the matter with the State Parks Superintendent and present a joint recommendation setting forth a clearly defined plan of delineation for the operations of the Parks and Engineering Departments.

The Commission next discussed the appointment of an Assistant Counsel and upon recommendation of the Chief Counsel appointed Mr. George W. Neuner to this office by unanimous vote. (This appointment was confirmed by formal resolution on the following day. See ahead for the resolution.)

The Engineer requested salary increases as follows:

Name	Position	Present Salary	Proposed Salary
W. W. Stiffler	Asst. Maint. Engr.	$ 416	$ 434
M. Stevenson	Asst. Bridge Engr.	416	434
F. B. Crandall	Traffic Engineer	398	434

The Engineer advised that all of these men are classified under the Civil Service ruling as Civil Engineers Grade 4, for which there is a salary range of $380 to $470 per month. He gave reasons for justification of the increases and recommended approval of the request. The Commission approved such salary increases by unanimous vote upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler, retroactive to July 1, 1947.

The Chief Counsel recommended a salary of $500 a month for Mr. George W. Neuner, newly-appointed Assistant Counsel. He advised that this is an increase in salary from $405 to $500 a month and has been approved by the Attorney General. The Commission approved the recommendation by unanimous vote upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler, such increase being retroactive to July 1, 1947.

Next under discussion was the matter of granting increases in salaries to the State Highway Engineer and the Chief Counsel. Chairman Banfield suggested an increase of $100 per month for each. The suggestion was adopted by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler. It was understood that these increases would be retroactive to July 1, 1947.

Mr. E. J. Stack, engineer representing the C. D. Johnson Lumber Co., was present with respect to the agreement between the Company and the Highway Commission relative to construction of a pedestrian walk on state highway property at the south end of the Yaquina Bay Bridge at Newport. He advised that they have had to change their plans with regard to their development to facilitate the loading of the Company's boats at this place, which necessitates the driving of dolphins inside of the fender piling on the upstream side of the bridge on the state highway right of way, and he requested permission from the Commission to maintain these pilings on the state's property. The Chief Counsel advised that he has discussed this matter with the Bridge Engineer, Mr. G. S. Paxson, who offers no objections to the improvement from the bridge standpoint. The Commission approved the request by unanimous vote upon motion of Commissioner Schaupp, duly seconded by Commissioner Chandler, subject to the condition that the Engineer and the Chief Counsel, on further investigation, are of the opinion that that is the proper thing to do. If approved by them, the matter is to be covered by appropriate written agreement. (The arrangement was later approved by the Engineer and the Chief Counsel and a permit authorizing such use of the state's property was executed.)

The meeting adjourned at 4:45 p.m. to reconvene on the following morning at 10:00 a.m. in the same room.

Portland, Oregon
August 12, 1947

The meeting of the State Highway Commission reconvened at 10:00 a.m. in Room 715, Imperial Hotel, with all Commissioners, the State Highway Engineer, the Chief Counsel, the Assistant Counsel, and the Secretary present.

Pursuant to instructions from the Commission on the previous day the Engineer presented an organization chart, showing his ideas with respect to the assignment of duties under the organizational set-up proposed by the Commission as outlined on the previous day, and the personal information requested by the Commission on the previous day with respect to the Engineers who are being considered for appointment as Assistant State Highway Engineers, and explained details thereof, This matter was discussed at some length during which Chairman Benfield advised that the Commission has decided to appoint two Assistant State Highway Engineers, one as 1st Assistant who will be in charge during the absence of the State Highway Engineer, and the other as 2nd Assistant, however, whatever the Highway Commission may decide to do at this meeting is subject to change in the interests of promoting harmony and efficiency in the State Highway Department. As a result of this discussion the Engineer was instructed to prepare a new chart showing, among other things, each department head and his assistant; also showing that the Auditor is to report direct to the State Highway Commission with copies of his report to go to the Engineer and the Chief Counsel, the Parks Superintendent to report direct to the Commission, and the Landscape Engineer to report to the State Parks Superintendent, with the loan of his services when necessary to the Engineering Department, and other details.

The Chief Counsel reported further on the widening of the Santiam Highway through the Town of Sweet Home, particularly with regard to the acquisition of property from Mr. A. L. Waddle and others. He recommended, in order to dispose of this matter, that the Highway Commission underwrite the cost of acquiring this right of way on the condition that the City of Sweet Home will enact ordinances providing for parallel parking of cars and will do whatever is necessary to stop the present practice of diagonal parking. It was his thought that the right of way could be acquired at a nominal expense in the event the city cooperates to the extent recommended. The Commission approved the recommendation and thereupon authorized condemnation of the right of way, if necessary, when the city has fulfilled its obligation. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

> WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for

the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways, or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and both necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RECOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and both necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to-wit:

Real property owned by Vivian Weddle Long, which property is located in the southwest quarter ($SW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 31, Township 13 South, Range 1 East, W. M. Linn County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 13458, which property is being acquired for right of way purposes in connection with the Santiam Highway; and *

Real property owned by A. L. Weddle, which property is located in the southwest quarter ($SW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 31, Township 13 South, Range 1 East, W M., Linn County, Oregon and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 13497, which property is being acquired for right of way purposes in connection with the Santiam Highway.*

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said properties whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners of said real properties and/or with the tenants or persons in possession, if there be any, with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twelfth day of August, 1947.

Footnote:

(*) The names of the property owners and the detailed descriptions of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 85, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

Chairman Banfield also brought up for discussion matters pertaining to a new highway construction program. The Commission, he said, is of the belief that it would be possible to defer the construction of numerous major projects for a number of years if a reasonable expenditure of money were made for revamping the existing highways by cutting back the corners and widening turns. The Commission, he said, has in mind an expenditure of approximately $2,000,000 for such purposes. The Engineer was thereupon instructed to prepare a report on the subject.

Mr. W. C. Williams, Division Engineer, Portland, appeared before the Commission at this time by request regarding the appointment of an Assistant State Highway Engineer. Chairman Banfield explained that the Commission has in mind the appointment of two assistant state highway engineers to aid the State Highway Engineer in the discharge of his many duties, it being the belief of the Commission that such appointments will provide for greater efficiency in the functioning of the State Highway Department. He outlined the requirements of such appointments, particularly pointing out that persons who are appointed to fill these positions not only must be qualified from an engineering standpoint but also must be able to cooperate and work in harmony with the other administrative appointees so as to promote maximum efficiency in the Highway Department organization. A general discussion of the matter followed during which Mr. Williams stated that he believes he is qualified to fill such a position and expressed appreciation for any consideration that the Commission might give him in making the appointment. He advised that if he receives the appointment he will do his utmost to please the Commission in every way, that he will work in harmony with the other administrative officers and will cooperate with them to the best of his ability in an endeavor to carry out the wishes and desires of the Commission and to promote harmony and efficiency in the organization. Following Mr. Williams' departure, the Commission discussed the matter further and as a result thereof voted unanimously to appoint Mr. Williams First Assistant State Highway Engineer. The action was taken upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler. (See resolution ahead for formal appointment.)

The question of salaries to be paid the First Assistant and Second Assistant State Highway Engineers was then discussed, and it was unanimously decided that the salary of the First Assistant State Highway Engineer should be $525 per month and that of the Second Assistant State Highway Engineer, $500 per month.

The Commission discussed informally matters pertaining to the furnishing of additional office space for State Highway Department employees located in Salem but again deferred action thereon pending a conference with the State Board of Control.

Recess was taken for luncheon at twelve o'clock noon. The meeting reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Mr. W. W. Stifflor, Assistant Maintenance Engineer, Salem, appeared before the Commission by request regarding the appointment of a Second Assistant State Highway Engineer. Chairman Benfield outlined to Mr. Stifflor what the Commission has in mind, as was done in the case of the appointment of the First Assistant State Highway Engineer, and inquired as to his feelings in the

matter. In the general discussion that followed, Mr. Stiffler stated that he believed he could qualify for this appointment from an engineering standpoint as well as from the standpoint of working in harmony with the other administrative officers. He stated that if he receives the appointment he will do his utmost to cooperate and work in harmony with the other administrative officers in every respect according to the wishes and the desires of the Commission. He thanked the Commission for any consideration that may be given to him in this appointment. Following Mr. Stiffler's departure, the Commission discussed the matter further among themselves and as a result thereof appointed Mr. Stiffler Second Assistant State Highway Engineer, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler.

The following resolution covering the appointment of W. C. Williams as First Assistant State Highway Engineer, W. W. Stiffler as Second Assistant State Highway Engineer, and G. W. Neuner as Assistant Counsel was thereupon adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler:

WHEREAS, by virtue of the authority provided in Section 100-113, O. C. L. A., as amended by Chapter 359, Oregon Laws, 1947, the Highway Commission is authorized to appoint a State Highway Engineer and one or more Assistant State Highway Engineers, and under the same statute the Commission is authorized to appoint a Chief Counsel and an Assistant Counsel;and

WHEREAS, prior to the amendment of said statute but by virtue of the provisions of Section 100-113, O. C. L. A., the Commission appointed R. H. Baldock as State Highway Engineer, whose term of office has not yet expired; and

WHEREAS, in the opinion of the Commission the work of the Department and the business of the Commission can best be served by the appointment of Assistant State Highway Engineers to serve the Highway Commission in such capacity; and

WHEREAS, prior to the amendment of said statute, the Commission, under authority provided in Section 100-113, O. C. L. A., appointed J. M. Devers as Chief Counsel, whose term of office has not yet expired, and under the same statute appointed G. W. Neuner to serve as Assistant Counsel at the pleasure of the Commission; and

WHEREAS, it is the opinion of the Commission that under and by virtue of the authority provided for in said Chapter 359 an Assistant Counsel should be appointed; and

WHEREAS, after investigation and upon due consideration, it is the opinion of the Commission that W. C. Williams is a competent civil engineer and is well qualified by technical training as well as by practical experience in highway engineering, and by reason of said qualifications is a competent person to serve as Assistant State Highway Engineer; and

WHEREAS, it is the opinion of the Commission upon due investigation and consideration that W. W. Stiffler is a competent civil engineer qualified by technical training and by practical experience in highway engineering, and by reason of said qualifications is a competent person to serve as Assistant State Highway Engineer; and

12

WHEREAS, it is the opinion of the Commission after due consideration that G. W. Neuner, who is admitted to practice before the courts of the State of Oregon, the United States District Court for the District of Oregon, and the Supreme Court of the United States, and who has had several years experience as a practicing attorney, is competent to serve as Assistant Counsel,

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That W. C. Williams be and he hereby is appointed Assistant State Highway Engineer to serve in such capacity during the pleasure of the Commission.

2. That W. W. Stiffler be and he hereby is appointed Assistant State Highway Engineer to serve in such capacity during the pleasure of the Commission.

3. That G. W. Neuner be and he hereby is appointed with the approval of the Attorney General, as Assistant Counsel to serve in such capacity for the period of four years.

4. That the said W. C. Williams shall serve as First Assistant State Highway Engineer, and the said W. W. Stiffler shall serve as Second Assistant State Highway Engineer under the State Highway Engineer, but subject, nevertheless, to such orders, instructions and directives as the Commission from time to time may find necessary to order and prescribe.

5. That W. C. Williams as First Assistant State Highway Engineer shall, in the absence of the State Highway Engineer, have full authority to perform any duty required or permitted by law to be performed by the State Highway Engineer.

6. That the said G. W. Neuner shall within the meaning and purpose of said Chapter 359 serve in the capacity of Assistant Counsel and shall, as provided in said law, serve under the direction of the Chief Counsel, and in the absence of the Chief Counsel said Assistant Counsel shall have full authority to perform any duty required or permitted by law to be performed by the Chief Counsel.

7. Before entering upon the discharge of their respective duties the said W. C. Williams, W. W. Stiffler and G. W. Neuner shall take and subscribe the usual official oath.

8. That this resolution be entered in the minutes and records of the Commission as of the twelfth day of August, 1947.

The State Highway Engineer recommended the following appointments necessitated by the promotion of Mr. Williams and Mr. Stiffler: Mr. A. G. Skelton, District Maintenance Superintendent was recommended as Division Engineer for Division I, Portland, to fill the vacancy created by the pro-

motion of Mr Williams at a salary of $380 per month; Mr. I. A. DeFrance, Assistant Maintenance Engineer, Salem, was recommended for the vacancy created by the promotion of Mr. Stiffler at a salary of $380 per month; Mr. L. R. Chandler, Resident Engineer, Pendleton, was recommended to fill the vacancy created by the promotion of Mr. A. G. Skelton, at a salary of $360 per month; Mr. R. B. Sipprell, Assistant Maintenance Engineer, Salen, was recommended as Director of Permits at a salary of $340 a month. The recommendations were approved by the Commission by unanimous vote upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler.

The Commission had under discussion an increase in salary for the Commission's Secretary, Mr. H. B. Glaisyer, and by unanimous vote approved a salary of $475 a month, effective as of July 1, 1947.

There being no further business to come before the Commission at this time the meeting adjourned at 3:45 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon
August 25, 1947

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, First Assistant State Highway Engineer
W. W. Stiffler, Second Assistant State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Commission, by unanimous vote, approved the minutes of the meeting held on June 16 and 17, 1947.

The State Parks Superintendent reported on the following park matters:

1. Proposed acquisition of Federal Recreational Demonstration Project adjacent to Silver Creek Falls State Park: The Parks Superintendent advised that this area contains approximately 6,000 acres and that it is now possible to obtain it from the Federal Government as a gift on the condition that the state will operate it in conformity with past policies and practices. He advised that a former Highway Commission, of which Mr. Leslie M. Scott was Chairman, approved acquisition of the area for state park purposes, but it has taken 12 years to accomplish it. Following considerable discussion of this matter, the Commission deferred its decision pending further study and report from the Parks Superintendent as to the details of the obligation that the Commission would assume if it accepted the area as part of the State Parks System. The report is to show exactly what the Commission is acquiring if it accepts the Government's offer and what it is going to cost the state for development, operation, etc.

2. Proposed acquisition of timber land bordering on Elbow Lake on the Oregon Coast Highway, in Douglas County: The Parks Superintendent advised that this is a partially-timbered tract, containing about 40 acres of land, which is owned by the Sparrow Interests and will make a valuable addition to the State Park System. He suggested that the Right of Way Department be authorized to negotiate for the purchase of it. The Commission approved the suggestion and instructed the Chief Counsel to report on the matter at the next meeting.

3. Suggestion of the Astoria Kiwanis Club that the state acquire a portion of the Ft. Stevens Military Reservation for state park purposes: The Parks Superintendent advised that this Reservation is to be made surplus, and it is possible for the state to acquire it if the Commission feels that is desirable; further, that if the Commission is

interested, he will investigate the matter and report his findings. The Commission ordered a report.

4. Petition for development of ocean wayside along the Oregon Coast Highway south of Waldport: The Parks Superintendent advised that a petition has been received signed by 80 citizens of Waldport and vicinity asking for development of this area, which is known as Wakonda Beach; further, that the property is now state-owned and that he has plans for construction of an access road to it, and when such access has been provided it is his intention to work up plans for development. The Commission ordered that the petitioners be so informed.

5. Report on receipts from sale of Vista House concession: The Parks Superintendent reported information from the concessionnaire that during the month of July gross sales amounted to $19,075.95, of which the state's share, according to contract agreement, amounted to $2,031.98. The Commission approved the report.

In this connection the Parks Superintendent advised that the premises are not being kept in first class condition due to the heavy sale of popcorn and soft drinks, and there is considerable amount of debris accumulation, paper sacks, pop bottles, etc. He suggested that the sale of such commodities be prohibited. The Chief Counsel pointed out that the contract for this concession provides that the concessionnaire must keep the premises in a clean condition. During the discussion of the matter Chairman Banfield expressed the opinion of the Commission that the place must be kept clean, and if the concessionnaire cannot keep it that way, then perhaps the state should take it over. In the meantime, however, it is up to the State Parks Superintendent to see that the concessionnaire lives up to the agreement.

6. Report on receipts from sale of concession in Silver Creek Falls State Park: The Parks Superintendent reported that the gross sales amounted to $7,329.76 during the month of July, of which the state's share was $219.89. The Commission approved the report.

7. Proposed purchase of the Paul Baird property adjoining Rocky Creek State Park on the Oregon Coast Highway: The Parks Superintendent advised that this matter was before the Commission several meetings ago, but a decision was deferred pending the adoption of a permanent location for the highway at this point. He gave as his understanding that such location has been approved, and he inquired whether or not the Commission is now ready to pass on the purchase of the Baird property. He recommended purchase of the property, which consists of 42 acres of land, in order to protect the present park area. During the discussion of this matter Chairman Banfield pointed out that the property under discussion is a steep hillside, and, in his estimation, should not be acquired unless it is needed for right of way for the highway improvement. Commissioner Schaupp expressed himself similarly. The matter was referred back to the Engineer and the Parks Superintendent to advise just what portion of the property is needed as right of way, it being understood that the Commission will acquire such portion but not the balance. A joint report is to be rendered to the Commission at the next meeting.

8. Report on operations of park maintenance crews along the Upper Columbia River Highway: The Parks Superintendent exhibited pictures showing vistas opened up along this highway by crews under his jurisdiction. The Commission took no action in the matter.

The Assistant Counsel, Mr. J. W. DeSouza, requested authority to purchase certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties, together with the offer that he recommended in connection with each parcel. Following careful consideration of each item, the Commission approved the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

10684- Multnomah County Right of Way and Slope Easement 408 sq. ft. at 24 1/2 ¢ per sq. ft. Plus 35 foot slope easement	$ 100.00	$ 100.00	McCallister	

14121

FOREST GROVE-HILLSBORO SECTION, TUALATIN VALLEY HIGHWAY

4733-A	Jackson, Mary and M. N. Mockley and Marie M. Mockley Right of Way, Channel Widening and Borrow Pit Option expires February 7, 1948	$	$	
	0.33 acre ($600.00 per acre) lump sum	200.00		
	0.83 acre - channel change, borrow pit, at $481.93 acre	400.00	600.00	Benson
4740-A	Kummer, H. N. Right of Way Option expires February 7, 1948			
	0.14 acre at $500.00	70.00		
	33 rods fence at $1.50 rod	49.50		
	Allowance - cutting off barn, boarding up side	100.00		
	Allowance - new roof over stock pens	300.00		
	Allowance - removing oak tree	30.50	550.00	"

MILWAUKIE-ESTACADA SECTION, CLACKAMAS SECONDARY

13975-	Ruschka, George B. Easement executed			
	0.14 acre - easement - detour	7.00		
	18 rods fence at $1.00 rod - move	18.00	25.00	Parker
13974-	Lumber Products, Inc. Easement executed			
	0.14 acre - easement - detour	7.00		
	18 rods fence at $1.00 rod - move	18.00	25.00	"
13973-	Hohenadel, Elmer J. and Irene C. Hohenadel Right of Way Option expires January 27, 1948			
	0.17 acre at $250.00	42.50	42.50	McChesney

(Con't)

MILWAUKIE-ESTACADA SECTION, CLACKAMAS SECONDARY (CON'T)

14008- Jones, William P.				
Scale Site				
Option expires				
January 30, 1948		$	$	
	0.45 acre at $500.00	225.00		
	Allowance - damages to the balance (4.5 acres)	225.00		
	Allowance - damages - right of way within 20 feet house	150.00	600.00	McChesney

CARLTON-CHEHALEM VALLEY SECTION, YAMHILL COUNTY ROAD

13472- Courtemanche, L. A. and Louis Courtemanche				
Right of Way				
Option expires				
January 22, 1948				
	3.33 acres at $200.00	666.00		
	261 rods fence at $2.00	522.00		
	2 gates at $20.00	40.00		
	Severance - 25% $2,000 value	500.00	1,728.00	Benson
13471- French, Stuart M. and Gertrude E. French				
Right of Way				
Option expires				
January 23, 1948				
	5.93 acres at $200.00	1,186.00		
	240 rods fence at $2.00 rod	480.00		
	10 anchor posts at $2.50 each	25.00		
	2 gates at $20.00 each	40.00		
	Severance - 25% $3,200 value	800.00	2,531.00	"
13469- Pearson, Emil W. and Clarice F. Pearson				
Right of Way				
Option expires				
January 23, 1948				
	0.38 acre at $200.00	76.00		
	77 rods fence - move - at $1.25 rod	96.25	172.25	"

(Con't)

CARLTON-CHEHALEM VALLEY SECTION, YAMHILL COUNTY ROAD (CON'T)

13462-	Zentner, Orville W. and Blanche C. Zentner			
	Right of Way			
	Option expires			
	January 23, 1948	$	$	
	0.03 acre at $200.00	6.00		
	48 rods fence at $2.00 rod	96.00	102.00	Benson
13473-	Clark, Lester C. and Lucille Ellen Clark			
	Right of Way			
	Option expires			
	January 22, 1948			
	0.07 acre at $200.00	14.00		
	6 rods fence at $1.00 rod	6.00	20.00	"
13478-	Laughlin, A. H. and Stanford Laughlin			
	Right of Way			
	Option expires			
	February 17, 1948			
	0.68 acre at $200.00	136.00		
	35 prune trees, at $5.00 each	175.00		
	51 rods fence to move, $1.25 rod	63.75	374.75	"
13468-	Benson, Torborg			
	Right of Way			
	Option expires			
	February 17, 1948			
	0.13 acre at $200.00	26.00		
	28 rods fence to move, $1.25 rod	35.00	61.00	"
13470-	Baker, Lewis and Isora Baker			
	Right of Way			
	Option expires			
	February 17, 1948			
	0.03 acre at $200.00	6.00	6.00	"
13479-	Pearson, Arthur			
	Right of Way			
	Option expires			
	February 18, 1948			
	5.05 acres at $137.50	694.38	694.38	"

(Con't)

CARLTON-CHEHALEM VALLEY SECTION, YAMHILL COUNTY ROAD (CON'T)

13467- Olson, Emma G. and Wm. B. Olson				
Right of Way				
Option expires				
February 18, 1948		$	$	
	0.06 acre at $200.00	12.00	12.00	Benson
13469-A Pearson, Emil and Clarice Pearson				
Right of Way				
Option expires				
February 20, 1948				
	0.03 acre at $200.00	6.00		
	18 rods fence to move at $1.25 rod	22.50	28.50	"
13474- Hagerty, Lila G. and Norma Porter				
Right of Way				
Option expires				
February 20, 1948				
	0.69 acre at $200.00	138.00		
	29 rods fence at $2.00 rod	58.00		
	1 gate 1 allowance	20.00	216.00	"

PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER HIGHWAY

13198-A Phillips, Rosa McPhillips				
Hauling Road and Channel Change				
Option expires				
February 3, 1948				
	0.96 acre at $75.00	72.00	72.00	Witt
13198-A Phillips, Rosa McPhillips				
Borrow Pit Easement				
Have executed easement				
	2.38 acres at $100.00	238.00		
	2.00 acres at $50.00	100.00	338.00	"
13977- Townsend, Winnifred G. and Ellery Townsend				
Borrow Pit Lease				
Lease expires				
September 1, 1948				
	1.08 acres at $100.00 (1 year lease)	108.00	108.00	"

GILLESPIE CORNERS-DOUGLAS COUNTY LINE SECTION, TERRITORIAL HIGHWAY

13508- Cline, Albert G.				
Quarry Lease				
	Damages to property account work done prospecting for materials	150.00	150.00	DeSouza

1147

LORANE SECTION, TERRITORIAL HIGHWAY

14010-	Dey, Ella Schneider			
	Right of Way and Slope Easement	$	$	
	0.45 acre	00.00		
	40 rods fence to move - $1.50 rod (State work).	60.00		
	10 foot slope easement	00.00	60.00	Chapman

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY

13968-	Roles, Delmar, Dale R. Roles and Duane Roles			
	Right of Way			
	Option expires			
	January 21, 1948			
	710 sq. ft.	10.00	10.00	Haskin
13254-	Dawson, M. T. and Hannah Dawson			
	Right of Way			
	Option expires			
	January 21, 1948			
	2.719 acres at $500.00	1,359.50		
	Severance damages - 2.84 acre value 1/3 $1420.00	473.33		
	183 rods fence at $2.00 rod	366.00		
	10 anchor posts at $10.00 each	100.00		
	3 gates at $20.00 each	60.00		
	770 feet inch water pipe 20¢ ft.	154.00		
	Ditcher rental, lay pipe	64.00	2,576.83	"
13663-	Smith, T. C. and Reba Smith			
	Right of Way			
	Option expires			
	February 3, 1948			
	1,460 sq. ft. at 5¢ sq. ft.	73.00		
	Replacing park area - allowance	125.00	198.00	Norlin

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY

12106-	Loban, Earl E. and Florence Loban			
	Right of Way			
	(CORRECTION)			
	1.92 acres at $200.00	384.00		
	Shrubbery, trees, lawn, grape arbor	235.00		

(Con't)

GLENDALE JUNCTION-WOLF CREEK SECTION, PACIFIC HIGHWAY (CON'T)

12106- Loban, Earl E. and Florence Loban Right of Way (CORRECTION)	(Con't.)	$	$	
	30 rods fence at $2.00 rod	60.00		
	Garage and wood shed	25.00		
	Waiver of access	25.00		
	Cost moving house	1,851.00		
	Cost drilling well	260.00		
	New pump	92.50	2,932.50	Haskin

PREVIOUS REPORT:
New pump not included

12105- Litchenburger, William (W. H. Myers) Right of Way (CORRECTION)				
	1.94 acres at $200.00	388.00		
	Trees, shrubbery, lawn	207.50		
	Wood shed	25.00		
	Limited access	10.00		
	Moving house	2,294.00		
	Drilling well	314.00		
	New pump	100.47	3,338.97	"

PREVIOUS REPORT:
New pump not included

ALGOMA HILL-MIDLAND SECTION, THE DALLES-CALIFORNIA HIGHWAY

13791- Klamath County Right of Way	28 lots - Town of Midland - ($11 plus per lot)	310.00	310.00	DeSouza

PELICAN CITY-SOUTH 6TH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11523- Wilson Title & Abstract Company, and General Properties Company Right of Way (CORRECTION)	- Condemnation 23,087 sq. ft. at 0.0313 plus sq. ft.	725.00	725.00	Devers

Condemnation - authorized payment $500.00

14135

MODOC POINT-ALGOMA SECTION, THE DALLES-CALIFORNIA HIGHWAY

8643-A Southern Pacific Company Right of Way	$	$		
13.12 acres at $5.00	65.60			
8.00 acres at $20.00	160.00			
14.83 acres at $100.00	1,483.00			
3 small garages - allowance	75.00	1,783.60	DeSouza	

CRANE-PRINCETON SECTION, DIAMOND VALLEY SECONDARY

13962- Fuller, J. J. Right of Way Option expires January 28, 1948 1.22 acres	5.00	5.00	Benson
12824- Thompson, O. E. Right of Way and Quarry Option expires January 28, 1948 5.35 acres at $10.00	53.50		
80 rods fence at $1.00 move	80.00	133.50	"
State to build permanent cattle guard to the quarry			
12823- Thompson, Carrie H. Right of Way Option expires January 28, 1948 1.45 acres at $10.00	14.50		
285 rods fence at $1.00 rod - move	285.00	299.50	"
12817-A Dunn, James E. Right of Way Option expires January 28, 1948 2.42 acres at $2.50 per acre	6.05	6.05	"
13964- Dunn, James E. and Joseph Kejr Right of Way Option expires February 6, 1948 0.74 acre	5.00	5.00	"

JOHN DAY RIVER-QUINTON SECTION, COLUMBIA RIVER HIGHWAY

10279- Porter, Estate H.K.				
Right of Way		$	$	
	0.56 acre at $100.00	56.00		
	7 shade trees at $10 each	70.00		
	Allowance - re-establishing 100 rods fence $1.00 rod	100.00		
	Allowance - re-establishing service station and living quarters	650.00	876.00	Cozad
10278- Huck, Bessie E.				
Right of Way				
	2.92 acres at $200.00	584.00		
	Allowance-22'x26' house	3,000.00		
	Allowance-work shop 36'x38'	1,250.00		
	Allowance for trees, shrubs	300.00		
	Allowance-water system, including tank, windmill, pumps	750.00		
	Allowance-outbuildings, fences	366.00	6,250.00	"

GERKING SCHOOL-HOLDMAN JUNCTION SECTION, ATHENA-HOLDMAN HIGHWAY

13436- Mumford, Margaret A.				
Right of Way				
Option expires				
February 13, 1948				
	0.57 acre at $100.00	57.00		
	Allowance-fence removed	50.00	107.00	Berry
13437- Mumford, Margaret A.				
Right of Way				
Option expires				
February 13, 1948				
	1.73 acres at $100.00	173.00		
	Allowance-fences to be removed	150.00	323.00	"
13443- Campbell, Eva L. et al				
Right of Way				
Option expires				
January 23, 1948				
	0.38 acre at $100.00	38.00	38.00	"
	Owner to remove fences from R/W			

(Con't)

GERKING SCHOOL-HOLDMAN JUNCTION SECTION, ATHENA-HOLDMAN HIGHWAY (CON'T)

13438-	Kupers, Adela, and Ben L. Turner and Gertrude W. Turner			
	Right of Way			
	Option expires			
	February 11, 1948	$	$	
	0.55 acre at $100.00	55.00	55.00	Berry
13441-	Condit, Helen Bowers			
	Right of Way			
	Option expires			
	February 12, 1948			
	0.07 acre at $100.00	7.00	7.00	"
	Owners to remove fences from R/W			
13432-	Johnson, Georgia B. and Chas. A. Johnson			
	Right of Way			
	Option expires			
	January 23, 1948			
	0.61 acre at $100.00	61.00	61.00	"
	Owner to remove fence			
13445-	Hanscom, Claud J. and Bertha Hanscom			
	Right of Way			
	Option expires			
	February 6, 1948			
	0.14 acre at $100.00	14.00	14.00	"
	Owner to remove fence			
13440-	Peterson, Chas. A.			
	Right of Way			
	Option expires			
	January 21, 1948			
	1.23 acres at $100.00	123.00	123.00	"
	Owner to remove fence			
13439-	Peterson, Raley			
	Right of Way			
	Option expires			
	January 21, 1948			
	2.57 acres at $100.00	257.00		
	Allowance-old chicken house and tool shed - moved from right of way by State	100.00	357.00	"
	Owner to remove fence			

(Con't)

GERKING SCHOOL-HOLDMAN JUNCTION SECTION, ATHENA-HOLDMAN HIGHWAY (CON'T)

13429- Johnson, Alfred H. and Mattie I. Johnson				
Right of Way				
Option expires				
January 22, 1948		$	$	
	1.22 acres at $100.00	122.00	122.00	Berry
	Owner to remove fence			
13442- Condit, Helen Bowers				
Right of Way				
Option expires				
February 12, 1948				
	0.07 acre at $100.00	7.00	7.00	"
	Fence to be removed by owner			

HELMICK PARK EXTENSION (CAMP ADAIR CAMP) SECTION, PACIFIC HIGHWAY WEST

10629-A U.S. Government (Federal Land Bank of Spokane)				
Park				
	23.65 acres at $31.71	750.00	750.00	DeSouza

TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY

* 11902- Klick, B. A.				
Right of Way				
Option expires				
September 15, 1947				
	7.2 acres	3,240.00	3,240.00	Parker
	Access not in option			
(To be sold to Giancone:				
Parcel #1	1.96 acre at $750.00	1,470.00		
Parcel #2	5.22 (2.0 acre at $750	1,500.00		
	3.22 acre at $100)	322.00		
Parcel #3	0.02 acre at $750.00	15.00)		
** 11961- Giancono, Domenico				
Right of Way				
Option expires				
February 20, 1948				
	4.63 acres at $700.00	3,241.00		
	36 rods fence at $2.50 rod	90.00		
	Allowance-damages	241.00	3,572.00	"
	Waiver of access			
(State to convey Parcel #2 - File #11902				
5.22 acres	$1,822.00			
By cash	1,750.00)			

(Con't)

1147

TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY (CON'T)

11922-	Brown, Albert G.			
	Right of Way			
	Option expires			
	February 12, 1948	$	$	
	0.44 acre at $750.00	330.00		
	Waiver of access	30.00	360.00	Parker
	(State to deed 0.48 acre - File #11923 at $750.00 per acre - $360.00)			
11919-	Spence, J. R.			
	Right of Way			
	Option expires			
	November 27, 1947			
	4.43 acres at $750.00	3,322.50		
	10.75 acres severed - $8062.50 - 30%	2,418.75		
	66 rods fence at $2.00 rod	132.00	5,873.25	"
	Waiver of access			
11960-	Burns, John S. and Peter Celoria			
	Right of Way			
	Option expires			
	February 19, 1948			
	7.12 acres at $400.00	2,848.00		
	5.60 acres severed at $100.00	560.00		
	9.70 acres severed at $100.00	970.00		
	130 rods fence at $2.50 rod	325.00		
	220 feet 1½ in. galv. pipe 26¢ ft.	57.20		
	220 feet 1 in. galv. pipe 18¢ ft.	39.60	4,799.80	"
	Waiver of access signed			

DABNEY STATE PARK SECTION, COLUMBIA RIVER HIGHWAY

13666-	Petersen, Ernest and Alberta Peterson			
	Park			
	Option expires			
	February 18, 1948			
	2.50 acres at $80.00	200.00	200.00	Gardiner

FIRST AVENUE-ESPLANADE STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

*** 13795- Hendrick, Joe V. and Mary Hendrick				
Right of Way				
Option expires				
January 8, 1948		$	$	
520 sq. ft. at 67¢ plus sq. ft.		350.00	350.00	Witt

OCEANLAKE SECTION, OREGON COAST HIGHWAY

13575- Miller, George C. and Julia M. Miller				
Right of Way				
Option expires				
December 29, 1947				
500 sq. ft. at 40¢ sq. ft.		200.00	200.00	Haskin

CORVALLIS-MONROE SECTION, PACIFIC HIGHWAY WEST

13850- Smith, Wilmer C.				
Right of Way				
Option expires				
January 8, 1948				
0.42 acre at $150.00		63.00		
57 rods fence to move, 75¢ rod		41.75	104.75	Parker

PRINGLE CORNER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST

13528- Williams, Charles and Ella Williams				
Lease				
Extension road materials lease for one year - April 1, 1948 to April 1, 1949		60.00	60.00	Witt
13527- Osmon, Ella M. and E. A. Osmon				
Lease				
(CORRECTION)				
2 year lease - 26,000 sq. ft. at 1¢ sq. ft. plus per sq. ft.		300.00	300.00	"
Previous settlement:				
1 year lease - 20,000 sq. ft. at 1¢ sq. ft.		200.00		"

(Con't)

PRINGLE CORNER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST (CON'T)

13997- Mulkey, Chester L.				
Channel Change				
Have executed easement	$		$	
0.48 acre at $250.00				
less per acre		125.00		
Allowance - relocating drainage pipes - dairy barn/house to new location of creek		225.00	350.00	Witt

FOOTNOTES:

* Item No. 11902, acquisition of right of way from B. A. Kliks for the Troutdale Section of the Columbia River Highway: The Commission approved this settlement on the condition that the property owner's access to the highway shall be restricted to a service road to be built and maintained by the Commission along the northerly boundary of the right of way. If Mr. Kliks will not agree to such condition, then the property is to be condemned.

** Item No. 11961, acquisition of right of way from Dominico Giancone for the Troutdale Section of the Columbia River Highway: This settlement was approved by the Commission, but the transaction is not to be closed until settlement has been effected with Mr. Kliks, inasmuch as it involves an exchange of properties.

*** Item No. 13795, purchase of right of way from Joe V. and Mary Hendrick: The Commission approved the price to be paid for this property but authorized purchase only in the event the Commission later approves the Engineer's plan for installing a heating system in the pavement on the Esplanade Street Section of the Klamath Falls-Malin Highway, in Klamath Falls. (The Commission later in the session approved the installation of such a heating system.)

The Assistant Counsel, Mr. DeSouza, also requested authority to institute condemnation proceedings to acquire additional parcels of real property which cannot be purchased by negotiation. He submitted a list of such properties, together with the offer that he recommended be made in condemnation for each parcel, as follows:

		Recommended Offer
ROSEBURG-DIXONVILLE SECTION OF THE NORTH UMPQUA HIGHWAY		
13264	Ross C. Lovelace and Alma M. Lovelace	$7,500.00
JOHN DAY RIVER-QUINTON SECTION OF THE COLUMBIA RIVER HIGHWAY		
8943A 10281	Roy Philippi and Myrtle Philippi	2,000.00
TIDEWATER SECTION OF ALSEA HIGHWAY		
12643A	G. P. Hunter and Eliza Hunter	3,000.00
MILWAUKIE-ESTACADA SECTION OF THE CLACKAMAS SECONDARY HIGHWAY		
13972	Bertha Bachman, widow, and George Bachman, son	100.00
COURT STREET-DORIAN STREET SECTION OF THE OLD OREGON TRAIL		
12678	Peter Pinney	5,000.00
ANDERSON VALLEY SECTION OF DIAMOND VALLEY HIGHWAY		
13737A	James D. Dunn	50.00
TROUTDALE SECTION OF THE COLUMBIA RIVER HIGHWAY		
11921	M. Chase	850.00
11920	Wm. C. Spence Estate, Mrs. M. Butler, Administratrix	11,350.00
11952	M. A. Cerruti	3,000.00
11904	George C. Wilson and Russell C. Wilson	2,950.00
11905	R. L. Phillippi Co., Inc.	5,000.00

Following discussion, the Commission approved the request and the offers and by unanimous vote adopted the following resolutions with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns,

together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Bertha Bachman, et al, which property is located in the south half ($S\frac{1}{2}$) of Section 12, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 1 and 2, and is further identified in the records of the Highway Commission as file R 13972, which property is being acquired for right of way purposes in connection with the Clackamas Secondary State Highway; *

Real property owned by G. P. Hunter and Eliza Hunter, which property is located in Lot 5 (the northeast quarter of the southwest quarter) of Section 28, Township 13 South, Range 10 West, W.M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 3 and 4, and is further identified in the records of the Highway Commission as files R 12643 and R 12643B, Parcel No. 3 being acquired for right of way purposes in connection with the Alsea Highway and Parcel No. 4 being acquired for the appropriation, acquisition, and manufacture of roadbuilding materials; *

Real property owned by James E. Dunn, which property is located in the northeast quarter (NE¼) of the northeast quarter (NE¼), the southeast quarter (SE¼) of the northeast quarter (NE¼), the southwest quarter (SW¼) of the northeast quarter (NE¼), the northwest quarter (NW¼) of the southeast quarter (SE¼), and the northeast quarter (NE¼) of the southwest quarter (SW¼) of Section 3, Township 27 South, Range 33 East, W.M., Harney County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 13737A, which property is being acquired for right of way purposes in connection with the Diamond Valley Highway; *

Real property fee title to which is in Earl Gillanders, which title the State is acquiring by agreement but in which property Peter Pinney has a leasehold interest, which leasehold interest the State is seeking to acquire by agreement, and, if such interest cannot be so acquired, then by condemnation; which property is located in the southeast quarter (SE¼) of the northwest quarter (NW¼)of Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 12678, and which property is being acquired for right of way purposes in connection with the Old Oregon Trail. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the state is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if there be any, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney

General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise, the said above-described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or for the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-fifth day of August, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 80, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic

value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Columbia River Highway (State Highway No. 2, U.S. Route No. 30) is a state highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of said highway known as the John Day River-Quinton Section, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Columbia River Highway, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that wherever possible access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that all of the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of the Columbia River Highway known and designated as the John Day River-Quinton Section; *

2. That the said properties described on the attached sheets are owned by Roy Philippi and Myrtle Philippi, and that Parcels Nos. 1 to 7, inclusive, and Parcel No. 9 are needed and the acquisition of the same is necessary for right of way purposes and that Parcel No. 8 is needed and the acquisition of the same is necessary for the purpose of procuring roadbuilding materials therefrom; *

3. That the section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury or damage;

4. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described on the attached sheets, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the parcels of real property described on the attached sheets and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission; *

5. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

6. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owners or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission;

7. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise, the said described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners;

8. The real properties sought to be acquired are described on the attached sheets, consisting of 5 pages, on which sheets are shown a complete and accurate description of said property; said parcels of real property are otherwise identified as Parcels Nos. 1 to 9, inclusive; *

9. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fifth day of August, 1947

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 81, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for

the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Columbia River Highway (State Highway No. 2, U.S. Route No. 30) is a state highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of said highway known as the Troutdale-Dodson Section, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Columbia River Highway, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that wherever possible access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that all of the properties hereinafter described are needed and required for use in connection with the construction and maintenance of the section of the Columbia River Highway known and designated as the Troutdale-Dodson Section;

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described on the attached sheets, all of which are made a part of this resolution; *

3. That all of said real properties are needed and the acquisition of the same is necessary for the specific purposes stated in the description of each ownership;

4. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury or damage.

5. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described hereinafter in this resolution, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the respective parcels of real property herein described and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission; *

6. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain;

7. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and hereby is requested, authorized, and directed to attempt to agree with the owner or owners or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission;

8. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners;

9. The real properties sought to be acquired are described on the attached sheets, consisting of 4 pages, on which sheets are shown the respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties said parcels of real property are otherwise identified as Parcels Nos. 1 to 9, inclusive; *

10. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fifth day of August, 1947.

FOOTNOTE:

* The names of the property owners the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 82, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the

safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the North Umpqua Highway in Douglas County, State of Oregon, is a county road which has been designated and classified as a federal aid secondary highway and as such is qualified for improvement with state, federal, and county funds; and

WHEREAS, said highway is now being improved pursuant to a cooperative agreement or arrangement between the United States Government, the State of Oregon, and Douglas County; and

WHEREAS, the real property hereinafter described is necessary for right of way purposes in connection with the contemplated and proposed improvement of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the construction and improvement of the North Umpqua Highway in Douglas County, Oregon, to wit:

Parcel No. 1

A parcel of land lying in Lots 13, 15, 16, and 18 of Deer Creek Orchard Tracts, Plat A, in Section 15, Township 27 South, Range 5 West, W.M., Douglas County, Oregon; the said parcel being all that portion of said Lots 13, 15, 16, and 18 included in a strip of land of variable width lying on each side of the center line of the North Umpqua Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 189+70.94 to Station 210+05.18, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 189+70.94, opposite and 40 feet distant from which point the northeasterly line of the said strip of land intersects the north line

of Lot 18, Deer Creek Orchard Tracts, Plat A; said point being 1306.49 feet north and 1054.83 feet east of the southwest corner of D. L. C. No. 47 in Section 15, Township 27 South, Range 5 West, W.M.; thence South 57° 10' West 2034.24 feet to Engineer's Station 210+05.18, opposite and 40 feet from which point the northerly line of said strip of land intersects the south line of said Lot 13 of said Deer Creek Orchard Tracts, Plat A.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Total Width	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
189+70.94	to 200+00	80 feet	40 feet	40 feet
200+00	to 200+75	110 feet	40 feet	70 feet
200+75	to 201+50	120 feet	50 feet	70 feet
201+50	to 202+00	90 feet	50 feet	40 feet
202+00	to 207+00	80 feet	40 feet	40 feet
207+00	to 209+00	90 feet	50 feet	40 feet
209+00	to 210+05.18	80 feet	40 feet	40 feet

The parcel of land to which this description applies contains 4.065 acres, of which 0.192 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 3.873 acres lie outside of the existing right of way.

Parcel No. 2

A parcel of land lying in Lot 12 of Deer Creek Orchard Tracts, Plat A, in Section 15, Township 27 South, Range 5 West, W.M., Douglas County, Oregon, the said parcel being described as follows:

Beginning on the north line of that tract of land conveyed to Kenneth Loban and Harriet Loban by deed recorded in Book 133, Pages 601 and 603, at a point which is 40 feet northerly from (when measured at right angles to) the center line of the relocated North Umpqua Highway at Engineer's Station 214+24; thence South 89° 53' West along the north line of said Loban tract 147.1 feet; thence North 0° 14' West along the east line of a tract of land which Eldon T. Ogle and Elizabeth R. Ogle have contracted to purchase from Elena M. Lovelace 95.5 feet to a line parallel to and 40 feet northerly from said relocated highway center line; thence South 57° 10' East parallel to said center line 186.7 feet to the point of beginning.

The parcel of land to which this description applies contains 0.161 acre.

Parcel No. 3

A parcel of land lying in Lot 11 of Deer Creek Orchard Tracts, Plat A, in Section 23, Township 27 South, Range 5 West, W.M., Douglas County, Oregon, the said parcel being described as follows:

Beginning on the east line of a tract of land which Robert H. Collins and Erma L. Collins have contracted to purchase from Elema M. Lovelace at a point which is 40 feet northerly from (when measured at right angles to) the center line of the relocated North Umpqua Highway at Engineer's Station 216+91.7, said point being 148.1 feet south and 451.8 feet west of the northeast corner of said Lot 11; thence South 57° 10' East parallel to said highway center line 402.2 feet to the north line of a tract of land which James D. Adair and Lucille Adair have contracted to purchase from Elema M. Lovelace; thence North 81° 45' West along the north line of said Adair tract and its extension 192.3 feet to a line parallel to and 40 feet southerly from said highway center line; thence North 57° 10' West parallel to said center line 175.7 feet to the east line of the above mentioned Collins tract; thence North 0° 02' West along said east line 95.2 feet to the point of beginning; containing 0.53 acre.

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcels of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commis-

sion, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-fifth day of August, 1947.

In this connection the Assistant Counsel, Mr. DeSouza, also brought up for discussion the matter of acquiring right of way for the proposed city-county-state project in Eugene. He advised that options have been secured for a considerable portion of the property, but negotiations are not complete. The Commission deferred action on the options until all have been obtained and it can be determined how much the right of way is going to cost the state. The Commission will then be ready to construct the project if the arrangements are reasonable and satisfactory.

The Assistant Counsel, Mr. DeSouza, reported on costs to acquire right of way and to move buildings on East Second Street, Roseburg, route of the North Umpqua County Road, particularly as to property lying within the city limits. He advised that the city is willing to purchase the right of way but wants the state to remove the buildings therefrom, which is estimated to cost about $18,000. The Commission deferred a decision in the matter pending discussion with a delegation from Roseburg which will be present on the following day. (The matter was discussed at considerable length with the Roseburg delegation, during which City Councilman Percy Croft inquired whether or not the Highway Commission would consider cooperating with the city on a 50-50 basis. The Commission referred the matter to the Engineer and the Chief Counsel to discuss it with the city on that basis.)

The matter of permitting Mr. V. T. Brockman to maintain a building partially located on the right of way of the Oregon Coast Highway in the town of Gardiner was discussed by the Commission. The Assistant Counsel, Mr. DeSouza, explained details, advising that the building was constructed in its present location in 1913, but since then the highway has been widened and it now encroaches somewhat on the state's property and will have to be cut off unless the Highway Commission is willing to allow the encroachment. He estimated that it would cost about $500 to remodel the building, which expense, he said, Mr. Brockman is financially unable to assume. He suggested that the Highway Commission might assume 50 percent of the cost. The Commission approved the suggestion by unanimous vote on the condition that the state's share shall not exceed $300.

The Commission had under discussion approval of an agreement with the Oregon Washington Railroad and Navigation Company for an easement to occupy a small portion of state highway right of way along the Old Oregon Trail near Weatherby, Baker County. The Assistant Counsel, Mr. George Neuner, ex-

plained that the railroad company is improving its facilities at this place, which includes construction of a channel change in the Burnt River so as to avoid two railroad bridges, but which necessitates encroachment on the state's property for a short distance. He advised that the matter has been investigated by engineers of the Highway Department who are of the opinion that the encroachment will not result adversely to the state highway; moreover, that the form of agreement as prepared will protect the state's interests. The Engineer advised that the agreement provides that the railroad company will be liable for anything they do on the property. He recommended that a permanent lease be given to the railroad company for the use of this property without cost. The Commission approved the recommendation unanimously on the condition that the state is held harmless and that the railroad company will assume liability and responsibility for any acts that may occur on the property. The agreement covering the matter was executed by the Commission on the following day.

A request was presented from Mr. John T. Ballard, Florence, inquiring as to the possibility of acquiring a state-owned quarry containing 8.92 acres abutting property which he recently purchased on the Cape Mountain Road near the town of Florence. It appears that Mr. Ballard is of the understanding that this is an abandoned quarry and probably will not be used by the state again for quarry purposes, and because of its proximity in relation to his other property, he would like to acquire it. The Engineer advised that, while this quarry has not been used for a number of years, investigation reveals that it will be used many times in the future, so it is his recommendation that it not be sold to Mr. Ballard. The Commission approved the recommendation.

The Chief Counsel brought up for discussion the request of a Mr. D. D. Martin, Warren, Oregon, filed through his attorney, Mr. John L. Foote, St. Helens, to lease a portion of state-owned property lying between the old and new Columbia River Highways in front of the post office at Warren. It appears that Mr. Martin wishes to construct a portable building with the idea of maintaining a modern drive-in market on the property, the building to be an attractive structure and to be placed in a location which meets with the approval of the State Highway Commission. It appears, also, that there is no regular store at Warren at the present time, and if Mr. Martin is allowed to operate this business, it will be an accommodation to the local residents. The Engineer advised that this is not a new matter and that similar requests have been denied on several occasions in the past. The Assistant Counsel, Mr. DeSousa, stated that, according to Construction Engineer H. G. Smith, the property is needed for proposed future improvement of the highway and should not be sold or leased; also, that Mr. W. C. Williams, First Assistant State Highway Engineer, recommends against leasing the property. In view of this report the Commission decided unanimously to deny the request.

The Engineer brought up for discussion a request from Mr. M. E. Karpow, Portland, to purchase a portion of the right of way of the Columbia River Highway (old route) south of Logie Trail, particularly between Highway Engineer's Station 265+50 and 270+50. He advised that this matter has been investigated by Mr. W. C. Williams, First Assistant State Highway Engineer,

who recommends abandonment of that portion of the old route at this location insofar as it lies outside of a right of way width of 50 feet on the westerly side of the highway center line because the old highway is not used, is badly overgrown with brush and weeds, and serves mainly as a dump ground for rubbish, and for the further reason that it is of no value as a stockpile or storage site. The Engineer advised that he concurs in this recommendation subject to the condition, however, that access to the highway be allowed only at Station 270+50 and at Station 265+50, or as such access now exists. The Commission approved the recommendation by unanimous vote and instructed the Chief Counsel to prepare the necessary papers to effect such abandonment.

The Chief Counsel brought up for discussion a protest filed by citizens of Coos Bay against the vacation of any part of Edward Street in the Bunker Hill Addition to this city, as has been requested by Messrs. Clair E. Terry and William Ring. He advised that a delegation is scheduled to appear before the Commission on the following day regarding this matter. The Commission deferred a decision pending discussion of the matter with the delegation.

The Chief Counsel also reported on the matter of the application of the state retirement law to certain Highway Department employees. (See letter from Chief Counsel to members of the State Highway Commission, dated August 20, 1947, in general files, for details.) He recommended retention of the services of certain employees who are subject to retirement on December 31, 1947, until such time as other persons can be trained to replace them. The Commission deferred action on this matter until later in the session.

The Chief Counsel reported on developments in connection with negotiations for acquisition of seven miles of ocean frontage in Curry County, which acquisition is being considered for state park purposes. The Commission considered the time was not propitious to discuss this matter and ordered it deleted from future agenda for the time being.

The Engineer reported on the cost to stabilize Roosevelt Drive in the City of Seaside as a log-hauling route, as previously requested by a delegation from that city. He advised that investigation reveals that the present pavement on this street is very uneven and is too weak to stand up under the continued pounding of logging trucks, without considerable resurfacing. He estimated the cost to provide a proper improvement at approximately $35,750. He recommended against the improvement. The Commission approved the recommendation unanimously.

The Engineer also reported the results of investigation of a complaint filed by Mr. Elmer Bankus concerning roadside maintenance on the Oregon Coast Highway near Brookings, Curry County. He recalled that the investigation was conducted to determine whether or not the area should be retained for state highway purposes or should be deeded back to Mr. Bankus, and if it were to be retained by the state, what would be required to place it in satisfactory condition. The Parks Superintendent, he said, recommends retention of the property and that some work be done on it to improve its appearance, such as removing some of the tree growth, doing certain grading

work and planting new shrubs, all of which would cost about $1,735 if the Commission feels inclined to accept the offer of Mr. Bankus to furnish equipment necessary to reslope the cut banks and to make some of the proposed fills As an alternate proposition, he suggested the renting of Mr. Bankus' equipment on a daily or hourly basis. On the other hand, if state equipment were used, the work will cost approximately $2,335 because it would then be necessary to send in special highway equipment for the job. Mr. Mark Astrup, Landscape Engineer, pointed out that the area would never be used by the public for picnic purposes but suggested that the improvement be authorized from the aesthetic standpoint. The matter was discussed at considerable length, during which Chairman Banfield expressed the opinion that if the responsibility for cleaning up the premises belongs to the state, then the state should do the work. Commissioners Schaupp and Chandler expressed themselves similarly. It appearing from the reports that such responsibility is the state's and that it would be desirable to retain the property in the name of the state, the Commission by unanimous vote authorized the Engineer to proceed with the work; however, it was with the understanding that Mr. Bankus' equipment is not to be used in connection with the operation unless it is paid for at the customary rates.

The Engineer reported that plans for the following roadside improvement projects are complete, and he requested authority to proceed with the work:

Name of Project	
Ashland Traffic Circle	$ 2,000.00
Grants Pass-Redwood Hwy. Intersection US99	3,000.00
Reedsport Wye US101	1,500.00
Monmouth-Camp Adair Section US99W	2,000.00
Medford-Camp White Section, Crater Lake Hwy.	1,700.00
Halsey-Harrisburg Section US99E	450.00
TOTAL	$10,650.00

He advised that all of these projects involve the planting of native species of trees and shrubs to complete the improvement of construction projects that are now underway or previously have been completed; further, that none of the plantings will in any way impair the sight distance of highway users, and all will greatly improve the appearance of the highway right of way in these urban locations. He recommended approval of the request at this time so that the work can go forward as soon as weather conditions are right this fall. The Commission approved the recommendation unanimously and ordered that the work be done as minor betterment projects.

The Commission discussed a letter from the Southern Pacific Company concerning the need to install an additional flood light at the Wilson River Highway grade crossing of the Southern Pacific Company's tracks at the east city limits of Tillamook. The Engineer advised that in 1941 the Southern Pacific Company installed two such lights at this crossing on the basis that

the Company paid the entire expense of the installation and the State Highway Department maintained the lights and paid for the electrical energy to operate them. The Company now feels that the additional light is a necessity and is willing to install it on the same basis; moreover, a recent report by the Public Utilities Commissioner, indicates that the additional light is necessary to properly protect the public at this crossing. He recommended approval of the railroad company's request on the same basis as the prior installation --- that the installation cost be paid by the railroad company and that the state pay the cost of maintenance and for the current, which he estimated would cost about $72 a year. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed by the Commission on the following day.)

The Commission also discussed a request from the Southern Pacific Company for the installation of two flood lights at the grade crossing of the railroad and Cascade Secondary Highway No. 160 near the town of Liberal, Clackamas County. The Engineer recalled that the Commission, at its meeting on March 24, 1947, approved the installation of two flood lights at this crossing on the basis of the railroad company and the state paying for the installation and subsequent maintenance and operation on a 50-50 basis; however, an agreement covering the matter was never executed. He recommended confirmation of the original arrangement and execution of the agreement as prepared by the Southern Pacific Company on such basis. The Commission approved the recommendation. (The agreement was signed by the Commission on the following day.)

The Commission had under discussion reports from the Engineer and the Chief Counsel regarding the application of the State Retirement Law as it affects employees of the State Highway Department. (For details of these reports see the Chief Counsel's letter directed to members of the State Highway Commission, dated August 20, 1947, the Engineer's letter directed to the Oregon State Highway Commission, dated August 21, 1947, and a letter from the State Parks Superintendent directed to Mr. T. H. Banfield, Chairman, Oregon State Highway Commission, dated August 21, 1947, in general files.) The question before the Commission was whether or not to request the Retirement Board to extend the period of employment for certain employees who are subject to retirement on December 31, 1947.

The Chief Counsel recommended that the following employees in his department be retained in their present capacities for a period of one year starting January 1, 1948, so as to give sufficient time to break in new men to take their places: Clifford L. Gardiner, Mark D. McCallister, W. S. McChesney, Right of Way Agents; A. B. Kneass, Real Estate Supervisor; and W. J. Minkiewitz, Clerk.

The Engineer recommended the retention of the following employees under his supervision who are subject to retirement on January 1, 1948: Orrin A. Chase, Assistant Staff Engineer (supervising bridge design); Frederick D. Eason, Division Engineer; Lambertus F. Heuperman, Engineer Designer (specialized draftsman); Frank G. Hutchinson, Engineer Designer

(artist-designer); Hollis W. Libby, Assistant Staff Engineer (supervision and location); Carl P. Richards, Engineer Specialist (specialty - research work); E. A. Skelley, Assistant Staff Engineer (chief draftsman); and C. C. Seeley, Resident Engineer. The Parks Superintendent recommended retention of Mr. W. A. Langville, Park Historian.

As a result of discussion, the Commission voted unanimously to retain the above-mentioned employees for a period of one year after December 31, 1947, subject to approval by the State Retirement Board.

The Commission recessed for luncheon at 12 o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

At 2:00 p.m. bids, as follows, for highway construction were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 10:00 a.m. on the following day:

OCHOCO HIGHWAY IN CROOK COUNTY
CONSTRUCT BRIDGE OVER CROOKED RIVER

Lindstrom Bros., Portland	$ 50,360.00

OREGON COAST HIGHWAY IN DOUGLAS COUNTY
GARDINER SECTION

No bids received

OREGON COAST HIGHWAY IN DOUGLAS COUNTY
REPAIR PIER FENDERS ON THE UMPQUA RIVER BRIDGE

Tom Lillebo, Reedsport	$ 5,049.00

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY
JUNIPER BUTTE-CROOKED RIVER SECTION

M. L. & C. R. O'Neil, Eugene	$267,196.50
T. W. Thomas, Portland	268,980.00
O. C. Yocom Co., McMinnville	279,802.00
Leonard & Slate Ore. Ltd., Portland	286,317.00
J. S. Risley, Milwaukie	287,977.50
K. F. Jacobsen & Co., Inc., Portland	292,317.50
Peter Kiewit Sons' Co., Omaha, Neb.	298,700.50
McNutt Bros., Eugene	334,428.00
E. C. Hall Co., Portland	341,068.00
J. C. Papin, Baker	344,087.75

RICHARDSON-EUGENE SECONDARY HIGHWAY IN LANE COUNTY
GLOBE-KIMIRA SECTION

McNutt Bros., Eugene	$109,970.00
D. F. McKenzie, Salem	113,350.00
F. H. McEwan, Eugene	122,245.00
Homer G. Johnson, Portland	123,850.00
Jess D. Walling, Eugene	140,600.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY
WALDPORT SECTION

	USING ASPHALT	USING TAR
D. F. McKenzie, Salem	$ 41,645.00	- - - - -
Denton Constr. Co., Portland	47,830.00	- - - - -
Jack Robinson, Waldport	51,525.35	- - - - -

The Chief Counsel brought up for discussion a resolution adopted by the Baker County Chamber of Commerce regarding the application filed by the Idaho Power Company with the Federal Power Commission for permission to conduct preliminary investigations incident to the construction of a power dam across the Snake River at a location commonly known as the Oxbow Damsite. He read aloud letters from the Idaho Power Company and the Baker County Chamber of Commerce on the subject and his replies thereto. The matter was discussed at some length, during which the Commission declared that in filing its objections with the Federal Power Commission it did so, not with the intention of blocking the development proposed by the Idaho Power Company, but only to protect the state's interests in the state highway which would be inundated were the dam across the Snake River at this place actually constructed. In view of this declaration the Commission decided not to retract in any degree from statements contained in its communication to the Federal Power Commission objecting to the application of the Idaho Power Company. (This matter was discussed further on the following day when representatives of the Baker County Chamber of Commerce were present. See ahead for details.)

Mr. Malcolm Hawke, Chief Accountant, State Highway Department, was present at the Commission's request for discussion of matters pertaining to the appointment of a Chief Auditor for the State Highway Department as authorized by the provisions of Chapter 359, Oregon Laws, 1947. Chairman Banfield explained the purpose of the conference and requested Mr. Hawke's ideas for setting up an Auditing Department absolutely separate and distinct from the Engineering Department, and answerable only to the Highway Commission. As the result of considerable discussion, Mr. Hawke was instructed to submit a written report to the members of the Highway Commission, prior to its next regular meeting, if possible, outlining his ideas with respect to setting up a department in conformity with the Commission's ideas. This report is to be made in detail and is to show how Mr. Hawke would keep a record of the Highway Department finances and accounts as the "last word" in accounting.

The Engineer brought up for discussion the matter of expenditure of $250,000 of State Tax Street Funds which the 1947 Legislature, under provisions of Section 3, Chapter 425, Oregon Laws, 1947, withdrew from the general appropriation for expenditure by the State Highway Commission on streets in cities and towns which are not a part of the State Highway System but are receiving excessive wear through a sudden increase in population in the area or heavy and unusual industrial traffic. (For details of the Engineer's presentation see his letter dated August 21, 1947, directed to the Oregon State Highway Commission, in general files.) The Engineer suggested that the money should be spent for small jobs to be undertaken by state paving crews or by special maintenance crews and that the cities should be requested to file with the Commission, not later than December 1, 1947, a list of the projects that they would like to have included in the program, which would give sufficient time for each project to be investigated before the beginning of the 1948 construction season, the idea being that if they were approved by the Commission, then they could be included in the working schedule of the several crews; further, that a full report be rendered to the Commission in February of 1948, and the Commission at that time could issue its instructions. Chairman Banfield suggested that the Commission should be advised first what the statute really means and what the obligations of the State Highway Commission are in administering the act; further, that the Commission should set up a system of requirements and qualifications as a measuring stick so that if requests submitted do not meet those requirements they need not be submitted to the Highway Commission for consideration. He added that the Commission does not wish to hear delegations concerning any project which is not qualified and which will not be approved. It was his thought that the Chief Counsel and the Engineer should get together and work up a set of requirements for the Commission's approval. Commissioners Schaupp and Chandler concurred, and it was so ordered. The Engineer and the Chief Counsel were instructed to report their recommendations at the next regular meeting of the Commission. A decision with respect to expenditure of the fund was deferred until that time.

The Engineer reported on the matter of purchasing additional hull and machinery insurance on the ferries "Tourist No. II" and "Tourist No. III" which operate across the Columbia River between Astoria, Oregon, and Megler, Washington. He recalled that the Commission, at its meeting on July 21 and 22, 1947, authorized the purchase of such additional insurance and, acting under that authority, he has secured endorsements to the existing insurance policies as follows:

Tourist No. 2

Valuation increased from $50,000 to $80,000 Insurance rate reduced from 4.8125 to 4.583 Resulting additional premium - - - - - - -	$ 935.67

Tourist No. 3

Valuation increased from $80,000 to $120,000
Insurance rate reduced from 4.8125 to 4.583
Resulting additional premium - - - - - - - - - $1,224.83

Total additional premium $2,160.50

Total valuation - $200,000

The Commission by unanimous vote approved the purchase of such additional insurance.

The Commission discussed a report from the Engineer on the improvement of Esplanade Street, in Klamath Falls, involving a short section which passes over the existing USRS Canal and under the tracks of the Southern Pacific Company (see Engineer's written report dated August 21, 1947, directed to the Oregon State Highway Commission, in general files, for details). The Engineer advised that the design for this improvement necessitates construction of an eight percent grade, and, in order to eliminate the danger of frost and ice on such a steep grade, it is proposed to install heating pipes two inches under the surface of the concrete pavement. To reduce this grade to five percent, he said, would result in additional costs of about $119,000 for construction and property damage and would necessitate the introduction of a 6.7 percent grade on another section of this street, so that to a certain extent the same ice hazard would exist. The cost of installing the heating system, he said, is estimated at about $15,000. He recommended approval of the design which includes the heating system. Commissioner Schaupp stated that when this matter was first discussed at the previous meeting he was not fully informed as to the details, but since then he has ascertained such details and has given the matter considerable study and now is of the opinion that the design is satisfactory and will serve the purpose intended. He recommended approval of the design. The Commission approved the recommendation by unanimous vote.

Pursuant to instructions given by the Commission at the previous meeting, the Engineer submitted individual reports on ten rural footpath projects, totaling $38,700, as follows (For details of these reports see copy of the Engineer's letter to the Oregon State Highway Commission dated August 21, 1947, in general files; the reports for each project are attached to this letter.):

	Highway	Mile Posts	Location	Length	Side of Highway	Cost
	Division I					
1	Sunset	close several gaps	Sylvan-West Slope	.5	West	$1200
2	Cascade	6.5 7.7	S.E. Flavel St. to Otty Road	1.2	Both	3800
						$5000

(Con't)

	Highway	Mile Posts		Location	Length	Side of Highway	Cost
	Division II						
3	Corvallis-Albany	2.43	3.83	Fairplay School	1.4	South	$ 900C
4	Santiam	28.09	28.92	Sweet Home East	.83	South	1000C
5	Silver Creek Falls	2.5	2.8	Four Corners South	.3	East	1000
							$2000C
	Division III						
6	Coast	337.96	388.75	Brookings across Chetco	.79	West	$ 5000
7	Coos River Secondary	.61	1.13	Isthmus Slough to Eastside	.52	West	1200
							$ 6200
	Division IV						
8	Klamath-Lakeview	2.70	3.70	Junior High-Shasta Grade School	1.00	North	$ 500C
9	Green Springs	57.62	58.67	Fairhaven School West	1.05	North	200C
							$ 700C
	Division V						
10	Oregon-Washington	0.17	0.36	North of Pendleton	.19	West	$ 50C
				Total all Divisions.			$3870C

In the discussion of the several projects, Chairman Banfield expressed his opinion that no footpath projects should be recommended to the Commission unless the improvements are necessary in order to eliminate safety hazards, and the most important thing to be considered is the safety of the school children. Each of the above-mentioned projects was discussed from that standpoint, and as a result thereof, the Commission by unanimous vote authorized the Engineer to proceed with the construction of each of the ten projects.

In this connection the Commission also discussed resolutions from the Agate Beach Community Club and from the City of Newport requesting that provision be made in the contract for the construction of the Oregon Coast Highway between Newport and Agate Beach for a sidewalk to take care of the pedestrian traffic. The question arose whether or not such sidewalk construction is necessary and justified, it being the thought of the Commission that if a sidewalk were approved for this location, it would establish a precedent, and the Commission would then be more or less obligated to approve other requests in the same category, and similar provisions would have to be made in all future projects. The Engineer advised that this section of high-

way is about 1.7 mile in length and that to construct a sidewalk along the section would cost about $2,600. He pointed out that it is a requirement of the Public Roads Administration that sidewalks be constructed in connection with projects near cities and towns where there is considerable pedestrian traffic. Mr. T. M. Davis, District Engineer of the Public Roads Administration, who was present, confirmed this statement. He added, however, that footpaths are required only in congested districts and that they may be of either gravel or bituminous type; also, that the Public Roads Administration is not in favor of constructing concrete sidewalks. Commissioner Chandler advised that the Commission's primary object is to provide safety for school children. Chairman Banfield confirmed this statement and added that if construction of a sidewalk along this section is only a matter of convenience, then it had better wait until there is more justification for it. The matter was discussed further, but the Commission reached no definite decision with respect thereto, however, authorized and instructed the Engineer to include in the plans for the Newport-Agate Beach Project an alternate item for sidewalk construction, the idea being to accept the proposal containing the sidewalk item if the bid for this item is not unreasonable; however, if construction of the sidewalk as revealed by the bids, is too costly, the Commission will select the other alternate.

The Commission discussed a report from the Engineer on the request of the log-hauling industry that the rules recently adopted by the Commission prohibiting log hauling during certain periods be modified so as to permit such hauling during certain hours of darkness (see Engineer's letter directed to the Oregon State Highway Commission dated August 21, 1947, in general files, for details). The Engineer advised that a delegation is to appear before the Commission on the following day regarding this matter, but pending discussion with this group, he would recommend as follows:

(1) That the regulations continue to prohibit the hauling of logs on Saturday afternoons, Sundays, and holidays legal in the State of Oregon.

(2) That the hauling of logs during the months of May, June, July, and August be permitted between the hours of 4:00 a.m. and 8:00 p.m., Pacific Standard Time. He explained that this early hour during the summer months is to allow the logging operations to continue from approximately 4:00 a.m. to 11:30 a.m., when ordered to discontinue by the State Forester because of fire hazards.

(3) That during the balance of the year the hauling of logs be permitted between the hours of 6:00 a.m. and 8:00 p.m., Pacific Standard Time.

(4) That all equipment operating on state highways during hours of darkness conform to the statutes and P.U.C. regulations as to lighting of equipment.

The Commission deferred action on the matter pending results of the conference on the following day with the log-hauling group (see ahead for additional item).

The Commission discussed the matter of providing additional office space for the State Highway Department in Salem, and in this connection the Engineer presented the following information: (1) An airplane photograph showing the Capitol group (2) Original plan provided by the Capitol Building Commission for the group of buildings (3) Copy of the zone ordinance of the City of Salem (4) Tentative floor plan of the proposed office building (5) Drawing showing a portion of the area included in the state building group and particularly the area bounded by Capitol Street on the east, Summer Street on the west, Chemeketa Street on the South, and Center Street on the north, which he considered the best location for the State Highway Department's building.

This matter was discussed by the Commission at considerable length, but action thereon was deferred pending a conference with the members of the State Board of Control. The Chief Counsel advised that the only open dates which the Board of Control has in the near future are on the afternoon of Tuesday, September 2, and any time during Thursday, September 4. He was instructed by the Commission to arrange for a meeting with the Board at 10:00 a.m. on Thursday, September 4. The Chief Counsel was also instructed to secure an appraisal of the property being considered as a site for the Highway Department building, and the Engineer was instructed to advise the Commission as to the financing of the structure, including an estimate on the interest rate that would have to be paid for borrowed money and the number of years it would take to amortize the cost at reasonable rental rates. The Secretary was instructed to have available at the meeting with the Board of Control all material that will be needed iin the discussion of the matter.

The Engineer then brought up for discussion the question of what the State Highway Department is to do for office space pending construction of the new office building. He read aloud his report to the State Highway Commission dated August 21, 1947 (see detailed report in general files), in which he recommends the construction of a concrete sign building as affording the best and most practical solution of the problem. He estimated the cost of such a building at $73,000 and in support of his recommendation advised that the Sign Department is now scattered about in five different buildings, none of which are fire proof, so it constitutes a definite fire hazard, inasmuch as the operation of the Sign Department involves use of considerable paint. Fire proof quarters, he said, should be provided for this Department, and a start on such an installation could be made by building a reinforced one-story concrete building which could be used for office space until such time as a new office building is completed in the Capitol group. He exhibited a floor plan and cross section of such a building as he has in mind. The Commission deferred definite action in the matter pending its conference with the members of the Board of Control.

The meeting adjourned at 5:00 p.m. to reconvene the following morning at 9:00 a.m. in the same room.

Portland, Oregon
August 26, 1947

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the same persons present and participating.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contract would be made at 3:00 p.m. in the same room:

CLACKAMAS SECONDARY HIGHWAY IN CLACKAMAS COUNTY
CONSTRUCT 182-FT. CONCRETE BRIDGE OVER ROCK CREEK

Lindstrom Bros., Portland	$ 43,910.00
Johnson-Sterner Corp., Portland	45,000.00

DIAMOND VALLEY SECONDARY HIGHWAY IN HARNEY COUNTY
CRANE-PRINCETON SECTION

E. C. Hall Co., Portland	$189,914.00
Rogers Constr. Co., Portland	204,701.00

DIAMOND VALLEY SECONDARY HIGHWAY IN HARNEY COUNTY
ANDERSON VALLEY AND SWAMP CREEK SECTIONS

George E. Corliss, Ontario	$ 29,899.50
Loran Petro, Vancouver, Wn.	30,771.20
E. C. Hall Co., Portland *	35,166.00
Rogers Constr. Co., Portland *	36,005.00

* Bidder will not accept this project alone.

COUNTY ROAD NEAR CENTRAL POINT IN JACKSON COUNTY
CONSTRUCT 354-FT. CONCRETE BRIDGE OVER BEAR CREEK

Perkin Bros., Portland	$ 70,470.00
Sleeper & Keyes, Bend	71,710.00
McNutt Bros., Eugene	74,240.00

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY
54-FT. RIGID FRAME CONCRETE BRIDGE OVER USRS NORTH UNIT MAIN CANAL

George E. Berry, Beaverton	$ 24,900.00
Del R. Beebe Constr. Co., Eugene	27,875.00
Denton Constr. Co., Portland	29,150.00

WARM SPRINGS HIGHWAY IN JEFFERSON AND WASCO COUNTIES
FOREST BOUNDARY-AGENCY SECTION

Rogers Constr. Co., Portland	$556,415.50
E. C. Hall Co., Portland	629,239.00
McNutt Bros., Eugene	637,599.00

BONANZA-MALIN COUNTY ROAD IN KLAMATH COUNTY
BONANZA-POE VALLEY-MALIN SECTION

Rogers Constr. Co., Portland	$183,603.00
E. C. Hall Co., Portland	207,814.00
A. H. Saxton & Sons, Corvallis	210,987.00
Del R. Beebe Co., Eugene	217,504.00
Homer G. Johnson, Portland	242,283.00

WILLAMETTE HIGHWAY IN LANE COUNTY
PLEASANT HILL - LOST CREEK SECTION

	USING ASPHALT	USING TAR
R. A. Heintz-Constr., Portland	$327,366.25	- - - - -
Leonard & Slate Oreg. Ltd., Portland	351,000.00	- - - - -
E. C. Hall Co., Portland	358,984.00	- - - - -
McNutt Bros., Eugene	365,303.00	- - - - -
K. F. Jacobson Co., Inc., Portland	370,183.25	- - - - -
K. L. Goulter Co., Seattle, Wn.	397,104.25	- - - - -
Del R. Beebe Constr. Co., Eugene	432,399.50	- - - - -

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
CONSTRUCT 48-FT. CONCRETE BRIDGE OVER OWENTA CREEK

Erick Enquist, Troutdale	$ 22,985.00
Chas. R. Schmiedeskamp, Portland	27,625.00
E. C. Hall Co., Portland	33,410.00

WARM SPRINGS HIGHWAY IN WASCO COUNTY
CONSTRUCT BRIDGE OVER MILL CREEK

C. J. Montag & Sons, Portland	$394,860.00

COUNTY ROAD NO. 266 IN WASHINGTON COUNTY
CONSTRUCT "ROOD" BRIDGE OVER TUALATIN RIVER

J. F. Johnston, Aurora	$ 67,542.00
R. H. Jones, Hillsboro	76,932.00
Walder & Kenworthy, Portland	79,512.00
C. J. Eldon, Portland	79,625.00
E. C. Hall Co., Portland	103,070.00
Morrison-Knudsen Co., Portland	115,426.00
Guy F. Atkinson Co., Portland	133,133.00

26 1 47

SALMON RIVER AND PACIFIC WEST HIGHWAYS IN YAMHILL COUNTY
PRINGLE CORNER-McMINNVILLE SECTION

	USING ASPHALT	USING TAR
Leonard & Slate Oreg. Ltd., O. C. Yocom Co., and J. C. Compton Co., McMinnville	$482,917.30	- - - - -
R. A. Heintz Constr., Portland	520,395.50	- - - - -
Porter W. Yett, Portland	580,253.60	- - - - -

At 10:00 a.m. Chairman Banfield announced the awards of contracts for which bids were received by the Commission at 2:00 p.m. on the previous day, the awards having previously been approved by the Commission by unanimous vote, as follows:

"Construction of a bridge over Crooked River on the Ochoco Highway at Prineville, Crook County. The Commission received only one bid for this work being that of Lindstrom Bros., Portland, at $50,360. The bid has been rejected.

"Grading and bituminous macadam widening on the Gardiner Section of the Oregon Coast Highway, in Douglas County. The Commission received no bids for this project.

"Repairing pier fenders on the Umpqua River Bridge on the Oregon Coast Highway at Reedsport, Douglas County. The Commission received one bid for this project, being that of Tom Lillebo, Reedsport, at $5,049. The contract has been awarded to Mr. Lillebo at his bid price.

"Grading and bituminous macadam surfacing on the Juniper Butte-Crooked River Section of The Dalles-California Highway, in Jefferson County. M. L. and C. R. O'Neil, Eugene, submitted the low bid for this work in the amount of $267,196.50. T. W. Thomas, Portland, was the next low bidder at $268,980. There were eight higher bidders. The Commission has deferred the award of this contract and has referred the bids to the Engineer with authority to award the contract to the low bidder, M. L. & C. R. O'Neil, at their bid price, when certain conditions have been satisfied.

"Rock surfacing the Globe-Elmira Section of the Richardson-Eugene Secondary Highway, in Lane County. McNutt Bros., Eugene, submitted the low bid for this work at $109,970. The next low bidder was D. F. McKenzie, Salem, at $113,350. There were three higher bidders. The Commission has awarded this contract to the low bidder, McNutt Bros., at their bid price.

"Grading and bituminous macadam widening on the Waldport Section of the Oregon Coast Highway, in Lincoln County. D. F. McKenzie, Salem, submitted the low bid in the amount of $41,645, based on the use of asphalt. Denton Construction Co., Portland, submitted the next low bid in the amount of $47,830, based on the use of asphalt. Jack Robinson, Waldport, submitted the only other bid in the amount of $51,525.35, using asphalt. None of these contractors submitted a bid based on the use of tar. The Commission has awarded this contract to the low bidder, D. F. McKenzie, at his bid price."

A delegation from Sheridan, including Mr. Leland R. Sackett, City Councilman; and Mr. R. I. Merrifield, Chairman of the Roads and Highways Committee of the Sheridan Chamber of Commerce, was present and asked the Commission to authorize the widening of Main Street in their town, route of the Salmon River Highway, from Bridge Street to the east city limits, being a continuation of widening work completed several years ago west of Bridge Street. They alleged that they were given to understand, when the former work was accomplished in 1941, that the state would construct a similar improvement east of Bridge Street later on; however, that has not been done, and the traffic situation at the present time is such that a bottleneck is created by reason of the narrowing of the street at Bridge Street. They presented a resolution from the Sheridan City Council urging such improvement as a temporary expedient to take care of present travel conditions and suggesting, also, if this does not correct the situation, that Main Street be declared and designated a one-way street for eastbound highway travel and that westbound highway travel be routed over Yamhill Street, which is one block north of Main Street, and that this street also be designated a one-way street. The Engineer estimated the cost of the proposed widening work on Main Street between Bridge Street and the east city limits at $55,000. The Commission deferred a decision in this matter pending a report and recommendation from the Engineer which was ordered for the next regular meeting of the Commission. The Secretary was instructed to check the records and ascertain whether or not the former Highway Commission made any commitment relative to the widening work now requested.

The following persons representing the City Council of the City of Scappoose were present and urged the Commission to improve the Columbia River Highway through their town: Cecil Johnson, Mayor, E. Dering, City Councilman; and J. G. Watts, City Recorder. Mayor Johnson was principal spokesman. He advised that the town of Scappoose is growing and developing, and their parking problem has become difficult because of the increase in highway traffic and the narrowness of the highway through their business district. He urged the Commission to widen the highway northerly from the curve in front of the church near the south city limits so as to provide sufficient passageway for the large volume of traffic which uses this street, to avoid confusion, and to eliminate the present traffic hazard. He said that the city already has adopted ordinances providing for parallel parking of automobiles on both sides of the street. The Engineer advised that in 1937 a plan was prepared to construct two lanes of pavement each 30 feet wide with a 17-foot parkway in between, but the work was never done. The estimated cost at that time, he said, was about $28,000, but the present-day estimate is about $40,000.

He recommended the improvement as a desirable project when money is available to finance it. The Commission took the matter under advisement and referred it to the Engineer for a report and recommendation whether or not it might be possible to do this work as a minor betterment project in 1948. The delegation was informed that the Commission is not promising the improvement but is only getting a report to ascertain the possibility of doing the work.

A delegation from Bend, representing the Central Oregon and Bend Chambers of Commerce, appeared before the Commission in regard to the completion of the Warm Springs Highway. The delegation was headed by Hon. William Niskanen, State Representative and Chairman of the Roads Committee of the Central Oregon Chamber of Commerce, and included Messrs. Howard W. Turner, Madras, President; Guy Wade, Madras, Secretary; and Howard Steib, Bend, Manager of the Bend Chamber of Commerce. Mr. Niskanen expressed approval of the Commission's action in advertising the bids for the completion of this highway outside of the forest boundary and urged continued advertising for bids for the construction of the Mill Creek Bridge. He also urged the Commission to see what can be done to expedite the construction of the seven-mile section within the forest boundary heretofore scheduled for improvement as a Forest Highway Project. He expressed the hope that the entire highway could be completed in 1948. He was informed by Chairman Banfield that it is not likely the work can be completed until 1949 because the contractors are having difficulty securing materials and manpower, and in some cases weather conditions are not favorable for construction operations. The Highway Commission, he said, has gone on record to complete this project as rapidly as possible. He pointed out that, insofar as the Mill Creek Bridge is concerned, that project has been advertised for bids on two occasions, but this is a steel bridge, and the contract could not be awarded because of unavailability of that material. The Highway Commission, he added, recognizes that this highway is essential and is doing everything it can to expedite construction of it. He explained action previously taken by the Commission transferring funds from the Postwar Project on the Ochoco Highway to the Warm Springs Project in order to advance the work on the latter and to assure that the grading work on the Forest Highway Section will be completed at the earliest possible time.

Mr. Niskanen inquired as to the plans of the Commission to get traffic across Mill Creek after the road on each side has been completed if no provision has been made for the bridge at this point -- would the Commission construct a detour for temporary use. He was informed by Chairman Banfield that the Commission is not in position to advise him with regard thereto at the present time; however, the bridge project will be re-advertised as soon as the Commission feels that the time is propitious, which may be within the next three or four months. This concluded the discussion.

Mr. Frank L. Calise, Executive Secretary, Vale Chamber of Commerce, was present and inquired as to the plans of the Highway Commission for the expenditure of the $250,000 of State Tax Street Funds which the Highway Commission is to spend for the improvement of city streets that are not on state highway routes, as authorized by the 1947 Legislature. He was informed that this matter is being studied by the Commission with the idea of constructing such projects during 1948 and that the Engineer is now receiving requests from the various communities so that a program can be arranged.

Mr. Calise inquired as to the plan for the construction of the Dads Creek-Dixie Mountain Section of the John Day Highway, for which, he said, the sum of $125,000 of Forest Highway Funds has been provided. He was informed by the Chairman that there are no Forest Highway Funds available because the appropriation made by Congress was far below that which was needed for such purposes, so the Commission is not in position to give him an answer.

Mr. Calise also inquired whether or not the Highway Commission would authorize the City of Vale to maintain a sign on the highway right of way at the junction of the John Day and Central Oregon Highways, in Vale, advertising the Central Oregon Highway (US20) as the shortest and fastest route from Vale to Portland. He exhibited a sketch of the sign that he has in mind which includes, among other cities, the names of Portland, Eugene, and Klamath Falls. He was informed by Chairman Banfield that this sign is not in conformity with the legal requirements and could not be approved by the Highway Commission; moreover, the State Highway Commission is designated by law as the official agency to maintain directional and mileage signs along state highway routes. Mr. Calise then asked if additional names can be placed on the Highway Department's present sign at this location. He was informed by the Engineer that experience reveals that a large number of names on such signs makes for confusion, so the names have been limited to three; however, if Mr. Calise would make his request in writing, it would be given due consideration.

Mr. Thomas Smithson, Engineer for the Wolf Creek Water District, Portland, was present and renewed a previous request of the district for permission to construct a million gallon reservoir on state-owned property at the junction of the Sunset Highway and Barnes Road for servicing homes in the Cedar Hills development area and others in this vicinity. He presented a written application of the District in support of his oral request (for details see typewritten application directed to the Oregon State Highway Commission and dated August 6, 1947, in general files). Chairman Banfield advised that he personally is opposed to the use of state property, or that of any other governmental agency, for private purposes because such use would eventually, if not immediately, result in handicapping the use of the property for state or governmental purposes. He pointed out that the State Highway Department paid a large sum of money for the property under discussion and, in his estimation, it would be contrary to the state's interests to permit its use for the purpose intended. He mentioned that the Commission at the previous meeting denied the request, and, insofar as he personally knows, there is no reason to change the decision at this time. Commissioner Schaupp requested additional time for the Commission to discuss the matter among themselves before making a definite decision. This was agreeable to Chairman Banfield and Commissioner Chandler, and it was so ordered. (The matter was reconsidered later in the session when the Chief Counsel pointed out that the reservoir has no connection whatsoever with the highway development or with highway use and, in his estimation, it would be unwise to permit it on the state's property, particularly in view of the fact that the area on which it is to be placed was acquired by the Commission at considerable cost under condemnation proceedings. Chairman Banfield stated that he personally would

like to help the District in the matter but not to the extent that they are asking. The Commission thereupon voted unanimously to deny the request.)

The County Court of Lane County, represented by County Judge Clinton W. Hurd, County Commissioner W. J. Holland, and County Engineer P. M. Morse, came before the Commission at this time regarding the relocation of a section of the Jasper-Lowell Market Road so as to avoid a grade crossing of the Southern Pacific railroad near Jasper, as is proposed by the U.S. Army Engineers in connection with the construction of the Meridian Dam. Mr. Morse headed the group. He explained that, according to the plans of the Army Engineers for construction of what is known as Lookout Point Dam on the Meridian Site, the Southern Pacific railroad will have to be realigned so as to avoid being inundated by backwater from the dam, which relocation will result in reconstruction of the railroad at grade across their county road, which is objectionable from the county's standpoint because it will introduce an undesirable hazard to county-road traffic. He suggested that the grade crossing could be avoided if the county road were likewise relocated for a distance of about one mile and exhibited a map showing the plans for such a revision. He asked the Commission to assume the responsibility for the road by taking it over as a state secondary highway, to conduct investigations for the rerouting of the road to avoid the railroad grade crossing, and to intercede in the county's behalf when the matter comes up for a hearing before the Public Utilities Commissioner. He said that the county is not asking the state to take over this road now because the dam has not been constructed and a revision will not have to be made for three or four years.

Chairman Banfield explained that, inasmuch as this is a county road, the state's only interest in it is in designating it as a state secondary highway, but the Commission is not in position to do that at the present time because there are other roads throughout the state which the Commission considers of more importance; moreover, the Commission has not at any time discussed designating this road as a state secondary highway. The State Highway Engineer mentioned that, while this road is a county road, it is on the Federal Aid Secondary Highway System and at some future time will be constructed by the state as such; however, jurisdiction will still remain with the county. Commissioner Schaupp indicated a willingness to cooperate with the county in making a survey for the proposed revision of the road without going into too much detail, but not to the extent of assuming full responsibility for the road. The State Highway Engineer advised that it would cost about $1,000 to conduct a survey sufficient to estimate the cost to build the road on the new alignment. Such a survey, he said, would not be in detail but would include only sufficient information to support figures that would be obtained.

In the discussion which followed Mr. Morse suggested that the Highway Commission might cooperate with the county on a 50-50 basis to conduct an investigation sufficiently adequate to present to the Public Utilities Commissioner when the matter comes up for a hearing. The Commission approved the suggestion by unanimous vote with the understanding, however, that the State Highway Department would not present any arguments to the Public Utilities Commissioner with respect to the project but would limit its presentation to a defense of the figures that would be obtained as the result of the survey.

The engineer reported the need to revise the plans for construction of the Bridal Veil Overcrossing on the Columbia River Highway, Contract No. 2896, awarded April 22, 1947, to Guy F. Atkinson Company. He advised that the original plans for this structure contemplated that all pier foundations were to be bottomed on gravel base; however, excavations for these foundations, as made by the contractor, reveal a large percentage of soft clay materials mixed with the gravel, which is considered unsafe and unwise to use as a base on which to place the retaining walls between Stations 7+16.71 and 9+66.77, or to rest certain bents designated in the contract Because of these conditions, he said, it has been necessary to alter the plans and specifications in some respects so as to provide for the driving of piles down through the soft material to a hard strata, which is going to increase the cost of the project by approximately $30,000. As a result of discussion, the Commission approved the Engineer's report by unanimous vote and authorized him to proceed accordingly. An agreement with the contractor covering the matter was signed later in the session.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 1:30 p. m. in the same room with the same persons present and participating.

Messrs. William A. Bowes, Commissioner of Public Works; Ben R. Morrow, City Engineer; F. T. Fowler, Traffic Engineer; and L. G. Apperson, of the City Engineer's Office; all of Portland, were present and discussed with the Commission the channelization and signalization of sections of Barbur Boulevard (US99W) in Portland, particularly section between S.W. Bancroft and S.W. Hamilton Streets and at the S.W. Terwilliger Boulevard intersection of Barbur Boulevard. Mr. Bowes headed the group. The State Highway Engineer exhibited a map showing what the city has in mind and explained the details thereof. He estimated the cost of the entire project at approximately $75,000 exclusive of the cost of a small amount of right of way that probably will be required. He recommended approval of the project on the basis of the city and the state assuming equal shares of the expense with a provision that the city shall do the work and bill the state for its share when it is completed, the city also to make available right of way as may be required without expense to the state. There followed a general discussion, but a final decision in the matter was deferred until later in the day. (The matter was reconsidered later in the afternoon, when the Chief Counsel advised that the Commission is not legally obligated to cooperate in projects of this kind but has the authority to do so if it wishes, however, the Commission does assume a definite responsibility in the protection of through traffic when it routes such traffic through a city, which apparently is the case in this instance. As a result of this discussion, the Commission unanimously agreed to pay 50 percent of the cost of the project on the condition that in no event shall the state's contribution exceed the sum of $40,000.)

Mr. Bowes also inquired if the Commission is ready to discuss the proposed Sullivan's Gulch Highway and was informed in the negative. He expressed a desire to discuss such matter with the Commission at its next regular meeting. The Commission indicated its approval but made no definite appointment.

Mr. C. J. Montag appeared before the Commission in regard to the proposal which he submitted for the construction of the Mill Creek Bridge on the Warm Springs Highway, in Wasco County. He was accompanied by Mr. Joe Damain, Manager of the Imperial Hotel. Mr. Montag advised that he left his proposal with the hotel clerk on duty on the evening before the bids were opened, but it was not delivered to the Commission at the time of the bid opening. He inquired whether or not the Commission would consider his bid, it being the only one submitted for this job, notwithstanding the lateness of the hour. Mr. Damain confirmed Mr. Montag's statement with respect to filing the bid with the clerk on duty on the previous evening. In view of the circumstances, the Commission decided to consider the bid, whereupon the bid was opened and the unit prices were read aloud by the Secretary. It was then referred to the engineers for tabulation and report along with other bids received at this letting.

The following persons representing the Oregon Loggers Highway Advisory Committee of the Pacific Northwest Loggers Association appeared before the Commission with regard to the Commission's recent order prohibiting the truck hauling of logs over state highways during certain periods; E. T. Clark, Portland, Secretary-Manager, Pacific Northwest Loggers Association; C. J. Warren, Portland, Secretary, Columbia River Branch; Warren Tilton, Portland, Forest Engineer, West Coast Lumberman's Association, W. V. Johnston, Medford, logger; John Hearin, Medford, logger; L. L. Simpson, Medford, Secretary-Manager, Conservation and Tree Farm Association; Harry Patton, Portland, Manager, Hammond Logging Company; R. L. Davis, Riddle, logger and Manager of the Harbor Plywood Corporation. Mr. Clark headed the group and requested that the new regulations be modified in four respects, as follows: (1) Modification so as to allow empty logging trucks to return to the woods during the restricted periods; (2) Modification to allow a little more leeway on Saturday afternoons for the last truck loaded in the morning to deliver its load to the dump; he suggested a deadline of 2:00 p.m.; (3) Modification to eliminate Armistice Day as one of the holidays when log hauling is not permitted; (4) The granting of more leeway for hauling in the early morning and in the evening (before sunrise and after sunset).

With respect to the first modification, Mr. Clark gave as his understanding that the Commission did not intend this restriction to extend to the movement of the empty logging trucks; however, the requirement in that respect is not clear. He was informed by Chairman Banfield that the Highway Commission has no objections to the movement of empty logging trucks over state highways at any time, provided they operate in conformity with statutory requirements.

Concerning Modification No. 2, Mr. Clark advised that the industry is not objecting to the Commission's ruling insofar as it pertains to general log hauling during Saturday afternoons, but some times, particularly when a long haul is involved, an operator whose equipment is not loaded until late in the morning is unable to deliver that load to the dump before the noon deadline. He suggested that in such cases the operator be allowed

until 2:00 p.m. to deliver the load. Chairman Banfield advised that the Commission could not approve such modification because it considers the noon hour on Saturdays late enough and, as a matter of safety, that the heavy traffic that uses the highways on Saturday afternoons should not have to contend with log movements. Mr. Simpson pointed out that in some instances mills require a large stockpile of logs in order to continue operating during the winter season, and it is important that as many logs as possible be delivered to the mills during the season of the year when they can be transported expeditiously. In the case of a 50-mile haul, he said, an operator working on Saturday would be able to deliver only one load of logs if the Commission definitely fixes noon as the deadline for hauling on that day, but if the operator is allowed until two o'clock, it would then be possible for him to deliver two loads instead of one. He was informed by Chairman Banfield that if the Commission made an exception in one case, it would have to make the same exception in all cases, which it is not inclined to do because of the hazards that would be created for other classes of traffic.

Mr. Simpson then inquired whether or not the Commission would consider modifying the rule after school starts in the fall and was informed that the Commission might consider a modification when the tourist season is over, but no promises can be made at this time.

As to deleting Armistice Day from the list of holidays when log hauling is prohibited on state highways, Mr. Clark mentioned that Armistice Day is not recognized in the industry's contracts with the unions and suggested that this restriction be eliminated from the requirements. He also suggested elimination of the restriction which prohibits log hauling on any Monday which follows a legal holiday on Sunday unless the Governor should declare the Monday in that instance a legal holiday. The Commission denied both requests.

As to extending the period of hauling in the morning and in the evening, Mr. Clark suggested that the operators be allowed to haul between the hours of 4:00 a.m. and 9:00 p.m. He was advised that the Commission wishes to discuss this matter among themselves before making a final decision. (This feature was discussed later in the day, at which time Commissioner Chandler suggested that the loggers be allowed to haul as early as possible in the morning provided their trucks are properly lighted, but that they be restricted to a definite hour in the evening; also, that twelve o'clock noon on Saturdays be definitely established as the deadline for log hauling on that day. The Engineer and the Chief Counsel were instructed to work up a set of rules and regulations on such basis and to report their recommendation to the Commission by telephone, when instructions will be given.

Mr. Clark also presented a request from Mr. George Gray, Seaside, that the sign installed by the Commission at the junction of the Oregon Coast Highway and Roosevelt Drive, in Seaside, which requires northbound

traffic to stop before entering this intersection be removed. He was informed by the Engineer that the City of Seaside has already called this matter to his attention and that the matter is now being investigated.

The County Court of Wasco County, represented by County Judge R. J. Wilson, County Commissioners S.M. Hicks and J. O. Swartz, and County Engineer C. P. Fauerso, came before the Commission regarding the construction of a toll bridge across the Columbia River at The Dalles. Also present with this group were W. S. Nelson, Manager of The Dalles Chamber of Commerce, and Col. Ralph A. Tudor, Consulting Engineer, San Francisco. Judge Wilson headed the group. He recalled that for the past ten years attempts have been made to solve the critical problem of crossing the Columbia River at The Dalles, which crossing is now negotiated by a private ferry owned by Captain C. T. Smith. None of these efforts, he said, has had a sound enough backing of facts, but they have continued their studies based on the Highway Engineer's report published in 1944 and believe that a solution has been found. He advised that what they now have in mind is construction of a bridge as a self - liquidating project, which they believe is sound and feasible, but they will need some state help to carry through with it. He further advised that they are not asking the State Highway Commission to contribute any funds toward the project that will not be returned to it, and that if the Highway Commission does not find the project sound and feasible, then they will discard it. He introduced Col. Tudor who, he said, has been employed by the County to make certain studies and to present their case to the Highway Commission.

Col. Tudor advised that his connection with the County Court is only to make a preliminary investigation and report on the basis of construction of a toll bridge. He presented facts and figures with respect to traffic and costs involved and methods of financing such a project, including the following: In 1941, traffic using the present ferry amounted to 135,000 vehicles. In 1943 this dropped off to 100,000, but in 1947 the number of vehicle crossings increased to 266,000. This latter figure, he said, was checked by the County Court only two weeks ago, and the rate of vehicle crossings was found to be correct. He predicted that traffic would increase at the rate of one and one-half percent annually and that all of this traffico would use the bridge were it constructed, and in addition thereto, if the ferry rate were not lowered, 28 percent of the traffic which now uses the Maryhill Ferry, 13 percent of the traffic which crosses the River at Cascade Locks, and seven percent of the traffic which crosses the River at Hood River, would be diverted to the bridge at The Dalles. He predicted that the ferry would recapture about 45 percent of this traffic if the ferry toll were reduced 25 percent to 50 percent.

Col. Tudor also asserted that a bridge at The Dalles would generate traffic, although not so much as if there were centers of business at each end of the bridge. He estimated that the traffic crossing the bridge, including diverted and generated, would reach a volume of 425,000 vehicles during the first year after the bridge is opened for use, which, at 55 cents per vehicle, would result in a revenue of $208,000, and thereafter, with the predicted increase, would amount to from $225,000 to $230,000 annually provided the rate of the competing ferry service were not reduced. If such

ferry service rate were reduced, he said, the annual revenue would amount to approximately $160,000 a year.

As to the cost of constructing the bridge, Col.Tudor took figures from the Highway Engineer's report, wherein the Engineer estimated that such bridge would cost $1,318,000, to which 20 percent should be added for engineering and contingencies, which would make a total estimated cost of $1,800,000. He gave as his opinion that this estimate is reasonably conservative. This cost, he said, could be amortized in 30 years with three and one-half percent money, which would require an annual payment of $98,000. Operation costs, he said,would amount to approximately $41,000; in other words, the amortization cost would amount to $139,000 compared with a revenue of $160,000.

As to financing, Col. Tudor mentioned the possibility of the sale of state revenue bonds bearing interest at the rate of three and one-half percent. He also mentioned the possibility of obtaining a loan from the Reconstruction Finance Corporation. He gave as his belief that the State has authority, under existing statutes, to construct the bridge on a toll revenue basis; also, that Wasco County, likewise, could be the sponsor, and the City of The Dalles is in a similar position to that of the County. Col. Tudor pointed out that until two years ago it was necessary to secure congressional action in order to build a bridge across a stream separating two states; however, he said, this no longer is required, and the only permit now needed is from the Corps of Engineers. In conclusion, Col.Tudor advised that he finds and believes that the bridge is economically justified. He suggested approval of the project and that it be financed on the basis of the sale of revenue bonds.

Chairman Banfield advised that this is a new matter to the State Highway Commission, which will not be ready or in position to ask any questions regarding the proposition until it has had the advise and counsel of the Engineer and the Chief Counsel. Judge Wilson read aloud and presented the County Court's brief with respect to the project. This concluded the conference. The Commission thereupon referred the entire matter to the Engineer and the Chief Counsel for study and report.

At 3:00 p.m. Chairman Banfield publicly announced the awards of contracts for which bids were received at the morning session, such awards previously having been approved by the Commission by unanimous vote, as follows:

"Construction of a bridge over Rock Creek on the Clackamas Secondary Highway, in Clackamas County. Lindstrom Bros., Portland, submitted the low bid for this work in the amount of $43,910. The only other bid was that of Johnson-Sterner Corporation, Portland, at $45,000. The Commission has referred these bids to the Engineer with authoirty to award the contract to the low bidder, Lindstrom Bros., when certain conditions have been satisfied.

"Grading and construction of an oil mat surface on the Crane-Princeton Section of the Diamond Valley Secondary Highway, Harney County. The Commission received two bids for this work, being those of E. C. Hall Co., Portland, at $189,914 and Rogers Construction Company, Portland, at $204,701. The Commission has rejected both bids.

"Grading and construction of roadbed topping on the Anderson Valley and Swamp Creek Sections of the Diamond Valley Secondary Highway, in Harney County. George E. Corliss, Ontario, Oregon, submitted the low bid for this work in the amount of $29,899.50. Loren Petro, Vancouver, Washington, submitted the next low bid in the amount of $30,771.20. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, George E. Corliss, when certain conditions have been satisfied.

"Construction of a bridge over Bear Creek on a county road near Central Point, Jackson County. The low bidder for this work was Perkins Bros., Portland, at $70,470. Sleeper & Keyes, Bend, submitted the next low bid in the amount of $71,710. McNutt Bros., Eugene, submitted the third, and only other,bid in the amount of $74,240. This is a county contract, and the Commission has referred all the bids to the Jackson County Court for further handling.

"Construction of a bridgeover USRS North Unit, Main Canal on The Dalles-California Highway near Culver, Jefferson County. George E. Berry, Beaverton, submitted the low bid for this work at $24,900. Del R. Beebe Construction Company, Eugene, was the second low bidder at $27,875. There was one higher bid. The Commission has awarded this contract to the low bidder, George E. Berry, at his bid price.

"Regrading, surfacing and oiling the Forest Boundary-Agency Section of the Warm Springs Highway, in Jefferson and Wasco Counties. Rogers Construction Company, Portland, submitted the low bid for this work at $556,415.50. The next low bidder was E C. Hall Company, Portland, at $629,239. There was one higher bidder. The Commission has awarded this contract to the low bidder, Rogers Construction Company, at its bid price.

"Grading, surfacing, oiling, and construction of two bridges on the Bonanza-Poe Valley Malin Section of the Bonanza-Malin County Road, Klamath County. The low bid for this work was submitted by Rogers Construction Company, Portland, at $183,603. The next low bid was submitted by E. C. Hall Co., Portland, at $207,814. There were three higher bidders. The Commission has awarded the contract to the low bidder, Rogers Construction Company, at its bid price.

"Grading, bituminous macadam surfacing, and construction of a concrete bridge on the Pleasant Hill-Lost Creek Section of the Willamette

Highway, in Lane County. The low bid for this work was submitted by R. A. Heintz - Construction, Portland, at $327,366.25, based on the use of asphalt. They submitted no bid based on the use of tar. Leonard & Slate Oreg. Ltd., Portland, submitted the next low bid at $351,000, based on the use of the asphalt. They submitted no bid based on the use of tar. There were five higher bidders. The Commission has awarded the contract to the low bidder, R. A. Heintz - Construction, at its bid price.

"Construction of a concrete bridge over Oneonta Creek on the Columbia River Highway near Multnomah Falls, Multnomah County. Erick Enquist, Troutdale, submitted the low bid for this work at $22,985. The next low bid was submitted by Charles R. Schmiedeskamp, Portland at $27,625. The third, and only other, bidder was E. C. Hall Company, Portland, at $33,410. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Erick Enquist, when certain conditions have been satisfied.

"Construction of a bridge over Mill Creek on the Warm Springs Highway, in Wasco County. C. J. Montag & Sons, Portland, submitted the only bid for this work in the amount of $394,860. The bid has been rejected.

"Construction of the "Rood" Bridge over the Tualatin River on County Road No. 266 southeast of Hillsboro, Washington County. J. F. Johnston, Aurora, submitted the low bid for this work in the amount of $67,542. The next low bidder was R. H. Jones, Hillsboro, at $76,932. There were five higher bidders. This is a county project, and the Commission has referred all of the bids to the County Court of Washington County for further handling.

"Grading and paving the Pringle Corner-McMinnville Section of the Salmon River and Pacific West Highways, Yamhill County. The low bid for this work was submitted by Leonard & Slate Oreg. Ltd., O. C. Yocom Co., and J. C. Compton Co., McMinnville, as a joint venture, in the amount of $482,917.30, using asphalt. They submitted no bid based on the use of tar. R. A. Heintz - Construction, Portland, submitted the next low bid in the amount of $520,395.50, based on the use of asphalt. They submitted no bid based on the use of tar. There was one higher bidder. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidders when certain conditions have been satisfied.

Messrs. Claude H. Giles and J. H. Beddingfield, attorneys, Coos Bay, came before the Commission regarding the proposed vacation of the westerly 20-foot portion of Edward Street in the Bunker Hill District just south of the City of Coos Bay. Mr. Giles stated that he represented property owners affected by such abandonment and Mr. Beddingfield advised that he represented the Coos Bay Lumber Company, which uses this street in its operations. Both attorneys spoke against the vacation of this street or any portion thereof. Mr. Beddingfield advised that the Coos Bay Lumber Company is absolutely opposed to the vacation of any portion of Edward Street. This Company, he

said, uses this road in the transportation of lumber, and if the road were narrowed and the community develops as is predicted, it cannot be used for their purposes. He urged that the road be widened rather than narrowed. Mr. Giles stated that he represents the small property owners along this street, all of whom are opposed to vacating any portion of the street. He gave as his opinion that it would be wrong for the Highway Commission to give any portion of this street, which is public property, to a private individual and suggested that the Commission turn the road back to the County whence the Commission acquired it and asserted that he was sure the County Court would not vacate it as is now contemplated by the Commission. Chairman Banfield advised that the Commission would take the matter under advisement and will inspect the property on the following day when all members of the Commission expect to be in the City of Coos Bay to attend the dedication of the C. B. McCullough Bridge.

Mr. Clair Terry, Coos Bay, who recently purchased from the State Highway Commission property lying on the west side of Edward Street and at whose request the Commission considered the vacation of a portion of this street, was present. He questioned Mr. Giles' statement that all of the property owners are opposed to the vacation proceedings, asserting that with the exception of three who own property situate directly across the street from his property, all are in favor of the vacation and have signed a petition to that effect. He advised that he and his partner, Mr. William Ring, need the westerly 20 foot portion of this street in connection with the operation of a tourist camp which they plan to construct on the property which they acquired from the state, and are willing to accept the 20-foot strip under discussion without access to the highway from this property. He was informed that the Commission would view the property on the following day.

A delegation from Roseburg, consisting of Hon. A. L. Flagel, Mayor; Percy Croft, Councilman; H. C. Wells, Manager, California-Oregon Power Company; and D. N. Busenbark, County Judge, Douglas County, came before the Commission regarding the acquisition of right of way and the moving of buildings on East Second Street in Roseburg, route of the North Umpqua Highway (County Road). Mr. Croft was principal spokesman. He advised that the right of way for this improvement within the city limits has been acquired by the city, but the city is not financially able to assume the responsibility for removing certain buildings thereon. He asked the Commission to assume this responsibility and pay for the work with state money. The Assistant Counsel, Mr. DeSouza, estimated the cost to move the buildings at $18,000. Chairman Banfield pointed out that the North Umpqua Road is not a state highway, and that it is contrary to the policy of the Commission to spend state money for the removal of buildings in cases of this kind, although in some instances the Commission has cooperated with the cities on a 50-50 basis in moving buildings from state highway rights of way within the city limits; moreover the Highway Commission does not want the responsibility of removing the buildings. He suggested that the city might finance such work with monies that it receives from state highway revenues. Mr. Croft reiterated that the city does not have funds available to pay for moving the buildings on its own account. He inquired whether or not the Highway Commission would be

willing to assume 50 percent of this expense. The Commission, without making any definite commitment, thereupon authorized and instructed the Engineer and the Chief Counsel to discuss the matter with the city on such basis.

Mayor Flagel brought up for discussion the matter of improving the intersection of Winchester Avenue (old route of the Pacific Highway) and US99 at the top of what is known as Winchester Hill in the northern part of Roseburg. He was told to present his request in writing. Mr. W. C. Williams First Assistant State Highway Engineer, was instructed to confer with the city officials with regard to the project.

Mr. A. S. Grant, attorney, Baker, Oregon appeared before the commission as a representative of the Baker Chamber of Commerce regarding a communication heretofore filed with the Federal Power Commission by the State Highway Commission concerning the request of the Idaho Power Company to conduct preliminary investigations for a power project in the Snake River at a place known as Oxbow. Newspaper reports, he said, indicate that the State Highway Commission is opposed to the construction of the Oxbow Dam, and the people of Baker County are very much wrought up over it because they are of the belief that the Commission's action was directly responsible for the Idaho Power Company deferring the construction of this project and electing to spend its money for the construction of a project in another location, in the State of Idaho. All that the Company wanted, he said, was authority to make a preliminary survey, which naturally would include investigations for replacement of highway facilities; moreover, the law requires payment for damages in cases where property is hurt or destroyed. He asked the Highway Commission to declare "flat footedly" that it is not opposed to the construction of the dam, if the reports are erroneous.

Chairman Banfield advised that, insofar as he is concerned, the Commission's resolution is satisfactory as adopted. It appeared to him that the only question involved is one between Baker County and the Highway Commission's Chief Counsel, whose advice the Commission always follows in matters of this kind. He suggested that Mr. Grant discuss this matter with the Commission's Chief Counsel, and if the Chief Counsel should then recommend amended action, the Commission will act accordingly. Commissioners Schaupp and Chandler concurred. The Chief Counsel advised that the Highway Commission was served with a copy of the petition of the Idaho Power Company, the purpose of which, he said, was to give the Highway Commission an opportunity to press upon the record its objections, if it had any. The only concern of the Highway Commission, he said, is the state highway which parallels the Snake River at this location, and a portion of which will be inundated if the dam is constructed, and all that the Commission intended by it resolution was simply to call to the attention of the Federal authorities, and to impress on them the fact that the Commission would expect the road to be replaced. The Highway Commission, he said, is not opposing any preliminary steps by its answer to the petition, and s ould the Commission see fit to file an amended answer, it should be made clear that by so doing it is not waiving any claim to damages that might result to the highway. He gave as his thought,however, that it would not be fair to the Highway Commission to

file an amended answer because the original answer only calls attention to the highway which will be damaged and is not a protest against construction of the dam. Commissioner Schaupp stated that the Commission's sole object was to protect the state's interests in the highway and it is the intention of the State Highway Commission to be guided entirely by the advice of the Chief Counsel. Commissioner Chandler stated that the Highway Commission is working in harmony with the Idaho Power Company. Chairman Banfield advised that the Highway Commission is not going to "back water" from the position that it has already taken in protecting the state's interests. The Commission thereupon decided unanimously not to revise its original filing with the Federal Power Commission.

A delegation from Ontario, representing the City Council and consisting of Mayor Elmo Smith and Mr. J. D. Bennett, Chairman of the Street Committee, appeared before the Commission with regard to the $250,000 State Tax Street Fund which was appropriated by the 1947 Legislature for expenditure by the State Highway Commission in the improvement of city streets that are not state highway routes. They were informed by Chairman Banfield that these funds do not become available for expenditure until 1948 and that the State Highway Commission is not ready to act on the apportionment of the funds to the several cities and towns of the state. He also advised that the city should send in its written application for a portion of the funds with full information as to the work that it wants performed with them.

A delegation from Tillamook, representing the City Council and consisting of Hon. H. C. Elliott, Mayor; F. H. Guyton; and Tom H. Bailey, came before the Commission and requested a share of the $250,000 State Tax Street Fund that has been set up by the 1947 Legislature for expenditure by the State Highway Commission for improvements on city streets that are not state highway routes, particularly streets that are being damaged by log hauling. They were informed by Chairman Banfield that the funds to which they refer are not available for expenditure until 1948 and that the Commission is in no position at the present time to make any commitments of such funds; moreover, the Commission cannot formulate a program for the funds until it has received applications from the cities of the state and a recommended program from the Engineer. He suggested that the city should file its written application for a share of the funds and include therein a detailed description of the work it would like performed with the money.

Mayor Elliott then asked the Commission to install a "stop and go" light at the intersection of Second Avenue East and Third Street, which is the intersection of the Oregon Coast Highway and the Wilson River Highway. He declared that the existing "blinker" at this location is not satisfactory because people are not very careful about observing it and that the other type is a necessity, this being a hazardous intersection. The Commission referred the matter to the Engineer for investigation and report.

Mr. Lloyd J. Allen, Scappoose, representing the Allen Logging Company, came before the Commission with regard to the reinstatment of his log-hauling permit, which was previously canceled for violation of the rules and regulations governing his operations. He asserted his willingness to abide by the requirements in all respects if allowed to go back to work. He was instructed to direct a letter to the State Highway Department, Salem, stating fully his future intentions in this regard. The letter is to be referred to the State Highway Engineer who will communicate it to the members of the Commissionover the telephone with his recommendation, following which the Commission will take action.

The Engineer reported the appointment of Mr. C. H. Armstrong, District Maintenance Superintendent, as Maintenance Office Engineer in the Salem Office to replace Mr. I. A. DeFrance, who has been promoted to the position recently occupied by Mr. W. W. Stiffler. He also reported the appointment of Mr. A. F. Parson, Resident Bridge Engineer, as District Maintenance Superintendent, Pendleton, replacing Mr. Armstrong in that capacity. The Commission approved these appointments by unanimous vote.

Pursuant to instructions given him by the Commission at the meeton August 11, 1947, the Engineer submitted a list of highways, portions of which qualify as Federal Lands Highways and for the improvement of which Federal Lands Highway Funds may be used.

He explained the Federal requirements with respect to the use of such funds and recommended that funds immediately available, amounting to approximately $196,000, be allocated for the construction of the Rome-Princeton State Secondary Highway as a substitute for Federal Aid Secondary Highway Funds now allocated to such road in the 1948 Postwar Program. He pointed out that such substitution of funds would make it possible to release a like amount of Federal Aid Secondary Highway Funds for re-allocation to some other project. He also said that the Public Roads Administration wants to handle the work under a Federal contract in the same manner that Forest Highway contracts are handled, and that he recommends approval of the request. Following a general discussion of the matter, in which W. H. Lynch, Division Engineer, Public Roads Administration, joined, the Commission voted unanimously in favor of a substitution of funds as recommended by the Engineer. The Commission also approved the contracting of the work by the Public Roads Administration.

Reconsideration was given by the Commission to the request of the log-hauling industry for modification of the rules and regulations recently adopted by the Commission prohibiting log hauling over state highways during certain periods. Commissioner Chandler suggested that these operators be allowed to truck haul logs over state highways as early as possible in the morning, provided their equipment is properly lighted during the hours of darkness but that such operations during the evening hours be limited to a definite set time; also, that no hauling whatsoever be permitted after the noon hour on Saturdays. Chairman Banfield stated that he would like to help the logging operators as much as possible, provided the general public

is protected. He also stated his objections to permitting any log hauling during the afternoons on Saturdays. As to the operation of empty logging trucks at any time, he stated that he offers no objections whatsoever thereto. Following a general discussion of the matter the Commission referred it back to the State Highway Engineer, the Second Assistant State Highway Engineer, and the Chief Counsel to work up regulations in conformity with the ideas expressed at this meeting and to phone their recommendation to the individual members of the Commission, when instructions will be given.

Reconsideration was also given by the Commission to the request of the City of Portland for state cooperation in the channelization and signalization of Barbur Boulevard (US99W). The Chief Counsel advised that the Commission has no legal obligation to cooperate in this matter, but it has the authority to do so if it wishes, although in certain circumstances, when the Commission routes highway traffic through a city it does have a definite obligation to see that such traffic is protected. The Engineer recommended that the Commission join with the city in this project on a 50-50 basis. As a result of this discussion the Commission voted unanimously to cooperate with the city of Portland by paying 50 percent of the total cost of the project, on the condition that the state's contribution shall in no event exceed $40,000.

The request of the Wolf Creek Water District for permission to maintain a million gallon reservoir on state highway property at the intersection of the Sunset Highway and Barnes Road was also reconsidered by the Highway Commission. The Chief Counsel pointed out that this has no connection with the highway or with highway use, and, in his estimation, it would be unwise for the Commission to permit the use of the property for the purpose intended, particularly since the area was acquired by the Commission at considerable expense as the result of condemnation. Chairman Banfield expressed his desire to help the Water District but not to the extent that it asks. The Commission voted unanimously not to grant this request.

The Engineer requested authority for Mr. Manley Robison, Director of the Travel and Information Department, to attend, at state expense, a meeting of the National Association of Travel Officials which is to be held in Chicago during October 23,24, and 25, 1947. The Commission approved the request by unanimous vote subject to further approval by Governor Snell.

The Commission discussed the setting of a date for its next regular meeting and decided to hold such meeting in Portland on Tuesday and Wednesday, October 21 and 22, 1947. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

A letter was presented from the La Grande Chamber of Commerce requesting that the bridge at Milo Post 794 on the Starkey Secondary Highway,

Union County, be repainted a red color for historic reasons. The Commission approved the request and instructed the Engineer to use such color the next time the bridge has to be painted.

The Chief Counsel presented for the Commission's approval a petition to be filed with the Hydro Electric Commission of Oregon opposing the application of the Idaho Power Company to construct a dam across the Snake River at a place known as Oxbow near Homestead, which petition is substantially the same as the one previously approved by the Commission and filed with the Federal Power Commission covering the same subject. The Commission thereupon approved and signed the petition.

The Engineer presented a plan for the development of the Columbia River Highway at Multnomah Falls, which includes the construction of a divided highway for a short distance along this section with a parking area for vehicles between the two legs and appropriate landscaping to harmonize with the scenic setting of this popular recreational center and to enhance the attractiveness of the premises. He advised that the plan is the result of much study and consultation with officials of the Public Roads Administration and the U. S. Forest Service, including Mr. W. H. Simonson, who represents the Washington, D. C., Office of the Public Roads Administration and who is a specialist in such matters, and the plan meets with the approval of all concerned. He exhibited a map showing the proposed layout and explained details with respect thereto. He particularly pointed out that the plan involves the shifting of the permanent highway location nearer the Columbia River, for a short distance, than was originally contemplated; however, the immediate cost to the state will not be increased because provicion has been made in the state's contract (No. 2894) with Hydraulic Dredging Compa ny, now under way, for revisions such as this should they develop during the progress of the contract work. The cost to construct the adjoining section, he said, will be increased because it will include the development work in front of Multnomah Falls Lodge; however, this section will be built by the Public Roads Administration as a Forest Highway project, and the Public Roads Administration and the Forest Service have asserted their willingness to assume the additional expense in order to provide a satisfactory improvement. (Mr. T. M. Davis, District Engineer, Public Roads Administration, who was present, verified the Engineer's statement in that regard.)

In his further explanation of the plan, the Engineer advised that it provides for construction of a foot path extending from the parking area to the lodge for the benefit of people who park their cars and walk to the lodge. He pointed out that this path passes under the south leg of the divided highway, under the railroad tracks of the O.W.R.& N. Company, and over Multnomah Creek by means of a small bridge, with steps leading up from the bridge to the old highway in front of Multnomah Lodge; also that provision is made for a future vehicular traffic interchange structure between the old and the new highways, but that is not contemplated in the initial construction, and its need cannot be decided until the new highway is completed and the volume of traffic which will use the old highway has been determined. He recommended approval of the general plan and that he be authorized to put it into effect immediately so necessary instructions can be given to the state's contractor before he begins construction at this point.

Mr. Mark Astrup, Assistant State Parks Superintendent, was present and explained the details of the proposed pedestrian walk leading from the parking area to the Lodge.

Chairman Banfield gave as his understanding of the plan that it shifts the highway closer to the Columbia River, which, in his estimation, is a better location; that the main change is to be assumed by the Federal Government under a future Forest Highway contract; that the Federal Government is willing to construct its portion of the work in conformity with this plan, notwithstanding the added expense; that the change can be made without increasing the cost to the state; and that the proposed traffic interchange matter is not an immediate concern but can be deferred for future consideration. He was assured by the Engineer that his understanding is correct.

As a result of further discussion motion was made, duly seconded, and unanimously carried that the plan as outlined by the Engineer be approved, except insofar as it concerns the proposed vehicular traffic interchange structure and the pedestrian walk extending from the parking area to the Lodge. The Engineer was thereupon authorized to arrange with the state's contractor to carry on his work in conformity therewith. He was instructed to report further on the proposed pedestrian walk, including underpasses and bridge, and along with such report to submit to the Commission plans covering these features.

A letter was presented from the City of Monmouth requesting the establishment of a "no parking" zone at the intersection of US99W and the Monmouth-Independence Highway in Monmouth. The Engineer recommended approval of this request. The Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto;

> WHEREAS, East Main Street in the City of Monmouth has heretofore been by the State Highway Commission designated as and now is a street of said city over which there has been and is now being routed traffic over the Monmouth-Independence State Highway No. 43; and
>
> WHEREAS, South East Street south of its intersection with East Main Street likewise has heretofore been by the State Highway Commission designated and now is a street of said city over which there has been routed and now is being routed traffic moving over the Pacific Highway West, State Highway No. 1W and
>
> WHEREAS, by reason of the narrowness of said East Main Street, the parking of cars on the south side of said street for a distance of 50 feet west of South East Street and along the west side of South East Street for a distance of 50 feet south of East Main Street obstructs a clear view of moving traffic at this intersection subjecting such traffic to danger and possible damage; and

WHEREAS, the City of Monmouth by appropriate resolution has prohibited the parking of vehicles of any description on the south side of East Main Street for a distance of 50 feet west from South East Street and along the west side of South East Street for a distance of 50 feet south from East Main Street and has furnished the State Highway Commission a copy of said resolution;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That said resolution, duly and regularly adopted by the Common Council of the City of Monmouth, be and the same hereby is approved and ordered filed in the records of the State Highway Commission at Salem, Oregon.

2. That this resolution be entered in the minutes and records of the State Highway Commission as of the 26th day of August, 1947, and a duly certified copy thereof delivered to the Common Council of the City of Monmouth.

The Engineer brought up for discussion the matter of designating certain state highways "through highways" and recommended that the following highways be so designated:

Dallas-Coast Secondary Highway No. 192.
North Santiam Secondary Highway No. 162.
Mehama-Mill City Secondary Highway No. 213.
Woodburn-Estacada Secondary Highway No. 161.
Clackamas Highway No. 171.
Kings Valley Secondary Highway No. 191.
Albany Lyons Secondary Highway No. 211.
Central Oregon Highway No. 7.
Burns-Crane Highway No. 24.
Fremont Highway No. 19.

As a result of discussion the Commission approved the recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, by the provisions of Section 115-351, O.C.L.A., the State Highway Commission with respect to state highways is authorized to designate main traveled or through highways or sections thereof by placing at the entrance thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways; and

WHEREAS, the Highway Commission has heretofore, to wit: on the twenty seventh day of April, 1943, adopted a resolution in which a large number of state highways have been declared to be and have been designated as through highways, and the Engineer was instructed to properly mark the same; and

WHEREAS, it is now the judgment and opinion of this Commission that the following known and designated highways are highways which carry a large volume of traffic, both local and through traffic, and by reason thereof and by reason of other traffic conditions and facts said highways should, in the judgment of the Commission and in the interests of the general public, be declared to be through highways:

Dallas-Coast Secondary Highway No. 192 between Salmon River Highway junction, at Wallace Bridge (Mile Post 0.00), and Salem-Dallas Highway junction, at Dallas (Mile Post 14.83)

North Santiam Secondary Highway No. 162 between Silver Creek Falls Secondary Highway junction (Mile Post 0.00) and Santiam Highway junction (Mile Post 78.46)

Mehama Mill-City Secondary Highway No. 213 between North Santiam Highway junction, in Mehama (Mile Post 0.00), and North Santiam Highway junction in Mill City (Mile Post 8.70)

Woodburn-Estacada Secondary Highway No. 161 between Pacific Highway East junction, near Woodburn (Mile Post 0.00), and Clackamas Secondary Highway junction, at Estacada (Mile Post 34.19)

Clackamas Secondary Highway No. 171 between Pacific Highway East junction in Milwaukie (Mile Post 0.00), and Mile Post 25.62 southeast of Estacada.

Kings Valley Secondary Highway No. 191 between Salem-Dallas Highway junction, at Dallas (Mile Post 0.00), and Corvallis-Newport Highway junction, near Wren (Mile Post 28.05)

Albany-Lyons Secondary Highway No. 211 between Santiam Highway junction, at Crabtree Corner (Mile Post 0.00), and Mehama-Mill City Secondary Highway junction, at Lyons (Mile Post 24.68)

Central Oregon Highway No. 7 between The Dalles-California Highway junction, in Bend (Mile Post 0.00), and Old Oregon Trail junction at Cairo (Mile Post 258.59)

Burns-Crane Highway No. 24 between Central Oregon Highway junction, in Burns (Mile Post 0.00), and highway terminus in Crane, (Mile Post 28.91)

Fremont Highway No. 19 between The Dalles-California Highway junction, near Lapine (Mile Post 0.00), and the Oregon-California State Line, at New Pine Creek (Mile Post 158.17);

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by this Commission, all members being present and voting affirmatively, as follows:

1. That the above listed highways hereby are declared to be and are designated as through highways.

2. That all traffic entering said highways from intersecting streets, and roads or highways, shall come to a stop before entering any of said highways except that (a) Woodburn-Estacada Secondary Highway traffic shall be required to stop before entering the Monitor-Barlow County Road intersection at Mile Post 5.26 of said secondary highway, and shall be required to stop before entering Cascade Secondary Highway intersection at Mile Post 11.34, near the city of Molalla; (b) Clackamas Secondary Highway traffic shall be required to stop before entering Cascade Secondary Highway intersection in the town of Clackamas (Mile Post 4.85), and eastbound traffic on Clackamas Secondary Highway shall be required to stop before entering Woodburn-Estacada Secondary Highway intersection in the town of Estacada (Mile Post 24.02); (c) southbound traffic on the Albany-Lyons Secondary Highway shall be required to stop before entering Main Street intersection (Mile Post 9.85) in the city of Scio; and (d) Fremont Highway traffic shall be required to stop before entering the Klamath Falls-Lakeview Highway intersection in the city of Lakeview (Mile Post 143.43).

3. That the State Highway Engineer be and he hereby is instructed to place, or cause to be placed, and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by law and by this resolution. Such signs as may be erected at said points of intersection shall conform to the types and standards heretofore approved by the Commission.

4. The Engineer is instructed to place such signs or markers as nearly as practicable at the place where the intersecting street, road or highway, meets a prolongation of the nearest property line of such through highway, and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said highways from said intersecting roads the place where the stop shall be made.

5. This resolution shall be entered in the minutes and records of the Commission as of the 26th day of August, 1947, and a duly certified copy thereof delivered to the Public Roads Administration and to the County Court of each County wherein said highways are located.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

J. F. Johnston, Contract No. 2748, for the construction of the Pudding River Bridge on the Pacific Highway East at Aurora, requested and additional extension of time of 60 days, from July 31 to September 30, 1947, within which to complete this job. He based this request on the following reasons: " A considerable portion of the job could not be undertaken until the new span was in place. We did not feel that it was safe to drive false work to move old bridge until all danger of highwater was past. Also, we have had much difficulty in obtaining suitable skilled labor." The Engineer advised that the contractor did not prosecute his work diligently, and, in his estimation, the reasons given by him for failure to complete the project within the specified time limit are not sufficient for granting the extension without penalty. He recommended, in view thereof. that the extension of time requested be granted but that the contracotr be charged with engineering costs that accrued to the job subsequent to July 31, 1947, the expiration date of the previously-extended time limit. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

C. J. Eldon, Contract No. 2773, for construction of a trestle bridge over McKay Creek on the Sunset Highway, in Washington County, requested an additional extension of time of 15 days, from June 30 to July 15, 1947, within which to complete this job. The contractor alleged that the job has been completed for some time, with the exception of the installation of some reflectors, and that the bridge has been in use by the general public for quite a while. He declared that the State Highway Department was to furnish the reflectors but did not do so in time for their installation during the placing of the concrete, so it was necessary to send men back to the job as they were available to make the installations. The Engineer advised that this job was actually completed on July 3, 1947, so only a three-day additional extension of time is required. He recommended, because the engineering expense on the job was negligible during this period, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

C. J. Eldon, Contract No. 2788, for construction of a bridge over Coffey Creek on the Tiller-Trail Secondary Highway, in Douglas County, requested an additional extension of time of 60 days, from July 31 to September 30, 1947, within which to complete this job. He attributed his failure to complete the project within the specified time limit to difficulties in securing materials, particularly lumber. The Engineer pointed out that this contract was awarded on March 12, 1946, that the date of completion as specified was October 31, 1946, but because of delays in the prosecution of the work it was necessary for the Mainte-

nance Department to perform maintenance work on the existing structure to keep it safe for traffic. Expenditure for this work, he said, amounted to $385.59. He recommended that the extension of time requested by Mr. Eldon be granted but that he be charged $385.59, the cost of the maintenance work performed by the state, and in addition thereto that he be charged with all engineering expense which occurred on the job subsequent to July 31, 1947. The Commission approved the recommendation by unanimous vote.

Strong & McDonald, Inc., Contract No. 2795, for grading the Spring Creek Hill Section of The Dalles-California Highway, in Klamath County, requested an additional extension of time of 35 days, from May 31 to July 5, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the wet and unworkable condition of material in the grade, which made it impossible to do fine grade work and finishing until dry weather prevailed. The Engineer advised that, in his estimation, the contractor's delay in completing the project was due to inability to secure new equipment. He further stated that this was a very heavy shovel job, consisting of rock cuts and imbedded boulders, and during the progress of the operations the contractor had to replace two shovels before the job could progress in an adequate manner. They were also handicapped by wet weather. The slowness of the job, he said, caused some inconvenience to the engineering personnel and probably increased the engineering costs somewhat, but it did not delay surfacing, since the job was completed in ample time for the award of the surfacing contract. He recommended that the extension of time request be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

J. S. Risley, Contract No. 2817, for oiling and rock production on the Robertson-Bridge Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary and Redwood Highways, in Josephone County, requested an additional extension of time of three days, from June 30 to July 3, 1947, within which to complete this job. Mr. Risley gave the following reasons for failure to complete the project within the specified time limit: (1) Unfavorable weather which delayed the starting of the oiling operations; (2) Additional work ordered by the Engineer shortly before the oiling work was started. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Struss & McCoy, Contract No. 2859, for production of crushed materials in stockpiles for the John Day Rock Production Project on the John Day - Beech Creek, Pendleton-John Day, and John Day-Burns Highways, in Grant County, requested an extension of time from July 31 to December 31, 1947, within which to complete this job. They attributed their

failure to complete the project within the specified time to inability to secure enough experienced help and to the difficulty of doing so much work in the short time allowed. The Engineer advised that he knows of no reason why the contractor should not have completed the job within the specified time limit, and he recommended, in view thereof, that the extension of time requested be granted on the condition that the contractor shall reimburse the state for engineering expense incurred in connection with the job subsequent to July 31, 1947. The Commission approved the recommendation by unanimous vote.

Angelo A. Doveri, Contract No. 2814, for construction of the Chiloquin Overcrossing and Spring Creek Bridge on The Dalles-California Highway, in Klamath County, requested an additional extension of time of 61 days, From July 31 to September 30, 1947, within which to complete this job. He based his request on the following reasons: (1) The road was impassable for trucks until the end of April 1947 because of mud, (2) Construction of the foundation was delayed awaiting a decision of the State Highway Engineer (3) Work was also delayed pending the Highway Engineer's decision on the results of sand tests. The Engineer advised that the reasons given by the contractor are not well founded, and, in his estimation, there has been unnecessary delay. He recommended, in view thereof, that the extension of time requested be granted but that the contractor be charged, as a penalty, all of the engineering expense incurred in connection with the job subsequent to July 31, 1947. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

In passing on the above requests for extension of time within which to complete highway contracts, the Commission made it clear that it did not grant the requests on the basis of the contractors' statements but solely on the recommendations of the State Highway Engineer.

The Engineer reported that Contracts Nos. 2737, 2773, 2789, 2791, 2796, 2803, 2829, 2883, 2886, 2889, 2893, and 2902 for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2737 with C. J. Montag & Sons for bridge construction on the Steiwer Hill-Albany Section of the Pacific Highway East in Marion and Linn Counties; completed July 29, 1947.

Contract No. 2773 with C. J. Eldon for bridge construction on the McKay Creek Section of the Wolf Creek (Sunset) Highway in Washinton County; completed July 3, 1947.

Contract No. 2789 with C. J. Eldon for grading, surfacing and oiling on the Milo-Tiller Section of the Tiller-Trail Secondary Highway in Douglas County; completed July 17, 1947.

Contract No. 2791 with Adler Construction Company for grading on the Mill Creek-Miller Flat Section of the Warm Springs Highway in Jefferson County; completed June 27, 1947.

Contract No. 2796 with McNutt Brothers for grading on the Mazama Junction-Spring Creek Hill Section of The Dalles-California Highway in Klamath County; completed April 30, 1947.

Contract No. 2803 with Mark Smith Company for lighting work on the South Sixth St. Section of the Klamath Falls-Lakeview Highway in Klamath County; completed July 29, 1947.

Contract No. 2829 with Warren Northwest, Inc., for paving and furnishing crushed material in stockpiles on the McNamars Camp-Washburn Section of the Wilson River Highway in Tillamook County; completed July 28, 1947.

Contract No. 2883 with J. S. Morris Company for painting Elk River and Pistol River River Bridges on the Oregon Coast Highway in Curry County; completed August 8, 1947.

Contract No. 2886 with Pacific Bridge Painting Company for painting the Necarney Creek Bridge and Nehalem River Bridge on the Oregon Coast Highway in Tillamook County; completed August 16, 1947.

Contract No. 2889 with J. N. & M. J. Conley for surfacing and oiling on the Spitzenberg-Scappoose Section of the Pittsburg-Scappoose County Road in Columbia County; completed July 25, 1947.

Contract No. 2893 with Loran Petro for embankment on the Umatilla River Dike Project on the Boardman-Stanfield Highway in Umatilla County; completed July 31, 1947.

Contract No. 2902 with J. C. Compton Company for recoiling on the Minam-Wallowa Lake Section of the Wallowa Lake-Joseph-Wallowa Lake Highways and the Hurricane Creek County Road in Wallowa County; completed July 22, 1947.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

The Commission discussed, approved, and signed the following joint letter with the Public Roads Administration and the U. S. Forest Service recommending to the Chief, Forest Service, and Commissioner, Public Roads Administration, Washington, D. C., approval of revisions of the Forest Highway System to conform with the current correct mileages and classifications.

"Portland, Oregon
August , 1947

Chief, Forest Service
Commissioner, Public Roads Administration
Washington D. C.

Gentlemen:

The Forest Highway System selected and submitted by the Oregon State Highway Commission, pursuant to the Rules and Regulations for administering Forest Roads and Trails under the provisions of the Federal Highway Act was approved by the Department in accordance with the recommendations of the Bureau of Public Roads and the Forest Service under date of March 19, 1924 and certain revisions were approved by subsequent letters.

It is now recommended that the approved Forest Highways be revised to conform with the current correct mileages and classifications. Therefore, in accordance with the Rules and Regulations for administering Forest Roads & Trails, under the provisions of the Federal Highway Act, it is requested that the Forest Highway System for the State of Oregon be revised to read as follows:

Route No.	Name	Termini	Approved Length	Class
1	McMinnville-Tillamook	Hebo-East For. Bdry	13.9	1
2	Salmon River	Oregon Coast Hwy-West Polk Co. Line	13.7	1
3	Oregon Coast	Neskowin-Siletz River	22.8	1
4	Siletz	Oregon Coast Hwy.-Forest Boundary	6.0	2

Route No.	Name	Termini	Approved Length	Class
5	Oregon Coast	Yaquina Bay-Umpqua River	68.7	1
6	Alsea	Waldport-Benton Co. Line	28.4	2
7	Siuslaw	Blachly-Oregon Coast Hwy.	45.1	1
8	Umpqua	Scottsburg-Reedsport	15.6	1
9	Oregon Coast	Hauser-Douglas Co. Line	9.7	1
10	Oregon Coast	Port Orford-Gold Beach	31.3	1
11	Redwood	O'Brien Schoolhouse-State Line	5.4	1
12	Redwood	Summit Hayes Hill-Love Station	2.0	1
13	Oregon Caves	3 mi. West of For. Bdry. to Caves	11.5	2
14	Applegate	Ruch-Watkins	17.0	3
15	Pacific	Canyonville - 2-3/4 mi. S. of Forest Bdry.	11.0	1
16	Tiller-Trail	Tiller to Trail	26.3	2
17	Crater Lake	Trail-Park Boundary	44.0	2
18	Crater Lake	Dalles-Calif. Park Bdry.	7.7	1
19	Dalles-California	Crescent-Old Ft. Klamath	57.8	1
20	Sand Creek	Dalles-California Hwy.-Park Boundary	4.3	3
21	Willamette	Lowell to Dalles-Calif. Hwy.	73.3	1
22	McKenzie	Blue River to Sisters	51.2	1
23	Santiam	1 mi. East of Foster to Sisters	69.5	1
24	North Santiam	Niagara-Santiam Hwy.	44.6	3
25	Mt. Hood	Wapinitia Jct. to West Bdry.	15.4	1
26	Wapinitia	Mt. Hood Hwy. to 1 mi. North of Wapinitia	32.6	1
27	Ochoco	West For. Bdry to North For. Bdry	19.6	1
28	Columbia River	West For. Bdry. to East For, Bdry.	27.3	1
29	Fremont	East For. Bdry. to West For. Bdry.	16.2	1
30	Klamath Falls-Lakeview	West For. Bdry to East For. Bdry.	29.4	2
31	Fremont	4 mi. South of Valley Falls to 6 mi. North of Lakeview	13.0	1

Route No.	Name	Termini	Approved Length	Class
32	Heppner-Spray	Mouth of Chapin Creek to John Day Hwy.	26.3	2
33	Pendleton-John Day	2-1/2 mi. Northwest of Albee to Range	30.7	1
34	Pendleton-John Day	Long Creek-South For. Bdry.	20.4	1
35	John Day-Burns	John Day to Burns	70.2	2
36	John Day	Prairie City-Unity	42.6	1
37	Weston-Elgin	McDougall's Camp to Summerville-Elgin Road	23.2	2
38	Flora-Enterprise	Oregon-Wash.State Line to South For. Bdry.	30.3	2
39	Little Sheep Creek	Imnaha to West For. Bdry.	8.8	2
40	Baker-Cornucopia	Carson to Cornucopia	5.0	3
41	Loop-Dalles	Mt. Hood Hwy. to East For. Bdry	15.0	3
42	Warm Springs	Wapinitia Hwy. to For. Bdry.	6.9	1
43	Diamond Lake	Union Creek to Dalles-Calif.Hwy. via Diamond Lake	38.9	3
44	Williams Creek	Applegate Hwy. -Oregon Caves Hwy.	20.0	3
45	Oregon Coast	North For. Bdry. to South For. Bdry between Hebo and Beaver	1.1	1
46	Cascade Lakes	North Bdry.of Crater Lake Park to Bend	101.0	3
47	North Umpqua	Rock Creek to Cascade Lakes Hwy	60.0	3
48	Klamath Lake-West Side	Seven Mile Creek to Forest Bdry. southeast of Odessa Creek	20.0	2
49	Mt. Hood	Wapinitia Junction-North For, Bdry.	21.5	2
50.	Timberline	Junction Mt. Hood Hwy. to Timberline Lodge	5.6	3

MILEAGES

Class 1	Class 2	Class 3	TOTAL
724.5	345.9	311.4	1381.8

No other changes in the system are contemplated at this time.

Yours very truly,

U. S. FOREST SERVICE, REGION #6

By_____
Regional Forester

W. H. LYNCH
Division Engineer

STATE OF OREGON
HIGHWAY COMMISSION

S/S By T. H. Banfield
Chairman

SEAL

S/S By A. W. Schaupp
Member

S/S By Ben R. Chandler
Member

(The discussion and signing of the above letter actually took place in the City of Coos Bay on Wednesday, August 27, 1947, during inspection of Edward Street, a portion of which the Commission has been requested to vacate for the benefit of the abutting property owner, and is included in the minutes of this meeting for record purposes only.)

The Chief Counsel brought up for discussion a controversy with the Erickson Dairy Products Company concerning acquisition of land needed to provide a uniform width right of way for the Columbia River Highway in the town of St. Helens. It appears that the company is about to construct a building on a portion of the property which is needed by the state, and if satisfactory arrangements cannot be made by negotiation for the re-establishment of the Company's creamery, then it will be necessary to condemn the property. The Chief Counsel advised that he is now in the process of making an appraisal of the property and ascertaining a means of re-establishing the creamery but is not is position to make the Company a definite offer. He suggested that the Commission authorize him to condemn the property if it is found necessary to do so, action at this time being required so that he can start the proceedings on short notice. The Commission approved the request and thereupon, by unanimous vote, adopted the following resolution with regard thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land described on the attached sheet are necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property described on the attached sheet are necessary for right of way purposes in connection with the Columbia River Highway, which real property is owned by Erickson's Dairy Products Co. and is identified in the records of the Highway Commission as file R14094; *

2. That the Commission does hereby find and declare that the said parcels of real property described on the attached sheet are required for the specific purpose hereinabove set forth, and the said property is being acquired for the express and specific purpose in this resolution set forth; *

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real property, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain;

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner of said real property and/or with the tenants or persons in possession, if there be any, with respect to the compensation to be paid for the taking of the same and the damage, if there by any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to said parcels of real property;

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner;

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-sixth day of August, 1947.

FOOTNOTE:

* The detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Sale , being Resolution No. 84, under the heading, "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Commission considered and signed agreements, etc., as follows:

Agreement with Guy F. Atkinson Co., being a modification of its Contract No. 2896 with the Highway Commission for the construction of the Bridal Veil Overcrossing on the Upper Columbia River Highway, in Multnomah County.

Agreement with the Southern Pacific Company covering the installation of two flood lights at the grade crossing of the Cascade Secondary Highway with the Southern Pacific Company's tracks in the town of Liberal, Clackamas County.

Agreement with the Southern Pacific Company covering the installation of a third luminaire at the grade crossing of the Wilson River Highway and the Southern Pacific Company's tracks one-half mile east of Tillamook.

Agreement with the O. W. R. & N. Co. covering the lease to the Company of certain state-owned property adjacent to the Old Oregon Trail at Weatherby, Baker County.

Statement to be filed with the Hydro-Electric Commission of Oregon with respect to the application of the Idaho Power Company to construct a dam across the Snake River at the Oxbow Damsite near Homestead, Baker County.

Modification of a lease with the Grande Ronde-Siletz Agency covering payments for use of a stockpile site at the junction of the Oregon Coast Highway and Roads End Road, in Lincoln County. This modification provides for the payment of the fees direct to the allottees rather than through the Indian Agency.

Bargain and sale deed conveying to Robert C. Hogan, et ux. two parcels of land in Crook County.

Joint letter with the Public Roads Administration and the U. S. Forest Service revising the Forest Highway System for the State of Oregon to conform with the current correct mileages and classifications.

The meeting adjourned at 5:15 p.m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

VOLUME 32

PART II

PART 2

OF

VOLUME XXXII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

AUGUST 27, 1947

THROUGH

DECEMBER 30, 1947

- - - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner

- - - - -

R.H. Baldock, State Highway Engineer
H.B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1947	Subject
14202	Oct.21	Bids received on following projects:
		Roseburg-Dixonville Section
		Crane Princeton Section
14203		Clear Creek-Forest Boundary Section
		Minutes of July 21 and 22, August 25 and 26, and August 11 and 12, 1947, approved.
		Parks. Parks Superintendent reports on following:
		Ft. Stevens Reserve. Proposed acquisition of 2800 acres. Parks Superintendent to report.
		Collier, Armitage, Saddle Mountain, Short Sand Beach, and Tou Velle State Parks. Request for construction of caretaker's cottage denied.
14204		Ecola State Park. Offer of Crown-Zellerbach Corp. to sell 308 acres adjoining this park. Parks Superintendent and Counsel to report.
		Champoeg State Park. Lease of 70 acres to Henry Zorn approved.
		Clatsop County. Ft. Clatsop. Request of Oregon Historical Society for state aid in maintaining exhibit denied.
		Crown Point. Vista House. Receipts statement ordered filed.
		Real Property. Acquisition authorized. See EXHIBIT "A".
14205		Curry County. Gold Beach. Oregon Coast Highway improvement. Negotiations for R/W to proceed.
		Douglas County. No. Umpqua County Road. Roseburg. City to secure R/W.
14206		Cost of moving bldgs. to be on 50-50 basis.
		Lane County. Pacific Hwy. Eugene. R/W settlement south of Broadway St.-Mill Race intersection approved.
		Condemnation. Offers approved. See EXHIBITS "B-1", "B-2", "B-3", and "B-4".
14207		Silver Creek Recreational Area. Proposed acquisition of 6,000
14208		acres from Federal Government. Counsel to report.
14209		Coos County. Oregon Coast Hwy. Coquille. Engineer to investigate curve at north entrance to city.
		Clarence B. Stanley authorized to attend meeting of NW Section, American Police Communication Officers Association, Tacoma.
		Yamhill County. Salmon River Hwy. Ft. Hill. Access granted Ray Hageman in exchange for 10-ft. strip of land. (See page 14256)
		Sale of land. Policy established.
		Lane County. Pacific Hwy. Cottage Grove. Request to purchase
14210		state-owned land between Quincy Avenue and Madison Avenue denied.
		Sale of land. Coos Bay. Lots 3 and 4, Block 28, Nasburg's Addition to be advertised for sale giving adjoining property owner right of meeting high bid.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Alsea Hwy. Completion of unimproved section not undertaken because of lack of Forest Hwy. funds.

Page	Date 1947	Subject
14211	Oct.21	Accounting Department. Appointment of accounting firm to study set-up. Action deferred. (See page 14263)
		Three Year Postwar Construction Project. Progress statement approved.
		Appointment of W.C. Williams as First Assistant State Hwy. Engineer. W.W. Stiffler as Second Assistant State Hwy. Engineer, and G.W. Neuner as Assistant Counsel approved. Resolution entered in August 11 minutes.
14212		Portland. S.W. Front Avenue-S.W. Hooker St. intersection. Construction of pedestrian overcrossing approved.
		Coos County. Coos Bay. Bunker Hill District. Vacation of portion of Edward St. and widening Edward St.-Newport Avenue intersection approved conditionally. Engineer to report.
14213		Clackamas County. Pacific Hwy. E. Oregon City-New Era Section. Expenditure of $20,000 on county road detour approved. Engineer and Counsel to confer with County Court.
		Yamhill County. Salmon River Hwy. Sheridan. Improvement of Main St. to be considered in 1948 Minor Betterment Program. Engineer and Counsel to confer with city council re one-way street plan.
		Clatsop County. Seaside. Oregon Coast Hwy.-Roosevelt Drive Junction. Channelization Project. Action deferred. Engineer to study.
14214		Signs. Malheur County. Old Oregon Trail. Cairo Junction. Request for additional directional signs denied.
		Signs. Historical markers. Bristow Monument, Lane County, and Olds Ferry marker, Malheur County, approved.
14215		Lane County. Pacific Hwy. Cottage Grove. R/W through Ed Jenks Estate property not to be purchased.
		Sale of Bldgs. Monument and Klamath Falls. Offers of J. Dempsey Boyer and W.J. Easter accepted.
		Sale of land. Junction City. Bid of Camarann Corporation rejected.
		Sale of Bldgs. McNamar's Camp. Offer of J.E. Bateman accepted.
14216		Sale of used equipment and scrap materials. Salem, Coquille,
14217		Klamath Falls, La Grande. Engineer's recommendations approved.
14218		Engineer's authority to advertise confirmed.
		Sale of ferry "North Beach" to Knappton Towboat Co. approved. Resolution adopted.
14219		Postwar Program. Ochoco Hwy. Transfer of Forest Hwy. Funds to Warm Springs Hwy. See EXHIBIT "C".
14220		Building construction. Odell Lake and Hood River. Construction of two cabins and equipment hdqtrs. approved.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
14221		Malheur County. Snake River dam near Homestead. Engineer and Counsel to discuss with interested agencies and report.
		Marion and Polk Counties. West Salem-Salem Bridge over Willamette River. Engineer to report when study completed.
		Multnomah County. Corbett. Request for construction of short roadway denied.

Page	Date 1947	Subject
14221	Oct.21	Lincoln County. Oregon Coast Hwy. Beverly Beach. Request for pedestrian overpass denied.
		Grant County. John Day Hwy. Austin Spur Section. Improvement
14222		to be considered in next construction program.
		Washington County. Tualatin Valley Hwy. West Slope-Forest Grove Section. Improvement to be considered after opening of Sunset Hwy.
		Malheur County. Adrian-Caldwell Secdy. Hwy. extended. See EXHIBIT "D".
		Klamath County. Lake of the Woods Road. Construction to be
14223		considered in next program if certain conditions satisfied.
		Grant County. John Day Hwy. Dads Creek-Dixie Summit Section. Resurfacing to begin when Forest Hwy. funds available.
		Grant County. John Day Hwy. Mt. Vernon-John Day Section. Request for improvement denied.
		Polk County. Pacific Hwy. W. Rickreall. Request for widening Rickreall Creek Bridge denied.
		Columbia and Washington Counties. Vernonia-Sunset Hwy. Junction County Road. Oiling included in Postwar Program.
		Signs. Elimination of confusing neon and other advertising signs along hwys. Counsel making study.
		Telephones. Installation along hwy. for emergency use approved
14224		conditionally.
		Signs. Pacific Hwy. E. Steiwer Hill-Albany Section. Illegal advertising signs of Tripp & Tripp to be removed.
		State Tax Street Funds. See EXHIBIT "E".
		State Tax Street Funds. See EXHIBIT "F".
		State Tax Street Funds. See EXHIBIT "G".
14225		State Tax Street Funds. See EXHIBIT "H".
		State Tax Street Funds. See EXHIBIT "I".
		Marion County. Silverton. Silver Creek Bridge on James Avenue. State aid in preparing plans approved conditionally.
		Jackson County. Medford. Bear Creek Bridge on Jackson Street. State aid in preparing plans approved conditionally.
		Washington County. County Road No. 266. Construction of "Rood"
14226		Bridge. State supervisor to be furnished conditionally.
		Malheur County. Ontario. State to construct sidewalk at maintenance hdqtrs.
		Josephine County. Redwood Hwy. Grants Pass-Applegate Bridge. Realignment requested. Engineer to make survey and report.
		Jackson County. Pacific Hwy. Ashland Section. Agreement with Denton Construction Co. re paving approved.
		Awards. Engineer's award of contracts confirmed.
14227		Surveys. Completed and adopted. See EXHIBIT "J".
		Construction Programs. Alterations to be approved by formal resolution.
14228		Extensions of time granted as follows: Contracts Nos. 2744, 2749,
14229		2772, 2778, 2810, 2818, 2820, 2849, 2856, 2857, 2863, 2869,
14232		2872, 2878, 2880, 2881, 2915, 2748, and 2918.

Page	Date 1947	Subject
14234	Oct.21	Contracts completed and accepted as follows: Contract Nos. 2637, 2744, 2749, 2778, 2795, 2818, 2824, 2837, 2842, 2854, 2864, 2884, 2885, 2890, 2915, 2916, 2921, 2927, and 2930. See EXHIBIT "K".
14235		Wages and salaries. Increase in salaries of probationary employees approved conditionally. Engineer to present list of additional employees entitled to salary increases.
		North Santiam Hwy. Gates-Detroit Section. Press release re allowing only essential traffic to traverse section approved.
		Claim. E.E. Rhodes. Request for payment of $1,000 for loss of dog at crooked River Gorge denied.
		Waysides. Preservation of flora along hwys. for bees and other pollinating insects. Request denied.
14236		Portland. Barbur Boulevard. S.W. Bancroft St.-S.W. Viewpoint Terrace channelization. Request for revision in plans denied.
		Permits. Lane County. Siuslaw Hwy. "Cape Horn" quarry. J.D. Walling granted permit to use quarry during 1948.
		Multnomah County. Lower Columbia River Hwy. Columbia County Line-Portland Section abandonment approved. See EXHIBIT "L".
		Multnomah County. Sullivan Gulch Hwy. Denomination as "Benson Boulevard" disapproved.
14238		Astoria Ferry. New ferry boat named "M.R. Chessman". Resolution adopted. Launching date to be set.
		Travel Dept. Advisory Board. Appointment of member to take place of M.R. Chessman deferred.
		Multnomah County. Columbia River Hwy. Troutdale-Wahkeena Cr. Section U.P.R.R. Co. to be reimbursed for salary of inspector.
		The Dalles-California Hwy. Lenz-Kirk Section, Right of access from Denver Parks property approved.
14239		Portland. Harbor Drive. City to be requested that thoroughfare not be closed or blocked to traffic in future.
		Log hauling. Regulation of hauling during certain periods approved.
		Permits. Additional personnel authorized to sign transportation permits. See EXHIBIT "M".
14240		Log hauling. Cecil J. Hammond. Permit cancelled.
		Log hauling. Duane H. Mathers. Permit cancelled.
		Log hauling. Lloyd J. Allen and Emmet G. Baugh. Permits reinstated.
14241		Speed Zones. Ocean beaches. Order of 20 miles per hour rescinded and statutory limit allowed. Counties and cities contiguous to beach to be informed re motor vehicles on beach.
		Lincoln County. Oregon Coast Hwy. Otter Crest. Counsel to negotiate with Badley for R/W on original relocation plan.
		Meeting adjourned at 5:00 p.m. to reconvene at 8:00 p.m.
14242		Salem. Temporary office space. Hwy. Dept. Bldg. on Waverly Street approved. To be constructed by Hwy. Dept.

Page	Date 1947	Subject
14242	Oct.21	Salem. State Hwy. Office Bldg. Counsel to secure option on Phi Delta Theta Fraternity property in Block 82 for $19,500.
14243		Salem. State Hwy. Office Bldg. Block 86 approved by Board of Control as permanent site for Hwy. Dept. Office Bldg.
		Salem. Block 82. State Hwy. Office Bldg. site. Commission to secure options at request of Board of Control conditionally.
		Astoria Ferry. Ferry terminal construction. Plan "A" and
14244		property settlement with Charles Swanson approved.
		Astoria Ferry. Megler ferry landing. Original agreement with Pacific County re reimbursement to be sent to them.
		Clatsop County. Gearhart. Use of ocean beach. Motor vehicles prohibited on beach area. See EXHIBIT "N".
		Ocean beaches. Beach areas to be closed to vehicular traffic on request of contiguous county or city.
		Wasco County. The Dalles. Bridge across Columbia River. Commission to contribute, conditionally, $2,000 toward cost of survey. Engineer and Counsel to investigate and report.
		Speed Zone. Mt. Hood Highway. Orient. Zone established. See EXHIBIT "O".
		Signals. Columbia River Hwy.-Bell Road intersection. Springdale. Installation approved.
		Clatsop County. Oregon Coast Hwy. Miles Crossing. Request for paving shoulders approved.
14246		Clatsop County. Oregon Coast Hwy. Miles Crossing. Request for pedestrian crosswalks and blinker lights denied.
		Speed Zone. Clatsop County. Oregon Coast Hwy. Miles Crossing. Zone established. See EXHIBIT "P".
		Signals. Josephine County. Grants Pass. Traffic signals not to be installed until city has advanced its share of cost.
		Signals. Yamhill County. Yamhill. Maple St.-Main St. intersection. Installation approved.
		Signals. Jackson County. Medford. Main St. intersections with
14247		Bartlett St., Front St., Grape St., and Oakdale St. Installations approved.
		Signals. Jackson County. Medford. Medford-Provolt Hwy. crossing with S.P. Co. tracks. Installation approved conditionally.
		Budget. Increases in equipment purchase, construction of bldgs. and improvements, and drawbridges and ferry budgets approved.
		Meeting date. November 24 and 25, 1947, set for next regular meeting.
14248		Lane County. Pacific Hwy. Right of access denied J.H. Gonyea. Condemnation of R/W authorized. See EXHIBIT "Q".
		Pacific Hwy. E. Albany-Junction City Section. Designation as "throughway". Engineer to report.
		Portland. Clarification of oral agreements effected during the war. Engineer to report.

Page	Date 1947	Subject
14248	Oct.21	Unfinished business. Items to be deleted from agenda. Secretary to keep record in his office.
		Multnomah County. Sullivan Gulch Hwy. Agreement with City of Portland being prepared. (See page 14258)
		Sand removal from navigable streams and ocean beaches. Royalties
14249		to be charged and turned over to Land Board.
		Douglas County. Oregon Coast Hwy. Acquisition of timber bordering Elbow Lake. Action deferred.
		Parks. Lincoln County. Rocky Creek Park. Acquisition of additional land for park and R/W. Counsel to report.
		Lane County. Oregon Coast Hwy. Florence. Request to purchase state property at south end of Siuslaw River Bridge denied.
		Multnomah County. Columbia River Hwy. Multnomah Falls. Item re construction of parking area to be deleted from future agenda.
		Columbia County. Columbia River Hwy. Scappoose. Improvement to be considered in 1948 Minor Betterment Program.
14250		Signals. Tillamook. Installation of stop and go light at 2nd Avenue-3rd Street intersection. Engineer to report.
		"No parking" zones. Pacific Hwy. E. Hubbard. Objections to existing signs. Engineer to report.
		Parks Dept. Appointment of State Parks Superintendent and organization of Parks Dept. Engineer to report.
		Organization chart. Hwy. Dept. To be discussed at next meeting.
		Betterment program. To be considered at next meeting.
		Klamath County. Klamath Falls. Deadending certain streets along Esplanade. No action
		Benton County. Corvallis. Willamette River Bridge. State-owned land at west end of bridge not to be given to O.S.C.
14251		Claims. Rogers Construction Co. Sunset Hwy. Davies-North Plains Section. State to aid company with claims arising out of its operations.
		Multnomah County. Columbia River Hwy. Multnomah and Wahkeena Creek Development Areas. Additional authorization of $25,000 for box culvert approved. See EXHIBIT "R".
		Baker County. Oxbow Dam on Snake River. No action.
		Umatilla County. Walla Walla River. State to advance Army
14252		Engineers $50,000 for flood control project.
		Clatsop County. Astoria. Vacation of 53rd St. from Birch St. to Elm St. approved.
		Signals. Portland. Northern Pacific Terminal Co. spur track.
14253		State to pay $733 on cost of installation.
		Signals. Lane County. Creswell. Pacific Hwy.-S.P. Co. railroad track intersection. Installation approved conditionally.
		Agreements, etc. discussed and approved. (See page 14255)
14254		Clatsop County. Astoria. Request of Chamber of Commerce to purchase state land near ferry landing denied.
	Oct.22	Bids opened on following projects:
		North Powder River Bridge
14255		Gardiner Section

Page	Date 1947	Subject
14255	Oct.22	East Cottonwood Canyon Section Parkrose Section West Unit, Sheep Creek Hill Section Agreements, etc. signed.
		Lincoln County. Oregon Coast Hwy. Miner Creek-Agate Beach
14256		Section. Roadside improvement project approved.
		Lane County. Alsea-Deadwood Secdy Hwy. Improvement requested. Engineer to investigate and report
		Malheur County. Vale. Highway and bridge east of Vale not to be relocated or removed.
		Yamhill County. Salmon River Hwy. Ft. Hill Bridge Section. Access granted from Ray Hageman property.
		Multnomah County. Sauvies Island Bridge. Vertical clearance and navigability of channel. Engineer to confer with Army Engineers.
14257		Signals. Apportionment of cost between counties and state set on 50-50 basis.
		Signals. Multnomah County. Canyon Road at Sylvan. Signals to be recommended for installation on 50-50 basis.
		Multnomah County. Sullivan Gulch Hwy. Financial set-up. Engineer and Counsel to investigate further and report.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Dodge Canyon
14258		Section. Location of proposed route. Engineer and R/W Dept. to investigate.
		Meeting recessed at 11:40 a.m. to reconvene at 2:00 p.m.
		Multnomah County. Sullivan Gulch Hwy. Approval of route and financial set-up. Engineer and Counsel to work out agreement with City of Portland and present draft at next meeting.
		Portland. Jefferson St. Traffic circle. Acquisition of R/W. Engineer to advise City of Portland what property state needs.
		Crook County. Crooked River Hwy. Rerouting around proposed
14259		Crooked River Dam. Engineer to investigate and report.
14260		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
		Forest Highway Program. Modifications in present program for 1943 and 1946 approved. Letter approved and signed.
14263		Personnel. Retirement of superannuated employees. Certain employees retained beyond age of retirement.
		Accounting Dept. Study of activities. Firm of Whitfield,
14264		Stratford and Company, C.P.A., Portland, employed to make study.
		Meeting adjourned at 3:15 p.m.
14265		EXHIBIT "A". Right of way resolution.
14295		EXHIBIT "B1". Condemnation resolution.
14298		EXHIBIT "B2". Condemnation resolution.
14300		EXHIBIT "B3". Condemnation resolution.
14303		EXHIBIT "B4". Condemnation resolution.
14305		EXHIBIT "C". Transfer of Federal Aid funds from Ochoco Hwy. to Warm Springs Hwy. and restoration.

Page	Date 1947	Subject
14306	Oct.22	EXHIBIT "D". Extension of Adrian-Caldwell Secdy. Hwy.
14307		EXHIBIT "E". State Tax Street Funds.
14308		EXHIBIT "F". State Tax Street Funds.
14309		EXHIBIT "G". State Tax Street Funds.
14310		EXHIBIT "H". State Tax Street Funds.
14313		EXHIBIT "I". State Tax Street Funds.
14315		EXHIBIT "J". Surveys approved and adopted
14316		EXHIBIT "K". Contracts completed and accepted.
14318		EXHIBIT "L". Abandonment - Lower Columbia River Hwy.
14319		EXHIBIT "M". Permission for certain employees to sign emergency transportation permits.
14320		EXHIBIT "N". Close beach to vehicular traffic at Gearhart.
14321		EXHIBIT "O". Speed limit through town of Orient.
14322		EXHIBIT "P". Speed limit through Miles Crossing.
14323		EXHIBIT "Q". Condemnation resolution.
14327		EXHIBIT "R". Contribution of $25,000 to P.R.A. for work on Multnomah Falls Section of Columbia River Hwy.
14329	Nov.24	Parks Superintendent reports on following:
		Bradley State Park. Request for concession privileges denied.
		Peter Skene Ogden Park. Request for concession privileges denied.
		Crown Point. Vista House. Request to close concession on Mondays during December, January and February denied.
		Tillamook Head. Acquisition of area from Crown-Zellerbach
14331		Corporation. Decision deferred. (See page 14361)
		Douglas County. Umpqua Hwy. Elkton-Scottsburg Section. Preservation of maple and myrtle tree waysides approved.
		Silver Creek Falls Recreational Area. Acquisition of area from National Parks Service approved.
		1948 Budget. Action deferred. Parks Superintendent to report.
14332		Details of bldg.plans to be presented to Commission. Landscaping and lighting projects. Engineer to include cost in estimates for construction work.
		Real property. Acquisition authorized. See EXHIBIT "A".
		Curry County. Oregon Coast Hwy. Gold Beach. Condemnation of
14333		property. Action deferred. (See page 14370)
		Curry County. Oregon Coast Hwy. Gold Beach. Widening of improvement from 4th Street south. Action deferred. (See page 14370)
14334		Curry County. Oregon Coast Hwy. Gold Beach. Moving Central Service Station. Action deferred
		Lane County. Eugene. Property on Pacific Hwy. to be acquired.
		Clackamas County. Pacific Hwy. E. Canemah. Construction of sidewalks and curbs approved. Balance of R/W to be acquired.
		Sunset Hwy. Berger Ranch-Barnes Road Section. Settlement with Adel E. Guerber for R/W approved conditionally.
		Salem. State Hwy. Office Bldg. Counsel to secure options in Block 86
14335		Meeting recessed at noon to reconvene at 2:00 p.m.

Page	Date 1947	Subject
14335	Nov.24	Load limits. Eddyville-Blodgett Secdy. Hwy. Objection to reduced load limit. Load limit lifted to 30,000 lbs. (See page 14364)
14337		Condemnation. Offers approved. See EXHIBITS "B1", "B2", "B3", and "B4".
		Permits. Use of excess state property. Permits for use granted during 1948.
		Multnomah County. Columbia River Hwy. Troutdale Section. Settlement with B.A. Kliks for R/W. Action deferred. (See page 14358)
		Portland. Transfer of R/W in N. Burgard, N. Swift, Olympia, and Walker Streets to City of Portland approved.
14338		Throughways. Pacific Hwy. Junction City-Oregon-California State line Section designated as "throughway". Resolution adopted.
		The Dalles-California Hwy. Barkley Springs-Algoma Section. Acquisition of R/W approved.
14339		Benton County. Corvallis. Permit granted O.S.C. to use state property at Willamette River Bridge.
		Columbia County. Scappoose. Exchange of properties with H.A. Hein approved.
		Sale of land. Albany. Fractional lots in Block 30, Ackerman's Addition. Offer of City accepted.
		Hospital association contracts. Renewal for 1948 on basis of previous agreements approved.
14340		Coos County. Enegren Ferry. Agreement with Mrs. G.F. Gunnell for lease of ferry equipment approved.
		Coos County. Enegren Ferry. Operation of ferry by Andrew Stambuck until January 6, 1948, approved.
		Astoria Ferry. "M.R. Chessman". Resolution naming new ferry-boat approved.
		Astoria Ferry. Launching of ferry "M.R. Chessman". Commissioner Chandler to represent Commission.
14341		Multnomah County. Upper Columbia River Hwy. Multnomah Falls Section. Contribution of $25,000 toward Forest Hwy. project and expenditure of additional $40,000 for state project. Action deferred.
		Meeting adjourned at 5:00 p.m. to reconvene following day.
	Nov.25	Bids received on following projects:
14342		Union Rock Production Project North Powder River Bridge Hood River Storage, equipment and repair bldg. Madras Rock Production project Adrian-Wilder Section Salem Temporary Office Bldg.
14343		Pilot Rock-Ukiah Rock Production Project Weston Mountain-Elgin Rock Production Project Clear Creek-Forest Boundary Section
		Coos County. Oregon Coast Hwy. Coquille. Elimination of dangerous condition. Engineer to make survey and report.

Page	Date 1947	Subject
14343	Nov.25	Douglas County. Oregon Coast Hwy. Scholfield River Bridge.
14344		Construction of "bull rail" on felloe guard approved.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Dodge Canyon Section. No revision in alignment to be made.
		Lincoln County. Alsea Hwy. Engineer recommends temporary improvement on west end. Action deferred.
14345		Clatsop County. Seaside. Plans for traffic channelization at north limits approved.
		Washington County Court. Letter releasing state from maintenance of County road ordered filed.
		Portland. Swift Secdy. Hwy. - Denver & Union Avenues. Request
14346		for new approach referred to Engineer.
		Permits. Delegation requests more leeway for overweight.
14348		Engineer to report on granting more authority to local Engineers.
		Wayside Areas. Oregon Roadside Council urges development of
14349		picnic areas. Referred to Advisory Board of Travel & Information Dept. for report.
		Coos County. Coos Bay. Request for change in location of
14350		Oregon Coast Hwy. north of city denied.
		Coos County. Coos Bay. Improvement south of Fir Avenue. One-way traffic plan approved. Survey approved. see EXHIBIT "E".
		Multnomah County. Columbia River Hwy. Expenditure of $65,000 at Multnomah Falls approved.
14351		Budget 1948. Action deferred. Engineer to continue routine activities.
		Douglas County. Umpqua Hwy. Scottsburg-Reedsport. Improvement requested. To be considered in 1948 budget.
		Bids. Confirmed authority to advertise rock production jobs.
		Linn County. Reconditioning Richardson Gap Road approved.
		Josephine County. Redwood Hwy. Letter requesting improvement ordered filed.
		State Tax Street Funds. Plans approved. See EXHIBIT "C".
14352		State Tax Street Funds. Plans approved. See EXHIBIT "D".
		Surveys. Lake County. Request for survey of two F.A.S. Hwys. approved conditionally.
		Surveys. Crook County. Request for survey of three county roads approved conditionally.
		Awards. Engineer's award of contracts confirmed.
14353		Surveys. Completed and Adopted. See EXHIBIT "E".
		Extensions of time granted as follows: Contract No. 2846, 2856, 2875, 2888, 2891, 2899, 2909, 2911, and 2912.
		Contracts completed and accepted as follows: Contract Nos. 2732, 2748, 2779, 2817, 2823, 2831, 2832, 2839, 2840, 2849, 2858, 2865, 2867, 2868, 2878, 2881, 2888, 2866 and 2910. See EXHIBIT "F"
14357		Recessed at noon to reconvene at 2:00 p.m.
		Budget 1948. Travel Dept. Advisory Board recommends $250,000.
14358		Approved.
		Travel Dept. Advisory Board to furnish Commission copies of meeting minutes.

Page	Date 1947	Subject
14358	Nov.25	Wayside Areas. Travel Dept. Advisory Board asked to present suggestions.
		Public Relations. Treatment of tourists. Travel Director to investigate.
		Columbia River Hwy. Troutdale. R/W settlement with Kliks
14359		referred to Counsel.
		Bids discussed.
14360		Awards. Chairman announces award of contracts.
14361		Clatsop County. Tillamook Head. Purchase of 308 acres from Crown-Zellerbach approved conditionally.
		Portland. Sullivan Gulch. Basis of cooperation set. Press
14362		release formulated. Counsel to prepare agreement with city.
		Parks. Collier Park. Erection of bldg. by Collier to house logging relics etc. Approved.
14363		McKenzie Hwy. Obsidian request to keep open in winter to Hand Lake denied.
		Log hauling. Cecil J. Hammond. Permit to be reinstated
14364		December 10, 1947.
		Load limits. Eddyville-Blodgett Secdy. Reduced limit raised. See EXHIBIT "G".
		Salem. Highway Dept. Office Bldg. Offers of Eley and Johnson to design. No action.
		Klamath County. Sprague River Road. Cooper requests state
14365		take over. No action.
		Coos County. Powers Secdy. Hwy. Request to extend 4.7 miles denied.
		Clatsop County. Gearhart. Resolution re vehicular traffic on beach ordered filed.
		Clackamas County. "Molalla Forest Road". Assignment of Ostrander R.R. & Timber Co. interests to Crown-Zellerbach approved.
		Hood River County. CAA request for flying clearance over Secdy. Hwy. 281 approved conditionally.
		Western Association of State Hwy. Officials. Engineer to invite group to meet in Portland in July 1948.
		Load Limits. Little Nestucca Secdy. Hwy. Reduced limit
14366		confirmed. See EXHIBIT "I".
		Load Limits. Weston-Elgin Secdy. Hwy. 50% reduction approved. See EXHIBIT "J".
		Claim. North Portland. Payment to Travis of $40.95 approved.
		Permits. Special movements. Engineer to study and make recommendations re authority of field engineers.
		Columbia River Hwy. Multnomah Falls. Request to stock lake with fish. No lake yet.
		Signals. Jackson County. Medford. S.P., Main and 6th St.
14367		crossing. Hwy. delegate to attend PUC hearing.
		Signals. Myrtle Point at 8th & Spruce Sts. Request denied.
		Signals. Salmon River Hwy. at Valley Junction. Action on signal and channelization deferred. 40 M.P.H. speed zone, Willamina to Grand Ronde approved. See EXHIBIT "K".

Page	Date 1947	Subject
14367	Nov.25	Signals. Redmond, at 6th & H Sts. Installation of blinker
14368		light approved.
		Old Oregon Trail. Umatilla Indian Agency. Installation of "Slow, Congested Zone" signs approved.
		Through-way hwys. discussed. Action deferred.
		Through Hwys. Corvallis-Eastside Secdy. designated as "stop" hwy. See EXHIBIT "L".
		Baker County. Baker-Homestead Hwy. Abandonment of portion to State Land Board approved. See EXHIBIT "M".
		Union County. Cove Secdy. Hwy. Cove-Union Section. Abandonment
14369		of part approved. See EXHIBIT "N".
		Harney County. Burns-Crane Hwy. Abandonment of part approved. See EXHIBIT "O".
		Jefferson & Crook Counties. Madras-Prineville Secdy. Hwy. Abandonment of part approved. See EXHIBIT "P".
		Wallowa County. Enterprise-Lewiston Hwy. Abandonment of part approved. See EXHIBIT "Q".
		Jefferson County. The Dalles-California Hwy. south of Madras. Request of County that part of old hwy. be designated as Secdy. Hwy. to be studied. Engineer to report.
14370		Personnel. Salem shops employees request monthly rate of pay. Engineer to report.
		Organization Chart discussed. Action deferred.
		Yamhill County. McMinnville. Pacific Hwy. W. No Parking Zone on Baker Street approved. See EXHIBIT "R".
		Meeting Date. Next regular meeting set for Dec. 29-30, 1947.
		Curry County. Oregon Coast Hwy. Gold Beach Authority granted to acquire R/W. Engineer to investigate revised alignment south of 4th Street.
14371		Agreements and other papers signed.
		Portland. Traffic accident analysis. Signing agreement deferred. Engineer to report.
		Eugene Water Board. Pacific Hwy. Cooperation in lowering water
14372		main approved. Agreement to be prepared.
		Corvallis Chamber of Commerce. Removal of snow on road to Mary's Peak. Request denied.
		Equipment. Sale of snow plow to Corvallis Chamber of Commerce approved.
		Astoria Ferry. Alterations approved.
		Astoria Ferry. Operation costs to be kept separate.
		Highway Construction. All items of cost to be included in estimates.
14373		Betterment projects. Action deferred.
		Highway route numbers. Change discussed. Action deferred.
		Sale of lifeboat. Sigfridson offer of $50 accepted.
		Tillamook County. Rockaway. Paving and sewers discussed. Referred to Engineer.
		Snow removal. Timberline Lodge forest road. Agreement approved and signed.
		Columbia River Hwy. Oneonta. Agreement with O.W.R. & N. approved.

Page	Date 1947	Subject
14373	Nov.25	J.M. Devers authorized to attend meeting of Highway Research Council in Washington D.C. Dec. 2-5, 1947.
		Minutes of Oct. 21-22, 1947 approved.
		Meeting adjourned 5:00 p.m.
14374		EXHIBIT "A". Real Property options
14402		EXHIBIT "B1" Condemnation resolution
14406		EXHIBIT "B2" Condemnation resolution
14410		EXHIBIT "B3" Condemnation resolution
14414		EXHIBIT "B4" Condemnation resolution
14417		EXHIBIT "B5" Condemnation resolution
14419		EXHIBIT "C" State Tax Street Funds, 1946
14420		EXHIBIT "D" State Tax Street Funds, 1947
14422		EXHIBIT "E" Surveys adopted
14423		EXHIBIT "F" Contracts completed and accepted
14425		EXHIBIT "G" Reduced Load Limit
14427		EXHIBIT "H" Assignment of interest. Ostrander to Crown-Zellerbach
14428		EXHIBIT "I" Reduced Load Limit
14430		EXHIBIT "J" Reduced Load Limit
14432		EXHIBIT "K" Reduced Speed Limit
14433		EXHIBIT "L" Through Highways
14435		EXHIBIT "M" Abandonment
14438		EXHIBIT "N" Abandonment
14442		EXHIBIT "O" Abandonment
14444		EXHIBIT "P" Abandonment
14446		EXHIBIT "Q" Abandonment
14448		EXHIBIT "R" Abandonment
14450	Dec.29	Floyd Query appointed Acting Secretary.
14451		Parks Superintendent reports on following:
		Douglas County. Oregon Coast Hwy. Sparrow Corporation offer to sell 40 acres for park refused.
		Coos County. Sunset Bay County Park. Park accepted conditionally.
		Morrow County. Castle Rock and Boardman Oases. To be
14452		opened with tables and benches.
		Wayside picnic areas. Development of 8 to 12 approved. Monthly report to be made.
		Clatsop County. Ft. Stevens Area. Request to acquire for park denied.
		Umpqua Lighthouse Park. Menasha Wooden Ware Co. to be contacted re acquisition.
14453		Myrtle Wayside Area. Coquille-Myrtle Point. 2.3 acres released.
		Real Property. Acquisition authorized. See EXHIBIT "A".
		Oregon City-New Era Section, No. 14038. Counsel to negotiate for moving house.
		Salem. Capitol grounds. Options held up.
		Beaches. Removal of sand. Oswald West protests. No action
14456		taken.

Page	Date 1947	Subject
14456	Dec.29	Condemnation. Offers approved. See EXHIBIT "B1" & "B2".
14457		Portland. Harbor Drive. Northwest Marine Iron Works permit terminated.
14458		Polk County. Salmon River Hwy. Sale of borrow pit at Fort Hill approved w/o access.
		Baker County. Halfway-Cornucopia Hwy. Lease from Miller for quarry approved.
		Jefferson County. Warm Springs Hwy. Request to purchase property in Lamonta denied.
		Corvallis. Pacific Hwy. West. Sale of 10' strip approved.
		Jackson County. Little Butte Creek. Lease with Foye cancelled.
14459		Curry County. Brookings. Parking on hwy. prohibited.
		Columbia River Hwy. Oneonta. Lease with O.W.R. & N. for parking extended.
		Clatsop County. Use of firearms on beach. No action.
		Salem. Highway Dept. Office Bldg. Balance of options to be secured.
14460		Wasco County. Toll Bridge at The Dalles. County to do promoting.
		Linn County. Albany. Tripp & Tripp signs to be removed from Pacific Hwy. East.
		Recessed at noon to reconvene at 2:00 p.m.
		Bids received on the following projects:
		Crooked River Section
14461		Crooked River Bridge
		Loon Lake Bridge over Lake Creek
		North Unit, Follyfarm - Scotts Butte section
14462		Meacham Sanding Materials Project
		Bids hereafter to be opened at 9:00 a.m.
		Wages and Salaries. Civil Service step increases.
14463		Increases for engineers. Increases on rates up to $225. Engineer to report.
		Gunnell settlement. Assistant Counsel signature approved.
		Permits. Authority to sign; cancelled and authorized. See
14464		EXHIBIT "L".
		Coos County. Coquille. Sanford Heights road. Action deferred on improvement.
		Coos County. Coos Bay. Edward Street improvement approved.
		Jefferson County. The Dalles-California Hwy. Agreement that Madras-Culver Section of old hwy. be retained as secdy. hwy. approved. Resolution adopted. See EXHIBIT "C".
		Portland. Traffic accident analysis. Agreement extended one
14465		year.
		Douglas County. Pacific Hwy. Roseburg. Request for improvement north of city denied.
		Permits. Special single movements. Engineer to report.
		Sale of land in Coos Bay. Bids rejected. Counsel to check
14466		price of land.
		Douglas County. Umpqua Hwy. Reedsport. Request for improvement denied.
		Lane County. Junction City. Request for traffic signal. Engineer to report.

Page	Date 1947	Subject
14466	Dec.29	Lane County. University of Oregon. Underpass agreement approved.
14467		Lincoln County. Oregon Coast Hwy. at Taft. Agreement on drainage with county approved.
		Malheur County. Rome-Princeton Secdy. Hwy. Construction agreement with PRA approved.
		Portland. Sullivan's Gulch. Press release is Commission letter to city on policy.
		Portland. Sullivan's Gulch. Super-Bilt Mfg. Co. protest. No action.
14468		Pacific Hwy. Glendale-Wolf Creek Section. Agreement with COPCO for moving power line approved.
		Wallowa County. Enterprise-Flora Hwy. Request to surface. Engineer to report on money advanced to Federal Government.
		Budget. Special Betterment. Consideration deferred to January 5.
		Wasco County. Tygh Valley-Wamic County road, Barlow Road. Improvement denied.
		Portland. Union Avenue - Gertz Road. Engineer to report on cloverleaf intersection.
		Claim. C.J. Montag. Contract No. 2737. Payment approved.
14469		Claim. Stanley & Ehlen, Contract No. 2884. Payment approved.
		State Tax Street Funds, 1946. See EXHIBIT "D".
		State Tax Street Funds, 1945. See EXHIBIT "E".
		State Tax Street Funds, 1947. See EXHIBIT "F".
14470		Awards. Engineer's award of contract confirmed.
		Extensions of time granted as follows: Contracts Nos. 2768, 2780, 2815, 2816, 2853, 2856, 2869, 2870, 2877, 2878, 2887, 2898, 2901, 2907, 2914, 2917, 2918, 2924, and 2929.
14476		Contracts completed and accepted. Contract Nos. 2780, 2806, 2846, 2857, 2869, 2877, 2878 and 2909. See EXHIBIT "G".
		Awards. Chairman announces award of contracts.
14477		Salem. Temporary Office Bldg. Steam heat approved.
		Oregon Coast Hwy. Yaquina Bay Bridge. Repair of dolphins authorized.
		Clatsop County. Ft. Stevens. Parks Superintendent to furnish information on others interested in park.
		Personnel. "Merit Award" to retiring employees approved.
14478		Insurance. Blanket personnel bond renewed. Commission to be given 60 day notice in future.
		Umatilla County. Athena-Holdman Secdy. Hwy. Abandonment agreement with county approved.
		Jackson County. Crater Lake Hwy. Reese Creek-Antelope Section. Abandonment resolution adopted. See EXHIBIT "H".
		Linn County. Pacific Hwy. East. Halsey-Harrisburg. Abandonment resolution adopted. See EXHIBIT "I".
		Meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m., December 30, 1947.
14479	Dec.30	Bids received on the following projects:
		Halfway-Carson section
		Silver Lake-Harvey Creek rock production
14480		Harvey Creek-Chewaucan River rock production
		Adrian-Homedale section

Page	Date 1947	Subject
14481	Dec.30	Sandy River Bridge Carlton-Chehalem Creek section
		Personnel. Oregon State Employees Association requests monthly rate for hourly rate employees, regular pay days and holiday pay for hourly employees.
14482		Pay checks. Delay in receiving. Engineer to speed up delivery.
		Insurance. Request for payroll deduction on life insurance denied.
14483		Salaries and Wages. Engineer to report on increases up to $225, and step increases on limited basis. No blanket increases.
		Signals. Pendleton. Stop and Go installation approved conditionally.
14484		Signals. Halsey-Sweet Home Secdy. Hwy. S.P. Railroad crossing installation approved.
		Signals. North Bend. Flashing beacon, 4 way red, installation approved.
14485		Signals. Aloha, Washington County. Engineer to report. Realignment of Tualatin Valley Hwy. at Aloha. Engineer to report.
		Signals and Safety Lane. Pacific Hwy. West. Dundee. Request denied.
		Speed Zone. Columbia River Hwy. Rowena. Request denied.
14486		Speed Zone. Corvallis-Newport Hwy. Corvallis-Philomath. 45 mile zone approved. See EXHIBIT "J".
		Insurance. Payroll deduction for West Coast Life Insurance Co. denied.
		Through-way Hwys; adoption of plan deferred.
14487		Reorganization chart. Action deferred.
		Beaches. Sand removal. Action deferred. Counsel to prepare written report.
		Permits. Haul special petroleum gas, California to Portland approved. See EXHIBIT "K".
14488		Recessed at noon to reconvene at 2:00 p.m.
		Minutes of November 24-25, 1947 meeting approved.
		Group I and Group II reclassification. Crater Lake and Ochoco Hwys. Parts of hwys. reclassified as Group I. See EXHIBIT "M".
14489		Load limits. Weston-Elgin Secdy. Hwy. Reduced load limit amended. See EXHIBIT "N".
		Log hauling. Harold H. McGee. Action deferred on cancellation
14490		of permit. Engineer to provide details of violations in future.
		Enterprise-Lewiston Hwy. Suggested change of name to Blue Mountain Hwy. denied.
		Memorial Hwys. Designation of Pacific Hwy. E. and W. as "Blue Star Drive" deferred. Engineer to report.
14491		Old Oregon Trail. Olds Ferry. Protest wording of marker. No change to be made.
		Beaches. Removal of sand near Yachats. Counsel to make written report on Commission's control of beaches.
		G.S. Paxson authorized to attend American Concrete Institute in Denver, February 23 to 26, 1948.

Page	Date 1947	Subject
14491	Dec.30	Meeting date. Next regular meeting to be held February 2 and 3, 1948.
14492		Real Property. Willamette Hwy. Lane County. Compromise settlement with Olson approved.
		Surveys. Curry County. Oregon Coast Hwy. Gold Beach. Revised survey adopted. See EXHIBIT "O".
		Real Property. Clackamas County. Canemah. Satisfaction of mortgage from Mallory and Smith approved.
		Real Property. Columbia River Hwy. St. Helens. Purchase of
14493		property from Jewell Ice Cream Company. Engineer and Counsel to report
		Coos County. North Bend. Weyerhaeuser property acquisition at old ferry landing. Engineer and Counsel to report.
		Budget, 1948. Minor Betterment projects discussed. No action.
14494		Bids received discussed with the Engineer.
14495		Awards. Chairman announces award of contracts.
14496		Meeting January 5, 1948. Agenda limited.
		Accounting records. Project set-up to show complete cost.
		Klamath County. Sprague River County Road. Request that state take over denied.
		Hood River County. Request for new hwy. from The Dalles to the Mt. Hood Loop Hwy. and Wapinitia Cutoff denied.
		Snake River Bridges. Weiser Bridge damaged. Cooperation with Idaho discussed. Engineer and Counsel to report.
14497		Agreements and other papers signed.
14498		Meeting adjourned.
14499		EXHIBIT "A". Options for property acquisition.
14523		EXHIBIT "B1". Condemnation resolution.
14527		EXHIBIT "B2". Condemnation resolution.
14531		EXHIBIT "C" Designation of Culver Secdy. State Hwy.
14532		EXHIBIT "D". State Tax Street Funds.
14534		EXHIBIT "E". State Tax Street Funds
14536		EXHIBIT "F". State Tax Street Funds.
14537		EXHIBIT "G". Contracts completed and accepted.
14538		EXHIBIT "H". Part of Crater Lake Hwy. abandoned.
14540		EXHIBIT "I". Part of Pacific Hwy. E. abandoned.
14542		EXHIBIT "J". Reduced speed limit west of Corvallis.
14544		EXHIBIT "K". Special gas hauling permit.
14547		EXHIBIT "L". Helen M. Wells authorized to sign permits.
14548		EXHIBIT "M". Crater Lake and Ochoco Hwy. sections designated as Group I Hwys.
14549		EXHIBIT "N". Amended reduced load limit. Weston-Elgin Secdy. Hwy.
14551		EXHIBIT "O". Gold Beach survey.

Portland, Oregon
October 21, 1947

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stifflor, 2nd Asst. State Highway Engineer
H. B. Glaisyer, Secretary

Bids, as follows for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

NORTH UMPQUA COUNTY ROAD IN DOUGLAS COUNTY
ROSEBURG-DIXONVILLE SECTION

Leonard & Slate, Oreg. Ltd., Portland	$ 298,882.00
J. C. Compton Co., McMinnville	306,894.50
K. F. Jacobsen Co., Portland	318,104.00
Babler Bros., Portland	344,995.00

DIAMOND VALLEY SECONDARY HIGHWAY IN HARNEY COUNTY
CRANE-PRINCETON SECTION

Inter City Sand & Gravel Co., Eugene	$ 164,840.50
A. H. Sexton & Sons, Corvallis	167,838.00
E. C. Hall Co., Portland	178,949.75
Peter Kiewit Sons, Omaha, Nebraska	179,726.20
Homer G. Johnson, Portland	181,973.00

OCT 21 1947

WARM SPRINGS HIGHWAY IN WASCO COUNTY
CLEAR CREEK-FOREST BOUNDARY SECTION

Peter Kiewit Sons, Omaha, Nebraska	$ 320,083.50
Guy F. Atkinson Co., Portland	356,943.00
Kuckenberg Construction Co., Portland	415,536.00
C. J. Eldon, Portland	416,523.00

The Commission by unanimous vote approved the minutes of the meetings held on July 21 and 22 and on August 25 and 26, 1947. The Commission also approved the minutes of the special meeting held on August 11 and 12, 1947, subject to a revision suggested by Chairman Banfield.

The State Parks Superintendent, Mr. S. H . Boardman was present and reported on the following park matters:

1. Proposed acquisition of the area included in the Ft. Stevens Reserve at the mouth of the Columbia River. The Parks Superintendent recommended the filing of an application to acquire this property which consists of 2,800 acres, when it has been declared surplus by the War Assets Administration. He advised that the filing of the application will not obligate the Commission to acquire the property but will make it possible to ascertain the terms under which it can be secured, considering that the U. S. Army Engineers, who have first refusal, may occupy a portion of the premises. He pointed out that the property is highly developed, including roadways, buildings, etc., and that it fronts on the Columbia River at the point where sports fishing is concentrated, and also fronts on the Pacific Ocean. This matter was discussed at considerable length, during which the members of the Commission expressed themselves as not being in favor of taking over this property, or any other property, if there are restrictions, however, agreed to give the matter further consideration if the Parks Superintendent will render an additional report, giving more definite information with respect to the restrictions and other features.

2. Construction of caretakers' houses in Collier, Armitage, Saddle Mountain, Short Sand Beach, and Tou Velle State Parks; The Parks Superintendent requested authority to construct such buildings, which he estimated would cost $10,000 each. He explained that he is unable to secure the services of caretakers at these locations because of the lack of housing facilities. The Commission by unanimous vote decided not to approve the request at the present time. This matter is to be reconsidered next spring.

3. Acquisition of Crown-Zellerbach property as an addition to Ecola State Park: The Parks Superintendent presented an offer from the Crown-Zellerbach Corporation to sell to the state, for the sum of $ 46,065, 308 acres of land which the company owns adjoining the present park. He advised that this offer is on the stumpage basis and that the tract includes what is known as Tillamook Head. The Commission deferred action on this matter until its next meeting. The Parks Superintendent was instructed to render a report to the Commission in writing prior to that time. The Chief Counsel was instructed to pass on the legality of the transaction. In this connection the Parks Superintendent was instructed hereafter to submit his reports to the Commission at least a week before its regular meetings, so the members can study them prior to the time the matters come up for discussion.

4. Rental of farm property in Champoeg State Park: The Parks Superintendent advised that Mr. Henry Zorn, who has leased 70 acres in this park for the last several years, has requested renewal of the lease for the year 1948. He recommended approval of the request at the same rate at which the land has been rented before. The Commission approved the recommendation.

5. Request of the Oregon Historical Society for state aid in maintaining the grounds of the Society located at Ft. Clatsop: The Parks Superintendent advised that the Oregon Historical Society maintains an exhibit at this place, and Mr. Lancaster Pollard, Superintendent, has requested state aid in maintaining the grounds on which it is located. He recommended that the request be denied. The Commission approved the recommendation.

6. Report on concession at Vista House, Crown Point: The Parks Superintendent filed a statement showing receipts of this concession, amounting to $7,551.27, covering the period April 12 to September 30, 1947. The Commission ordered the report filed.

The Commission had under discussion the approval of options secured by the Right of Way Department for the acquisition of certain parcels of real property that are needed for various state highway improvements throughout the state. The Assistant Counsel, Mr. J. W. De Souza, presented a list of the properties, together with the offer he recommended for each parcel. Careful consideration was given by the Commission to each individual item, and as a result thereof, the Commission approved the options and authorized acquisition of the properties on the basis of the prices contained therein. A resolution covering the matter, which is attached hereto and marked EXHIBIT "A", and by this reference made a part hereof with like effect as though extended herein, was thereupon adopted by the Commission by unanimous vote.

In this connection the Chief Counsel reported the status of negotiations for right of way needed for the improvement of the Oregon Coast Highway through the town of Gold Beach, Curry County. It appears that certain individuals at this place are reluctant to abide by the arrangement heretofore effected with respect to the right of way needed for this project and are making additional demands including the construction of sidewalks and storm sewers. In the discussion of this matter Chairman Banfield suggested that the local people be informed that the Highway Commission is willing to proceed with construction of the project at such time as right of way is obtained on the basis of the original arrangement, but will not do so unless and until the right of way matter has been satisfactorily disposed of. The suggestion was approved by Commissioners Schaupp and Chandler, and it was so ordered. The Chief Counsel was instructed to complete the securing of options as may be possible and then to notify the city to arrange for the acquisition of the balance of the right of way.

In the discussion of this matter the question arose whether or not any commitment has been made with respect to sidewalks and storm sewers. It appears that the plans for the project make provision for such facilities and that negotiations have been carried on on the basis that they would be furnished. It was the thought of the Commission, in view of the circumstances obtaining in this particular instance, that it would be necessary to include the sidewalk and storm sewer construction in the plans for the improvement; however, the Chief Counsel was instructed hereafter to incur no obligation whatsoever with respect to such matters unless and until he receives a letter from the Commission authorizing him to do so.

The Commission also discussed the matter of removal of buildings from right of way that is being acquired by the city of Roseburg in connection with the improvement of the North Umpqua County Road within the city

limits. The Chief Counsel estimated the cost involved to move the buildings at $18,639. He recalled that the Roseburg delegation which appeared before the Commission at the previous meeting asked the Commission to assume 50 percent of the cost of moving the buildings and that, as a result thereof, the Commission instructed the Engineer and himself to confer with the city officials relative thereto. Such conference has been held, he said, and the city has executed an agreement providing that the city shall procure the right of way at its sole cost and expense and that the cost of moving the buildings shall be paid for 50 percent by the city and 50 percent by the state. The Commission by unanimous vote approved such an arrangement and executed the agreement on the following day. (This action was taken by the Commission during the discussion of the options covering the Roseburg-Dixonville Section of the North Umpqua County Road as disclosed in the attached resolution marked EXHIBIT "A".)

Settlements with respect to the acquisition of right of way needed for the improvement of the Pacific Highway in Eugene were also discussed by the Commission, and as a result thereof, the Commission approved the settlements listed in the attached resolution designated as EXHIBIT "A", it being strictly understood that such settlements are for right of way needed for the section which extends easterly (southerly) from the crossing of Broadway Street with the Eugene Mill Race, northerly from which point there is still a question as to the eventual routing of this highway.

The Assistant Counsel, Mr. DeSouza, mentioned that there are a number of other properties needed for highway improvements which cannot be acquired by negotiation. He submitted a list of such properties, together with the offer that he recommended be made in connection with each parcel in condemnation proceedings, as follows:

		Recommended Offer
SUNDIAL ROAD-TROUTDALE SECTION OF THE COLUMBIA RIVER HIGHWAY		
11902-A	B. A. Kliks	$ 11,500.00
BUTTE FALLS JUNCTION-ANTELOPE CREEK SECTION OF THE CRATER LAKE HIGHWAY		
12476	G. C. Sherlock and Gordon Dolan	253.50
CARLTON-CHEHALEM SECTION OF THE YAMHILL COUNTY ROAD		
13558	Elmer Schrweid and Edith Schrweid	750.00
FOREST BOUNDARY-WOCUS MARCH SECTION OF THE KLAMATH LAKE SECONDARY HIGHWAY		
14082	Weyerhaeuser Timber Company	250.00

TYEE-SUTHERLIN SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

13957	Ralph P. Getchell and Stella Getchell	$ 3,250.00
13960	Frank A. Bemis	750.00

SYLVAN SECTION OF THE SUNSET HIGHWAY

*13939	Mary H. Ross and Anna M. Algesheimer	40,000.00

FOOTNOTE:

* The offer of $40,000 approved by the Commission for the Mary H. Ross and Anna M. Algesheimer property needed for the Sylvan Section of the Sunset Highway was given very careful consideration by the Commission. In the discussion of this matter the Engineer explained engineering details that necessitate acquisition of the property and recommended approval of the condemnation proceedings to secure it. Chairman Banfield gave additional reasons for acquiring the property at this time.

After due consideration of this matter, the Commission authorized the condemnation of all the properties listed and approved the offers as recommended. Resolutions covering the matter, attached hereto, and marked EXHIBIT "B1", "B2", "B3", and "B4". and by this reference made a part hereof with like effect as though extended herein, were thereupon adopted by the Commission by unanimous vote.

A delegation consisting of Messrs. Raymond Hoyt, of the Regional Office of the National Parks Service, San Francisco; Harry B. Buckley, Assistant Supt. of Parks, Portland, and former member of the National Parks Service; C. P. Keyser, Supt. of Parks, Portland; and T. T. Munger, member of the Portland Chamber of Commerce's Recreational Resources Committee, appeared before the Commission at this time regarding a proposal that the State Highway Commission take over for state park purposes 6,000 acres of land in the Silver Creek Recreational Area which has been operated under Government supervision and control for some twelve years past, which matter recently was brought to the attention of the Highway Commission by the State Parks Superintendent. The Commission's Chief Counsel, Mr. J. M. Devers, outlined the situation briefly and pointed out certain features which are more fully explained in his report to the members of the State Highway Commission dated October 3, 1947 (for details see copy of report in general files). He particularly pointed out that the former Highway Commission, in 1934, went on record as being willing to maintain the property after the area had been developed by the Federal Government and it had been turned over to the State, either by lease or by deed, provided that is the only obligation it would incur. He suggested, in view thereof, that it would be advisable for the present Highway Commission to follow up the action of the former Highway

Commission if that can be done without any restrictions or handicaps in the manner in which the Commission operates the area.

Chairman Banfield advised that insofar as he personally is concerned the project itself is a commendable one; however, from available information, it appears that it is going to be a costly one for the state to take over, and there is a question whether the Highway Commission has authority to spend state highway funds for such an undertaking. It was his thought that the state should not be asked to acquire this property, or any other property, unless title is clear and there are no restrictions in the deed of conveyance that would handicap the Commission in operating it. He also gave as his thought that the basis on which the property is taken over by the state, if the state takes it over, should be worked out in advance. Mr. Hoyt gave as his belief that the Commission has been somewhat misinformed as to the intent of Congress in making it possible to transfer this area to the state. There was no intention whatsoever, he said, to require the state to follow the policies that have been set up by the National Parks Service for this project, and the only condition that the Government would make is that the area be operated for recreational and conservational purposes with the understanding that if it were not operated in such manner for a period of three years, then, at the discretion of the Secretary of the Interior, it would revert to the Government. He further stated that the State of Oregon would be under no obligation to operate the area in any particular manner-- that the State Highway Commission would have a free hand in establishing picnic grounds and other facilities or in doing anything else, including construction of hotels or lodges and the establishment of fees for the use of the premises. He added that the deed whereby the Government conveys the tract to the state would contain no restrictions whatsoever.

In reply to an inquiry from Commissioner Schaupp as to why the National Parks Service is endeavoring to get rid of the area, Mr. Hoyt stated that the project originated in the days when the Government had a relief program, and it was not intended then, nor is it intended now, that the Federal Government would go into the state recreation business which rightfully belongs to the individual states. Commissioner Chandler inquired as to what is meant by conservation, pointing out that the Highway Commission at some future time might consider it advisable to cut some of the overripe timber in the area. He was informed by Mr. Hoyt that the deed of conveyance from the Government to the state would contain no reference at all with respect to that feature except what might apply to the O & C lands, and in that case the O & C authorities might feel they were entitled to the income derived from such cutting, but other than that, the Government would have no objections to the state cutting the timber, although local people might have some feeling in the matter. As a result of further discussion, Mr. Hoyt agreed to furnish for the Commission's approval a form of deed conveying the property to the state. The Chief Counsel was thereupon instructed to examine the deed carefully when it is received and to report to the Commission his recommendations with regard thereto.

A telegram was presented from Mr. George F. Burr, Chairman of the Highway Committee of the Coquille Chamber of Commerce and Street Commissioner of the City of Coquille, calling attention to a hazardous condition which he states exists on the Oregon Coast Highway at its north entrance to the City of Coquille where accidents frequently occur because of a curve in the highway alignment. The telegram was referred to the Engineer for investigation and report.

The Engineer requested authority for Clarence B. Stanley, Radio Technician, to attend a meeting of the Northwest Section, American Police Communication Officers Association, in Tacoma, Washington, on October 22, 1947. He advised that the Association members are convening for the purpose of making a joint recommendation to the Federal Communications Commission for the allocation of radio frequencies and that it will be to the state's advantage if Mr. Stanley attends the meeting. He estimated the expense would not exceed $20. The Commission approved the request by unanimous vote.

The Assistant Counsel, Mr. DeSouza, brought up for consideration the matter of acquiring property from Mr. Ray Hageman at Ft. Hill on the Salmon River Highway, involving the granting of commercial access to the highway at this point. He advised that Mr. Hageman's property fronts on the Salmon River Highway and on a county road and at the present time he has access only from the county road which is a very unsatisfactory arrangement for the operation of his service station business. The proposed access, he said, would be about 50 feet distant from the intersection of those two roads and if the Commission grants this access, Mr. Hageman will deed to the state a strip of land ten feet wide extending from the county road to the approach to the Ft. Hill Bridge. He recommended approval of this arrangement. The Commission deferred action on the matter pending additional information and referred it to the Engineer and the Chief Counsel for a report on the following day. (Such report was rendered on the following day, at which time the Commission unanimously approved the arrangement as outlined.)

The Assistant Counsel also requested instructions with respect to the Commission's general policy regarding sales of land, particularly excess areas that have been acquired in connection with right of way transactions but which are of no value for state highway purposes. He pointed out that the Commission, in February 1946, ordered discontinuance of the sale of such properties and advised that he is bringing the matter up at this time only because of the many requests for the purchase of such tracts and the opportune time for selling them. In the discussion of this matter Chairman Banfield pointed out that the Commission is not desirous of retaining title to property that is not needed for state highway purposes, and if opportunities arise to dispose of it, it should be sold if the price is right; however, authority should not be requested from the Commission to sell any tract unless the sale is recommended by the Engineer and the Chief Counsel. Commissioners Schaupp and Chandler concurred in Chairman Banfield's statement, and it was so ordered.

A letter was presented from Messrs. Guy L. Earl and Harry B. McMillan, Cottage Grove, inquiring as to the possibility of purchasing a

small parcel of state-owned property located on the west side of the Pacific Highway between Madison Avenue and Quincy Avenue in Cottage Grove. They propose to erect a small building on the property to serve sandwiches to the traveling public. The Engineer and the Chief Counsel recommended that the request be denied because it would introduce another hazard for highway traffic. The Commission approved the recommendation.

The Commission had under discussion the sale of state-owned property in the City of Coos Bay to Mr. Karl Nichols, the property being described as portions of Lots 3 and 4, Block 28, Nasburg's Addition to Coos Bay. The Assistant Counsel, Mr. Neuner, explained that this property lies on the westerly side of the relocated Oregon Coast Highway and was acquired in 1940 in connection with a right of way transaction, it being necessary to purchase the whole of these two lots in order to obtain the right of way, notwithstanding that portions of the lots are not needed for highway purposes. He further explained that Mr. Nichols owns the property which lies between these lots and Kingwood Avenue and is particularly anxious to acquire only Lot 3, although he believed that he might also purchase Lot 4 if necessary to secure the other. He valued both fractional lots at $1,000 each and recommended that they be advertised for sale on the condition that right of access to the highway shall be denied. Mr. Neuner also mentioned that Senator William G. Walsh, who is handling the matter on behalf of Mr. Nichols, has requested the privilege for Mr. Nichols to meet the price of the high bidder for the property in the event his bid is not the highest of those received. He suggested that this privilege be granted, which is in conformity with the practice of the State Land Board, whose notices of sale contain provision that the owner of abutting property will be given the privilege of meeting the high bid. Commissioner Chandler gave as his thought that both lots should be sold together and that the deed of conveyance should contain provision that no vehicular traffic could enter the highway from the property. The Engineer advised that the property is not needed for state highway purposes. As the result of further discussion the Commission authorized the sale of both fractional lots as one parcel. They are to be advertised for sale, and, if the Chief Counsel can work out a satisfactory arrangement to protect the Highway Commission, Mr. Nichols is to be given the opportunity of meeting the bid of the high bidder if Mr. Nichols' bid is not the high one. Access to the highway from these lots is to be denied and there is to be secured from Mr. Nichols right of access to the highway from Lots 1 and 2. The Commission's decision was unanimous.

The Commission recessed for luncheon from twelve o'clock noon to 2:00 p.m., at which time the meeting reconvened with the same persons present and participating.

Chairman Benfield brought up for discussion protests that have been received by the Highway Commission that the uncompleted portion of the Alsea Highway has not been improved. He explained for the benefit of Commissioner Chandler and members of the press present, that when the Postwar Program was in the process of formulation, the Commission made several trips throughout the state to secure from the county courts lists of the projects that they would like to have included, there being three types of money available for

expenditure- - state money, Federal Aid money, and Forest Highway money. It so happens, he said, that certain highways were, and still are, eligible for Forest Highway funds, and the Commission was endeavoring to arrange for the use of such funds to finance their improvement, there being no indication at that time that such class of funds would not be immediately available; however, it has developed since then that the Congress did not see fit to appropriate additional Forest Highway funds, and as a result thereof, numerous Forest Highway projects have had to be postponed, the Alsea Highway project being in this category. He expressed regrets that this project could not go forward as originally planned and gave as his thought that the project should be revived just as soon as addiditional Forest Highway monies are made available. Commissioners Schaupp and Chandler concurred.

Mr. Malcom Hawke, State Highway Department Auditor, was present in regard to the discussion begun at the previous meeting relative to the appointment of an auditor under the provisions of Chapter 359, Oregon Laws, 1947. Chairman Banfield advised that the Commission has decided that it would be advisable, before making the appointment, to have the accounting activities of the department analyzed by some competent outside party with a view of recommending a clear line of demarcation between the functions of the Auditing Department and the Engineering Department that will enable the Commission to fix the responsibilities of each department, including the submission of financial reports, cost information, etc. Commissioners Schaupp and Chandler concurred in this statement. The matter of appointing such an outside accounting firm was deferred until later in the session. (This matter was reconsidered on the following day, at which time the Commission voted unanimously to employ the firm of Whitfield, Stratford & Co., Certified Public Accountants, Pacific Building, Portland 4, Oregon, to make the study and recommendation.)

The Engineer presented for the information of the Commission a progress statement covering the Three Year Postwar Construction Project, showing details and summary of the following: Projects completed, October 15, 1947; projects under contract but not completed, October 15, 1947; projects remaining to be contracted, October 15, 1947, and the amounts allotted, contract authorization, and present estimated cost of each project. The Commission approved the report and ordered that copies of it be given to the press.

The Commission discussed and unanimously approved a form of resolution which was prepared by the Chief Counsel and entered in the minutes of the special meeting of August 11, 1947, covering the appointment of Mr. W. C. Williams as First Assistant State Highway Engineer, Mr. W. W. Stiffler as Second Assistant State Highway Engineer, and Mr. G. W. Neuner as Assistant Counsel.

The Engineer reported on the petition from the S. W. Neighborhood Council, Portland, for the construction of a pedestrian overcrossing of S. W. Front Avenue at its intersection with S. W. Hooker Street. He explained details as contained in his written report to the State Highway Commission dated October 16, 1947, (see copy of report in general files) and recommended construction of such an overpass in the interests of the safety of school children attending the Failing School and for others who find it necessary to

cross this four-lane thoroughfare. He estimated the cost of the structure at about $22,000. The Engineer pointed out that if this overpass is constructed, the school board will maintain school-boy patrols to see that the school children use it. He mentioned that the design of the structure provides for ramp approaches for the convenience of people who have to cross the highway with small-wheeled vehicles and that a wire guard will be constructed along the handrail to prevent the dropping of articles on highway traffic below. Chairman Banfield gave as his feeling that the overpass is a necessity to safeguard school children and others who are obliged to cross this four-lane fast traffic highway. The Commission unanimously approved the construction of such overpass, subject to the condition that it meets with the approval of the school authorities. The Engineer was authorized to proceed with construction of the structure as soon as a written agreement has been reached with the school board. The Chief Counsel was instructed to prepare an appropriate form of agreement covering the entire matter.

The matter of vacating a portion of Edward Street in the Bunker Hill District of Coos Bay had the attention of the Commission. The Engineer presented a map showing the proposed change that, in his estimation, would meet all requirements. He explained that this provides for the vacation of a strip 20 feet wide on the west side of Edward Street, extending from its junction with the Oregon Coast Highway northerly to a point 50 feet south of Newport Avenue, route of the Coos River Secondary Highway, and for widening the intersection of these two streets so as to permit vehicles to enter Edward Street safely from Newport Avenue. He recommended approval of the vacation of the strip and that he be authorized to widen and otherwise improve the intersection. He was unable to give an estimate of the cost of the work at this time. Commissioner Chandler gave as his thought that the plan as explained will satisfy everyone concerned, including those who have objected to the vacation of any part of this street. After careful consideration, the Commission by unanimous vote approved both the vacation of the 20 foot portion of this street, as recommended, and the widening work mentioned by the Engineer, subject, however, to the condition that the cost of such work will not be exorbitant. The Engineer was instructed to prepare an estimate of cost and report to the Commission for its final decision before proceeding with the work. The Chief Counsel was instructed to defer vacation proceedings until the Commission's final decision has been rendered with respect to the construction work.

The Engineer reported that in connection with the widening of the Oregon City-New Era Section of the Pacific Highway East to provide for four lanes of traffic it will be necessary to detour traffic over a county road because it will be extremely difficult to keep the highway open to traffic during construction operations; moreover, it would be very expensive to the contractor to maintain even one-way traffic during such period and such expense would be reflected in his bid. A detour route is available, using the county road known as the South End Road, which is surfaced to a width of 18 feet and is capable of handling the traffic providing a minor amount of widening work and some other repairs, estimated to cost a total of $20,000, are done. He requested authority to make this expenditure, and to spend

about $8,000 immediately for certain repair work that should be done while weather permits and before the contract for the highway improvement, bids for which are to be received by the Commission at the November meeting, is awarded. The Commission approved the request by unanimous vote on motion of Commissioner Chandler, which was seconded by Commissioner Schaupp, subject to the condition that a satisfactory working arrangement can be consumated with the County Court of Clackamas County. The Engineer and the Chief Counsel were instructed to confer with the County Court relative thereto.

The Engineer also reported on the request of the City of Sheridan for the improvement of the Salmon River Highway in this town from Bridge Street to the east city limits. He advised that, pursuant to the Commission's instructions, he has made an engineering investigation of this matter and ascertained that the improvement consists of widening the existing street to a width of 46 feet and the construction of curbs and storm sewers, all of which is estimated to cost about $57,000. He pointed out the possibility that ultimately highway traffic will be divided in this town by routing westbound traffic over East Yamhill Street and eastbound traffic over Main Street, the present route, although such project is not required for several years. To improve Yamhill Street to proper highway standards, he said, would cost approximately $126,000. He recommended approval of the improvement of the present highway, estimated at $57,000, in the next construction program and that consideration be given by the Commission at some future time to the designation of Main Street and Yamhill Street as one-way traffic streets. Chairman Banfield gave as his thought that this is one of the projects which the Commission could well consider in adoption of its 1948 Minor Betterment Program without authorizing an expenditure of money at this time. He also gave as his thought that the Commission should know just what the city authorities of Sheridan are willing to do with regard to the adoption of the two-way street plan before a commitment is made by the Commission in that regard. Commissioners Schaupp and Chandler concurred, whereupon the Engineer and the Chief Counsel were instructed to confer with the Sheridan City Council relative thereto.

A report was rendered by the Engineer on the request of Mr. George Gray, President of the Lower Columbia River Logging Association, and the Seaside City Council for alterations in the traffic channelization installation at the junction of Roosevelt Drive with the Oregon Coast Highway at the north city limits of Seaside. The Engineer advised that the matter has been investigated, and, in his estimation, a satisfactory solution of the problem could be had by rearranging the stop signs so as to require traffic to stop before entering the highway and by constructing a "refuge" for highway traffic entering Roosevelt Drive from the north. A study of the accident experience ratio at this location, he said, reveals that a blinker or flashing light is not justified. The solution as offered did not appear satisfactory to the Commission because it did not provide satisfactorily for protection of southbound highway traffic entering Roosevelt Drive. In view thereof, the Commission deferred action on the matter until a future meeting. The Engineer was instructed to give the matter further study.

The engineer reported on the request of Mr. Frank L. Calise, Secretary-Manager of the Vale Chamber of Commerce, that additional signs be erected on the Old Oregon Trail at Cairo Junction, near the City of Ontario, for the purpose of directing motorists to Portland via alternate routes especially via US20 through Vale. He advised that it is not practical to install signs containing lists of mileages and alternate routes to a destination at important junctions because of their tendency to confuse the motorists, who would have to stop and study the signs carefully before selecting a route. He recommended that no change be made in the present policy covering such matters and that no change be made in the signs now being maintained at this junction. The Commission approved the recommendation unanimously.

The Commission discussed the report of the Engineer on the wording to be placed on two textboards which groups have requested be erected on state highway rights of way at historic locations, one being the request of the Official Board of the Church of Christ at Pleasant Hill, Lane County, for such a textboard on the Willamette Highway at Pleasant Hill and the other being a request of the Oregon Council, American Pioneer Trails Association, for a historic marker at Olds Ferry on the Old Oregon Trail, Malheur County. The Engineer presented texts for these markers, as follows, and advised that they have been approved by the Memorials Committee of the Oregon Historical Society:

BRISTOW MONUMENT

Elijah Bristow, a veteran of Andrew Jackson's army, erected his cabin here on Pleasant Hill in 1846 -- earliest year of settlement in Lane County. He and his wife Susannah then led in establishing the county's first church and first school. This replica of their fireplace is from the original stones.

OLDS FERRY

Olds Ferry -- final crossing of the Snake on this branch of the Oregon Trail -- was operated one mile north of here from the early 1860's until 1882, and at this point from 1882 until completion of the modern highway. Here wagon trains from the East met gold-seekers and settlers from the West. R. P. Olds was one of the original ferrymen during the Idaho gold rush.

The Commission by unanimous vote approved the wording as reported and thereupon authorized erection of the markers.

The Engineer reported on the cost to purchase right of way for a revision of the Pacific Highway through the town of Cottage Grove, Lane County, particularly that needed across property owned by the Ed Jenks Estate where the highway location parallels the railroad in the northern part of this town. The estimated cost of the Jenks Estate property, he said,

is $42,000 and the cost to acquire the entire right of way through the town of Cottage Grove is $186,177. He pointed out that the eventual permanent location of this highway will probably not follow this alignment because present tentative plans are to reroute the highway at this place. In view thereof, he recommended that the right of way not be purchased at this time. The Commission approved the recommendation.

The Engineer reported the results of receiving bids in Salem on September 8, 1947, for the sale of buildings in the town of Monument and for the sale of a residence building in the City of Klamath Falls, as follows:

SALE OF BUILDINGS AT MONUMENT

J. Dempsey Boyer, Monument	$240.00
Earl Sweek, Monument	116.00
Clyde Jackson, Monument	75.00

SALE OF RESIDENCE BUILDING AT KLAMATH FALLS

W. J. Easter, Klamath Falls	$375.00
M. E. Palmer, Klamath Falls	155.00
John Lampert, Klamath Falls	101.50
Ray T. Kann, Klamath Falls	50.00
William J. Paull, Klamath Falls	50.00

The Engineer recalled that the Commission, on September 10, 1947, approved, over the telephone, the recommendation of Mr. W. C. Williams, Acting State Highway Engineer, and Mr. J. M. Devers, Chief Counsel, that the offer of Mr. J. Dempsey Boyer for the buildings at Monument and the offer of Mr. W. J. Easter, for the purchase of the building at Klamath Falls be accepted. He asked the Commission to confirm the action for the records. The Commission by unanimous vote approved the sale of the buildings to Mr. Boyer and to Mr. Easter.

Consideration was also given by the Commission to the bids received in Salem on October 6, 1947, for the sale of a tract of land at Junction City, Lane County. The Engineer reported only one bid received for this property, being that of Camarann Corporation, Junction City, at $100. The appraised value of this property, he said, is $1,624. He recommended rejection of the offer. The Chief Cousel concurred. The Commission approved the recommendation.

The Engineer reported the results of taking bids in Salem on October 17, 1947, for the sale of buildings at McNamar's Camp on the Wilson River Highway, as follows:

SALE OF BUILDINGS AT McNAMARS CAMP

Item	Bidders	
	J. E. Bateman, Gales Creek	Sullivan Wrecking Co., Portland
Building No.1	$ 106.00	
Building No.2	72.00	Lump sum bid for all buildings
Building No.3	106.00	$ 77.77
Building No.4	31.00	
	$ 315.00	$ 77.77

The appraised value of the buildings, he said, is $165. He recommended acceptance of the offer of Mr. J. E. Bateman, the high bidder, in the amount of $315 for all of the buildings. The Chief Counsel concurred. The Commission approved the recommendation unanimously.

The Engineer presented a tabulation of the high bids received in Salem on October 6, 1947, for the purchase of used equipment and scrap materials stored at the Highway Department Shops at Salem, Coquille, Klamath Falls, La Grande, and Astoria. He recommended action by the Commission as follows with respect thereto:

*(1) Sale of used equipment, Salem (68 items)

Recommendation: Accept the offer of the high bidder for each of the 68 items listed. In the case of Items 47 and 48, where identical high bids were submitted by two bidders, the successful bidder is to be decided by some means satisfactory to both bidders.

*(2) Sale of scrap metals, batteries, tires, etc., Salem (12 items)

Recommendation: Accept the offer of the high bidder for each of the first 11 items listed and reject all bids for Item No. 12, scrap lumber.

*(3) Sale of used equipment, Coquille (11 items)

(Con't)

*(3) Sale of used equipment, Coquille (11 items)

Recommendation: Accept the offer of the high bidder for Items 1,4 and 5; reject all offers received for Items 2 and 3; no bids received for Items 6-11, inclusive.

*(4) Sale of scrap metals, batteries, tires, etc., Coquille (4 items)

Recommendation: Accept offer of Marshfield Bargain House, Coos Bay, for all items.

*(5) Sale of used equipment, Klamath Falls (13 items)

Recommendation: Accept the offer of the high bidder for each item listed.

*(6) Sale of scrap metals, batteries, tires, etc., Klamath Falls (8 items)

Recommendation: Accept offer of the high bidder for Items 1, 2, 3, 4, 5 and 6. No bids received for Items 7 and 8

*(7) Sale of used equipment, La Grande (16 items)

Recommendation: Accept the offer of the high bidder for Items 2, 15 and 16. Reject offers for all other items.

*(8) Sale of scrap metals, batteries, tires, etc., La Grande (9 items)

Recommendation: Accept the offer of the high bidder for each item. There being identical high bids for Item 4, the successful purchaseris to be decided by lot or by some other means satisfactory to both bidders

*(9) Sale of scrap metals, parts, etc., Astoria (7 items)

Recommendation: Accept the offer of the St. Louis Junk Co., Astoria, for each item.

FOOTNOTE: (*)

For details with respect to the offers submitted for the items advertised for sale at each of the above-mentioned points, see tabulations of bids on file in the office of the State Highway Commission, Salem.

In this connection and for the purpose of the records, the Commission confirmed telephonic authority heretofore given the Engineer to advertise for bids for the purchase of all of the used equipment and scrap materials reported above.

The Engineer presented the offer of the Knappton Towboat Company, Portland, to purchase, for the sum of $5,500, the old ferry, "North Beach" now stored at Astoria, as the result of private negotiations heretofore authorized by the Commission. He recalled that the Commission advertised this ferry for sale on July 21, 1947, but received no bids and thereafter authorized him by telephone to negotiate the sale privately, if possible, the offer of the Kanppton Towboat Company being the result thereof. He asked the Commission to confirm the telephonic authority given him to negotiate the sale privately and recommended acceptance of the Knappton Towboat Company's offer.

The Commission approved the request and recommendation and thereupon, by unanimous vote, adopted the following resolution with regard to the sale of the ferry, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler:

WHEREAS, the State Highway Engineer has recommended that the Commission sell the Ferry "NORTH BEACH", and

WHEREAS, upon inviting bids therefore, no bids were received, and

WHEREAS, the Engineer has negotiated a sale thereof to the Knappton Towboat Company, and said Company has made an offer in the amount of Five thousand five hundred and no/100 ($5,500.00) Dollars, and it appears that said ferry with its appurtenances is no longer needed for State Highway purposes,

NOW, THEREFORE, Be it and It Hereby is Resolved by the Commission, all members being present and voting affirmatively, that the Commission sell to the Knappton Towboat Company of Portland, Oregon the Oil Screw Vessel known as the "NORTH BEACH", for the sum of Five thousand five hundred and no/100 ($5,500.00) Dollars, and the Secretary be and he hereby is directed to prepare and have executed such documents of transfer papers as may be necessary to effect such transfer.

The Engineer reported an inquiry from Mr. Herman Oliver, John Day, former State Highway Commissioner, concerning the further improvement of the Ochoco and John Day Highways between Prineville and Vale in the Commission's Postwar Program. He said that Mr. Oliver is particularly interested in the Ochoco Highway construction, for which an amount of $323,000 of Federal Aid Funds was set up in the original Postwar Program, his concern being whether or not the transfer of this fund to the Warm Springs Highway, as approved by

the Commission, will act in any way to retard construction of the Ochoco Highway from the Mouth of Marks Creek easterly to a junction with the present road. He further stated that he advised Mr. Oliver concerning the status of Forest Highway Funds, that due to the failure of Congress to make an appropriation for this class of highway work, the Forest section had to be postponed and that the Commission, in view thereof, thought it best not to construct the state's portion, which is to be financed with Federal Aid monies, until the entire work can be done simultaneously, the state's section being of no value for public use until the Forest Highway section is completed; moreover, the Commission thought that it would be advisable to transfer the funds to the Warm Springs project in order to avoid tying up the Federal Aid Funds indefinitely and to expedite completion of the Warm Springs Highway. The Engineer gave as his understanding that it was the Commission's intention to revive the Ochoco Highway project just as soon as Congress appropriates additional Forest Highway Funds; however, that particular point is not clearly indicated in the minute record of the Commission's action taken on July 21 and 22, 1947. He suggested, therefore, that the Commission take action at this meeting clarifying the point so he can pass authentic information on to Mr. Oliver.

Chairman Banfield stated that this transfer of funds was made by the Commission only as a temporary expedient because the Ochoco Forest Highway project could not go forward as planned and the Commission did not wish to build the adjoining section of road until construction of the Forest Highway section can go forward, and that as soon as additional Forest Highway Funds are made available it is the intention of the Commission to revive the Ochoco Highway project and carry it forward to completion without delay. Commissioners Schaupp and Chandler concurred. A resolution, attached hereto and marked EXHIBIT "C", and by this reference made a part hereof with the same effect as though extended herein, was thereupon adopted by the Commissio by unanimous vote.

The Engineer requested authority to construct two small three-room cabins, estimated to cost $3,000 each, to house maintenance employees at Odel Lake. He advised that he has been unable to recruit a crew sufficiently larg to carry on the winter maintenance operations on this highway because housing conditions are very critical at this place, which is now undergoing a ver rapid expansion in the lumber and timber industries, and it was his thought that building these two small cabins would remedy the situation.

He also requested authority to construct a frame building 32 feet by 76 feet in dimension for equipment storage purposes on state-owned property adjacent to the Columbia River Highway near the west city limits of Hood River. He estimated the cost of such building at $15,000. For several years he said, the Commission has rented quarters located in the heart of the residential section of Hood River from Hood River County, but this building is in a bad state of repair and the county will not do anything to fix it; moreover it constitutes a definite fire hazard because of the oil and grease which leak through the main floor of the building; however, the most serious objection is the fact that there is no room for storage on the premises and the building itself will accommodate only three small trucks.

He pointed out that the Commission, in its 1947 Budget, allowed $200,000 for building construction, of which amount, he said, the total estimated expenditures will not exceed $111,500, including the buildings which he is now requesting authority to construct. Following discussion the Commission by unanimous vote approved construction of all three of the buildings as requested by the Engineer.

The Commission discussed with the Engineer bids received at the morning session and took the following action thereon by unanimous vote:

The contract for the grading and oil mat surfacing of the Crane-Princeton Section of the Diamond Valley Secondary Highway, Harney County, was awarded to the Inter City Sand and Gravel Co., of Eugene, the low bidder.

Bids received for grading and paving the Roseburg-Dixonveille Section of the North Umpqua County Road, in Douglas County, were referred to the Engineer with authority to award the contract to the low bidder when clearance of the award has been received from the Public Roads Administration.

All bids received for grading the Clear Creek-Forest Boundary Section of the Warm Springs Highway, in Wasco County, were rejected as being too high

At 3:00 p.m. Chairman Banfield publicly announced the awards as follows:

"Roseburg-Dixonville Section of the North Umpqua County Road, Douglas County. 4.39 miles of grading and paving. Leonard & Slate, Oreg. Ltd., Portland, submitted the low bid for this work in the amount of $298,882. The second low bid was that submitted by J. C. Compton Co., McMinnville, at $306,894.50. There were two higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Leonard & Slate, Oreg. Ltd., when certain conditions have been satisfied.

"Grading and oil mat surfacing on the Crane-Princeton Section of the Diamond Valley Secondary Highway, Harney County. Inter City Sand & Gravel Co., Eugene, submitted the low bid for this work in the amount of $164,840.50. A. H. Saxton & Sons, Corvallis, submitted the next low bid in the amount of $167,838. There were three higher bidders. The Commission has awarded this contract to the low bidder, Inter City Sand & Gravel Co., at its bid price.

"Clearing the Clear Creek-Forest Boundary Section of the Warm Springs Highway, in Wasco County. The Commission received four bids for this project but has rejected all of them because it considers them too high."

The Commission discussed a letter from Mr. Frank L. Beadle, Colonel, Corps of Engineers, U. S. War Department, concerning a proposed dam on the Snake River about 16 miles downstream from Homestead, Oregon,

particularly inquiring as to the possible need of a permanent high-level access road to the site from Oregon State Highway No. 86 near Halfway, Oregon, and the need for a highway bridge over the dam proper. The Engineer advised that this matter would entail considerable amount of study and conference among the highway officials of the states of Washington, Idaho and Oregon and the county courts of the counties adjacent thereto, as well as with the Army Engineers. He suggested that the Chief Counsel and he be authorized to discuss the subject with these agencies, which will enable him to render an intelligent report to the Commission on the subject. The Commission approved the suggestion unanimously.

A letter was presented from the City of West Salem, pointing out the need for better means of communication between West Salem and Salem and requesting construction of a new bridge across the Willamette River between these places to alleviate the condition. The Engineer advised that a comprehensive study is being made of the situation at this point under previous authority of the Highway Commission, but the study has not been completed and he is not in position to report at this time. The Secretary was thereupon instructed by the Commission to so inform the West Salem city officials.

A petition signed by 235 persons requesting the State Highway Commission to construct a roadway some 350 feet in length along a rock bluff at Corbett for the petitioners' use had the attention of the Commission. The Engineer advised that this matter has been investigated and that the cost to construct the roadway is estimated between $12,000 and $26,000, depending upon the width of roadway desired. This investigation, he said, revealed that the road would be used by only two people, both of whom own small residences one-half mile west of Corbett. The Engineer also advised that these people petitioned the Public Utilities Commissioner for a grade crossing at the Union Pacific railroad tracks in order that they might have access to the new Columbia River Highway, but the petition was denied. He recommended that the Commission also deny the request for construction of the road because, in his estimation, it is a private matter and not within the province of the State Highway Commission. The Commission approved the recommendation.

The Commission considered and denied a request from residents of Beverly Beach, Oregon, for an overpass over the Oregon Coast Highway at this beach, for the accommodation of "older persons", upon advice of the Engineer that such an overpass would cost about $4,000. The Commission's action was taken by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler.

The Secretary presented a petition from residents of Bates, Oregon, requesting the improvement of the Austin Spur Section of the John Day Highway. The Engineer advised that this road is about 2 1/2 miles in length and extends from the John Day Highway to the town of Austin; that investigation reveals that it is in need of repair, which he has already ordered as a temporary expedient to alleviate conditions until a better job can be done. The road, he said, should be oiled, and he recommended that the Commission consider, in the formulation of its next construction program, an appropriation of $40,000 for this purpose. The Commission approved the action already taken

by the Engineer in this matter and instructed him to bring the oiling project to the Commission's attention with a report when the next program is prepared.

A resolution was presented from the Washington County Farmers Union requesting improvement and widening of the Tualatin Valley Highway between West Slope and Forest Grove. The Engineer estimated the cost of widening this highway for four lanes of traffic, utilizing the existing right of way at $904,000. He pointed out that the widening of the West Slope-Beaverton Section for four-lane traffic is included in the Three Year Postwar Program as a first-year project, also, that the Commission is now widening the Dairy Creek Bridge west of Hillsboro in order to eliminate a traffic hazard at that point; furthermore, the rock shoulders on each side of the pavement are being oiled for a width of three feet as a further aid to traffic safety. It was his thought that any further improvement of this highway should wait until the Sunset Highway has been opened to general public use, when it can be ascertained whether or not further relief will be needed on the Tualatin Valley Highway, and he so recommended. The Commission approved the recommendation.

The Secretary presented a resolution from the County Court of Malheur County requesting the selection and designation as a state secondary highway of an extension to the Adrain-Caldwell Secondary State Highway No. 454, beginning at a point on the Oregon-Idaho State line in the quarter section corner common to Sections 31 and 6, Townships 21 and 22 South, Range 47 East, W. M., thence southerly along the Oregon-Idaho line approximately 0.6 mile to a junction with the county road in Canyon County, Idaho, approximately 0.1 mile north of the Snake River. He also presented a form of agreement between the State of Oregon, acting through its State Highway Commission, and the State of Idaho, acting through its Department of Public Works, providing for the improvement of such road jointly by both states on a 50-50 basis and pointed out that this agreement has already been accepted, approved and signed for and in behalf of the State of Idaho by its Commissioner of Public Works. It was explained that this matter was before the Highway Commission at its meeting on June 16 and 17, 1947 and at that time the Commission approved the construction of this road on the condition that the State of Idaho would pay one-half the expense of construction and maintenance and that the Malheur County Court would agree to the extension of the secondary highway and to the arrangement between the two states. The Commission considered that the conditions incident to the designation and construction of this road have been satisfied and thereupon approved the county court's resolution. A resolution, marked EXHIBIT"D", attached hereto and by this reference made a part hereof with like effect as though extended herein, designating this secondary highway extension was thereupon adopted by the Commission by unanimous vote. The agreement with the State of Idaho covering construction of the road was signed by the Commission on the following day.

The Commission discussed a letter from the Klamath Saddle Club, Klamath Falls, requesting improvement of the road leading to the Lake of the Woods recreational area. It appears that the State Highway Commission is being criticized for not improving the road, which, for the most part, is

not under its jurisdiction, and were the state to construct its portion to the proper standards, it still would be far from a good road. Commissioner Schaupp pointed out that this road, if and when constructed, will provide a much better route for travel between Medford, Ashland and Klamath Falls than the present Green Springs Highway route, and, in his estimation, the Commission will have to consider it in formulating its next construction program. As the result of considerable discussion, the Commission voted unanimously to consider the improvement of this road among others in the formulation of its next construction program on the condition that Klamath County and the U. S. Forest Service, which has jurisdiction over the major portion of the route, will improve their respective sections. The Commission ordered that people inquiring as to the road be informed of the action taken and that the highway will not be a good road throughout its entire length unless the other agencies do their part.

A letter was presented from Mr. P. A. Dale, President, John Day Chamber of Commerce, requesting the surfacing of the Dads Creek-Dixie Summit Section of the John Day Highway, in Grant County. The Engineer advised that this project is in the Postwar Construction Program but cannot go forward because of the lack of Forest Highway monies with which to finance the work. The Commission ordered that Mr. Dale be informed why this project cannot go forward as planned and that as soon as Congress provides additional Forest Highway monies construction will be commenced without unnecessary delay.

The Commission also discussed a letter from Mr. Dale concerning the improvement of the John Day Highway between Mt. Vernon and John Day. The Engineer advised that this project is estimated to cost $250,000 and has not been approved by the State Highway Commission for any program because it is too big to handle under present circumstances. The Commission ordered that Mr. Dale be so informed.

A letter was presented from Mr. Harry A. Dempsey, Rickreall, requesting the widening of the bridge over Rickreall Creek on US99W just south of the town of Rickreall. The Engineer estimated that it would cost about $62,000 to widen this structure. He pointed out that the bridge is not located on the route of the survey for the permanent improvement of the highbetween Rickreall and Monmouth, so the money expended for the widening work would be lost if the new highway is constructed as planned. He recommended, in view of the circumstances, that the request be denied. The Commission approved the recommendation by unanimous vote, it being the Commission's thought, in view of this possible future line change, that the expenditure at the present time is not justified.

A communication was presented from the Political Action Committee of Northwest Oregon, Astoria, requesting the following: (1) Oiling of the county road which extends from Vernonia to a junction with the Sunset Highway, (2) action by the Highway Commission to eliminate confusing neon signs and other forms of advertising along state highways, (3) installation of telephones along state highways for emergency use.

The Engineer advised that the oiling of the county road has been provided for in the Postwar Program and that present plans are to advertise it for bids next spring. As to the second request, the Engineer advised that the Chief Counsel is now investigating such signs to ascertain whether or not they are legal. In this connection the Commission instructed the Chief Counsel to advise the Commission in writing as to its authority to control signs along and adjacent to state highways. As to the third request, the Commission declared its willingness to find locations on state highway rights of way for the installation of emergency telephones if the telephone companies will furnish and install the telephone instruments.

The Chief Counsel reported that a number of illegal signs are being maintained on private property adjacent to the Stoiwer Hill-Albany Section of the Pacific Highway East by Tripp and Tripp, Realtors, Albany, notwithstanding that the deeds which the Highway Commission obtained from the from the property owners include provision that advertising signs shall not be erected within a distance of 300 feet of the highway right of way line. He was instructed by the Commission to see that the signs are removed.

The Engineer reported that the City of Umatilla has fulfilled the requirements with respect to the expenditure of its share of the 1944 State Tax Street Funds which it received in 1945 and that the plans for the improvements to be financed with such funds have been checked and found satisfactory. He recommended, in view thereof, that the plans be approved by the Commission. The Commission approved the recommendation and by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler, adopted the resolution attached hereto and marked EXHIBIT"E" and which by this reference is made a part hereof with like effect as though extended herein.

The Engineer also reported that the City of Powers has fulfilled the requirements with respect to the expenditure of its share of the 1945 State Tax Street Funds that it received in 1946 and that the plans of the improvement proposed to be financed with such funds have been checked and found satisfactory. He recommended that they be approved by the Commission. The Commission approved the recommendation and by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT "F" and which by this reference is made a part hereof with like effect as though extended herein.

The Engineer also reported that the cities of Scotts Mills and Umatilla have fulfilled the requirements with respect to the expenditure of their shares of the 1945 State Tax Street Funds which they received in 1946 and that the plans for the respective improvements contemplated to be financed with such funds have been checked and found satisfactory. He recommended that they be approved by the Commission. The Commission approved the recommendation and by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT"G" and which by this reference is made a part hereof with like effect as though extended herein.

The Engineer also reported that the following cities and towns have fulfilled the requirements with respect to the expenditure of their

shares of the 1946 State Tax Street Funds that they received in 1947:

Carlton	Echo	Huntington	Monument
Creswell	Garibaldi	John Day	Powers
Eastside	Harrisburg	Monroe	Willamina

He further advised that the plans of the improvements that are to be undertaken with such funds have been checked and found satisfactory, and he recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT "H" and which by this reference is made a part hereof with like effect as though extended herein.

The Egnineer advised that the following cities and towns have also fulfilled the requirements with respect to the expenditure of their shares of the 1946 State Tax Street Funds that they received in 1947:

Cave Junction	Gold Hill	Ocean Lake	Summerville
Dundee	Hubbard	Paisley	Turner
Empire	Lostine	Sisters	Umatilla

He further advised that the plans for the improvements contemplated with such funds have been checked and found satisfactory. He recommended their approval by the Commission. The Commission approved the recommendation and by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT"I" and which by this reference is made a part hereof with like effect as though extended herein.

A letter was presented from Mr. Robert E. Borland, City Manager, Silverton, Oregon, requesting engineering assistance from the State Highway Department in preparing plans and specifications and in advertising for bids for the construction of a steel and concrete deck bridge, including approaches, over Silver Creek on a city street known as James Avenue, in Silverton. The Engineer advised that the law provides for the furnishing of such service to counties free of cost; however, no provision is made for the furnishing of such service to the cities. He recommended, in view thereof, that the Commission approve rendering such service on the condition that the state will be reimbursed for expenses incurred in connection therewith. He advised that a similar request has been received from Mr. Vernon Thorpe, City Superintendent, Medford. In this instance the city is requesting that the State Highway Department design a bridge to cross Bear Creek on a city street known as Jackson Street. He recommended that this request also be approved on the condition that the state will be reimbursed for the expense incurred. Following discussion, the Commission ordered that both cities be informed that if they wish to employ State Highway Department engineers to perform this service for them, the Commission will approve such an arrangement if the cities will agree to reimburse the State Highway Department for expense incurred in rendering such service.

A letter was presented from Hon. H. D. Kerkman, County Judge of Washington County, requesting, on behalf of the County Court, that the State

Highway Department furnish a bridge inspector to supervise, in a general way, construction of "Rood" Bridge over the Tualatin River on County Road No. 266 about 2 1/2 miles southeast of Hillsboro, the contract for which was awarded by the County Court on September 3, 1947, as the result of bids being received by the State Highway Commission on August 26, 1947. Judge Kerkman advised that the county will reimburse the state for actual expenses incurred by the Highway Department in connection with this operation. The Engineer recommended approval of the County's request. The Commission approved the recommendation unanimously.

The Commission discussed a letter from Lions Club International, Ontario, Oregon, requesting that the State Highway Department join with the citizens of Ontario in constructing a sidewalk along the east side of S. W. 4th Street south of S. W. 4th Avenue in order to provide for the safety of Ontario school children in crossing the business area and in going to and from school. The state's share would consist of construction of such sidewalk along the westerly side of the Highway Section Maintenance Headquarters in this town. The Engineer advised that the Highway Department's property fronts this street for a distance of 250 feet and that the estimated cost to construct the sidewalk is $325. He recommended approval of the request and that the sidewalk be constructed as a Minor Betterment Project at such time as the other property owners who are concerned have constructed their respective shares. The Commission approved the recommendation unanimously.

A communication was presented from the Grants Pass Planning Commission requesting the widening and realigning of the Redwood Highway from the Grants Pass city limits to and including the Applegate Bridge. The Engineer advised that this section is about seven miles long and that a survey of the section has never been made. He roughly estimated that it would cost between $225,000 and $250,000 and stated that to provide a more accurate estimate would necessitate a survey costing about $8,000, although a reconnaissance survey could be made for about $500. The Engineer gave as his opinion that the present road is in pretty fair condition except for the Applegate Bridge, which is rather narrow, and he inquired as to the wishes of the Commission. The Commission authorized and instructed the Engineer to make a reconnaissance survey of the project and to report the results thereof.

The Commission considered and approved an agreement with Albert W. Denton, dba Denton Construction Company, concerning construction of the Ashland Section of the Pacific Highway, State Highway Contract No. 2888, particularly the paving work involved which is to be done with state forces and equipment because of the inability of the contractor to make other arrangements and it being essential that this work be completed before the rainy season begins. This agreement provides that payment for the work shall be deducted from the contractor's monthly estimates. (The agreement was signed by the Commission on the following day.)

The Engineer reported that he has awarded the following contracts, bids for which were received by the Commission on August 25 and 26, 1947 and referred to him at that time with power to award the contracts when certain conditions had been satisfied.

Grading and paving on the Pringle Corner-McMinnville Section of the Salmon River Highway and Pacific Highway West, in Yamhill County; bids received August 26, contract awarded September 4 to low bidder, Leonard & Slate, Oreg. Ltd., O. C. Yocom Co., and J. C. Compton Co.

Grading and bituminous macadam construction on the Juniper Butte-Crooked River Section of The Dalles-California Highway, in Jefferson County; bids received August 25, contract awarded September 4 to the low bidder, M. L. & C. R. O'Neil

Grading and roadbed topping on the Anderson Valley and Swamp Creek Sections of the Diamond Valley Secondary Highway, in Harney County; bids received August 26, contract awarded September 4 to the low bidder, Geo. F. Corliss.

Construction of a concrete bridge over Rock Creek on the Clackamas Secondary Highway, in Clackamas County; bids received August 26, contract awarded September 17 to Lindstrom Bros., the low bidder.

The Commission by unanimous vote confirmed the awards as reported.

The Engineer reported that the surveys for the following sections of state highway have been completed and asked the Commission to approve them as the permanent routes of such highway sections:

Anderson Valley and Swamp Creek Sections of the Diamond Valley Secondary Highway, Harney County;

Tyee Road-Sutherlin Section of the Elkton-Sutherlin Secondary Highway, Douglas County;

Denny Creek Section of the Klamath Lake Secondary Highway, Klamath County;

Meadowbrook-Red Bridge Section of the Starkey Secondary Highway, Union County.

After due consideration of the report of the Engineer with respect to the surveys under discussion, and upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler, the Commission approved and adopted the surveys by the adoption, by unanimous vote, of the resolution marked EXHIBIT "J", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The matter of adopting resolutions covering changes, additions, deletions etc. in the original construction programs was brought up for discussion. The Commission ordered that hereafter, when such alterations are authorized by the Commission, formal approval of the alterations shall be given by appropriate resolution.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

Slate Construction Co., Contract No. 2744 for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County, requested an additional extension of time of 276 days, from October 31, 1946, to August 1, 1947, within which to complete this job. The contractor alleged that clearing operations required in connection with this contract could not be completed until the U. S. Forest Service contractor had removed certain timber located within the boundaries of the highway contract which prevented necessary clean up of the premises. The Engineer advised that this project has been completed for some time with the exception of the clean up; however, that work is now done and the contract is considered completed. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

J. R. Maginnis, Contract No. 2749 for clearing on the Circle Bridge-Hug Point Section of the Oregon Coast Highway, in Clatsop County, requested an additional extension of time of 30 days, from August 31 to September 30, 1947, within which to complete this job. The contractor alleged that his failure to complete the project within the previously-extended time limit was due to an unusual amount of wet weather which handicapped burning operations. The Engineer advised that this contractor is a professional logging contractor and used every means of burning the logs, including incendiary material developed by the Army and various types of blowers devised by himself; moreover, he had experts from the Army and elsewhere experiment with the various materials in order to expedite the work. He further stated that the contractor was greatly handicapped during the summer months by his inability to obtain burning permits when the material could have been disposed of most readily, although it would have caused some fire hazard to abutting property. He pointed out that the contract was awarded on October 30, 1945, with a specified completion date of June 30, 1946, but for the reasons stated it was necessary to extend the time limit on three occasions, and a fourth extension is now required. This job, he said, was actually completed on September 19, so an extension of time beyond that day is unnecessary. He recommended, in view of the circumstances, the granting of an extension of time up to and including September 19, 1947, without penalty, notwithstanding a letter from the Public Roads Administration, which was presented, advising that they also recommend such extension of time but with the understanding that, insofar as Federal funds are concerned, the usual penalty for this last or fourth extension will not be waived. The Commission by unanimous vote approved the extension of time to September 19, 1947, without penalty, as recommended by the Engineer.

Sound Construction and Engineering Co., Contract No. 2772 for grading the Berger Ranch-Barnes Road Section of the Wolf Creek (Sunset) Highway, in Washington County, requested an additional extension of time of 45 days, from September 1 to October 15, 1947, within which to complete

this job. They advised that materials encountered in cuts greater than six feet deep contained a high moisture content which made it impractical to haul or to obtain satisfactory compaction in embankments. Such condition was remedied by excavating to this level and then allowing the cuts and fills to air dry. Attempts to hasten the drying procedure by manipulation were without satisfactory results. The Engineer recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein, however, stipulating that should extensions beyond October 15, 1947, be granted, the assessment of the penalty as covered in the contract will be required. The Commission approved the recommendation by unanimous vote.

Sound Construction and Engineering Co., Contract No. 2778 for grading the Davies-North Plains Section of the Wolf Creek (Sunset) Highway, in Washington County, requested an additional extension of time of 45 days, from September 1 to October 15, 1947, within which to complete this job. They stated that the materials encountered in cuts greater than six feet deep contained a high moisture content which made it impractical to haul or to obtain satisfactory compaction in embankments, that the condition was remedied by taking cuts down to that level and allowing the cuts and fills to air dry; also, that attempts to hasten the drying by manipulation were without success. The Engineer recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein, stipulating, however, that should extensions beyond October 15, 1947, be granted, the Public Roads Administration would require the assessment of the penalty as covered in the contract. The Commission approved the recommendation by unanimous vote.

J. C. Papin, Contract No. 2810 for grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway, in Baker County, requested an additional extension of time of 75 days, from September 30 to December 15, 1947, within which to complete this job. Mr. Papin alleges that the excavation on the north side of Dooley Mountain is more difficult than was anticipated, being much more so than on the south side of the mountain, and that his operations have been slowed down accordingly. The Engineer advised that this job is the first one undertaken by this contractor since 1941, and his delay in completing it within the specified time limit was due largely to difficulties in re-organizing his set-up after the war. He has now purchased considerable more equipment and should be able to complete the remaining work in a satisfactory manner. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Del R. Beebe Construction Co., Contract No. 2818 for oil mat surfacing on the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highways, in Deschutes, Lake and Harney counties, requested an additional extension of time of 18 days, from August 15 to September 2, 1947, within which to complete this job. He

alleged that inclement weather encountered in connection with the other projects that he had under way for the state necessitated a late start on this particular project, also, that he experienced bad weather conditions during the oiling operations. The Engineer advised that the overrun of the time limit was partially due to poor oiling weather. He further stated that the contractor did an excellent job and, in his estination, is entitled to the extension of time requested without penalty, particularly in view of the fact that the state incurred no extra expense because of the delay and the traveling public was not inconvenienced, and he so recommended. The Commission approved the recommendation by unanimous vote.

Parker Schram Company, Contract No. 2820 for grading the Gardner Ranch-Berger Ranch Section of the Sunset Highway, in Washington County, requested an additional extension of time of 60 days, from July 29 to September 27, 1947, within which to complete this job. They gave the following reason for overrunning the previously-extended time limit: Failure of other contractors operating under separate contracts with the State Highway Commission to complete certain structures in sufficient time to permit completion of the adjacent road grade within the specified time limit as previously extended. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He pointed out the provision in the contract which states that in cases where structures are not completed as expected, which would make it impossible for the grading contractor to complete his work, the time for the completion of the contract will be extended by the number of days the work was delayed on that account. He recommended, in view of this provision, that the extension requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Oscar E Joelson, Contract No. 2849 for rock production for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties, requested an extension of time of 15 days, from August 31 to September 15, 1947, within which to complete this job. He alleged that his operations were delayed some two weeks because of difficulties in securing repair parts for his shovel; also, that it took more time to strip the gravel pits than was anticipated. The Engineer advised that the contractor experienced numerous breakdowns of his equipment and that his work was further delayed by reason of dirty material which necessitated the installation of washing equipment. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

John A. Logan, Contract No. 2856 for grading and bituminous macadam and bridge construction on the Tutuilla Creek Section of the Pendleton-John Day Highway, in Umatilla County, requested an extension of time of 90 days, from July 31 to October 29, 1947, within which to complete this job. He attributed his failure to complete the project

within the specified time limit to difficulties in securing reinforcing steel for construction of a bridge included in the project. The Engineer advised that the grading work and bituminous macadam construction were completed prior to the specified completion date and that the extension of time is to cover only the bridge construction, Mr. Logan having been unable to obtain reinforcing steel for this undertaking. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Sloeper & Keyes, Contract No. 2857 for construction of bridges over Cow Creek and Quines Creek on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County, requested an extension of time of 40 days, from October 1 to November 9, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing the necessary number of qualified and efficient men and to delays occasioned by slow delivery of steel. The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct; that competition by lumber industries, together with the lack of housing facilities, has made it very difficult to secure construction labor. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Gladney and Adams, Contract No. 2863 for the production of rock for four state highways in Klamath County, requested an extension of time of 90 days, from August 31 to November 30, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delayed delivery of, and subsequent inadequacy of, plant feeding equipment and to the delivery of crushed materials to the State Highway Department from purchase orders having a priority rating over the general contract items. The Engineer advised that the reasons given by the contractor for overrunning the time limit are substantially correct. He pointed out, however, that the contractor has delivered only 1,000 cubic yards of material of 14,700 cubic yards required, which has caused changes in the schedule of state oiling crews so that it was necessary to defer some of the work contemplated for this season. He recommended that the extension of time requested be granted without penalty but that the contractor be required to reimburse the state for engineering expense incurred subsequent to November 30, 1947, if the job is not completed by that time. The Commission approved the recommendation unanimously.

O. C. Yocom Company, Contract No. 2869 for surfacing and oiling the Scholls-Newberg Section of the Hillsboro-Silverton Secondary Highway, in Washington and Yamhill Counties, requested an extension of time of 30 days, from August 31 to September 30, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to continued rains throughout the summer season. The Engineer advised that, due to other contract work which the company

had with the state, it was late in starting this job and also that some time was lost because of inclement weather during the summer and early fall seasons. He further stated that the state has not incurred any extra engineering expense because of the delay. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Archie R. Averill, Contract No. 2872 for construction of a concrete viaduct over Spencer Creek on the Oregon Coast Highway, in Lincoln County, requested an extension of time of 90 days, from September 30 to December 30, 1947, within which to complete this job. He alleged that a large amount of extra work was required in rebuilding the coffer dam and in driving foundation piling; also, that he experienced difficulty in securing cement which delayed the first concrete pour. The Engineer recommended the granting of an extension of time from September 30 to November 15, 1947, without penalty, rather than to December 30 as requested; also, that the contractor be required to reimburse the state for all engineering costs incurred subsequent to November 15 if the job is not completed by that time. A letter was presented from the Public Roads Administration concurring therein. The Commission unanimously approved the recommendation.

Coos Bay Dredging Company, Inc., Contract No. 2878 for construction of bridge pier fenders on South Slough Bridge on the Cape Arago Secondary Highway, in Coos County, requested an extension of time of 30 days, from September 30 to October 30, 1947, within which to complete this project. They gave as their reason for not completing the project within the specified time limit, non-delivery of creosoted materials until after September 1, 1947. The Egnineer advised that the reason given by the contractor for overrunning the time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

J. P. Brittan & Co., Contract No. 2880 for construction of the Buck Hollow Bridge on the Sherars Bridge Secondary Highway, Sherman County, requested an extension of time of 30 days, from October 31 to November 30,1947, within which to complete this structure. He gave the following reasons for overrunning the time limit: Delay of approximately 60 days in delivery of metal reinforcement, change in the plans by the State Highway Department which necessitated revision in construction operations and caused delay to the steel fabricators in furnishing steel, and difficulties in securing sufficient skilled and semi-skilled carpenter labor. The Egnineer advised that the overrun of the time limit was caused by delays in obtaining reinforcing steel and difficulties in securing skilled labor. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

D. F. McKenzie, Contract No. 2881 for grade widening and surfacing the Gillespie Corner-Lorane Section of the Territorial Secondary Highway, in Lane County, requested an extension of time of 30 days, from October 15 to November 15, 1947, within which to complete this job. Mr. McKenzie states that all work was completed by October 2, 1947, except the furnishing of crushed rock in stockpiles and that he is having trouble in securing suitable material in the quarries for this purpose. The Engineer advised that the reason given by the contractor for delay in completion of this work is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Werner & Jeske, Contract No. 2915 for grading and paving the Springfield Junction Turnaround Section of the McKenzie Highway, Lane County, requested an extension of time of 10 days, from August 15 to August 25, 1947, within which to complete this project. They attributed their failure to complete the project within the specified time limit to "too much rain which softened the subgrade". The Engineer stated that the reason given by the contractor for overrunning the specified time limit is correct, and recommended that the extension of time requested be granted without penalty. The Commission unanimously approved the recommendation.

J. F. Johnston, Contract No. 2748 for grading, paving and bridge construction at Pudding River on the Pacific Highway East, in Clackamas and Marion Counties, requested an additional extension of time of 31 days, from September 30 to October 31, 1947, within which to complete this project. He attributed his failure to complete the project within the specified time limit, as previously extended, to a shortage of skilled labor and poor delivery of materials. The Engineer advised that the work covered by this contract is completed except for the removal of materials from the storage area and cleaning up of the site, and that the bridge has been in use by the general public for some time. He recalled that the Commission previously extended the time limit on this contract from July 31 to September 30, 1947, on the condition that the contractor would reimburse the state for all engineering costs incurred since July 31, and he recommended that the extension of time now requested be granted subject to the same condition. A letter was presented from the Public Roads Administration also recommending approval of the extension on the condition that the contractor will be penalized, as provided in the contract, for engineering expenses incurred by the state since July 31, 1947. The Commission approved the recommendation by unanimous vote.

Birkemeier & Sarenal, Contract No 2918 for construction of the Merle Railroad Grade Separation structure on the Sunset Highway in Washington County, requested an extension of time of 30 days, from October 31 to November 30, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays in the delivery of structural steel and the transportation workers strike over which they had no control. The Engineer

advised that the reasons given by the contractor for overrunning the time limit are correct, and he recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission unanimously approved the recommendation.

The action of the State Highway Commission on contractors' requests for extensions of time within which to complete the contracts, as listed above, was based upon the recommendation of the State Highway Engineer and his report, which considered, but did not necessarily adopt, either or any of the reasons stated in the contractor's requests.

The Engineer reported that Contracts Nos.2637, 2744, 2749, 2778, 2795, 2818, 2824, 2837, 2842, 2854, 2864, 2884, 2885, 2890, 2915, 2916, 2921, 2927, and 2930 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the report of the Engineer with respect to the contracts under discussion the Commission approved and accepted the contracts completed as reported by the Engineer and by unanimous vote adopted the resolution marked EXHIBIT "K", attached hereto, and by this reference made a part hereof with like effect as though extended herein.

The Engineer brought up for discussion matters pertaining to the application of the Civil Service pay plan and the rules and regulations governing it. He recalled that the Commission, at its meeting on March 24 and 25, 1947, approved the plan and the rules and regulations applicable to it, effective March 1, 1947, both of which were previously approved by the State Budget Director and by Governor Snell. In the application of this plan, he said, 225 employees will have completed, on September 1, 1947, six months of service at the first or beginning step of their respective salary ranges. Four hundred fourteen employees will have completed, on January 1, 1948, one year of service without advancement, and on July 1, 1948, 285 employees will have completed six months of service from September 2, 1947, at the first or beginning step of their respective salary ranges. He explained further details as contained in his written report to the Commission dated October 17, 1947, a copy of which is available for inspection in the Highway Department's general files, and inquired as to the Commission's wishes with respect to the application of the plan, as of September 1, 1947, as it effects only those employees who merit salary increases. He estimated that if all the increases were granted it would cost the State Highway Department approximately $190,000 for the biennium 1947-49.

Chairman Banfield stated that, whereas the Commission may have approved the Civil Service rules and regulations applicable to the Civil Service pay plan and the pay plan itself as set up by the Civil Service Commission, such approval did not necessarily mean that the increases would be automatic or mandatory, but that they would be permissible if the Commission considered them advisable. It was his thought that the employees in the lower brackets should be given first consideration rather than employees in all classifications. The Engineer then suggested approval of increases for the employees in the first group who have completed six months of service

at the first or beginning step of their respective salary ranges and who are employed on a probationary basis, which would cost the state about $31,500 annually. This matter was discussed at some length, and as a result thereof, motion was made by Commissioner Chandler that the employees in that particular group be granted increases in conformity with the Civil Service plan provided the increases are merited. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission, it being understood that the increases would be retroactive to September 1, 1947.

The Engineer then requested authority to bring to the Commission's attention a list of additional employees who are entitled to salary increases. The Commission approved the request on the condition, as expressed by Chairman Banfield, that the list will not result in a blanket pay increase, with which the Commission is not sympathetic.

The Engineer asked the Commission to confirm for the record the press release issued in his office on July 31, 1947, notifying the public that only essential traffic should traverse the North Santiam Highway between Gates and Detroit, where 15 miles of heavy construction work is under way and where the public would be subjected to numerous hazards and long delays. He advised that, in conformity with this notice, signs have been erected along the highway for public guidance. The Commission confirmed the press release by unanimous vote.

A letter was presented from Mr. E. E. Rhodes, Pasadena, California, demanding payment in the sum of $1,000 for the loss of his dog as the result of what he alleged was careless negligence on the part of the State Highway Department in failing to protect the public against such losses in dangerous places along state highways. Mr. Rhodes states that because of the lack of a suitable chicken wire fence on the wall at the edge of the Crooked River Gorge on The Dalles-California Highway his dog jumped over the wall and fell to the bottom of the Gorge below. The Chief Counsel advised that he is familiar with this case, and, in his estimation, the Commission has no liability. Following discussion, the Commission voted unanimously to deny the claim on motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler.

The Commission discussed a letter from Mrs. H. J. Moulton, Chairman of the Roadside Planning Committee of the Oregon State Beekeepers Association, requesting the preservation of flora along roadsides which is necessary to bees and other pollinating insects, and suggesting that when weeds are exterminated they be replaced with useful plants. The Engineer advised that it is not practical to replace obnoxious weeds obliterated by chemicals with flora necessary to bees and other pollinating insects; moreover, the mowing operations on highway rights of way are conducted by the State Highway Department to provide safety for all highway users and are not sufficiently extensive to have any great effect upon the bee industry. It was the thought of the Commission, as expressed by Chairman Banfield, that it is the duty and the function of the State Highway Department to keep state highway rights of way in a clean and neat condition, and, accordingly, the Commission by unanimous vote denied the request of the Beekeepers Association.

A petition was presented signed by numerous property owners and residents in the vicinity of Barbur Boulevard, Portland, protesting the proposed plan of channelization for this thoroughfare as it is now being constructed at S. W. Bancroft Street and at S. W. Viewpoint Terrace, and requesting that the plans be revised. The Commission denied the request by unanimous vote, it being the opinion of the Commission that the project is a city responsibility. The Secretary was instructed to inform the petitioners of the action taken and to advise them further that plans for the project were prepared by the city and were checked by engineers representing the Public Roads Administration and the State Highway Commission, and that the Highway Commission's concern is simply the acceptance of the report which they rendered.

The Commission considered a request from Mr. J. D. Walling, contractor, for the renewal of his permit for use of "Cape Horn" Quarry located adjacent to the Siuslaw Highway near the town of Swisshome, Lane County. It was explained that this quarry is located on U. S. Forest property and that authority to use the quarry was granted the State Highway Department by the U. S. Forest Service by means of a special use permit; further, that the Highway Commission, some time ago, allowed Mr. Walling to operate in it on the condition that he would make satisfactory arrangements with the Forest Service to take material therefrom. Mr. Walling's permit expired on October 15, 1947, and he now wants it renewed for another year. The Engineer advised that the Highway Department has no contemplated use for this quarry during the year 1948, and he recommended that Mr. Walling be allowed the further use of it during that period provided he will make the necessary arrangements with the U. S. Forest Service. The Commission approved the recommendation.

The matter of formally abandoning a short section of the old right of way of the Lower Columbia River Highway between the Columbia County line and Portland, particularly between Engineer's Stations 266+00 and 270+20, which was approved by the Commission at its meeting on August 25, 1947, had the attention of the Commission. After due consideration the Commission confirmed its previous action by the adoption, by unanimous vote, of the resolution marked EXHIBIT"L", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission considered and denied the suggestion of Mr. Roy H. Searle, Portland, "that the proposed speedway through and beyond Sullivan Gulch be denominated 'Benson Boulevard'".

The Commission had under discussion a suggestion that the new ferry now being constructed for service across the Columbia River between Astoria, Oregon and Meglor, Washington, be named the"M. R. Chessman" ferry in honor of the late M. R. Chessman, Astoria, former State Highway Commissioner. The Commission approved the suggestion and thereupon, by unanimous vote, adopted the following resolution with regard thereto, upon motion of Commissioner Chandler which was duly seconded by Commissioner Schaupp:

14237

WHEREAS, the life of Merle R. Chessman was dedicated to service, service to his community, service to his state and service to his country,a life and personality which became a part of the welfare and government of the city in which he lived, a part of the state in whose legislative halls he so constructively and competently served, and a part of the highways he helped plan and build, highways which, long after his leaving, will continue to bring together peoples from communities small and near, communities large and far away, and

WHEREAS, his counsel, service, vision, purpose and his personality while serving as a member of the State Highway Commission are all now a part of the records of highway planning, highway building and highway financing, and his comradeship and friendship are lodged permanently in the memories, the experiences and the thoughts of those who were privileged to serve with him, and

WHEREAS, in recognition of his untiring effort to adequately provide transportation facilities for the motoring public between Astoria, Oregon, and Megler, Washington, it is deemed appropriate that the new ferry, now under construction and soon to be launched and assigned to service at Merle's home town, be named " M. R. Chessman",

NOW, THEREFORE, Be It and It Hereby is Resolved by the Commission, all members being present and voting affirmatively, that the new ferry, which is soon to be launched and placed in service between Astoria, Oregon, and Megler, Washington, be named in honor of our former member, " M. R. Chessman", and

Be It Resolved further, that this resolution be entered in the permanent records of the Commission as of the 21st day of October, 1947, and a copy appropriately embossed and presented to Mrs. Merle R. Chessman.

In this connection the Engineer reported that latest information is that the ferry will be ready to launch in about 30 days. He was instructed to keep the Commissioners advised relative thereto so they can arrange to be present at the launching if they so desire.

The Commission had under discussion the appointment of a member of the Travel Advisory Board to fill the vacancy created by the death of Mr. M. R. Chessman, Astoria, but decided that it would be best to postpone the matter for the time being.

The Engineer brought up for discussion the matter of paying the salary of the inspector employed by the Union Pacific Railroad Company during construction operations on the Troutdale-Wahkeena Creek Section of the Columbia River Highway. He advised that, in 1938, an agreement was reached with the company that the state would reimburse the company for the cost of furnishing such engineering inspector, at the rate of $225 per month. Due to changed conditions, the railroad company has found it necessary to increase the salary rate from $225 per month to $378.80 per month and has asked the Highway Commission to reimburse it at that rate. He recommended approval of the request. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. Neuner, presented a request from Denver Parks and Victoria Parks, his wife, for an additional point of access to The Dalles-California Highway at Highway Engineer's Station 2329+45 on the Lonz-Kirk Section. He advised that this is a limited-access section of highway and that the Parks' request is to provide ingress to and egress from abutting property. He pointed out that this district is sparsely settled, there being very little privately-owned land between East Diamond Lake and Chiloquin, a distance of 35 miles, and, in his estimation, there is a need for some sort of service to the public along this section. The Parks, he said, have agreed not to erect any buildings within 50 feet of the edge of the right of way if granted this privilege. He recommended approval of the request. The State Highway Engineer concurred in the recommendation. Commissioner Schaupp expressed himself in favor of granting this concession because of its isolated location, it being his thought that gasoline and refreshments should be made available to the traveling public in such places. Chairman Banfield also expressed his approval, however, pointed out that the Commission must be very careful, when once it acquires right of access to the highway, that it does not dole these privileges out indiscriminately, which could defeat the purpose for which the access was acquired and for which state funds have been spent. The Commission thereupon by unanimous vote approved the recommendation. An agreement covering the matter was executed by the Commission on the following day.

A letter was presented from Mr. T. M. Davis, District Engineer, Public Roads Administration, dated July 18, 1947, advising that, during the Elks Convention held in Portland during the previous week, the City Council permitted the closing of the traffic lanes on the east side of the median strip on Harbor Drive from the Hawthorne Bridge to the Morrison Bridge, and all traffic on this thoroughfare was required to use the lanes on the west side of the median strip between the hours of 7:00 a.m. and 4:00 p.m. daily,

resulting in considerable confusion and congestion which was particularly bad at the Morrison Bridgehead. Mr. Davis points out that the blockading of Harbor Drive constitutes "undue interference with the free and convenient flow of traffic" on Harbor Drive and is in violation of the terms of the fifth paragraph of Resolution No. 21945 adopted by the Portland City Council on May 22, 1941. The Engineer was instructed to direct a letter to the Portland City Council calling its attention to the violation of this city ordinance and requesting that the City Council arrange to see that this thoroughfare is not again closed for any purpose in the future.

The Commission by unanimous vote confirmed the following log-hauling regulation, as suggested by the Public Utilities Commissioner, which was approved by all members of the Commission on September 17, 1947, over the telephone, being a revision of the regulation adopted at the previous meeting:

"Section C, General Regulations, Article 5. The truck hauling of logs, poles, and/or piling over or across any state highway on Saturday afternoons, Sundays, New Year's Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, Christmas Day and during the period from 8 p.m. on any other day to 4 a.m. of the day following is prohibited. Hauling equipment operating between 4 a.m. and 8 p.m. of any day shall be equipped with, and during the hours of darkness, shall display lighted lamps and other illuminating devices conforming with all statutory requirements; provided further, that if the overall length of the equipment and load exceeds 50 feet, there shall, in addition, be displayed on each side of the load at the approximate center, amber side marker lamps."

The Engineer reported that, as a result of the appointment of two Assistant State Highway Engineers on August 12, 1947, and the creation of a Department of Permits, it is necessary that additional employees be authorized to sign and issue transportation permits in order to expedite the orderly and speedy movement of traffic and materials over state highways. He recommended that such authority be granted to the following employees in addition to those who now have such authority.

A. F. Parsons, District Maintenance Superintendent, Pendleton
Kenneth F. Loter, District Maintenance Officeman, Astoria
L. Paul Simpson, District Maintenance Officeman, Coquille
James M. Brown, District Maintenance Officeman, John Day
James D. Pratt, District Maintenance Officeman, Baker
Leland P. Dixon, District Maintenance Officeman, Burns
John F. Kergil, District Maintenance Officeman, The Dalles
Ralph B. Sipprell, Director of Permits, Salem
W. W. Stiffler, Second Assistant State Highway Engineer, Salem.

The Commission approved the request by unanimous vote and unanimously adopted the resolution attached hereto and marked EXHIBIT "M", which resolution is by this reference made a part hereof with like effect as though extended herein.

The Egnineer reported violations committed by Cecil J. Harmond,

Sutherlin, Oregon, in connection with the truck hauling of logs over state highways, particularly an overweight load of 32,500 pounds which was observed by Weighmasters on September 3, 1947, on the Pacific Highway at Oakland. The total gross weight of the truck and load, he said was 104,500 pounds. He pointed out that in September 1946, at the request of the Highway Commission, Mr. Hammond's permit was canceled by the Public Utilities Commissioner for an illegal load weighing 110,600 pounds, but the permit was restored on October 31, 1946, when Mr. Hammond agreed in writing thereafter to abide by the rules and regulations and gave as his understanding that another violation would necessitate the permanent cancellation of his permit. The Engineer gave as his thought that the present violation is deliberate and intentional and that it is justification for the permanent cancellation of Mr. Hammond's permit, and he so recommended. The Commission approved the recommendation by unanimous vote, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler.

The Engineer also reported violations committed by Duane H. Mathers, Sweet Home, Oregon, in connection with his operations in the truck hauling of logs over state highways. This record reveals that on numerous occasions since July 1946 Mr. Mathers has refused to allow his loads to be weighed by State Weighmasters, that he has threatened the Weighmasters with bodily injury for endeavoring to weigh his loads, and that he has declared his intention to "lay out" with any loads that he considers heavier than those allowed by his permit. The Engineer recommended the cancellation of Mr. Mather' permit. The Commission approved the recommendation unanimously, upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler.

The Engineer asked the Commission to confirm the telephonic authority previously given him to reinstate the log-hauling permit of Lloyd J. Allen, Scappoose, and that of Ernst G. Baugh, McMinnville, which were previously canceled at the Commission's request for violations of the rules and regulations governing their log-hauling operations. He advised that both Mr. Allen and Mr. Baugh submitted letters stating their intention hereafter to comply strictly with the rules and regulations and acknowledging the understanding that their permits will be permanently canceled if the violations are repeated. The Commission confirmed the reinstatement of both permits.

The Engineer brought up for discussion an order adopted by the Commission at its meeting on July 21, 1947, limiting the speed of motor vehicles operating on ocean beaches to 20 miles per hour and instructing the Engineer to maintain signs at beach entrances in conformity therewith. He advised that, subsequent to the issuance of that order, the Traffic Engineer made additional studies which reveal that in some places cars have to travel between 20 and 25 miles per hour in order to keep from being mired in the sand. He pointed out that the state law prohibits speeds of more than 25 miles per hour on the beaches and gave as his thought that it would be advisable to permit such rate of speed in places where vehicles are allowed on the beach, and in those places where the driving of a motor vehicle on the beach would create a bad hazard to pedestrians, that they be ruled off altogether. In reply to an inquiry from Chairman Banfield as to what reason there may be for permitt-

ing any motor vehicle operation on the beach areas, the Chief Counsel advised that they are allowed on the beaches by action of the Legislature and that the only authority the State Highway Commission has to stop them is if a county or municipality contiguous to the beach would request that the Highway Commission establish a zone,or zones, where they would be prohibited. It was the thought of the Commission that those communities should be informed that the Highway Commission is willing to establish such zones if the communities will request them, and it was so ordered. Motion was then made by Commissioner Schaupp that the order previously made by the Commission establishing a 20 mile per hour speed limit on Oregon beaches be rescinded, which would leave in effect the speed limit established by law. Motion was duly seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Commission discussed matters pertaining to the relocation of the Oregon Coast Highway through the Badley property at Otter Crest, Lincoln County, particularly a report from the Chief Counsel to the effect that Mr. Badley has expressed a desire to cooperate with the Commission and has suggested, as a compromise settlement, that the new highway location be revised so as to conform with the original plan for this improvement, and that he retain title to the area between the new location and the old highway with the understanding that he will limit his development to construction of two buildings, one a lookout at the south end of the area and the other a hotel at the north end of the area, which will leave a free and unobstructed view of the ocean from the highway between these two buildings. The matter was discussed at considerable length, in connection with which the Engineer exhibited a model showing the condition which would result if such plan were adopted. It appeared to the Commission that the desired results would be obtained by such an arrangement, whereupon the Chief Counsel was instructed to negotiate further with Mr. Badley for acquisition of the necessary right of way on such a basis. He was instructed, however, to secure from Mr. Badley assurance in writing that he would not construct any buildings on the westerly side of the old highway which might obstruct the view of the ocean.

The meeting adjourned at 5:00 p.m. to reconvene following dinner at the Arlington Club.

The meeting of the Highway Commission reconvened at 8:00 p.m. in the Victory Room of the Arlington Club with all Commissioners, the State Highway Engineer , the First and Second Assistant State Highway Engineers, the Chief Counsel, the Assistant Counsel, and the Secretary present.

The Commission had under discussion matters pertaining to a State Highway Department Office Building to be located in the Capitol Group, Salem, and construction of a temporary building to house employees pending completion of the permanent structure. The Engineer pointed out the possibility of placing a temporary building on Waverly Street, which extends from Court Street to State Street on the west side of the present State Office Building. He advised that the Board of Control is now arranging with the City of Salem for the use of this street on which to construct another building for temporary use by the State Tax Commission, and there is a possibility that the Board will approve construction of the Highway Department Building on the

area. He estimated that a suitable building could be constructed for $25,000 and recommended approval of such a proposition, which would serve the Highway Department until a permanent officebuilding could be constructed and would also eliminate the necessity of constructing a higher-priced building at the Shops, as was originally contemplated. He advised that the Board of Control wants to handle the contruction of both temporary structures, one for the State Tax Commission and the other for the State Highway Department.

Chairman Banfield approved such temporary structure in this location but stated that it should be built by the State Highway Department rather than by the Board of Control. Commissioner Schaupp declared himself similarly. Commissioner Chandler stated that he also is in favor of such a building on the condition that it will not delay construction of the permanent Highway Department Office Building.

Upon conclusion of the discussion with respect to the construction of a temporary office building on Waverly Street in Salem, Oregon, Commissioner Schaupp moved that the Chief Counsel be instructed to confer with the Board of Control for the purpose of conveying to the Board the Highway Commission's purpose and desire to construct on a portion of Waverly Street, if vacated by the City of Salem, a temporary office structure, and that Counsel be further instructed to obtain from the Board of Control the necessary permit and authorization to construct said building under the Commission's own plan, arrangement and supervision. The above motion was seconded by Commissioner Chandler and declared by Chairman Banfield unanimously passed.

The matter of constructing a permanent office building was then discussed. The Chief Counsel advised that the Phi Delta Theta Fraternity of Willamette University owns a residence building in Block 82, otherwise known as the Presbyterian Church Block, and has offered to sell this property to the state for $20,000. He pointed out that it is not located in Block 86, which the Highway Commission prefers for its office building, but probably will be required for state purposes some time in the future and will probably cost the state considerably more then than now. Chairman Banfield gave as his thought that the state's interests should be protected and that if the Board of Control does not have the funds to pay for this property at the present time it perhaps would be advisable to purchase it with State Highway money and later on turn the property over to the Board of Control when the Board needs it, provided the Board of Control will give the Highway Department full credit for the expenditure. Commissioners Schaupp and Chandler concurred.

Upon conclusion of the discussion of matters relative to the purchase of the Phi Delta Theta Fraternity property located in Block 82 in Salem, Oregon, Commissioner Chandler moved that the Chief Counsel be instructed to take an option on said property at a price not in excess of $19,500, and if said price is approved by the Board of Control, then the option shall be accepted and exercised by the Highway Commission, and the property purchased by the Highway Commission and held for exchange with the Board of Control for properties in Block 86 and now owned by the State. The motion was seconded by Commissioner Schaupp and declared by Chairman Banfield unanimously passed.

Chief Counsel then reported that the Board of Control had granted the Commission's request that Block 86, in the City of Salem, be assigned as the site and location for the new permanent State Office Building. In this connection, the Chief Counsel reported that the Board is without available funds to purchase properties in Block 82, which may, from time to time, be put on the market at prices acceptable to the Board of Control.

After discussion and consideration, it was the opinion of the Highway Commission that the Commission should aid the Board of Control in the purchase of properties in Block 82, so as to protect the State against future advances in prices.

Whereupon, Commissioner Schaupp moved that the Chief Counsel be instructed and authorized to take options at the request of the Board of Control on such properties in Block 82 and at such prices as the Board of Control approves, and bring said options to the Commission for consideration and acceptance on behalf of the Board of Control, with the understanding that the State Highway Fund will be reimbursed in full by the Board of Control for such purchases and expenditures, or that said properties or any of them may be used for exchange purposes for properties heretofore acquired by the Board of Control and located in Block 86. Commissioner Chandler seconded the motion, whereupon it was declared by Chairman Banfield unanimously adopted.

The Commission discussed alternate Plans "A" and "B" prepared by the Engineer for a proposed ferry terminal at Astoria. The Chief Cousel explained that this matter is being brought up at this time because Mr Charles Swanson, who owns a service station which is involved in Plan "A", has advised that he has plans to make certain improvements to his property in the near future, including the construction of a concrete building, and wants to know whether or not the state needs his property. He recalled that the state owns most of the property required for either of the two plans under consideration and pointed out that if Plan "A" were adopted it would be necessary to acquire Mr. Swanson's property and a small portion of county property which is subject to a long-term lease with the New England Fish Company, but which the Fish Company has indicated would be made available to the state at a reasonable cost. If Plan "A" were adopted, he said, there would be an excess of state property to the west which could be used to re-establish Mr. Swanson's service station, which is entirely agreeable to him. The Engineer estimated the cost to re-establish Mr. Swanson's station at about $10,000. He gave as his opinion that it would be cheaper in the long run to adopt Plan "A" and settle with Mr. Swanson because it will avoid the expenditure of any additional funds until the Commission is ready to build the terminal. Were Plan "B" adopted, he said, it would not be necessary to deal at all with Mr. Swanson, but it would require dealing with the county and with the Fish Company and would put the state to some additional expense. The Engineer recommended adoption of Plan "A" which he considered much better than the other because, for other reasons, it will provide for the storage of cars that are waiting to drive onto the ferry and will protect traffic where it has to cross the railroad tracks. Chairman Banfield expressed himself in favor of Plan "A", which includes the payment of $10,000 now to Mr. Swanson. Commissioner Chandler concurred and thereupon moved adoption of Plan "A" and settlement

with Mr. Swanson on the basis thereof. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

In this connection the Commission discussed a letter from the Chief Counsel to the Second Assistant State Highway Engineer concerning the agreement with Pacific County, Washington, with respect to the ferry landing on the Megler side of the Columbia River. It appears that the original agreement with the County provided that the State of Oregon should reimburse the County in the amount of $15,000 in connection with this landing. The Chief Counsel advised that the agreement was forwarded to the County Court for execution, but because of a change in the county officials it was not signed and the papers have become lost. He further advised that the new County Court is not insistent that payment be made at this time because it does not need the money, but it has requested a copy of the agreement which provides that the County shall receive a portion of the earnings of the ferry operation. He inquired whether or not he should follow this matter through since the ferry operation shows no earnings whatsoever at the present time. The Commission ordered that copies of the original agreement be forwarded to the County and the signature of the Court obtained.

The Chief Counsel brought up for discussion the matter of regulating the use of the beach adjoining the City of Gearhart. He advised that the state owns the beach at this place, having acquired it in 1939, and has the authority, under Chapter 184, Oregon Laws, 1947, to regulate it as a part of the State Parks System if it so desires, even to the extent of barricading it so that vehicles cannot get on the area if the Commission first secures the recommendation and approval of the Gearhart City Council. He pointed out that this beach is used extensively by individuals and recommended that the Commission adopt an order prohibiting vehicles on this beach and that appropriate signs be erected calling the attention of the public to this prohibition. The City of Gearhart, he said, will adopt an ordinance barring vehicular traffic on this beach if the Commission so requests. Chairman Banfield gave as his thought that if vehicles are prohibited the use of this beach area, it would relieve the Highway Commission from responsibility in the event accidents occur. After due consideration of this matter the Commission approved the Chief Counsel's recommendation and by unanimous vote adopted the resolution concerning the matter marked EXHIBIT "N", attached hereto and by this reference made a part hereof with like effect as though extended herein.

In the discussion of this matter, the Commission went on record in favor of closing other beach areas to vehicular traffic if the county court of the county in which the beach is located or the city council of any municipality contiguous to those portions of the ocean shore shall request such action by the State Highway Commission.

The Chief Counsel also brought up for discussion matters pertaining to the proposed bridge project across the Columbia River at The

Dalles. He advised that the proponents of this project intend to ask for another conference with the Highway Commission and that the Bridge Authority of the State of Washington expects to be present. The Engineer advised that he has not yet secured sufficient information for a detailed report on the subject upon which the Commission might base an intelligent decision, and accordingly suggested that such a conference be deferred for the time being. He advised that to secure a more accurate determination of the facts, additional studies will have to be made to determine the projected traffic for the next ten or 12 years, and a survey to determine the proper location of the bridge and the approach facilities and the estimated cost to construct the structure will need to be made. He estimated that it would cost about $24,000 to make such a study and advised that Wasco County has offered to pay one-third, or $8,000 , and has suggested that the balance be assumed by the State Highway Commission of Oregon and the State of Washington on an equal basis, $ 8,000 each (see Engineer's letter to the Oregon State Highway Commission dated October 15, 1947, in general files, for his detailed report on this subject). As the result of considerable discussion of this matter, the Commission authorized the Engineer and the Chief Counsel to confer with the Washington Bridge Authority and the County Court of Wasco County from the standpoint that the State of Oregon will contribute $8,000 toward this expense if the other two agencies will agree in writing to contribute like sums. Motion to that effect was offered by Commissioner Schaupp, seconded by Commissioner Chandler, and carried by the unanimous vote of the Commission. (For details with respect to the presentation made by the Commission's Chief Counsel, see copy of his written report dated October 15,1947, in general files.)

A petition was presented from residents of the town of Orient, Oregon, requesting the designation of a maximum speed limit of 25 miles per hour on the Mt. Hood Highway through the business district of their town. The petitioners pointed out that the Orient Elementary School is located on this highway and that there are some 300 children who daily are unloaded in front of the building beside the highway. The Engineer advised that this matter has been investigated by the traffic Engineer, who recommends approval of the request, and that he concurs in the recommendation. After due consideration of the report of the Engineer, the Commission approved and adopted a 25-miles-per-hour speed limit through this community. The resolution marked EXHIBIT "O", attached hereto, and by this reference made a part hereof with like effect as though extended herein, was thereupon adopted by the Commission by unanimous vote on motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler.

A petition was also presented from residents of Troutdale and vicinity urging the installation of a "stop and safety" light at the intersection of the Columbia River Highway with Bell Road at a place known as Springdale. The Engineer advised that this request has been investigated by the Traffic Engineer who recommends the installation of a flashing beacon at this place, with the light facing Bell Road flashing red and the other flashing yellow. He estimated the cost of the installation at $250 and advised that he also recommends the installation. The Commission approved the recommendation by unanimous vote, upon motion of Commissioner Schaupp, which was duly seconded by Commission Chandler.

A petition was presented from residents of Miles Crossing, near Astoria, requesting the following: (1) Paving of rock shoulders adjacent to the pavement on

US101, (2) establishment of safety lanes for the benefit of pedestrians crossing the highway and the installation of blinker lights at such safety-lane crossing points, and (3) establishment of a reduced-speed limit for vehicular traffic through the congested district. The Engineer recommended approval of the first request, the work to consist of oiling for a width of three feet on each side of the pavement, such work to be done during the 1948 oiling season. This work he estimated would cost about $1,000. He recommended denial of the request for painting safety lanes across the highway and for installing blinker lights because such pedestrian lanes are not satisfactory unless protected by school-boy patrols and unless other protective measures are also taken. He recommended approval of the third request and that a maximum speed limit of 35 miles per hour be designated over the more congested portion, which is between Mile Post 4.12 and Mile Post 5.64. The Commission approved the recommendations unanimously. A resolution, marked EXHIBIT "P", attached hereto and by this reference made a part hereof with like effect as though extended herein, designating a 35-miles-per-hour speed limit as requested by the petitioners was thereupon adopted by the Commission by unanimous vote.

A letter was presented from Mr. C. G. Signor, City Manager, Grants Pass, advising that because the people of that city voted not to increase the budget above the six percent limitation, the City Council has found it necessary to postpone the installation of the traffic lights heretofore approved by the Highway Commission until the next fiscal year beginning July 1, 1948. It was pointed out that this installation is estimated to cost $26,000, fifty percent of which is to be paid by the city and the balance by the state. In view of this communication the Commission instructed the Engineer not to install the signs until the city has advanced its share of the cost.

Consideration was given by the Commission to a request from the City of Yamhill for the installation of a flashing beacon at the intersection of Maple Street (ORE47) and Main Street (ORE240), where two state highways intersect, and for the installation of two additional flashing beacons on Maple Street near the north and south city limits of the town. The Engineer recommended approval of the request for the installation of a flashing beacon at the intersection of Maple Street and Main Street on the condition that the city will furnish the electrical energy to operate it, and that the request for the two additional signals be denied because experience reveals that such facilities do not act to control or reduce speeds except at primary or major intersections, which condition does not obtain at these locations. The Commission approved the recommendations by unanimous vote.

A request from the City of Medford for state aid in the installation of traffic signals at four city street intersections on state highway routes in Medford had the attention of the Commission. The Engineer advised that the locations requested are on the Medford-Provolt Secondary Highway (Main Street) where it intersects Bartlett Street, Front Street, Grape Street and Oakdale Street. This matter has been investigated by the Traffic Engineer, he said, who reports that the signal installations are fully warranted because of the large volume of traffic which enters these intersections. He estimated

the total cost of the installations at $12,000, which would be paid 50 percent by the state and 50 percent by the city if past practice is followed. He recommended approval of the installations on such basis and further recommended the installation of an additional signal at the crossing of the highway with the Southern Pacific Company's railroad tracks between Front Street and FirtStreet at an estimated total cost of $3,000, whihh would be paid 50 percent by the city and 50 percent by the state unless the Public Utilities Commissioner should see fit to assess some of this cost to the railroad company. He requested authority to present the matter to the Public Utilities Commissioner for his decision and order. The Commission by unanimous vote approved the installation of the traffic signals at the intersections of Main Street with Bartlett Street, Front Street, Grape Street and Oakdale Street on the condition that the cooperation offered is in conformity with the Commission's policy with respect to such matters and on the further condition that the city will assume 50 percent of the expense involved. With respect to the railroad crossing signal, the Commission authorized the Engineer to present the matter to the Public Utilities Commissioner with a request that the allocation of cost be divided equally among the city,the railroad company, and the state. The Engineer was authorized to proceed with the installation of such railroad crossing signal if the Public Utilities Commissioner makes an order in conformity with such distribution of costs.

The Engineer requested an increase of $50,000 in the equipment purchase budget, particularly for the purchase of office equipment and the like which was overlooked in setting up the original budget of $800,000. He also requested an increase of $5,000 in the amount budgeted for the construction of buildings and improvements and an increase of $45,000 for operation of draw bridges and ferries. The $5,000 item, he said, is requested in order to cover the cost of moving buildings from Camp Adair to the shop grounds at Salem, no part of which was contemplated in the $20,000 originally budgetted for such purpose. As to the additional $45,000 requested for draw bridge and ferry operation, the Engineer advised that this is to cover extra expense incurred in connection with the operation of the Astoria-Megler Ferry, particularly extra repairs to boats, extra maintenance of terminals, extra insurance cost, extra salaries and wages, and the Federal tax on transportation. With respect to the $50,000 requested for additional equipment purchases, the Engineer advised that orders are now outstanding for considerable large equipment which will be delivered soon,if the Commission will authorize the requested increase,otherwise it will be necessary to cancel these orders in order to keep total expenditures within the budgeted amount. The overrun, he said, was incurred by reason of the purchase of small equipment such as typewriters, calculators, etc. for office use. As a result of discussion, the Commission approved all three increases by unanimous vote on motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler.

The Commission had under discussion the setting of a date for its next regular meeting and decided unanimously to hold such meeting in Portland on Monday and Tuesday, November 24 and 25, 1947. The secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Engineer and the Chief Counsel reported on a proposed settlement with Mr. J. H. Gonyea for right of way needed for the improvement of the Pacific Highway south of Eugene. The Engineer advised that this settlement involves the granting of access to the new highway to Mr. Gonyea; also, that no access privileges are being allowed on this section of highway south of Judkins Point, so the Chief Counsel and he are of the opinion that Mr. Gonyea's request for such access should be denied and that right of way across his property should be acquired without such privilege even if it is necessary to condemn it. Should it be necessary to take the matter to court, he said, it would then be determined whether the Commission has power to control such situations. The Chief Counsel confirmed the Engineer's statement. Chairman Banfield gave as his opinion that if the Commission were to grant Mr. Gonyea this privilege it would defeat the Commission's ideas and break down its policy with respect to such matters. He favored condemnation of the right of way and right of access if necessary. Commissioners Schaupp and Chandler concurred. The Chief Counsel was thereupon authorized to condemn the property if necessary. The Commission by unanimous vote adopted a resolution covering the matter, marked EXHIBIT "Q", and attached hereto, and by this reference made a part hereof with like effect as though extended herein, upon motion of Commissioner Chandler, which was duly seconded by Commissioner Schaupp.

In this connection the Chief Counsel recommended that the Commission take appropriate action to designate as a "through-way" the Albany-Junction City Section of the Pacific Highway East as provided for in the "Through-way Bill" passed by the 1947 Legislature. The Engineer was instructed by the Commission to work up full information with regard thereto and to report to the Commission.

The matter of clarifying the oral arrangements effected during the wartime period between the City of Portland and the State Highway Department had the attention of the Commission. The Engineer advised that he has no report on this subject, but the matter is being given attention, and such report will be rendered as soon as possible. Chairman Banfield remarked that the Commission is particularly desirous of having these matters put in writing. The Secretary was instructed to delete this item and other items of unfinished business from future agendas unless reports are to be rendered with respect to them; however, a record is to be kept in his office of such unfinished matters.

The Chief Counsel and the Engineer reported the status of tentative arrangements with the City of Portland with respect to the Sullivan Gulch project. They advised that they are now working with Mr. Wm. A. Bowes, City Commissioner, and the City Attorney in the preparation of an agreement between the city and the state, which will be reported to the Commission as soon as it is in proper form. The Commission took no action on this matter. (See ahead for additional items on this matter.)

The question of permitting the removal of sand and gravel from the beds of navigable streams and the removal of sand from the shore of the ocean was brought up for discussion as a matter of unfinished business. The Chief Counsel advised that he is working with the attorney for the State Land Board

on this matter and suggested that, if a royalty charge is to be made for taking this material, it should be charged only against those who take it commercially and the revenues should be turned over to the State Land Board except such amount as may be necessary to reimburse the State Highway Department for the expense of inspections, etc. The Commission approved such arrangement and left it with the Chief Counsel to work out a satisfactory arrangement with the attorney for the State Land Board, it being understood that whatever arrangement he effects will be satisfactory to the Commission.

The matter of acquiring timber bordering Elbow Lake adjacent to the Oregon Coast Highway in Douglas County, which matter previously was referred to the State Parks Department to report on the cost involved, was brought up for discussion, but action was deferred pending a report from the Parks Superintendent.

The Engineer reported on the proposed acquisition of land adjacent to Rocky Creek State Park, Lincoln County, owned by Mr. Paul Baird, which matter previously was referred to him and the Parks Superintendent for investigation and report on the area needed for right of way. He advised that, insofar as right of way is concerned, a strip 150 feet wide on the upper side of the highway across the Baird property will be sufficient, and on that basis the state would need only about two acres of Mr. Baird's land, which would leave 44 acres that would not be needed for highway purposes unless the Commission wanted to purchase it for wayside or park purposes. As a result of considerable discussion, the Commission ordered a report from the Chief Counsel covering the matter from three standpoints.-- (1) Cost to acquire right of way only across Mr. Baird's property (2) Cost to acquire all of Mr. Baird's property, consisting of approximately 46 acres (3) Cost to acquire timbered wayside across the Baird property and beyond to the summit at Otter Crest.

Mr. W. C. Williams, First Assistant State Highway Engineer, reported on a request to purchase state-owned property at the south end of the Siuslaw River Bridge at Florence. He advised that this matter has been investigated and it appears that the property consists of the old ferry landing at this place, which it is believed should be retained by the state inasmuch as it would afford an opportunity to landscape the bridge end. He recommended that the property not be sold. The Commission approved the recommendation unanimously.

The matter of constructing a parking area along the Columbia River Highway revision at Multnomah Falls had the attention of the Commission as a matter of unfinished business. The Engineer advised that he has no report to make on this matter. The Commission ordered the item deleted from future agendas.

The matter of improving the Columbia River Highway through the town of Scappoose, as requested by a delegation which appeared before the Commission at its August meeting, was brought up for discussion. The Engineer was instructed to keep this project in mind for probable construction as a Minor Betterment Project in 1948.

A request for the installation of a stop and go light at the intersection of Second Avenue East and Third Street, in Tillamook, being the intersection of two state highway routes, had the attention of the Commission. The Engineer advised that the Commission referred this matter to him at the previous meeting for investigation and report, but his report on the subject is not ready for presentation at this time.

The Engineer also advised that he has no report to make on the matter of the "no parking" signs which are being maintained on US99E in the vicinity of Hubbard concerning which objections have been offered although he believes that the reasons which prompted the objections have been remedied. The Commission ordered that this matter be deleted from future agendas.

The matter of appointing a State Parks Superintendent was brought up for discussion. The Engineer advised that the Commission referred this matter to him and the Parks Superintendent at the previous meeting for a report showing a clear line of demarcation between the Engineering and Parks Departments. He reported that he has not had an opportunity to work the report up in detail but expects to have it ready at the next meeting.

The Engineer presented an organization chart showing heads of departments and first assistants and their duties as instructed by the Commission at the previous meeting. The Commission deferred discussion of the matter until its next meeting.

The matter of providing a betterment budget, amounting to approximately $2,000,000 and consisting of projects the construction of which might defer major improvements for a number of years, was reported on by the Engineer. He advised that this matter is being given careful study and he anticipates that the list of projects in the desired category will be ready to present to the Commission at its next meeting.

The Chief Counsel reported briefly on the status of the matter of deadending certain streets along the Esplanade in Klamath Falls. He advised that the matter has not been consummated, but he is working on it and anticipates a satisfactory solution in the not distant future.

The Chief Counsel reported receipt of a letter from Prof. Edward A. Stevens, Oregon State College, Corvallis, inquiring as to the possibility of securing a small parcel of state-owned land at the west end of the Willamette River Bridge in Corvallis on which to construct and maintain a building to be used in connection with the sculling activities of the College Physical Education Department. The Engineer advised that studies for a new bridge at this location have not been prepared, and until that is done it will not be known how much land will be needed for the bridge approach. The Commission indicated a spirit of cooperation with the College in this matter but, in view of the report, decided to defer action on the request for the time being. The Engineer was instructed to have the Bridge Engineer , Mr. G. S. Paxson, personally explain the situation to Prof. Stevens.

The Chief Counsel reported a request from Rogers Construction Company, contractors for the surfacing of the Davies-North Plains Section of the Sunset Highway, Contract No. 2842, that the state take over the defense of certain damage cases which have arisen out of this contract and agree to indemnify the company aginst any loss or liability which may be imposed upon it as a result of its operations in washing the materials which they obtained from Dairy Creek and used in connection with the surfacing work. The Engineer explained that the material taken from the creek was so dirty it had to be washed before it could be placed on the road, and in so doing, the water in the stream was polluted so that people downstream could not use it, and damage claims were being instituted against the contractor as a result thereof. The Chief Counsel recommended that the Commission help them in this matter but not to the extent that they desire because, in his estimation, the contractor should bear the burden of the defense and the losses that may be incurred. The Commission approved the recommendation unanimously.

The Engineer reported the need for further changes in the plans for the Columbia River Forest Highway Project which is under the supervision of the Public Roads Administration, particularly at the Multnomah and Wahkeena Creek Falls Development Areas. According to the original plans, he said, both Multnomah and Wahkeena Creeks were to be diverted into a proposed lake, the outlet from which was to be a single culvert located on the Forest Highway Project, but owing to the lack of suitable foundations it has been necessary to shift the location farther west to a point on the state's project which necessitates its construction by the state. In addition thereto, considerable more riprap slope protection will have to be constructed because the changed highway location throws the center line farther out toward the river; also, the quantities of hydraulic embankment are increased in order to provide for proposed parking areas. The net result of these changes, he said, is to increase the probable cost of the Forest Highway contract from $948,000 to approximately $975,000, and it has the further effect of requiring the state to construct the box culvert under its contract. Due to the fact that Forest Highway cash is limited and has already been alloted to specific projects, he said, and before a change order can be negotiated with the contractor, the additional funds to insure payment of the increase must be made available. The Public Roads Administration, he said, has asked for additional state cooperation in the amount of $25,000. He recommended that this be approved. After due consideration the Commission approved the recommendation by the adoption, by unanimous vote, of the resolution marked EXHIBIT "R", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission discussed briefly the written report of the Engineer dated October 17, 1947, on investigations conducted to determine the effect of building the Ox-bow Dam on the Snake River adjacent to the Baker-Homestead Highway. (See copy of report in general files for details.) The Commission ordered the report filed.

The Engineer brought up for discussion the matter of advancing $50,000 of State Highway funds to the U. S. Army Engineers to permit them to start a flood-control project in the Walla Walla River which, when

completed, will protect the entire Walla Walla Valley. It appears that Congress has approved a $500,000 project at this place but has failed to appropriate funds to start the work, which should be done now in order to provide needed protection as soon as possible. The Engineer pointed out that a portion of the relocated highway between Milton and the Washington State Line parallels the Walla Walla River about 500 feet from the channel, and there is a possibility that it would be severely damaged were the river to leave its banks and flood the valley, as it frequently does during flood periods. Completion of the Army's project, he said, would obviate this condition. He recommended approval of the advancement of $50,000 to the Army Engineers for this purpose on the basis that the state would be reimbursed as soon as Congress appropriates funds for the flood-control project. He pointed out that there is a Federal law which provides for repayment of funds thus advanced. It appeared to the Commission that it would be advisable, in order to secure this protection for the highway, to advance the $50,000 to the Army Engineers in the form of a loan to be repaid as soon as Congress makes an appropriation for this flood-control project. The Commission thereupon voted unanimously in favor of such a loan on the condition that the Chief Counsel will see to it that the state is amply protected.

The Chief Counsel presented a petition directed to the Astoria City Council, requesting the vacation of 53rd Street, Astoria, from the north line of Birch Street to the north line of Elm Street. This vacation, he said, has been requested by the city, which has also signed the petition, and there are no other property owners involved. He recommended approval and execution of the petition. The Engineer advised that the vacation of this street does not affect the State Highway Department in any way. He concurred in the recommendation. The Commission approved the recommendation by unanimous vote. (The petition was signed on the following day.)

The Engineer brought up for discussion the matter of installing a flashing grade-crossing signal at the point where the Northern Pacific Terminal Company's railroad spur track crosses N. W. Front Avenue in the City of Portland. He advised that the former Highway Commission, on February 28, 1941, entered into an agreement with the company for the installation of this signal, which was to be an overhead type of special design because of the unusual conditions obtaining at the crossing. The estimated cost of the installation at that time, he said, was $733 which was to be paid with Federal funds appropriated for such purposes, however work on the manufacture of the signal and the securing of materials was stopped because of the wartime work stop orders and the Federal funds no longer are available. The stop orders no longer are in effect and the company is now requesting information whether the project is to be canceled or allowed to proceed to completion. He further stated that the company has already spent about $500 in the manufacture of the signal which would be lost if the installation were not completed. The Engineer advised that there is a definite need for the signal and he recommended that the project be revived and that the Commission authorize a contribution of $733 of state funds to apply on the expense

involved. The Commission approved the recommendation unanimously.

A petition signed by numerous residents of the City of Creswell, requesting the installation of a flashing beacon on each side of the railroad grade crossing of the Pacific Highway in this town, was presented. The Engineer estimated the cost of such an installation at $425. He advised that the accident rate at this point is rather high, and there is no question but that a definite hazard exists at this point. He recommended approval of the installation of both signals on the condition that the city will furnish the electrical energy required to operate them. The Commission approved the recommendation unanimously.

The Commission discussed and approved agreements, etc., as follows:

Agreement with the City of McMinnville covering construction of the Pringle Corner-McMinnville Section of the Salmon River Highway.

Agreement with Klamath County, covering maintenance of the Bonanza-Malin County road between Bonanza and a point two miles west of Malin after construction as a Federal Aid Secondary Highway has been completed.

Agreement with Union Pacific Railroad Company terminating prior agreement dated December 29, 1938, covering matter of encroachment of the Columbia River Highway on railroad property immediately west of Sandy River near Troutdale.

Agreement with Denver Parks and Victoria Parks, husband and wife, covering additional point of access on the Lenz-Kirk section of The Dalles-California Highway..

Agreement with Edward K. Piasecki, whereby Mr. Piasecki is granted permission to operate a logging road across Camas Mountain State Park in Douglas County.

Agreement with State of Idaho providing for joint construction of an extension of the Adrain-Caldwell Secondary Highway in Malheur County.

Bill of Sale covering purchase by the Pacific Telephone and Telegraph Company of materials salvaged from the former Postal Telegraph Cable Company telegraph line between Medford and Roseburg.

Bill of Sale, providing for sale of salvaged material from the Postal Telegraph Cable Company telegraph line between Medford and Roseburg to the Canyonville Telephone Company.

Bill of sale conveying to Dominico Giancono and wife 5.22 acres situate adjacent to Troutdale section of the Columbia River Highway in Multnomah County.

Agreement with City of Roseburg re moving of buildings from East Second Street (North Umpqua County Road).

Petition to vacate two blocks along 53rd Street, Astoria.

Bargain and sale deed conveying unto Polk County a portion of the Kings Valley Secondary Highway and a portion of the Dallas-Kings Valley Secondary Highway within the boundaries of Camp Adair.

Bargain and sale deed conveying unto Irma O. Pattee and Jessie M. Pattee 0.26 acre of land situate in the City of Condon.

(All this material was signed by the Commission on the following day.)

The Commission also discussed matters concerning which delegations are to appear on the following day but took no definite action on any of them except decided to deny a request from the Astoria Chamber of Commerce to acquire a small triangular tract of state-owned land near the new ferry landing at Astoria on which to erect a chamber of commerce building. It was the thought of the Commission that the use of such property for this purpose would create a hazard to the traveling public.

The meeting adjourned at 11:40 p.m. to reconvene on the following morning.

Portland, Oregon
October 22, 1947

The meeting of the Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

NORTH POWDER RIVER COUNTY ROAD IN BAKER AND UNION COUNTIES
CONSTRUCT BRIDGE OVER NORTH POWDER RIVER

E. C. Hall Co., Portland $ 35,086.40

OREGON COAST HIGHWAY IN DOUGLAS COUNTY
GARDINER SECTION

Denton Construction Co., Portland	$ 98,308.00
R. & M. Construction Co., Central Point	108,071.00

WASCO-HEPPNER SECONDARY HIGHWAY IN GILLIAM COUNTY
EAST COTTONWOOD CANYON SECTION

Gerald Miller, Prineville	$ 85,350.00
Heavy Hauling Co., Astoria	114,358.00
E. C. Hall Co., Portland	118,842.00
T. W. Thomas, Portland	123,852.00
McNutt Bros., Eugene	127,454.00
Denton Construction Co., Portland	133,220.00
K. F. Jacobsen Co., Portland	133,270.00
Leonard & Slate, Oreg. Ltd., Portland	134,842.00
F. L. Somers, Klamath Falls	138,742.00
Peter Kiewit Sons, Omaha, Nebraska	148,510.00
Inter City Sand & Gravel Co., Eugene	149,617.00
Miller & Strong, Eugene	159,944.00
Vernie Jarl, Gresham	165,152.00
Natt McDougall Co., Portland	170,097.00
Smith Bros., Vancouver, Wn.	180,653.00
Carl M. Halvorson, Salem	186,961.00

COLUMBIA RIVER HIGHWAY (N. E. SANDY BOULEVARD) IN MULTNOMAH COUNTY
PARKROSE SECTION

W. R. Grasle Co., Portland	$ 10,850.00

LITTLE SHEEP CREEK SECONDARY HIGHWAY IN WALLOWA COUNTY
WEST UNIT, SHEEP CREEK HILL SECTION

J. C. Papin, Baker	$ 165,080.00
Natt McDougall Co., Portland	178,071.25

The Commission signed agreements and other material that were discussed and approved at the meeting on the previous evening.

The Engineer requested authority to spend $19,000 for a roadside improvement project on the Minor Creek-Agate Beach Section of the Oregon Coast Highway, the work to consist of covering the excavation slopes with topsoil and seeding them to grass and native plants, which work is to be done by state forces. He advised that this project is urgent in order to arrest serious wind and water erosion on the cut slopes of the project, the cuts being mainly through sand formations and in close proximity to the ocean where they are subject to the full sweep of high-velocity winds which

are causing serious erosion. The Commission approved the request by unanimous vote.

Messrs. Gene Washburne and Lloyd Hyde, Swisshome, Oregon, representing the Washburne Lumber Company, appeared before the Commission regarding the improvement of the Alsea-Deadwood Secondary State Highway, in Lane County. Mr. Washburne was principal spokesman. He advised that he has been appointed as spokesman for the eleven sawmills operating in that district, all of which are required to truck their lumber from 60 to 70 miles over the highway to market. He gave as his thought that there is sufficient timber being taken out of this district to justify the improvement of the highway. Chairman Banfield advised that, according to a report from the Engineer, it is going to cost about $275,000 to make a first-class improvement, and about $75,000 to provide a temporary improvement, in view of which it appears that the Commission is in no position to approve the project. The Engineer explained that for the sum of about $75,000 a temporary rock surface could be provided and for about $25,000 extra, some of the worst turns could be widened. With an expenditure of $100,000, he said, a serviceable road could be provided, but that is about all that could be said for it. The matter was discussed at considerable length, and as a result Chairman Banfield stated that the Commission is not in position to make any definite commitment but will have the project analyzed by the Engineer to ascertain whether or not anything can be done to help out the situation. He made it clear that the Commission is making no promises or commitments. The matter was thereupon referred by the Commission to the Engineer for such analysis and report.

Mr. Frank L. Calise, City Manager, Vale, appeared before the Commission inquiring if the narrow bridge east of Vale is to be moved. He stated that what appeared to be survey stakes in the vicinity of the bridge had led the city authorities to believe that a change in location was contemplated. The Chief Engineer informed him that the H ighway Department has no plans for the relocation of the existing highway or for moving the bridge and that the stakes were probably placed there for reference purposes only.

The matter of granting access to the Ray E. Hageman property at the Fort Hill Bridge in connection with the highway construction now in progress there was again discussed. The Engineer stated that the matter has been checked and it is now his recommendation that such access be allowed on the terms outlined by the Assistant Counsel, Mr. De Souza, on the previous day, and subject to the condition that the access shall be built in conformity with state design but at Mr. Hageman's expense. The Commission approved the recommendation unanimously.

Mr. Shull, member, Board of County Commissioners of Multnomah County appeared before the Commission and inquired whether or not the Commission has received a decision from the U. S. Engineers regarding the vertical clearance that should be provided for the proposed Sauvies Island Bridge and the navigability of the channel of the Willamette River at this point. The Engineer stated that he has received no reply as yet but that he would discuss the matter with the Army Engineers in an endeavor to obtain a concession for a low structure.

Mr. Shull also inquired if the basis of apportionment of cost between the county and the state on signal installations could be adjusted on some other than a 50-50 basis. He pointed out that from the county's standpoint the 50-50 basis is not always equitable and suggested consideration of each case separately and the apportionment of the costs to the county and the state according to County Road and State Highway traffic volume. Chairman Banfield explained that the 50-50 basis has been the Commission's standard practice for several months and the Commission is not inclined to change it; moreover, the amount involved is not great and will not hurt any county. Mr. Shull stated his approval of the policy and advised that he would recommend to his Board acceptance of the Commission's offer with respect to the installation of traffic signals on Canyon Road at Sylvan.

The Chief Counsel brought up for discussion and read aloud a draft of a proposed agreement with the City of Portland covering the Sullivan Gulch Project. This matter was discussed at considerable length, during which Chairman Banfield stated that before the agreement could be offered to the other parties concerned it would be necessary to get the mechanics of the financial end straightened out to see whether or not the state would have enough money, both Federal Urban and state, to warrant starting the project, it having been set up on the basis of using Federal Urban money. It was his thought that it would require about seven and one-half years to complete the project, two and one-half years of which would be consumed in preparation of plans and acquiring right of way, etc., and five years in construction on the basis that it would take one year to construct each of the five units. He also mentioned that the agreement should contain provision that the city shall maintain the overpass streets, landscaped areas and traffic lights, etc.

With respect to finances, Chairman Banfield wished to know the amount of Federal Urban money that would be available to this district each year and how much state money would have to bet set aside to match it. He also asked if the mechanics of the project could be worked out on a year-to year basis and advised that the Commission would want to know how long it would take before the City of Portland would be in position to make good on its portion of the contract. He pointed out that this is the longest commitment ever made by any State Highway Commission, and, such being the case, every item entering into it should be thoroughly covered in writing between the city and the state so the Commission can study each one and know what obligations it has to make and what the obligations of the other parties are to be. It is of vital concern, he said, that the Commission know where the money is coming from to finance the work, both Federal Aid or Urban and state funds. If the total funds available still come within the amount that would be allocated to this particular area, that is one thing; but if they do not, then the Commission would have to some more figuring because it is not going to take money away from some other project for this one. As the result of the discussion the Engineer and the Chief Counsel were instructed to investigate the matter further, to work out details and to report back to the Commission.

Mr. Frank A. Bemis of Oakland, Oregon, appeared before the Commission regarding the proposed location of the Elkton-Sutherlin Highway in Dodge Canyon. Mr. Bemis objected to the proposed route leaving the old route and

cutting through his field. He stated that this field was planted to a special kind of grass and was very valuable. As the map that he presented did not show the exact location of the proposed route the Engineer and Chief Counsel were instructed to have representatives of the Engineering and Right of Way Departments go over the proposed location with Mr. Bemis and show him exactly where the contemplated route is located. Arrangements were thereupon made for Asst. Engineer W. C. Williams and someone from the Right of Way Department to call upon Mr. Bemis on October 30.

The Commission recessed for luncheon at 11:40 a.m. and reconvened at 2:00 p.m. with the same persons present.

Mr. William A. Bowes, City Commissioner, Portland, appeared before the Commission regarding the proposed Sullivan Gulch Highway project. He asked the Commission to approve the project for future construction as soon as possible inasmuch as the City of Portland is to vote in May, 1948, on a 2-mill levy covering a period of three years to provide funds to meet the city's share of the costs. He stated that the city can start discharging its obligations as soon as the voters approve the levy. Chairman Banfield pointed out that the Commission cannot program this improvement until the mechanics of the finances are known and arrangements made to balance the accounts. The monies available in 1949 and later, he said, are unknown quantities at this time. He pointed out that funds available to the Commission must be apportioned fairly among the various state districts and that this included Federal as well as state money, and because Congress did not appropriate Forest Highway Funds during its last session, it may be necessary to use state funds to replace them. It appears now, he said, that work on the project could not be started for two years and could not be completed for seven years; also, that the proposed agreement with the city must be based on those premises. He expressed doubt that the form of agreement would be in shape for final approval by the Commission at its next meeting, in fact, he said, the Commission has not yet determined if it can go ahead with the project; however, the Commission will endeavor to get a workable agreement into shape for consideration at that time. The Engineer and the Chief Counsel were thereupon instructed to send to the Commissioners one week before the next meeting a tentative draft of a proposed agreement. A copy of this draft is also to be given Mr. Bowes for his information with the understanding that it is unofficial.

Chairman Banfield inquired as to what the city of Portland has done about acquiring right of way for the proposed traffic circle on Jefferson Street, near S. W. 19th Avenue and was informed by Mr. Bowes that the City Council is waiting for definite information from the State Highway Commission as to just what property the state needs. The Engineer was instructed to furnish such information to the city within the next three days.

Mr. A. R. Bowman headed a delegation from Prineville which appeared before the Commission regarding the rerouting of the Crooked River Highway because of a new dam in Crooked River which the U. S. Reclamation Service proposes to construct near the junction of this highway and the Crooked River-Paulina Highway. Others in the group were: W. B. Morse, State Representative;

Otto Hoppes, laundryman; Orville Yancey, rancher; Ervin Grimes, rancher; L. E. Coles, Manager, Ochoco Irrigation District; Claude Dunham, County Commissioner, all of Prineville, and Kenneth Sawyer, Chairman, Agriculture Committee, Portland Chamber of Commerce; W. D. B. Dodson, Portland, Washington, D. C. representative of the Portland Chamber of Commerce; and Kenneth C. Miller, representing the S. P. & S. railroad, all of Portland. Mr. Bowman recited briefly the history of the Crooked River Irrigation Project. He advised that, under the original project, sufficient water was not provided to irrigate the land that was included in the district, and as a result thereof, the farmers couldn't pay their assessments, the District defaulted in its bonds, and the ranchers lost their money. The bonds, he said, were refinanced by the R. F. C. in 1933, and for the last 12 years a new plan has been studied, the results of which will be ready to present to Congress in about a month.

Mr. Bowman further stated that, according to the present plan, a portion of the state highway will be inundated, and, when the matter first came up several years ago the State Highway Engineer estimated it would cost about $680,000 to rebuild it around the dam. The farmers of the District, he said, are not in position to assume the obligation and he suggested the following proposition to relieve them of their expense; that the Crooked River Highway be rerouted over a county road across Combs Flat to a connection with the Crooked River-Paulina Highway near Davis Ranch, thence along this highway and an extension thereof using an old county road and a CCC road to a junction with the Central Oregon Highway west of Burns. Such routing, he said, would make it possible for the Commission to abandon the present Crooked River Highway between Prineville and the Central Oregon Highway Junction, and would save the Irrigation District the expense of rebuilding the highway around the dam. He explained that what they have in mind is for the state to take over the Combs Flat County Road "as is" and maintain it in its present condition until such time as the Commission feels it should be improved on a permanent basis, which will not cost the state any more than it is now spending for maintenance on the present route, and the only extra expense to the state would be for graveling of the CCC road which is estimated to cost $30,000. Mr. Coles declared that the Combs Flat Road is now in as good condition as is the Crooked River Highway and gave as his thought that the exchange of highways suggested by Mr. Bowman is very fair.

The Engineer estimated the cost to rebuild the highway around the dam at $500,000 and mentioned an act now before Congress the purpose of which is to provide Federal funds to finance projects of this kind. He advised that he is not in position to give any figures on what it would cost to recondition the road suggested by Mr. Bowman and that such information could not be ascertained without an investigation. Chairman Banfield gave as his understanding that the delegation is requesting state highway funds in the amount of $500,000 to subsidize their reclamation project in which the State Highway Commission is not particularly interested. He advised that the Commission does not have the funds available, nevertheless the matter will be investigated by the Engineer from all angles and the Commission will make its final decision as soon as his report on the subject has been analyzed.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and unanimously approved the action thereon as was immediately thereafter publicly announced by Chairman Banfield, as follows:

"Construction of a concrete bridge over the North Powder River on the North Powder River County Road five miles south of the town of North Powder, in Baker and Union Counties. The Commission received only one bid for this project, being that of E. C. Hall Co., Portland, at $35,086.40. The bid has been rejected.

"Gardiner Section of the Oregon Coast Highway, in Douglas County. 0.72 mile of grade and bituminous macadam widening. The Commission received two bids for this work, the low one being that of Denton Construction Co., Portland, at $98,308. The other was submitted by R. & M. Construction Co., Central Point, Oregon, at $108,071. The Commission has awarded this contract to the low bidder, Denton Construction Co.

"East Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway, in Gilliam County. 5.22 miles of grading and roadbed topping. Gerald Miller, Prineville, submitted the low bid for this work in the amount of $85,350. The next low bid was submitted by the Heavy Hauling Co., Astoria, at $114,358. There were 14 higher bids. The Commission has deferred the award of this contract pending execution of an agreement with the Gilliam County Court concerning the project. The Commission has referred all of the bids to the Engineer with authority to award the contract to the low bidder, Gerald Miller, when the County Court has signed this agreement.

"Installation of traffic signals at N. E. Prescott Street, N. E. Columbia Boulevard, N. E. 105th Avenue, and N. E. 112th Avenue, on the Parkrose Section of the Columbia River Highway, Multnomah County. The Commission received only one bid for this work, being that of W. R. Grasle Co., Portland, at $10,850. The contract has been awarded to this bidder.

"West Unit, Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, in Wallowa County. 3.17 miles of grading and oil mat surfacing and furnishing crushed rock in stockpiles. J. C. Papin, Baker, submitted the low bid for this work in the amount of $ 165,080. The next low, and only other, bid was submitted by Natt McDougall Co., Portland, at $178,071.25. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, J. C. Papin, when certain conditions have been satisfied, including execution of an agreement by the County Court."

Mr. W. H. Lynch, Division Engineer and Mr. F. E. Andrews, Principal Highway Engineer, representing the Public Roads Administration, came before the Commission at this time regarding certain revisions in the Forest Highway Program. Mr. Lynch advised that, due to a limited Forest Highway appropriation, increased construction costs, etc, it is highly

desirable to modify the presently approved Forest Highway Programs for Oregon for two of the fiscal years as follows:

Delete from the fiscal year 1943 and previous fund program the grading of the Warm Springs Highway through the Mt. Hood National Forest from the Wapinitia Junction to the Forest boundary, 6.9 miles in length, for which the sum of $ 230,000 of Forest Highway Funds were set up. This deletion is recommended, he said, because the State of Oregon has assumed the obligation and will finance the project with state monies.

Fiscal year 1946 (First postwar year), Project 28-D, Columbia River Highway grading, bridge and railroad overpass construction, 3.46 miles in length. Mr. Lynch advised that this improvement is now under contract at a probable cost of $948,000, but because of the revision at Multnomah Falls recently approved by the Highway Commission, the Forest Service, and the Public Roads Administration, an additional $25,000 is required which the Highway Commission has already agreed, at this meeting, to contribute.

North Santiam Highway grading and viaducts, 4.6 miles in length, Project 24-A2, for which $300,000 has been provided in the present Forest Highway Program for this work. Mr. Lynch pointed out that this project is now financed with War Department and state funds and suggested in view thereof that the $300,000 of Forest Highway Funds be expended for other work on the same route in order to advance completion of this highway and make it available as a substitute for the existing railroad. The Interstate Commerce Commission, he said, will not permit the abandonment of the railroad until the highway is constructed to replace it, and this transfer of funds will take care of this situation and will make it possible for the Detroit Dam to proceed. He suggested the following transfer of such funds: $ 225,000 for grading Unit 2 and Unit 1, length 3.19 miles, Project 24-B3, C4; $75,000 for construction of a bridge over Breitenbush Creek, Project 24-B5.

The Commission by unanimous vote approved such modifications and thereupon signed the following letter directed to the Chief, Forest Service, and Commissioner of Public Roads, Washington, D. C., covering the matter:

486 Oregon General October 21, 1947

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

The limited forest highway appropriations, increased construction costs, etc., make it desirable to effect certain modifications in the presently approved forest highway programs for Oregon for two of the fiscal years. It is accordingly recommended that the following revisions be approved for the fiscal years as indicated.

(Con't)

Oct.21,'47

Fiscal Year 1943 and Previous Funds

Project 42-A1, Warm Springs Highway, Grading
Length 6.9 miles - $230,000.00

The State of Oregon has now assumed this obligation and it is recommended that the project be cancelled. The reallocation of those funds will be provided in a future program.

Fiscal Year 1946 (First Postwar Year)

Project 28-D, Columbia River Highway, Grading, Bridge and Railroad Overpass, Length 3.46 miles - $1,000,000.00

Unit 1 of this project, covering the grading and draining from the westerly terminus easterly to Dodson, is now under contract at a total probable cost of $948,000. The limited forest highway cash appropriation now available precludes increasing this authorization to finance a change necessitated by the new parking area etc., recently agreed upon, by the State, Forest Service and Public Roads, in the vicinity of Wahkeena and Multnomah Falls. Accordingly the State of Oregon has agreed to cooperate to the extent of $25,000.00

Project 24-A2, North Santian Highway, Grading and Viaducts, Length 4.6 miles - $300,000.00

The grading of this project is now financed with War Department and State funds. It is therefore requested that the $300,000 now approved to the project (24-A2) be authorized for expenditure on other portions of this same route as indicated below, so as to advance the completion of the highway and thus make it available for use as a substitute for the existing railroad and open the way for the Detroit Dam construction to proceed. The Interstate Commerce Commission will not permit the abandonment of the railroad until there is an adequate highway facility available to insure continuation of log haul in that area.

(1)	24-B3, Unit 2, C4, Unit 1, Grading Length 3.190 miles	$225,000.00
(2)	24-B5, Breitenbush Bridge Length 0.083 miles	75,000.00

The total estimated cost of (1) above is $543,000 and of (2) is $244,000. The plan now proposed is to soon let the grading contract for (1) but advertise only the purchase of the steel for (2) so as to insure its availability for erection next season (1948).

The additional funds necessary to carry out this plan have been or will be made available by the State of Oregon and/or the War Department before the work is advertised. The immediate action contemplated

(Con't)

by this program letter is to insure that available forest highway funds be approved for use under the correct project designation.

Very truly yours,

/S/ W. H. Lynch
W. H. LYNCH
Division Engineer

U.S. FOREST SERVICE

By /S/ J. Frankland
Actg Regional Forester

OREGON STATE HIGHWAY COMMISSION

By /S/ T. H. Banfield
Chairman

By /S/ A. W. Schaupp
Commissioner

By /S/ Ben R. Chandler
Commissioner

The Commission discussed and signed a letter directed to Hon. Earl Snell, Governor of the State of Oregon, requesting that the following persons who have now reached the retirement age for state employees be retained in their present positions until December 31,1948, such action being in conformity with a decision of the Commission reached by unanimous vote at its previous meeting:

Clifford L. Gardiner	Right of Way Agent
Mark D. McCallister	Right of Way Agent
W. S. McChesney	Right of Way Agent
A. B. Kneass	Real Estate Superintendent
W. J. Minkiewitz	Clerk III
Orrin A. Chase	Asst. Staff Engineer (CE III)
F. D. Eason	Division Engineer (CE IV)
Lambertus Heuperman	Engineer Designer 5 (CE II)
Frank G. Hutchinson	Engineer Designer (CE II)
Hollis W. Libby	Asst. Staff Engineer (CE IV)
Carl P. Richards	CE II
E. A. Skelley	Asst. Staff Engineer (CE III)
C. C. Seeley	District Maint. Supt. (CE II)
W. A. Langille	Information Writer I

The Commission also had under discussion the employment of an accounting firm to study the accounting activities of the State Highway

Department with a view of recommending a division between the Engineering and the Accounting Department functions. The Commission voted unanimously to employ the firm of Whitfield, Stratford and Company, Certified Public Accountants, Pacific Building, Portland, Oregon, to make such study.

There being no further business to come before the Commission at this time the meeting adjourned at 3:15 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Oct.21,'47

EXHIBITS "A" THROUGH "R"

Minutes of October 21 and 22, 1947

EXHIBIT "A"
Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

GARDINER SECTION, OREGON COAST HIGHWAY

9149-A	Gardiner Lumber Company Right of way Have deed	$	$	
	402 sq. ft.	00.00	00.00	DeSouza

JOHNS-GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY

14158-	Cockrell, Charles M. and Lillian Anita Cockrell Gravel bar			
	2 year lease - 10,000 cu. yd. gravel at 3¢ cu. yd	300.00	300.00	Haskin

(Con't).

OCT 21 1947

Exhibit "A" (Con't)

JOHNS- GLENDALE JUNCTION SECTION, PACIFIC HIGHWAY (CON'T)

14157-Condray, W. O. Gravel bar			
2 year lease - gravel - 3¢ cu. yd. for all taken	$ 00.00	$ 00.00	Haskin
12208-Smith, Chester A. Gravel pit			
Release - damages taking materials outside of property under condemnation	60.00	60.00	Neuner

JUDKINS POINT - GOSHEN SECTION, WILLAMETTE HIGHWAY

12329 - Binns, C. M. Right of way Option expires April 3, 1948			
2.89 acres at $1,000.00 Restricted access except approach on westerly side at Station 290+00	2,890.00	2,890.00	Parker

NOTI-WALTON SECTION, RICHARDSON-EUGENE HIGHWAY

14080 - Hale, Farmer C. and Edith M. Hale, and Loris L. Hale and Myrtle E. Hale Stock pile site and easement Option expires March 11, 1948			
2.48 acres State to fence and maintain stock pile site and haul road	00.00	00.00	McChesney

VENETA-FISHER SECTION, EUGENE-RICHARDSON HIGHWAY

13944 - Crist, Sarah J. Maintenance site Option expires March 11, 1948			
1.38 acres at $250.00	345.00	345.00	"

Exhibit "A" (Con't)

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY

13241-Youngs Bay Lumber Company Right of way Option expires March 29, 1948				
	1,332 sq. ft. at 5¢ sq. ft.	$ 66.60	$ 66.60	Haskin
13137-Zenor, Ben and Nina Zenor Right of way				
	3,012 sq.ft. to be acquired by City of Roseburg Moving service station, pumps, island etc.- low bid (50%)	2,000.00	2,000.00	Morlin
13269-Hodges, T. D. and Arline Hodges Right of way				
	780 sq.ft. to be acquired by City of Roseburg Moving house and garage - low bid (50%)	2,800.00	2,800.00	"
13148-Rand, Edwin and Adina Rand Right of way				
	960 sq.ft. to be acquired by City of Roseburg Moving house and garage - low bid (50%)	1,225.00	1,225.00	"
13147-Deross, Charles A. Right of way				
	880 sq.ft. to be acquired by City of Roseburg Moving house, 2 fruit trees, clothes line - low bid (50%)	1,295.00	1,295.00	"

(Con't)

Exhibit "A" (Con't)

ROSEBURG-DIXONVILLE SECTION, NORTH UMPQUA HIGHWAY (CON'T)

13136-Wolbert, Clifford Right of way			
702 sq.ft. to be acquired by the City of Roseburg Allowance - moving/remodelling machine shop (50%)	$ 8,000.00	$ 8,000.00	Norlin
13135-Hammock, Helen J. Cardwell Right of way Option expires March 21, 1948			
476 sq.ft. to be acquired by the City of Roseburg Moving garage, and remodel, low bid (50%)	3,319.00	3,319.00	"
13264-Lovelace, Ross C. and Alma M. Lovelace Right of way Option expires April 14, 1947			
4.564 acres at $500.00	2,282.00		
312 rods fence at $2 rod	624.00		
16 anchor posts at $10 each	160.00		
Severance-5.12 acres value $2,560 - 50%	1,280.00		
Trees-grape arbor,bushes,etc.	574.00		
5 gates at $30 each	150.00		
Compromise-separating house,barn	630.00		
Compromise-location for moving house	800.00	6,500.00	"

TYEE-SUTHERLIN SECTION, ELKTON-SUTHERLIN HIGHWAY

13954-Watts, Wayne R. and Catherine E. Watts, and Guy G. Watts and Florence L. Watts Right of way Option expires March 30, 1948			

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

TYEE-SUTHERLIN SECTION, ELKTON SUTHERLIN HIGHWAY (CON'T)

13954-Watts, Wayne R. and Catherine E. Watts, and Guy G. Watts and Florence L. Watts
Right of way
(Con't)

	$	$	
3.0 acres	00.00		
4.63 acres at $200	926.00		
1.0 acre at $400	400.00		
878 rods fence at $2 rod	1,756.00		
4 gates at $20 each	80.00		
rebuild barn lot fence	40.00		
Move sheepshed, machineshed, garage and barn extension-allowance	1,450.00		
Damage-6 acre prune orchard $400 acre - 10%	240.00	4,892.00	Haskins

13951-McHugill, Geo. W. and Ada M. McHugill
Right of way
Option expires
March 30, 1948

0.87 acre	00.00		
2.0 acres at $200	400.00		
300 rods fence at $2 rod	600.00		
Allowance-move garage	425.00		
Damages-loss cultivated land	275.00	1,700.00	"

13789-A. Kobbe, A. O., Roy D. Johnson, Floyd E. Hayes
Right of way
Option expires
February 24, 1948

0.96 acre at $100	96.00		
156 rods fence at $2 rod	312.00		
Gate	25.00		
Allowance-move house, barn	475.00	908.00	"

13956-Hammond M. A.
Right of way
Option expires
March 3, 1948

1.06 acres at $23.58	25.00		
Allowance for moving garage	150.00	175.00	"
Plus fencing-move			

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

TYEE-SUTHERLIN SECTION, ELKTON-SUTHERLIN HIGHWAY (CON'T)

13948-Higginbotham, D. C. and M. J. Higginbotham
Right of way
Option expires
February 25, 1948

	$	$	
0.69 acre at $100.00	69.00		
Allowance for apple tree and moving garage	170.00		
39 rods fence at $2.00 rod	78.00	317.00	Haskin

13945-Pinkston, L. D. and Ida E. Pinkston, and Lura L. Deardorff
Right of way
Option expires
February 25, 1948

0.75 acre	00.00		
2.73 acres at $300.00	819.00		
446 rods fence at $2.00 rod	892.00		
Allowance-moving house, woodshed	550.00		
Allowance-moving pipe line; for cattle-guard, 3 gates $20 each	165.00		
Damage-5 acre at $300 or $1500 - 38% of $1500	570.00	2,996.00	"

13947-Grubbe, Meredith and Vida V. Grubbe
Right of way
Option expires
March 26, 1948

0.84 acre	00.00		
0.85 acre at $100.00	85.00		
174 rods fence at $2.00 rod	340.00	425.00	"

13950-Hult, O. N. and Olive N. Hult
Right of way
Option expires
March 3, 1948

2.14 acres at $14.01	30.00	30.00	"

OCT 21 1947

(Con't)

Exhibit "A" (Con't)

TYEE-SUTHERLIN SECTION, ELKTON-SUTHERLIN HIGHWAY (CON'T)

13953-Johnson Roy D. and Lola M. Johnson
Right of way
Option expires
February 24, 1948

	$	$	
0.16 acre at $100.00		16.00	
30 rods fence at $2.00 rod		60.00	
1 gate at $20.00		20.00	96.00 Haskin

13958-Brownson, Carl W. and Myrtle A. Brownson
Right of way
Option expires
March 2, 1948

1.65 acres at $30.30	50.00	50.00	"

13955-Hunt, Chas S.
Right of way
Option expires
February 12, 1948

1.78 acres	00.00	00.00	"
Allowance-damages loss spring water	50.00	50.00	

13949-Higginbotham, Carl
Right of way
Option expires
February 18, 1948

2.79 acres	00.00	00.00	
110 rods fence at $2.00 rod	220.00	220.00	"

13959-Whitehead, William D. and Mary B. Whitehead
Right of way
Option expires
April 2, 1948

4.21 acres	00.00	00.00	
2.0 acres at $100.00	200.00	200.00	"
State to move fence			

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

TYEE-SUTHERLIN SECTION, ELKTON-SUTHERLIN HIGHWAY (CON'T)

13961-Hamilton, Joseph C, and Dora B. Hamilton
Right of way
Option expires
April 8, 1948

	$	$	
1.0 acre at $200.00	200.00		
0.40 acre at $150.00	60.00		
0.33 acre at $1,000.00(filbert)	330.00		
0.75 acre at $20.00	15.00		
Allowance-fruit trees, damage to orchard and front yard	455.00		
180 rods fence at $2 rod	360.00		
3 gates at $20 each	60.00	1,480.00	Haskin

CARLTON-CHEHALEM VALLEY SECTION, YAMHILL COUNTY ROAD

13476-Hendricks, Florence
Right of way
Option expires
February 24, 1948

8.49 acres at $200.00	1,698.00		
491 rods fence at $2.00 rod	982.00		
2 gates at $20.00 each	40.00		
Severance-5% on $5600 value	280.00	3,000.00	Benson

13475-Bosshardt, Jacob and Edith M. Bosshardt
Right of way
Option expires
February 25, 1948

3.93 acres at $150.00	589.50		
175 rods fence at $2.00 rod	350.00		
Severance-10% of $1190 value	119.00	1,058.50	"

13477-Roth, John H. and Wilma Roth Axtman
Right of way
Option Expires
March 29, 1948

(Con't)

Exhibit "A" (Con't)

CARLTON-CHEHALEM VALLEY SECTION, YAMHILL COUNTY ROAD (CON'T)

13477-Roth, John H. and Wilma Roth Artman (Con't)
Right of way

	$	$	
2.82 acres at $200.00	564.00		
178 rods fence at $2.00 rod	356.00		
2 gates at $20 each	40.00		
Filbert trees- 8 at $7	56.00		
Severance-10% of $5,000	500.00	1,516.00	Benson

AMITY SECTION, PACIFIC HIGHWAY WEST

13785-Gibb, John A.
Slope easement
Option Expires
January 6, 1948
(CORRECTION)

2,700 sq.ft. at 4¢ sq.ft	108.00		
Allowance-fencing	37.50		
Allowance-shrubbery	75.00		
Supervision moving buildings	62.50		
Allowance-damage-change grade	67.00		
Moving 2 buildings-low bid	987.20	1,337.20	"

PREVIOUS REPORT

Estimated cost moving building	750.00		

AMITY-HOPEWELL SECTION, BELLEVUE-HOPEWELL SECONDARY

14028-Stumpf, Henry and Emma M. Stumpf
Right of way
Option expires
April 15, 1948

1.0 acre at $200.00	200.00		
0.9 acre at $75.00	67.50		
54 rods fence-new-fence $1.50	81.00		
24 rods fence to move at $1.00	24.00	372.50	McChesney

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

AMITY-HOPEWELL SECTION, BELLEVUE-HOPEWELL SECONDARY (CON'T)

14030-Wiswell, Will L. and Lillian V. Wiswell
Right of way
Option expires
April 14, 1948

0.01 acre at $200.00	$ 2.00	$ 2.00	McChesney

TIDEWATER SECTION, ALSEA HIGHWAY

13029-A. Hoflich, Herman and Fleta A. Hoflich
Permit and Easement
Option expires
February 25, 1948

0.07 acre (during period highway construction) removing gravel from the river	250.00	250.00	"

12642-A. Anderson, Maurice and Esther Anderson
Permit and easement
Option expires
February 25, 1948

Land-(All lying between river and highway)-(during construction of highway)-removing gravel from the river	300.00	300.00	"

LEBANON SECTION, SANTIAM HIGHWAY

13359-Nichols, M. B.
Right of way

1,443 sq.ft. acquired by City of Lebanon	00.00		
Allowance-lieu moving/remodeling porch	100.00	100.00	Norlin

(Con't)

Exhibit "A" (Con't)

LEBANON SECTION, SANTIAM HIGHWAY (CON'T)

13361-Faller, Herbert A. and Violet Faller
Right of way

1,320 sq.ft. acquired by City of Lebanon	00.00		
Allowance-lieu moving/remodeling porch	100.00	100.00	Norlin

13362-Peters, William
Right of way

1,200 sq.ft. acquired by City of Lebanon	00.00		
Plus moving building-low bid	1,338.10	1,338.10	"

13363-McDaniel, Alma
Right of way

1,320 sq.ft. acquired by City of Lebanon	00.00		
Allowance-lieu moving/remodeling porch	100.00	100.00	"

13368-Andrews, J. O.
Right of way

1,120 sq.ft. acquired by City of Lebanon	00.00		
Plus moving building-low bid	4,500.00	4,500.00	"

13369-Kambak, C.
Right of way

2,440 sq.ft. acquired by City of Lebanon	00.00		
Plus moving buildings - low bid	1,300.00	1,300.00	"

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

LEBANON SECTION, SANTIAM HIGHWAY (CON'T)

13349-Washburn, Fred and Nettie Washburn Right of way			
	$ ¢		
510 sq.ft. acquired by City of Lebanon	00.00		
Plus moving buildings-low bid	675.00	675.00	Norlin
13347-Carter, Samuel and Jane D. Carter Right of way			
600 sq.ft. acquired by City of Lebanon	00.00		
Plus moving buildings-low bid	1,595.00	1,595.00	"
13339-Mary, Virena Right of way			
7,440 sq.ft. acquired by City of Lebanon	00.00		
Allowance-barn	250.00	250.00	"
13357-Knodell G. C. Right of way			
550 sq.ft. acquired by City of Lebanon	00.00		
Allowance-removing and remodeling gas station, garage	3,000.00	3,000.00	"
13354-Hawes, William Right of way			
715 sq.ft. acquired by City of Lebanon	00.00		
Allowance-damages	800.00	800.00	"

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

LEBANON SECTION, SANTIAM HIGHWAY (CON'T)

13358-Craig Grocery
Right of way

	$	$	
755 sq.ft. acquired by City of Lebanon	00.00		
Allowance-moving gas pump, build canopy	250.00	250.00	Merlin

13372-Gill V. C. and Vadna Gill
Right of way

1,100 sq.ft. acquired by City of Lebanon	00.00		
Allowance-lieu moving buildings	500.00	500.00	"

13373-Mann, Charles F.
Right of way

1,650 sq.ft. acquired by City of Lebanon	00.00		
Moving buildings-low bid	4,000.00	4,000.00	"

13353-Wagner, B. H. and Veronica Wagner
Right of way

1,045 sq.ft. acquired by City of Lebanon	00.00		
Allowance-removal 5 locust trees	260.00	260.00	"

SWEET HOME SECTION, SANTIAM HIGHWAY

13458-Long, Vivian Weddle, and G. E. Long, and Josiah M. Weddle, A. L. Weddle
Right of way
Option expires
March 18, 1948

1,723 sq.ft	3.000.00	3,000.00	Devers
State to construct new sidewalk and curb			

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

SWEET HOME SECTION, SANTIAM HIGHWAY (CON'T)

13497-Weddle, A. L. and Daisy V. Weddle
Right of way
Option expires
March 18, 1948

	$	$	Devers
707 sq.ft. State to construct new sidewalk and curb	800.00	800.00	

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY WEST

10946-Kehrli, Rose
Right of way

1,944 sq.ft. at 35¢ sq.ft.	670.00		
(less) Dwelling-6-room house	3,830.00	4,500.00	McCallister

10121-Gong, Fred Jr.,
Right of way

2,500 sq.ft. at 30¢ sq.ft.	750.00		
Dwelling-6-room house	3,250.00	4,000.00	"

10161-Grigsby, Walter D. and Julia M. Grigsby
Right of way

10,000 sq.ft.(Lots 5,6, Blk.6) McMillen's at at 35¢ sq.ft. or $3500.00 in exchange for 10,000 sq.ft. in Lots 5,6, Blk. 11, to be conveyed to Grantors by the State ($1600)-	00.00		
Building	35,000.00		
Estimated moving costs	6,000.00	41,000.00	"

OCT 21 1947

Exhibit "A" (Con't)

ZIGZAG-RHODODENDRON SECTION, MOUNT HOOD HIGHWAY

12342-Perkins, Gladys and Harry Perkins
Right of way
Option expires

435 sq.ft. at 15¢ sq.ft.	$ 65.25	$ 65.25	Witt

SUNDIAL-TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY

11959-Haight, Estate J. R.
Right of way

0.09 acre	100.00	100.00	Parker
Waiver of access			

11958-Kaphammer, J. C.
Right of way
Option expires
April 10, 1948

1.05 acres at $760.00 plus	800.00		
Allowance-moving shrubbery greenhouse, garage, woodshed (wreck), replacing rockery, leveling, lawn, driveways, putting in sidewalks, inconvenience	1,071.00		
Moving buildings, estimated	4,500.00		
Drilling 6 in. well estimated	450.00	6,821.00	"
Waiver of access			

SMITH POINT-YOUNGS BAY BRIDGE SECTION, OREGON COAST HIGHWAY

11320-Evans, Thos M. and Mildred O. Evans
Right of way
Option expires
April 8, 1948

160 sq.ft.	00.00		
5-room house moved back, cost	750.00		
250 yds.material moved at $1.00 yd., to make place for house	250.00	1,000.00	McChesney

OCT 21 1947

Exhibit "A" (Con't)

MECANICUM RIVER-HUG POINT SECTION, OREGON COAST HIGHWAY

9928-Crown Zellerbach Corporation
Right of way
Have deed
(CORRECTION)

	$	$	
0.72 acre at $50.00		36.00	
17.80 acres at $50.00 less		864.00	
59.88 acres at $20.00 less		1,200.00	
100,000 feet scrub timber, $2.50 M		250.00	
173,875 feet fir, spruce, timber, $5.50 plus M		1,000.00	3,350.00 Witt

Previous settlement:

Price land approved 10/29/45
Timber to be settled for after cruise, later

TONGUE POINT SECTION, COLUMBIA RIVER HIGHWAY

13680-Ranta, Fred and Maggie Ranta
Right of way
Option expires
March 22, 1948

4,550 sq.ft.	1.00	1.00	McChesney

9144-B Clatsop County
Right of way
Have deed

5,250 sq.ft.	1.00	1.00	"

MIDDLE GROVE-CENTRAL HOWELL SECTION, SALEM-SILVERTON COUNTY ROAD

13806-Goode, James F. and Edith May Goode
Right of way
Option expires
February 26, 1948

Approx. 1/4 acre at $600.00	150.00

(Con't)

Exhibit "A" (Con't)

MIDDLE GROVE-CENTRAL HOWELL SECTION, SALEM-SILVERTON COUNTY ROAD (CON'T)

13806-Goode, James F. and Edith May Goode (Con't)
Right of way
Option expires
February 26, 1948

	$	$	
Loss cherry trees, and lilac bush	125.00		
Damages-loss lawn, flower bed, and shrubbery			
State to rebuild approx.300 ft. driveway	200.00	475.00	Witt Benfield

13807-Howe, Nellie
Right of way
Option expires
February 26, 1948

Approx. 1/5 acre at $500.00	100.00		
Damages-loss front yard, lawn	75.00		
25 rods woven wire fence at $1.50 per rod	37.50		
Allowance-cherry trees, bushes and shrubs	104.00		
Plus moving garage, estimated	100.00	416.50	"

13810-Wade, Cora E., Dilla M. Wade and Bessie Inez Marsh
Right of way
Option expires
March 11, 1948

2,829 acres at $300.00	848.70		
190 rods new fence at $1.50 rod	285.00		
Severance-6.25 acres at $40 acre	250.00	1,383.70	Witt

13811-Roth, William A.
Right of way
Option expires
March 17, 1948

1.076 acre at $350.00	376.60		
120 rods fence at $1.50 rod	180.00		

(Con't)

Exhibit "A" (Con't)

MIDDLE GROVE-CENTRAL HOWELL SECTION, SALEM-SILVERTON COUNTY ROAD (CON'T)

13811-Roth, William A. (Con't)
Right of way
Option expires
March 17, 1948

	$	$	
Cost building 2 cattle gates $100; Replacing drain tile, ditches $243.40 Damage severance-85 acre at $10 acre-$850.00	1,193.40	1,750.00	Witt Benfield

13804-Scofield, Roy S. and Geneva Scofield
Right of way
Option expires
March 2, 1948

1,670 sq.ft. plus fencing	10.00	10.00	"

13801-Fletcher, Norman
Right of way
Option expires
March 15, 1948

393 sq.ft. at 1¢ plus sq.ft.	4.00		
20 rods fence at $1.50 rod	30.00	34.00	"

13802-Eisenbach, Edwin C. and Emma Eliza Eisenbach
Right of way
Option expires
February 21, 1948

52 sq.ft. at 9¢ sq.ft.(plus)	5.00	5.00	"

13805-Vanderbeck, Antoinette
Right of way
Option expires
March 8, 1948

2,673 sq.ft.at $0.004 less sq.ft.	10.00	10.00	"

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

MIDDLE GROVE-CENTRAL HOWELL SECTION, SALEM-SILVERTON COUNTY ROAD (CON'T)

13812-Roth, Henry E. and Verna Roth
Right of way
Option expires
March 18, 1948

	$	$	
3.153 acres at $350.00	1,103.55		
136 rods fence at $1.50 rod	204.00	1,307.55	Witt Benfield

14037-Gerber Elden L.
Right of way
Option expires
March 18, 1948

5.443 acres at $350.00	1,905.05		
255 rods fence at $1.50 rod	382.50		
Severance-damages approx. 8 acres	400.00	2,687.55	"

13809-Storaasli, Tallef O. et al
Right of way
Option expires
April 8, 1948

2.38 acres at $300.00	714.00		
35 rods fence at $1.50 rod	52.50	766.50	Witt

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY

14059-Allmendinger, Fred, and William McKillop
Right of way and slope easement
Option expires
March 29, 1948

375 sq.ft. at $0.20 sq.ft.	75.00		
Cherry tree	17.50	92.50	Benson
Slope Easement			

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY (CON'T)

14065-Glowack, Mike P. and Hattie C. Glowack
Right of way and slope easement
Option expires
March 31, 1948

	$	$	
250 sq.ft. at $0.20 sq.ft.	50.00		
Allowance-loss lawn, lilac bush, shrub, for topsoil and seeding	60.00	110.00	Benson
Plus concrete steps			
Slope easement			

14064-Kayser, Wayne E. and Emma Kayser
Right of way and easement
Option expires
April 7, 1948

250 sq.ft. at 20¢ sq.ft.	50.00		
Lilac bush, fig, holly tree, seeding, easement slope, 30 sq.ft. concrete sidewalk, changing steps, (front porch) allowance	119.50	169.50	"
10 foot slope easement			

14070-Quinn, Adele and Charlotte Quinn
Right of way and easement
Option expires
April 7, 1948

250 sq.ft. at 20¢ sq.ft.	50.00		
Allowance-4 rose bushes, seeding cut-bank of easement	14.00	64.00	"
6 foot slope easement			

14075-Ruconich, William and Rieta Ruconich
Right of way and easement
Option expires
April 7, 1948

425 sq.ft. at 20¢ sq.ft.	85.00		
Reseeding cutbank slope	15.00	100.00	"
Slope easement			

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY (CON'T)

14063-Eaton, Clarence Leslie
Right of way
Option expires
April 7, 1948

	$	$	
750 sq.ft. at 20¢ sq.ft.	150.00		
Allowance-moving ornamental picket fence, trees, bushes, loss concrete sidewalk etc.	277.00	427.00	Benson

14068-Mueller, Charles H. and Myrtle D. Mueller
Right of way and slope easement
Option expires
April 13, 1948

500 sq.ft. at 20¢ sq.ft.	100.00		
Allowance-filling, reseeding front yard	35.00	135.00	"
Slope easement			

14163-Jones Kenneth B. and Lova M. Jones
Right of way and slope easement
Option expires
April 15, 1948

250 sq.ft. at 20¢ sq.ft.	50.00		
Allowance-fruit tree, loss lawn	25.00	75.00	"
Slope easement			

14076-Bolton, H. A. and Verna C. Bolton
Slope easement

Allowance-top soil, seeding slope	15.00	15.00	"
			Benfield

14057-Jones, Henry E. and Ellen Jones
Right of way and slope easement
Option expires
April 13, 1948

250 sq.ft. at 20¢ sq.ft.	50.00		
Allowance-trees, moving bulbs, shrubs, top soil and seeding	80.00	130.00	Benson
Slope easement			

(Con't)

OCT 21 1947

14286

Exhibit "A" (Con't)

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY (CON'T)

14058-A Borman, John and Matilda Borman
Right of way and slope easement
Option expires
April 13, 1948

	$	$	
250 sq.ft. at 20¢ sq.ft.	50.00		
Allowance-top soil, seeding lawn, moving hedge, drain tile, sump bores	80.00	130.00	Benson Benfield
Slope easement			

EAST DIAMOND LAKE-LOBERT SECTION, THE DALLES-CALIFORNIA HIGHWAY

11908-E Klamath Indian Agency
Gravel pit

10.8 acres at $55.50	600.00	600.00	Saling
Plus fencing, if necessary			

COTTONWOOD CANYON SECTION, WASCO HEPPNER HIGHWAY

14079-Burres, J. S.
Right of way and gravel pit site
Option expires
February 21, 1948

1.11 acre at $22.52 plus (R/W)	25.00		
3.68 acres at $33.36 plus	125.00	150.00	Gardiner

ELGIN-BOSWELL RANCH SECTION, WALLOWA LAKE HIGHWAY

11414-Long, Carl and Rula Long
Right of way
Option expires
March 5, 1948

0.03 acre	00.00		
0.01 acre	00.00	00.00	Cozad

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

ELGIN- BOSWELL RANCH SECTION, WALLOWA LAKE HIGHWAY (CON'T)

11421-Hug, Bernal D.
Right of way
Option expires
March 8, 1948

	$	$	
0.26 acre at $20.00	5.20		
Allowance-22 rods fence at $1 rod	22.00	27.20	Cozad

11416-Hug, Mary, Daphine and Arlita Hug
Right of way
Option expires
March 10, 1948

0.15 acre at $150.00	22.50		
80 rods fence at $1.50 rod	120.00		
Allowance-moving and re-establishing garage, annex, cellar	150.00	292.50	"

11413-Roulet, Rex C.
Right of way and quarry
Option expires
March 7, 1948

0.17 acre at $100.00	17.00		
36 rods fence at $1.50 rod	54.00		
4.55 acres at $100.00	455.00	526.00	"
State to fence quarry site			

11415-Golding, Flora
Right of way
Option expires
March 8, 1948

0.30 acres at $150.00	45.00		
0.60 acre at $25.00	15.00		
150 rods fencing at $2.00 rod	300.00	360.00	"
Plus moving garage, if necessary			

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

ELGIN-BOSWELL RANCH, WALLOW LAKE HIGHWAY (CON'T)

11412-Miller, William H.
Right of way
Option expires
March 5, 1948

	$	$	
0.20 acre at $150.00		30.00	
25 rods fencing at $1.50 rod		37.50	
Allowance-removing and re-building stock guard		75.00	
		142.50	Cozad

11419-Witherspoon, J. E.
Right of way
Option expires
March 8, 1948

2.40 acres at $150.00		360.00	
165 rods fence at $1.50 rod		247.50	
		607.50	"

11418-Gilliam, H. J.
Right of way
Option expires
March 9, 1948

0.44 acre at $150.00		66.00	
204 rods fence at $1.50 rod		306.00	
Allowance-removing and re-establishing garage		100.00	
		472.00	"

11886-Wade, Francis H.
Right of way
Option expires
April 5, 1948

3.44 acres at $25.00		86.00	
346 rods woven wire fence at $1.50 per rod		519.00	
		605.00	"

(Con't)

OCT 21 1947

Exhibit "A"(Con't)

ELGIN-BOSWELL RANCH SECTION, WALLOWA LAKE HIGHWAY (CON'T)

11417-Hug, Myron C.
Right of way
Option expires
April 1, 1948

	$	$
1.23 acres at $150.00 per acre	184.50	
145 rods woven wire fence at $1.50 rod	217.50	
15 rods woven wire fence at $2 rod	30.00	
6 1/4 rods ornamental yard fence at $4.00 rod	25.00	
Allowance-large poplar tree, transplanting raspberries, moving garage	120.00	577.00 Cozad

11423-McNab, Francis J. and Albert Henry McNab
Right of way
Option expires
April 6, 1948

1.07 acres at $25.00	26.75	
78 rods woven wire fence at $1.50 to move and rebuild	117.00	
0.23 acre at $100.00	23.00	
0.25 acre at $150.00	37.50	
8.53 acres at $25.00	213.25	
220 rods woven wire fence at $1.50 rod	330.00	
220 rods woven wire fence at $2.00 rod	440.00	1,187.50 "

11420-Wade, Abner L. and Iris F. Wade
Right of way
Option expires
April 6, 1948

0.60 acre at $150.00	103.50	
0.69 acre at $25.00	17.25	
30 rods woven wire fence at $1.50 rod	45.00	
75 rods woven wire fence at $2.00 rod	150.00	
Allowance-stock guard	50.00	365.75 "

(Con't)

OCT 21 1947

Exhibit "A"(Con't)

ELGIN-BOSWELL RANCH SECTION, WALLOW LAKE HIGHWAY (CON'T)

11885-Wade, Francis L.
Right of way
Option expires
April 6, 1948

	$	$	
0.94 acre at $25.00	23.50		
60 rods woven wire fence at $1.50 rod	90.00		
Allowance-lieu 2 stock under-passes	1,000.00		
3.09 acres at $25.00	77.25		
346 rods woven wire fence at $1.50 rod	519.00	1,709.75	Cozad

NORTH POWDER-BRIDGE APPROACH SECTION, NORTH POWDER RIVER HIGHWAY

14005-Davis, Merton A.
Right of way
Option expires
March 22, 1948

0.15 acre at $25.00	3.75		
Allowance-removing and rebuilding 35 rods woven wire fence at $1.50 rod	52.50	56.25	"

14007-Davis John W.
Material site

2 year lease-2.86 acres	50.00	50.00	"

14006-Hutchinson, Maude K.
Right of way
Option expires
April 13, 1948

0.27 acre at $25.00	6.75		
0.30 acre at $100.00	30.00		
80 rods woven wire fence, move rebuild - at $1.50 rod	120.00	156.75	"

OCT 21 1947

Exhibit "A" (Con't)

CITY OF EUGENE SECTION, PACIFIC HIGHWAY

11989-Patterson, Daisy and John B. Patterson
Right of way and slope easement
Option expires
November 18, 1947

	$	$	
720 sq.ft. at 50¢ sq.ft.	360.00		
Slope easement-300 sq.ft.at 3¢ sq.ft.	9.00		
Allowance-general allowance	150.00	519.00	Collins Berry

11990-Patterson, Daisy and John B. Patterson
Right of way and slope easement
Option expires
November 18, 1947

1,824 sq.ft. at 50¢ sq.ft.	912.00		
Allowance-trees - 8 at $50 each	400.00		
Slope easement-750 sq.ft. at 3¢ sq.ft.	22.50		
Allowance-general damage	150.00	1,484.50	"

11442-Scharen, W. J. and Edna B. Scharen
Right of way
Option expires
November 20, 1947

1,076 sq.ft. at 50¢ sq.ft.	538.00		
Allowance for damages	100.00		
Moving dwelling, estimated at	3,000.00	3,638.00	"

11986-Cornutt, A. W. and Julia Cornutt
Right of way
Option expires
November 20, 1947

1,080 sq.ft. at 50¢ sq.ft.	540.00		
Allowance-walk, concrete steps, porch railing	200.00		
Allowance damages	2,000.00	2,740.00	"

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

CITY OF EUGENE SECTION, PACIFIC HIGHWAY (CON'T)

11994-MacMasters, Allen and Pearl H. MacMasters
Right of way
Option expires
November 22, 1947

	$	$	
5,000 sq.ft. at 50¢ sq.ft.	2,500.00		
7-room dwelling	7,000.00		Collins
Garage	500.00	10,000.00	Berry

11999-Bull, M. M. and Emma F. Bull
Right of way
Option expires
November 22, 1947

157 sq.ft. at 50¢ sq.ft.	78.50	78.50	"
Waiver of access			

11469-Metzger, Kate A.
Right of way
Option Expires
October 2, 1947

3,274 sq.ft. at 50¢ sq.ft.	1,637.00		McCallister
5-room house	7,363.00	9,000.00	Collins

11997-Gardner, Helen A. and Wm. Ray Gardner
Right of way
Option expires
November 27, 1947

3,662 sq.ft. at 50¢ sq.ft.	1,831.00		Collins
Dwelling	11,169.00	13,000.00	Berry

11985-Howard, R. P. and Helen P. Howard, and
Robert O. Davis and Elvira M. Davis
Right of way
Option expires
November 6, 1947

1,440 sq.ft. at 50¢ sq.ft.	720.00

(Con't)

OCT 21 19--

Exhibit "A" (Con't)

CITY OF EUGENE SECTION, PACIFIC HIGHWAY (CON'T)

11985-Howard, R. P. and Helen P. Howard, and Robert O. Davis and Elvira M, Davis (Con't)
Right of way

	$	$	
Allowance, trees	80.00		
Allowance-general damages	200.00	1,000.00	Collins

11987-Ketner, Ralph P. and Elda G. Ketner
Right of way
Option expires
November 14, 1947

792 sq.ft. at 50¢ sq.ft.	396.00	396.00	Collins
State to replace concrete steps, concrete walks, driveway approach etc.			Berry

11988-Swormstedt, C. L. and Rose Swormstedt
Right of way
Option expires
November 14, 1947

480 sq.ft. at 50¢ sq.ft.	240.00		
Allowance-general damages	100.00		
Allowance-loss, moving shrubbery	40.00	380.00	"
State to replace concrete sidewalk, steps, driveway etc.			

12007-Gullion, Anna W.
Right of way and easement
Have executed easement

Allowance-moving chicken house	15.00		
10 foot permanent slope easement	00.00	15.00	"

12006-Gullion, Anna W.
Right of way and easement
Have executed easement

Allowance-loss small trees	10.00		
10 foot slope easement	00.00	10.00	"

(Con't)

OCT 21 1947

Exhibit "A" (Con't)

CITY OF EUGENE SECTION, PACIFIC HIGHWAY (CON'T)

11996-Getting, Mabel E. and George Getting
Right of way
Option expires
December 25, 1947

	$	$	
3,000 sq.ft. at 50¢ sq.ft.	1,500.00		Collins
Allowance-9-room house	4,750.00	6,250.00	Berry

8695 -Lewis A. V. and Anna Lewis
Right of way
Option expires
April 1, 1948

1,668 sq.ft. at $1.50 sq.ft.	2,502.00		
Damages	1,000.00		
State to re-establish drive-ins, move electric sign, re-arrange sprinkling system, shrubbery	450.00	3,952.00	Collins

OCT 21 1947

EXHIBIT "B1"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites. stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and both necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and both necessary for the accomplishment of the purposes hereinafter expresly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows: to wit:

Real property owned by B. A. Kliks and Louise B Kliks, which property is located in the northwest quarter ($NW\frac{1}{4}$) of Section 26, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon and is more particularly described on the attached sheet and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R11902A, which property is being acquired for right of way purposes in connection with the Columbia River Highway; *

OCT 21 1947

Exhibit "B1" (Con't)

Real property owned by G. C. Sherlock and Gordon Dolan, which property is located in the southwest quarter ($SW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 15, Township 35 South, Range 1 West, W. M., Jackson County, Oregon, and is more particularly described on the attached sheet and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R12476, which property is being acquired for right of way purposes in connection with the Crater Lake Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State High-

way Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-first day of October, 1947

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file on the office of the State Highway Commission, Salem, being Resolution No. 86, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

OCT 21 1947

EXHIBIT "B2"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from subtting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, cap sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Carlton-Chehalem Valley County Road in Yamhill County, State of Oregon, is a county road which has been designated and classified as a federal aid secondary highway and as such is qualified for improvement with state, federal, and county funds; and

WHEREAS, said highway is now being improved pursuant to a cooperative agreement or arrangement between the United States Government, the State of Oregon, and Yamhill County; and

WHEREAS, the real property hereinafter described is necessary for the purpose of procuring roadbuilding materials therefrom for use in connection with the contemplated and proposed improvement of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described, which real property is owned by Elmer Sohrweid and Edith Sohrweid, husband and wife, is necessary for the purposes herinabove expressly and specifically set forth, which said real property is described as follows, to wit:

Exhibit "B2" (Con't)

A parcel of land lying in the Matthew Patton D. L. C. No. 62 in Township 3 South, Range 3 West, W. M., Yamhill County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Elmer Sohrweid and Edith Sohrweid recorded in Book 128, Page 839, of Yamhill County Record of Deeds; the said parcel being described as follows:

Beginning at an iron pipe, said pipe being 753.37 feet south and 2121.56 feet east of the northwest corner of the Matthew Patton D. L. C. No. 62; thence North 21° 38' East a distance of 470 feet; thence North 31° 05' East a distance of 369.54 feet; thence east a distance of 250 feet; thence south a distance of 753.37 feet; thence west a distance of 614.05 feet to the place of beginning, containing 7.80 acres

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department the necessary and an adequate description of the said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-first day of October, 1947.

OCT 21 1947

14300

EXHIBIT "B3"

Minutes of October 21 and 22, 1947

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the travelling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Ralph P. Gotchell and Stella Gotchell, husband and wife, which property is located in the southwest quarter ($SW\frac{1}{4}$) of Section 34, Township 24 South, Range 6 West, and the east half ($E\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) and the southwest quarter ($SW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 3, Township 25 South, Range

OCT 21 1947

Exhibit "B3" (Con't)

6 West, W. M. Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 13957, which property is being acquired for right of way purposes in connection with the Elkton-Sutherlin Highway; *

Real property owned by Frank A. Bemis, which property is located in the west half ($W\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 11, Township 25 South, Range 6 West, W. M., and in the northwest quarter ($NW\frac{1}{4}$) of Section 11 Township 25 South, Range 6 West, W. M., Douglas County, Oregon and is more particularly described on the attached sheets and designated as Parcels Nos. 2 and 3, and is further identified in the records of the Highway Commission as file R 13960, which property is being acquired for right of way purposes in connection with the Elkton-Sutherlin Highway; *

Real property owned by Weyerhaeuser Timber Company, which property is located in the south half ($S\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 1, Township 38 South, Range 7 East, W. M., Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 14082, which property is being acquired for the purpose of acquiring roadbuilding materials therefrom for use in connection with the Klamath Lake Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be,and in the event that no satisfactory

agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-first day of October, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 87, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

14303

EXHIBIT "B4"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for right of way purposes in connection with the Sunset Highway;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described, which property is owned by Mary H. Ross and Anna M. Algesheimer, is necessary for the accomplishment of the purposes hereinabove expressly and specifically set forth, which said real property is described as follows, to wit:

The following described property, known as Tax Lot 49, in the County of Multnomah and State of Oregon, to wit:

Beginning at an iron pipe at the intersection of the center line of the Canyon Road and the center line of the Scholls Ferry Road at the town of Zion; thence south 179 feet tracing the center line of

OCT 21 1947

14304

Exhibit "B4" (Con't)

Scholls Ferry Road to a stone; thence South 74° 38' West 203.1 feet to a point in said road; thence South 46° 4' West 109.4 feet to an iron pipe in said road; thence North 7° 33' West 392.17 feet to an iron pipe in the Canyon Road; thence South 58° 49' East 154.5 feet to a point in said Canyon Road; thence east 184 feet to an iron pipe, the place of beginning, being part of the Donation Land Claim of N. B. Jones in Section 6 in Township 1 South of Range 1 East of the Willamette Meridian; containing 2.10 acres, more or less, including 1.1 acres, more or less, now within the right of way limits of Canyon Road and Scholls Ferry Road.

2. That the Commission does hereby find and declare that the said described parcel of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said property is being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of the said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-first day of October, 1947.

OCT 21 1947

EXHIBIT "C"

Minutes of October 21 and 22, 1947

R E S O L U T I O N

WHEREAS, the State Highway Commission, after due deliberation has found it advisable and expedient to transfer Federal Aid funds allocated to the Forest Boundary-Taylor Creek grading project and to the Forest Boundary-Jones Ranch surfacing project on the Ochoco Highway, Wheeler County, in the Federal Aid Postwar program, to the grading of the Wapinitia Junction-Forest Boundary Section of the Warm Springs Highway, Wasco County, formerly a Forest Highway project in the postwar program, and

WHEREAS, said transfer is only for the purpose of expediting projects and securing the highest utility of available Federal funds, and was not for the purpose of deleting projects or otherwise changing the Federal Aid postwar program,

NOW, THEREFORE, be it resolved by the Commission, all members being present and voting affirmatively, as follows:

1. That any transfer of Federal funds from one project to another project on the Federal Aid postwar program be and the same shall be considered as a mere loan of funds to expedite construction, and shall not in any way be construed as a deletion or elimination of the project from which said funds were transferred, and

2. That as soon as further Federal funds are available and the construction of a given section can and should be undertaken, the Federal funds becoming available shall be restored or allocated to the original project and said project carried on to completion in conformity with the Federal Aid postwar program.

The Secretary is instructed to place this Resolution in the Minutes of the Commission as of October 21, 1947.

OCT 21 1947

14396

EXHIBIT "D"

Minutes of October 21 and 22, 1947

R E S O L U T I O N

WHEREAS, under the provisions of Title 100 O.C.L.A. and in particular, Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Malheur County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described county road in Malheur County be and the said county road hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

An Extension of the Adrian-Caldwell Secondary State Highway No. 454:

Beginning at a point on the Oregon-Idaho State Line at the quarter section corner common to Sections 31 and 6, T's. 21 and 22 S., R. 47 E., W. M.; thence southerly along the Oregon Idaho State Line approximately 0.6 mile to a junction with the county road in Canyon County, Idaho, approximately 0.1 mile north of the Snake River; being approximately 0.6 mile in length.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Title 100 O.C.L.A., Subsection 36, Section 115.

3. That this resolution be entered in the minutes of the meeting of the Highway Commission of October 21, 1947, and that the Secretary be and he hereby is instructed to deliver to the County Court of Malheur County and to the County Clerk of Malheur County duly certified copies thereof.

OCT 21 1947

14307

EXHIBIT "E"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been, by the State Highway Commission, apportioned to the City of Umatilla, for disbursement during the calendar year 1945 for street purposes as provided in said law, the sum of $517.17;

AND, WHEREAS, said City has, by appropriate action evidenced by resolution, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify said City for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the fund above specified the following streets in said City:

Umatilla - "K" Street, from 3rd to 1st Street; "I" Street from 1st to Water Street; "G" Street from 4th to 3rd Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by said City, hereby are approved.

3. That the action taken by said City, as evidenced by appropriate resolutions adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said City, so as to qualify said City to receive and use the funds to it apportioned.

4. That Resolutions Forms 1 and 2 adopted by the City on October 1,1945 and approved by the Highway Commission on February 25, 1946 shall be canceled, in accordance with the request of the City on file in the records of the State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Highway Commission, the Secretary shall thereafter mail to the proper officer in said City a duly certified copy of the resolutions adopted by the City, together with a copy of the resolution approving the plans submitted by said City.

6. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 21st day of October, 1947.

OCT 21 1947

14308

EXHIBIT "F"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by the Oregon State Highway Commission apportioned to the city hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the sum or amount set opposite the name of said city:

Powers ---------- $1,144.53

AND, WHEREAS, said city has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify said city for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified, the following streets in the following named city:

Powers - Spruce Street, Poplar Street, Second Avenue, Fourth Avenue, Birch Street, Avenue"A", Avenue "B", Avenue "C", Avenue "G"

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named city hereby are approved.

3. That the action taken by said city as evidenced by appropriate resolutions adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city so as to qualify said city to receive and use the funds apportioned to said city.

4. That upon entry of this resolution in the minutes and records of the Highway Commission, the Secretary shall thereafter mail to the proper officer in said city a duly certified copy of the resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 21st day of October, 1947.

OCT 21 1947

EXHIBIT "G"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Scotts Mills - - - - - - - - - - - - - - - - - $340.96
Umatilla - - - - - - - - - - - - - - - - - - - 555.74

AND, WHEREAS, each of said cities and/or towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities and/or towns:

Scotts Mills - Grand View Avenue, from 3rd Street to 6th Street
Umatilla - "K" Street from 3rd Street to 1st Street; "I" Street from 1st Street to Water Street; "G" Street from 4th Street to 3rd Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Forms 1 and 2 adopted by the City of Umatilla on June 3, 1946, and approved by the State Highway Commission on September 23, 1946, shall be canceled, in accordance with the request of the City of Umatilla on file in the records of the State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor,

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of October, 1947.

OCT 21 1947

14310

EXHIBIT "H"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Carlton	$1,933.41
Creswell	996.79
Eastside	1,279.58
Echo	910.55
Garibaldi	1,803.05
Harrisburg	1,247.49
Huntington	1,[illegible]86.16
John Day	1,929.40
Monroe	623.75
Monument	236.66
Powers	1,528.28
Willamina	1,776.97

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Carlton - West Main Street from Yamhill to Cunningham Street, Cunningham Street from Main to Grant Street, Carr Street from Main to Grant Street, N. Scott Street from Main to Monroe Street, S. Scott Street from Main Street to Grant Street, S. Howe Street from Grant to Washington Street, South Yamhill Street from Main to Grant Street, N. Kutch Street from Main to Madison Street, N. Kutch Street from Madison to Johnson Street, South Kutch Street from Main to West Taft Street, South Park Street from Main Street to city limits, South Arthur Street from Polk Street to Highway, North Railroad Street from Monroe to end of street, North 2nd Street from Main to E. Madison Street, North 3rd Street from Main to Jefferson Street, South 3rd Street from Main to East Polk Street, North 4th Street from Main to north city limits, North 5th Street from Main to Monroe Street, West Johnson

OCT 21 1947

Exhibit "H" (Con't)

Street from North Yamhill to R. R., West Jefferson Street from North Yamhill to R. R., East Jefferson Street from 3rd to 4th Street, West Madison Street from Yamhill to R. R., West Monroe Street from Yamhill Street to Scott Street, West Monroe Street from Yamhill to Kutch Street, West Monroe from Kutch to R. R., East Monroe from R. R. to 2nd Street, East Monroe from 2nd to east end, West Grant from Cunningham to Yamhill Street, West Grant from Yamhill to Pine Street, West Washington from Kutch to Pine Street, West Harrison from Pine to Yamhill Street, East Harrison from 3rd to 6th Street, West Taft from Pine to Kutch Street, West Polk from R. R. to Park Street, East Polk from R. R. to 3rd Street, East Madison from North 2nd to North 3rd Street

Creswell - Oregon Avenue from Front Street west to city limits; 1st and 2nd, "C" and "D" Streets south of Oregon Avenue; 5th Street north of Oregon Avenue to city limits; "A" Street from 4th to 6th Streets; 6th Street north to Scott Street; Scarbrough Street, 5th to 6th Street; 4th Street, "A" Street to Oregon Street

Eastside - First Avenue from "B" Street to Fink Street, Third Avenue from "D" Street to "E" Street

Echo - Dupont Street from Bridge Street to Buckley Street, Bonanza Street from Bridge Street to Buckley Street, Buckley Street from Dupont Street east three blocks to Union Pacific Railway Station Grounds westerly boundary line

Garibaldi - Harris Street from Bishop Street to Garibaldi Street, Washington Street from Bishop Street to Garibaldi Street, Large Street from Bishop Street to Garibaldi Street, Hill Street from Bishop Street to Pine Street, Main Street from Bishop Street to Pine Street, Pine Street from Main Street to Large Street

Harrisburg - Territorial Street between O.E.R.R. and S.P.R.R. and between 7th Street and east city limits, 6th Street from La Salle Street south to city limits, 4th Street between Territorial Street and LaSalle Street

Huntington - Third Street West, Second Street West, First Street West, Lincoln Street, First Street East, Second Street East, Third Street East, Fifth Street East, Adams Street, Jefferson Street, Madison Street, Monroe Street, Fulton Street

John Day - North First Street, Hall Street, Burch Street, Brent Drive between Maple and Oak, Cottonwood Street between Church Street and Bridge Street, North Canyon Street

14312

Exhibit "H" (Con't)

Monroe - Main Street from Railroad Street to Howard Street
Howard Street from Main Street to Commercial Street

Monument - 2nd Street, North Street, also drainage on present highway

Powers - First Street, Third Avenue, Alder Street, Cedar Street, Date Street, Avenue "D"

Willamina - Churchman Street, "D" Street, "E" Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of October, 1947.

OCT 21 1947

EXHIBIT "I"

Minutes of October 21 and 22, 1947

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Cave Junction	$ 487.36
Dundee	419.17
Empire	1,417.97
Gold Hill	1,075.01
Hubbard	776.17
Lostine	409.15
Oceanlake	1,117.13
Paisley	475.33
Sisters	1,315.68
Summerville	160.45
Turner	830.32
Umatilla	742.08

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities and towns:

Cave Junction - Junction Avenue, Caves Avenue, Kerby Avenue, Schumaker Street

Dundee - 5th Street

Empire - Newmark Avenue, Lincoln Avenue

Gold Hill - 1st Avenue North, 4th Avenue North, 6th Avenue North, 4th Street West

Hubbard - 1st Street, 2nd Street, 3rd Street, 4th Street, 5th Street, 7th Street, "A" Street, "C" Street, "D" Street, "H" Street

OCT 21 1947

Exhibit "I" (Con't)

Lostine - College Street, Elizabeth Street, Resort Street, Cole Street, Roswell Street, Wallowa Street

Oceanlake - Mob View Drive, Christie Street, Ocean Lake Street, Raymond Street, Broadway Street, Lincoln Street

Paisley - Green Street, Chewaucan Street, Main Street, Alley turning off Mill Street directly west of Willow Street

Sisters - Pine Street, St. Helens Street, also survey of all city streets to establish grades and street lines

Summerville - Main Street, Jefferson Street, Patton Street, First Street Second Street, Third Street, Fourth Street

Turner - 5th Street

Umatilla - "K" Street, "I" Street, "G" Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and towns hereby are approved.

3. That the action taken respectively by said cities and towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and towns a duly certified copy of the resolution or resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 21st day of October, 1947.

OCT 21 1947

EXHIBIT "J"

Minutes of October 21 and 22, 1947

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of each of the following sections of state highways, to wit:

Anderson Valley and Swamp Creek Sections of the Diamond Valley Secondary Highway, Harney County;

Tyee Road-Sutherlin Section of the Elkton-Sutherlin Secondary Highway, Douglas County;

Denny Creek Section of the Klamath Lake Secondary Highway, Klamath County;

Meadowbrook-Red Bridge Section of the Starkey Secondary Highway, Union County,

and in connection therewith to prepare maps showing the route and location of said sections of highways and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the surveys of the above-mentioned sections of state highways, together with the maps, which for identification purposes bear the map file Nos. 6B-23-12 and 6B-24-7, 6B-24-15 and 6B-24-16, 4B-24-24, and 6B-23-18, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-first day of October, 1947.

OCT 21 1947

14316

EXHIBIT "K"

Minutes of October 21 and 22, 1947

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2637 with J. S. Rosley for furnishing crushed rock in stockpiles on the Belknap Springs-Fourmile Butte Section of the McKenzie Highway in Deschutes and Lane Counties; completed September 9, 1945.

Contract No. 2744 with Slate Construction Company for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway in Linn County; completed August 1, 1947.

Contract No. 2749 with J. R. Maginnis for clearing on the Circle Bridge-Hug Point Section of the Oregon Coast Highway, in Clatsop County; completed September 19, 1947.

Contract No. 2778 with Sound Construction and Engineering Co. for grading on the Davies-North Plains Section of the Sunset Highway, in Washington County; completed October 10, 1947.

Contract No. 2795 with Strong & Macdonald for grading on the Spring Creek Hill Section of The Dalles-California Highway, in Klamath County; completed July 5, 1947.

Contract No. 2818 with Del R. Beebe for constructing oil mat wearing surface on the Hampton-Suntex-Juniper Ridge Section of the Central Oregon and Lakeview-Burns Highways in Deschutes, Lake and Harney Counties; completed September 2, 1947.

Contract No. 2824 with J. C. Compton Co. for grade widening and asphaltic concrete paving on the Dixonville-Marks Ranch Section of the North Umpqua County Road in Douglas County; completed September 3, 1947.

Contract No. 2837 with Rogers Construction Co. for regrading, oil mat surfacing and rock production on the Madras-Prineville Section of the Madras-Prineville Highway in Crook and Jefferson Counties; completed September 9, 1947.

Contract No. 2842 with Rogers Construction Co. for bituminous macadam surfacing on the Davies-North Plains Section of the Sunset Highway in Washington County; completed OCtober 2, 1947.

OCT 21 1947

Exhibit "K" (Con't)

Contract No. 2854 with A. H. Saxton & Sons for furnishing crushed rock in stockpiles on the Service Creek-Kimberly Section of the John Day Highway, in Wheeler County; completed July 31, 1947.

Contract No. 2864 with Jack R. Taggart for furnishing crushed rock in stockpiles on the Ironside-Jamieson Section of the John Day Highway, in Malheur County; completed August 11, 1947.

Contract No. 2884 with Stanley & Ehlen for paving on the Nyssa (1st St.-7th St.) Section of the Old Oregon Trail Highway, in Malheur County; completed August 29, 1947.

Contract No. 2885 with Stanley & Ehlen for pavement widening on the Ontario (S. W. 1st St.-S. W. 12th St.) Section of the Old Oregon Trail Highway, in Malheur County; completed September 4, 1947.

Contract No. 2890 with L. E. Snell for painting the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County; completed September 22, 1947.

Contract No. 2915 with Werner & Jeske for grading and paving on the Springfield Junction Turnaround Section of the McKenzie Highway, in Lane County; completed August 23, 1947.

Contract No. 2916 with Frank M. Parsons for bituminous macadam widening on the Foster Section of the Santiam Highway, in Linn County; completed September 27, 1947.

Contract No. 2921 with Warren Northwest, Inc. for paving on the Corvallis (Harrison St.) Section of the Pacific Highway West, in Benton County; completed September 15, 1947.

Contract No. 2927 with Grinstad & Vanderveldt for grading and topping on the Lewis and Clark River Section of the Saddle Mountain Park Road, in Clatsop County; completed September 30, 1947.

Contract No. 2930 with Dobyns & Webb for slope and pier protection on the Santiam River Section of the Pacific Highway East in Linn County; completed September 13, 1947.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

OCT 21 1947

14318

EXHIBIT "I"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, the Highway Commission found it necessary and desirable to relocate the section of the Columbia River Highway No. 2 known as the Columbia County Line-Portland Section, the northerly terminus being on the line between Columbia and Multnomah Counties and the southerly terminus at the city limits of Portland; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for highway or other public purposes; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of one of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The area of land within the limits of the old right of way which lies between Engineer's Station 270+20 and Engineer's Station 266+00 of the reconstructed line, and which area is otherwise shown and identified colored in brown on the map attached hereto, which map is marked "Exhibit A" and by this reference is made a part of this resolution, is no longer needed for highway or other public purposes and therefore all of said area colored in brown is eliminated from the right of way of said highway, and such title, interest, or right which the State has or may have had in said real property, is hereby permitted to revert to the owners of the real properties abutting directly upon the said area colored in brown.

2. The area shown colored in green on said "Exhibit A" includes right of way and other property acquired for the relocation and reconstruction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such purposes and uses, therefore, the Commission does hereby declare and order that possession of and title to all the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

3. That the Engineer is hereby instructed and directed to place, erect, and thereafter maintain posts, markers, or other monuments along the boundary or border of said area or areas, by which the public shall be advised that said area is state-owned and controlled.

4. That this resolution shall be entered in the minutes and records records of the Commission this 21st day of October, 1947.

OCT 21 1947

EXHIBIT "M"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, the Commission, on the 24th day of October, 1944, adopted a resolution and entered the same in the minutes of the Commission, by which resolution the Commission authorized certain individuals, named in said resolution, to sign permits authorizing the operation of motor vehicles over public highways when such movements conformed to the regulations and provisions adopted and established by the Commission in and by said resolution, and

WHEREAS, since the adoption of said resolution,,it has developed that the purpose of said resolution can be furthered and public convenience better served by the selection of certain other Highway employes and the vesting in them authority to sign permits issued under the authority of said resolution,

NOW, THEREFORE, Be It and It Hereby is Resolved by the Commission, that the following named Highway employes, to-wit:

W. W. Stiffler	Assistant State Highway Engineer	Salem
Ralph B. Sipprell	Director of Permits	Salem
Arvid F. Parson	District Maintenance Superintendent	Pendleton
Kenneth F. Loter	District Maintenance Officeman	Astoria
L. Paul Simpson	District Maintenance Officeman	Coquille
James M. Brown	District Maintenance Officeman	John Day
James D. Pratt	District Maintenance Officeman	Baker
Leland P. Dixon	District Maintenance Officeman	Burns
John F. Kergil	District Maintenance Officeman	The Dalles

be and they hereby are authorized to issue permits within the meaning, purpose and scope of said resolution, and any permit issued, as provided therein, shall be valid when signed for the Commission by the above named persons;

That this resolution shall be deemed an amendment of said resolution adopted on October 24, 1944, and shall have no force or effect outside or beyond the provisions of said resolution;

That this resolution be entered in the minutes and records of the Commission as of the 21st day of October, 1947.

14320

EXHIBIT "N"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, the State of Oregon, acting by and through its State Highway Commission, is the owner of the following described property:

All of the tide lands below ordinary high-water markings, fronting and abutting upon the Donation Land Claims of Philip Gearhart and J. J. Leuk, and on Government Lots 2 and 3, Section 9, all in Township 6 North, Range 10 West, W. M., Clatsop County, Oregon; containing 283.11 acres, more or less; and

WHEREAS, said property was acquired by the Commission on February 3, 1939, as and for an Ocean Way-side strip, and is being held for State Park purposes; and

WHEREAS, the Commission upon investigation and recommendation of its Engineer, Counsel, and State Parks Superintendent, has found and now finds that said area can best be utilized by the public as a recreational area , and that the use of the area by motor vehicles, or for the landing or taking off of aircraft is a real menace and hazard to persons using and frequenting the area for recreational purposes.

NOW, THEREFORE, acting pursuant to the provisions of Chapter 493, Oregon Laws, 1947, and with the approval of the City Council of the City of Gearhart, a municipality contiguous to the above described portion of the Ocean Shore, be it resolved and it hereby is resolved by this Commission, all members present and voting affirmatively:

1. That the travel or operation of motor vehicles upon the tide lands and recreational area above described and adjacent to the City of Gearhart be, and the same hereby is, prohibited.

2. That the landing or taking off of aircraft within the area above described be, and the same hereby is, prohibited.

3. That the Engineer is directed to place barricades on the roads entering said area and upon all other ordinary means of vehicle access thereto. He is further directed to prepare and post signs so as to advise the public that the area above described is closed to motor vehicles and to the landing and taking off of aircraft.

4. This regulation shall be referred to as State Park Regulation No. 1, and shall be entered in the minutes of the Commission as of October 21, 1947.

OCT 21 1947

EXHIBIT "O"

Minutes of October 21 and 22, 1947

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: . . . . . Mt Hood . . . . . .

Highway number: . . . . . 26 . . . . Route number . . 35 and 50 . . . .

Location of Termini		Established Speed
M. P. 17.33	to M. P. 17.66 Through the business district of the town of Orient	25 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

OCT 21 1947

14322

EXHIBIT "F"

Minutes of October 21 and 22, 1947

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: . . . . . Oregon Coast Highway . . . . . .

Highway number: . . . . . 9 . . . . . Route number: US101 . .

Location of Termini		Established Speed
M. P. 4.12 (0.12 Miles North of Miles Crossing)	to M. P. 5.64 (0.53 Miles South of Lewis & Clark Bridge)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

OCT 21 1947

EXHIBIT "Q"

Minutes of October 21 and 22, 1947

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway (State Highway No. 1) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of the Pacific Highway extending from Goshen to the City of Eugene, which relocated section will serve also to accommodate traffic having occasion to use the Willamette Highway, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

14324

EXHIBIT "Q" (CON'T)

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Pacific Highway as one of the major highways of the State, carries a large volume of traffic and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the property hereinafter described is needed and required for use in connection with the construction and maintenance of the section of the Pacific Highway known and designated as the Eugene-Goshen Section, which said property is owned by J. H. Gonyea, et al., and is particularly described as follows, to wit:

Parcel No. 1

A parcel of land lying in the William Moore D. L. C. No. 60 in the northwest quarter ($NW\frac{1}{4}$) of Section 14, Township 18 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Joseph H. Gonyea recorded in Book 327, Page 243, of Lane County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 180 feet in width, 90 feet on each side of the center line of the Pacific Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 346+10.1 to Station 365+63, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 346+10.1, opposite and 90 feet distant from which point the westerly line of the said strip of land intersects the north line of said property; said point being 1832 feet north and 1000 feet west of the southeast corner of the William Moore D. L. C. No. 60 in Section 14, Township 18 South, Range 3 West, W. M.; thence South 17° 40' 30" East a distance of 1952.9 feet to Engineer's Station 365+63, opposite and 90 feet distant from which station the easterly line of said strip of land intersects the south line of said property.

The parcel of land to which this description applies contains 7.82 acres.

OCT 21 1947

Exhibit "Q" (Con't)

Parcel No. 2

A parcel of land lying in the southwest quarter (SW¼) of Section 11 and in the northwest quarter (NW¼) of Section 14, Township 18 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to J. H. Gonyea recorded in Book 322, Page 674, of Lane County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 200 feet in width, 100 feet on each side of the center line of the Pacific Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 327+60.1 to Station 346+73.2, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 327+60.1, opposite and 100 feet distant from which point the easterly line of the said strip of land intersects the north line of said property, said line also being the south line of the A. H. Coryell D. L. C. No.59; said point being 30 feet south and 380 feet west of the southeast corner of D. L. C. No. 59 in Section 11, Township 18 South, Range 3 West, W. M.; thence South 17° 41' 30" East a distance of 1913.1 feet to Engineer's Station 346+73.2, opposite and 100 feet distant from which station the easterly line of said strip of land intersects the southerly line of said property.

The parcel of land to which this description applies contains 7.66 acres.

2. That said property is needed and acquisition of the same is nocessary for right of way purposes in connection with saidsection of said highway.

3. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury or damage.

4. The Commission does hereby further find and declare that, in addition to the acquisition of said real property above described, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting property to the parcels of real property herein described and the highway which is to be constructed thereover, except that a crossing for farm purposes, not to exceed twenty-five feet in width, may be provided at Station 340+50 and another crossing for farm purposes, not to exceed twenty-five feet in width, may be provided at Station 359+05.

OCT 21 1947

Exhibit "Q" (Con't)

5. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of said real property, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

6. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owners or with the tenants or persons in possession, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto, except the above mentioned crossings for farm purposes, and in the event that no satisfactory agreement can be reached then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except the above mentioned crossings for farm purposes.

7. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

8. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-first day of October, 1947.

OCT 21 1947

EXHIBIT "R"

Minutes of Oct 21 and 22, 1947

R E S O L U T I O N

WHEREAS, the State, acting by and through its State Highway Commission, and the Federal Government, acting by and through its Public Roads Administration, have heretofore agreed with respect to the construction of a project identified as the Columbia River Forest Highway Project 28-D, Unit 1, a portion of which project is now under contract between the Federal Government and the Hydraulic Dredging Company and another portion is under contract between the State of Oregon and the Hydraulic Dredging Company; and

WHEREAS, since the execution of said respective contracts the Public Roads Administration and the Highway Commission have found it advisable and in the interests of the public generally to alter the plans as they apply to facilities and methods of handling the flows of Multnomah Creek and Wahkeena Creek; and

WHEREAS, by virtue of the proposed change of plans there is made possible and there will be incorporated in the project provision for parking of vehicles and there will likewise be provided and developed recreational facilities and accommodations which under the original plan could not be achieved; and

WHEREAS, by reason of said alteration of plans, which alterations are the result of mutual agreement between the Public Roads Administration and the Highway Commission the overall cost of the project will be increased from $948,000 to $975,000, or a total increase of $27,000; and

WHEREAS, the Government's contract provides for the construction of a concrete box culvert to handle the flow from Multnomah Creek, but the altered plans provide for the construction of a culvert at a location off the limits of the Forest Highway Project and within the limits of the State Section of said project, which culvert shall be of a design and capacity adequate to care for the flows from the Multnomah Creek and Wahkeena Creek; and

WHEREAS, by reasonof said modifications of plans it has been found both feasible and avisable to combine the flows from said creeks so as to direct said waters through a single outlet or culvert; and

WHEREAS, the Public Roads Administration has requested the State to make available to meet the additional cost which will be sustained by reason of the proposed modification of plans to care for the flows of said streams the sum of $25,000, and has also requested the State to alter or amend its contract with the Hydraulic Dredging Company so as to meet the conditions which will prevail by reason of the combining of the flows from

said two streams; and

WHEREAS, the Commission, after due consideration of said matter and on the recommendation of its engineers, is of the opinion that the proposed change or changes in plans resulting in the said increased cost warrants the use of state highway funds to the extent and for the purpose proposed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Highway Commission does hereby consent that the Government may eliminate from its contract with the Hydraulic Dredging Company the culvert which is provided in said contract for the flowage of water from Multnomah Creek, and the Commission further agrees to alter and modify its contract with the Hydraulic Dredging Company so as to provide ample drainage facilities to care for the water from Multnomah Creek when combined with the water from Wahkeena Creek.

2. The Commission agrees further to make available to the Public Roads Administration the sum of $25,000 to meet the additional cost which the Government will sustain by reason of said proposed changes.

3. The State also agrees to assume such additional cost as may accrue or result by reason of the modification of its plans and its contract with the Hydraulic Dredging Company so as to provide facilities of sufficient capacity to take care of the flows from both of said creeks.

4. This resolution shall be entered in the minutes and records of the Commission as of the 21st day of October, 1947, and a copy thereof delivered to W H Lynch, Division Engineer for the Public Roads Administration.

Portland, Oregon
November 24, 1947

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
George W. Neuner, Assistant Counsel
H. B. Glaisyer, Secretary

The State Parks Superintendent was present and reported on the following park matters:

1. Request of James B. Westfall, Astoria, for concession privileges at Bradley State Park: The Parks Superintendent presented the request and recommended that it be denied. The Commission approved the recommendation.

2. The Parks Superintendent also presented a request from Mr. E. Lee Sigfrid, Bend, for concession privileges at Peter Skene Ogden Park. He recommended that this request also be denied. The Commission approved the recommendation.

3. Request of Jack Flaucher, concessionnaire at the Vista House, Crown Point, to close this concession to the public on Mondays during the months of December, January and February: The Parks Superintendent stated his reluctance to recommend approval of this request because it is a public convenience and accommodation; however, suggested that if the Commission so desired, it might authorize Mr. Flaucher to close the place on Mondays during the month of December as a trial proposition. It was the feeling of the Commission that this concession should remain open to the public at all times, and that the Commission would be criticized if continuing service were not provided. The Commission thereupon denied the request by unanimous vote.

4. Proposed acquisition of 308 acres of land from the Crown-Zellerbach Corporation at Tillamook Head: The Parks Superintendent presented a statement prepared by the Crown-Zellerbach Corporation showing the quantity and value of timber growing on the land in question, as follows:

CROWN ZELLERBACH CORPORATION LANDS
PROPOSED SALE TO OREGON STATE PARK BOARD
TILLAMOOK HEAD PARK, CLATSOP COUNTY
VALUATION OF TIMBER

(Con't)

(Con't)

TOTAL VOLUME - 9,709 M 2,368 Cords

HEMLOCK 3501 M

of which 728 M is low quality
2773 M is good quality

SPRUCE 6208 M

of which 1072 M is low quality
5136 M is good quality

Low quality valuation

Hemlock	728 M	at	$2.00	$ 1,456.00
Spruce	1072 M	at	$4.00	$ 4,288.00
				$ 5,744.00

Good quality valuation

Hemlock	2773 M	at	$3.00	$ 8,319.00
Spruce	5136 M	at	6.00	$30,816.00
				$39,135.00

Cordwood

$ 5,744.00		
39,135.00		
$44,879.00	-	Total timber valuation
1,184.00	-	Cordwood "
$46,063.00	- -	Total valuation

Average stumpage value: Hemlock $2.79 per M. feet

Spruce $5.65 per M. feet

Cordwood .50 per cord

He pointed out that the total valuation is $46,063. He advised that there are $160,000 of unexpended funds in his 1947 budget, a portion of which could be used to purchase the tract, and that it would be possible, with selective cutting, to sell some of the ripe timber if the Commission saw fit, thereby reducing the cost of acquiring the tract. In the discussion of this matter the Parks Superintendent pointed out that in order to complete the project a trail would have to be provided for people desirous of "hiking" from Cannon Beach to Seaside, right of way for which would have to be acquired across three privately-owned tracts. The owners of these properties, he said, have agreed to give the state an easement 20 feet wide across their holdings for this purpose, on the condition that the state acquires the Crown-Zellerbach property. He recommended acquisi-

tion of the area, which, he said, is one of the most popular recreational areas in the state and exhibited a map showing the route of the trail across the three privately-owned properties. The Parks Superintendent pointed out that he originally contemplated purchasing the land only after the timber had been cut, but it now appears that the Crown-Zellerbach Corporation does not wish to sell on that basis but will sell on the basis of its cruise, and that the price it is now asking is for the timber only, which means that the state is paying nothing whatsoever for the land. The Commission deferred its decision until later in the session. (The matter was reconsidered on the following day, at which time the Commission voted unanimously to acquire the tract from the Corporation on the basis of its cruise and valuation, on the condition that leases can be obtained from the owners of the three private tracts. The Chief Counsel and the Parks Superintendent were instructed to work out a deal with the Crown-Zellerbach Corporation regarding the sale.)

5. Suggestion of the Parks Superintendent that arrangements be made with three property owners along the Umpqua Highway between Elkton and Scottsburg for the preservation of specimen trees of maple and myrtle and for opening up scenic vistas along the river: The Parks Superintendent advised that this is a very scenic section of highway, but the view is obstructed by a rank growth of underbrush, etc. so the river vistas cannot be seen. He requested authority to enter into agreements with three of the property owners along this section covering the improvement of the waysides, as was done in the case of the Coos Bay-Roseburg Highway between Coquille and Myrtle Point. The Commission approved the request by unanimous vote.

6. Proposed acquisition of Silver Creek Falls Recreational Area: The Commission's Chief Counsel reported on this matter and advised that the form of deed conveying the property to the state has been received from the National Parks Service which, in his estimation, is satisfactory and meets the requirements of the State Highway Commission. He pointed out that the deed contains no restrictions whatsoever other than one which provides that the area shall revert to the Federal Government if the Commission does not operate it for recreational purposes for a period of three years. He recommended acceptance of the deed. The Parks Superintendent concurred in the recommendation. The matter was discussed at some length, and in view of the recommendations of the Chief Counsel and the Parks Superintendent, the Commission voted unanimously to acquire the area on motion of Commissioner Schaupp which was was duly seconded by Commissioner Chandler.

7. The Commission discussed matters pertaining to the 1948 budget of the State Parks Department but deferred action thereon until the next meeting. The Parks Superintendent was instructed to report at that time a breakdown of the Park administration and maintenance operation expenses to show clearly that they are not duplicated in the general Highway Department budget for the same period.

Regarding building construction listed under park betterment items, concerning which the Parks Superintendent explained that he planned to construct single room two-car garages at a cost of about $3,000 each for temporary use as living quarters for caretakers, the Commission asked for details of the plans for such buildings, the question arising whether or not employees should be required to live in two-car garages.

Items involving landscaping and lighting were also mentioned and in this connection the Commission instructed the Engineer hereafter, in preparing estimates for construction work, to include therein such items and all other items that are required to provide a complete project, so it will not be necessary to allocate additional funds to the project later on.

The Assistant Counsel, Mr. J. W. DeSouza, requested authority to acquire real property that is needed as right of way and for other purposes. He presented a list of such properties for which options have been obtained, together with the offers that he recommended for acceptance in connection with each parcel. Following careful consideration of each individual tract, the Commission approved acquisition of the areas at the amounts stated in the option agreements. A resolution marked EXHIBIT "A", attached hereto and by this reference made a part hereof with like effect as though extended herein, was thereupon adopted by the Commission by unanimous vote.

** In the discussion of this matter the Commission gave special consideration to acquiring right of way for a proposed improvement of the Oregon Coast Highway through the town of Gold Beach, Curry County. The Assistant Counsel advised that the options submitted to the Commission for approval at this meeting, plus the properties previously acquired and plus the properties that will have to be acquired by condemnation, represent all of the right of way that will be required in this town for the improvement presently proposed. It appeared from the discussion that a controversy exists with respect to the widening of this highway south of 4th Street, the terminus of the present proposed improvement. The present right of way is only 60 feet wide and is to be widened to 80 feet, and, according to the present plan, such widening is to be done on the west side of the highway in order to avoid the expense of moving some oil tanks on the opposite side, estimated to cost between $15,000 and $20,000. On the other hand, the school authorities, represented by Mr. Collier H. Buffington, who was present with regard to the matter, object to the widening on that side of the highway because it will take a strip 20 feet wide across the front of their High School grounds and will destroy the landscaping work which the school board has constructed. The Assistant Counsel presented a list of the properties that cannot be acquired by negotiation and will require condemnation, together with the offers that he recommended be made for each parcel, as follows:

Note:

The starred paragraphs on this page and on page 14334 have reference to real property items listed and starred in the attached resolution - EXHIBIT "A".

GOLD BEACH SECTION OF THE OREGON COAST HIGHWAY

		Recommended Offer
9042	Oleta A. Walker	$ 3,000.00
9045	H. W. Crook and Ruth Crook	4,500.00
9049	H. W. Crook and Richard Buffington	700.00
9037A	H. W. Crook, et ux., (contract purchasers from A. H. Gauntlett Estate)	20.00
9036	D. M. Moore, C. M. Morse and C. H. Buffington	1,500.00

These were carefully considered by the Commission, but action thereon was deferred until the following day. (The matter was reconsidered on the following day when the Commission approved the amounts of the offers and authorized condemnation of the properties. A resolution marked EXHIBIT "B5" attached hereto and by this reference made a part hereof with like effect as though extended herein, was at that time adopted by the Commission by unanimous vote.)

Mr. Buffington declared himself with respect to the improvement of the highway south of 4th Street. He pointed out that the present plan of the Commission calls for widening by taking property on the west side of the highway, which would mean taking a 20 foot strip along the frontage of the high school. He objected strenuously to this because it would take property that is needed for the school and would destroy their landscaping project. He gave as his understanding that the original plan was to widen the highway on the easterly side and urged the Commission to adhere to such plan and to acquire the right of way for the improvement now, notwithstanding that the present improvement is proposed only as far as 4th Street. He alleged that the easterly side of the highway is not built up, and, except for the oil tanks, there is no reason why the widening could not be made on that side. The Engineer advised that the widening on the westerly or high school side will provide for economic construction because it will avoid disturbing the oil tanks, which are costly things to move. Plans for the improvement, he said, call for restoration of the landscaping and the rebuilding of the rock wall in front of the high school. Commissioner Chandler advised that he has inspected the site, and, in his estimation, the only justification for widening on the high school side of the highway is the avoidance of the oil tanks. The Commission took the matter under advisement and agreed to give due consideration to moving the oil tanks before rendering its decision. (The matter was reconsidered on the following day, when the Commission instructed the Engineer to make further investigations to ascertain whether or not the highway can be widened on the easterly side south of 4th Street in conformity with the original plan, the Commission being of the opinion that it probably would be better to move the oil tanks rather than to disturb the high school property. The Chief Counsel was authorized to continue with the securing of options for right of way north of 4th Street and to condemn the property if necessary.)

Mr. Buffington then brought up for discussion the widening of the highway just south of the courthouse in the town of Gold Beach, involving the moving of the Central Service Station. He gave as his understanding that if the property owner donates right of way the state will pay the cost of moving the buildings located thereon, and in this instance that is what the owners are asking the state to do. Chairman Banfield advised that the Commission has gone on record as opposed to assuming the obligation for moving buildings and prefers to pay more for right of way rather than to assume such obligations. The Chief Counsel gave as his opinion that it would be unwise and a misuse of state money for the Commission to assume the obligation of moving the building referred to. He recommended condemnation and that the Commission pay for both the land and the building in order to avoid the assumption of such an obligation. The Commission deferred its decision until the following day. (The matter was reconsidered on the following day at which time the Commission declared its unwillingness to move the building and instructed the Chief Counsel to condemn the property if necessary to effect a satisfactory settlement.)

* In connection with the purchase of right of way for the proposed improvement of the Pacific Highway in the City of Eugene, the Assistant Counsel, Mr. DeSouza, reported the status to complete the cooperative project with the city and the county. It appears that the total cost of the right of way needed between the Mill Race Junction and the north city limits of Eugene is presently estimated at $252,000 which is about $15,000 under the original estimate. The Commission decided to proceed with the acquisition of this right of way with the understanding that the City of Eugene will reimburse the state for 50 percent of the cost.

* With respect to the acquisition of right of way needed for the widening of the Pacific Highway through Canemah, a suburb of Oregon City, the Assistant Counsel advised that the City Council has agreed to reimburse the state for the cost of constructing sidewalks insofar as they are within the corporate limits of Oregon City, provided the State Highway Commission will acquire necessary right of way and do the necessary grading for construction of sidewalks, will replace all existing concrete sidewalks where they are disturbed by the highway construction, and will construct concrete curbs throughout the section. The Commission approved this arrangement and ordered the balance of the right of way for this improvement acquired as rapidly as possible on such basis and that the project be advertised for bids to be received at the next regular meeting of the Commission.

* With respect to Item No. 5203 in the attached resolution, marked EXHIBIT "A", being additional payment to Adel E. Guerber for right of way needed for the Berger Ranch-Barnes Road Section of the Sunset Highway, the Commission approved the payment of the additional sum of $450 for the purchase of a water-softening system on the condition that Mrs. Guerber will sign a statement completely releasing the state from further obligation in connection with this acquisition.

* Regarding Item No. 14196, acquisition of the Alpha Psi Delta property in Block 82, Salem, the Commission authorized the purchase of this property, in behalf of the State Board of Control, at $19,000. The Commission

also discussed the matter of acquiring additional properties in Block 86, which is the block proposed for the State Highway Department Office Building, but decided not to authorize these purchases until the Commission has had an opportunity to discuss the matter further with the members of the Board of Control; however, the Chief Counsel was authorized to continue with the securing of options for such properties on the basis that the owners will be given six months to vacate the premises after being notified that the property is needed by the state.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

A delegation from Philomath, consisting of C. M. Hampton, representing the Benton County Lumber Company; F. M. Mann, representing the Ellis and Mann Logging Company; and Clyde Rose, of the Rose Bros. Lumber Company, came before the Commission at this time regarding the recent order which limits to 20,000 pounds gross the weight of loads that may be transported over the Eddyville - Blodgett Secondary Highway. They offered objection to such reduced load limit, alleging that it would not permit the truck hauling of logs. They urged reconsideration by the Commission and that they be allowed to haul loads weighing at least 50 percent of the legal weight limit. Mr. Hampton stated that his hauling operations are confined to two miles on the highway. Mr. Rose advised that his operations require 20 miles of hauling on the highway. Mr. Mann advised that his trucks operate only one and one-half miles on the highway. They all alleged that the load limit as ordered will close down their operations and will throw many men out of work both in their mills and in the woods. They offered to cooperate to a reasonable extent with the Commission in the upkeep of the road and agreed to discontinue hauling altogether immediately after freezes. Mr. Hampton stated that they could haul a satisfactory pay load if the load limit were restored to 50 percent of the legal limit. Chairman Banfield explained that, according to a report from the Highway Engineer, there is a good chance that the road will be wrecked in the next few months if loads are not limited to 20,000 pounds gross weight. When a road once starts to break up, he said, it does not take long for it to go to pieces altogether, which means a large expenditure for repairs. Following the departure of this group, the Commission continued discussion of the matter and, as a result thereof, ordered a gross load limit of 30,000 pounds over this highway as a trial proposition. The Engineer was instructed to watch the operations closely and to close the road during freezes and at any other time if he finds that damage is being done and the closure is necessary to preserve the road surface. Moreover, he was instructed to close the road if the operators are found to be transporting loads weighing in excess of the reduced limit. (Mr. Hampton, Sr. of the Benton County Lumber Company, appeared before the Commission on the following day and advised that they cannot operate unless the gross weight is raised to 35,000 pounds. The Commission granted such increase subject to the same conditions. See ahead for additional paragraph and resolution.)

The Assistant Counsel, Mr. DeSouza, submitted for the Commission's consideration a list of additional properties needed for highway improvements that will have to be acquired by condemnation, together with the offer

that he recommended in connection with each parcel as follows:

		Recommended Offer
PACIFIC HIGHWAY-EUGENE - EAST BROADWAY		
11984	Jennie L. Frazier	$ 450.00
11992	Pearl Morris Hall	1,000.00
11977	Anena Nelson Stewart and Ira Stewart	2,250.00
PACIFIC HIGHWAY-EUGENE - COOPERATIVE PROJECT		
14014	Eugene Woolen Mills	3,500.00
14013	Eugene Grain and Elevator Co.	7,000.00
14015	Lawrence DeWitt Robinson, et ux.	2,750.00
13379	J. Ira and Earl L. McNutt	7,500.00
13386	Oren O. Beymer	7,000.00
8771A) 11973)	Jesse J. and Myrle H. Godlove	9,500.00
13626	Anna McDonald	5,750.00
11972	Coen Lumber Co.	7,000.00
14018	Lane County	25,000.00
GERKING SCHOOL-HOLDMAN JUNCTION SECTION OF THE ATHENA-HOLDMAN HIGHWAY		
13443	Eva L. Campbell	50.00
13434A	Ava L. Bagley	1,400.00
13434	O. H. Reeder	375.00
13447	Frankie Kilgore Butts	25.00
13408	The J. H. Tillman Company	900.00
HELIX JUNCTION-ATHENA SECTION OF ATHENA-HOLDMAN HIGHWAY		
13409	J. R. Catron	Appraisal to be made
NORTH POWDER-DAVIS RANCH SECTION OF THE NORTH POWDER RIVER HIGHWAY		
14006	Maude K. Hutchinson	156.75
ELGIN-BOSWELL RANCH SECTION OF THE WALLOWA LAKE HIGHWAY		
11422	Earl Chandler Estate	500.00
TIDEWATER SECTION OF ALSEA HIGHWAY		
12643	G. P. Hunter and Eliza Hunter	1,250.00
RAMSEY CANYON-CRATER LAKE SECTION OF THE SAMS VALLEY HIGHWAY		
14090) 14091)	Irene McPherson (contract purchaser, H. Scove)	5,350.00

(Con't)

RAMSEY CANYON-CRATER LAKE SECTION OF THE SAMS VALLEY HIGHWAY (CON'T)

14086 Robert W. Ruhl $ 700.00

He requested authority to proceed with the condemnation of the properties. After careful study the Commission approved the request and the offers. Resolutions marked EXHIBITS "B1","B2","B3",and "B4", attached hereto and by this reference made a part hereof with like effect as though extended herein, were thereupon adopted by the Commission by unanimous vote.

The Assistant Counsel, Mr. DeSouza, requested instructions relative to the granting of permits for the use of excess highway property for agricultural and other purposes during the year 1948. He was authorized by the Commission to grant such permits where the property is not needed for highway purposes, said permits to be on an annual basis.

The Chief Counsel brought up for discussion a proposed settlement with Mr. B. A. Kliks for right of way needed for the proposed new Columbia River Highway location near Troutdale. He explained that the new highway passes under the railroad track in a cut 40 feet deep and also passes through Mr. Kliks' property at that depth, isolating his residence building which will have no access whatsoever to the highway. He further advised that he offered Mr. Kliks $11,500 for his property, but Mr. Kliks wants $12,500 and the privilege of retaining the house and barn. He pointed out that the Commission cannot condemn the property beyond the limits of the highway right of way because it cannot be shown that the Highway Commission has any use for the excess property. Mr. Kliks, he said, is coming before the Commission on the following day regarding this matter. The Commission deferred its decision pending discussion with Mr. Kliks. (Following discussion of the matter with Mr. Kliks on the following day the Commission referred the matter back to the Chief Counsel with instructions to close the deal with Mr. Kliks on the basis of what he considers best in the state's interests.)

The Chief Counsel also brought up for discussion a proposed transfer to the City of Portland of title to right of way in North Burgard Street, North Swift Street, Olympia and Walker Streets and Going Street, Portland. He advised that these properties were acquired in connection with access road development to the wartime industrial areas and that the Highway Department has been reimbursed for the cost thereof by the Federal Government; also, that these streets are of no concern to the State Highway Department because they are purely city streets, and that the City of Portland is now asking the state to transfer its interest to the city. He recommended approval of the request and that the deeds of conveyance contain provision for the protection of the Government's interest. The State Highway Engineer concurred. The Commission approved the recommendation unanimously.

The Chief Counsel called to the Commission's attention the fact that its resolution, adopted in October 1945, authorizing the acquisition of access

to certain highways, named the Pacific Highway West and the Pacific Highway East, but did not name the section of the Pacific Highway from Junction City to the Oregon-California state line, although that section was also approved in the discussion. He recommended adoption of an amendatory resolution correcting the situation and presented a form of resolution which he said would cover the matter satisfactorily. The Commission approved the recommendation and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Commission on the twenty-ninth day of October, 1945, duly and regularly adopted a resolution by which in paragraph one of the same, certain highways enumerated therein are designated as through highways, and the acquisition of all access from abutting properties was authorized whenever any one of said highways or section thereof is relocated or the alignment thereof altered; and

WHEREAS, it appears that inadvertently in said resolution the Pacific Highway was designated only as the Pacific Highway East and the Pacific Highway West, whereas said highway should also be designated as the Pacific Highway, from Junction City to the Oregon-California line;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE COMMISSION, all members being present and voting affirmatively, that said resolution shall be and the same hereby is amended so as to describe the Pacific Highway to mean the Pacific Highway East, the Pacific Highway West, and the Pacific Highway; that this resolution be entered in the minutes and records of the Commission as of the 24th day of November, 1947, and a correct copy thereof delivered to W H. Lynch, Division Engineer, Public Roads Administration.

The Engineer reported that property owners between Barkley Springs and Algoma on The Dalles-California Highway are proposing to construct a drainage ditch on property that will eventually be required for the reconstruction of this highway, and if the ditch is constructed in the presently-planned location, it will be necessary to move it later on to permit the reconstruction of the highway. He pointed out that the survey of this section has been approved by the Commission and recommended that the Commission authorize negotiations for the acquisition of the right of way along this location now insofar as it will be affected by the construction of the ditch, including that to be acquired from the Southern Pacific Company. The Commission approved the recommendation by unanimous vote and authorized the Chief Counsel to proceed with the securing of options.

The Engineer also brought up for discussion the request of Oregon State College, first presented at the previous meeting, for the purchase of state-owned land near the east end of the Willamette River Bridge at Corvallis

on which to maintain a building for use in connection with sculling activities. He advised that, pursuant to instructions from the Commission, Prof. E. A. Stevens, who has charge of these activities, was contacted by Bridge Engineer G. S. Paxson and the premises investigated, and it appears from the investigation that the property desired by the College will not be used by the State Highway Department for several years, and there is a possibility that it will not be needed at all. He suggested, in view thereof, that a revocable permit be granted the College for the use of a sufficient area on which to construct a building to use as a crew house, with the understanding that the property will be vacated if and when it is needed for highway purposes; further, that no charge be made for such use. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. DeSouza, brought up for discussion a proposed exchange of land with Mr. H. A. Hein, Scappoose. It appears that th state has operated a gravel pit at Scappoose for many years and that the supply of materials is exhausted; also, that Mr. Hein who maintains some buildings near the edge of this pit, is fearful that further operation of the pit will undermine the buildings, so he has agreed to deed to the state other land which he owns adjoining this pit if the state will deed to him the portion of the gravel pit near the buildings. The Assistant Counsel recommended approval of such exchange of properties, as did the Engineer, who advised that it will be to the state's advantage to own the land which Mr. Hein proposes to deed to the state. The Commission approved the exchange by unanimous vote. (The deed providing for such exchange was signed by the Commission on the following day.)

The Assistant Counsel, Mr. George Neuner, brought up for discussion the proposed sale to the City of Albany of fractional lots of land situate in Block 39, Ackerman's Addition to Albany. He advised that city liens in the amount of $1,135 are against this property and that the state's total investment therein is $1,800. The actual cost of the property to the state, he said, was $750.50, which amount the city is willing to pay the state in cash if the Commission will tranfer title to the city He recommended acceptance of the offer, which will relieve the state from paying the liens, and that the conveyance be made by means of a bargain and sale deed in favor of the city. The Commission approved the recomendation unanimously.

The Assitant Counsel, Mr. DeSouza, requested instructions with respect to the reneval of the several hospital association contracts for the year 1948. He was authorized to renew these contracts on the basis of the last agreements, on the condition that the employees of the State Highway Department who are paying for the benefits are satisfied with the arrangements and want the coverago.

The Assistant Counsel, Mr. Neuner, reported briefly on the Enegren Ferry operation under contract with George Gunnell, of Coos Bay, particularly referring to a joint written report heretofore rendered to the Commission by W. W. Stiffler, Assistant State Highway Engineer, and himself. (For details see copy of report in general files.) He advised that an agreement has been reached with Mrs. Gunnell, who has power of attorney from her husband to act in the matter, whereby the State Highway Department is given a 60-day lease of

Mr. Gunnell's equipment without prejudice to the bonding company, the state or the ferry operator. This lease, he said, is binding except in the event of Mr. Gunnell's death, and in that event the financial set up would be different, although, insofar as the Highway Commision's interest is concerned, still can be worked out in a satisfactory manner. He suggested that the Commission authorize the Engineer and the Chief Counsel to complete the details of this operation in conformity with the plan heretofore orally approved by the Commission, on the condition that if any differences arise, they be brought to the attention of the members of the Commission for instructions. Chairman Banfield declared his approval of this suggestion, giving as his opinion that the Commission must rely on the Engineer and the Chief Counsel to clear up this matter. Motion to that effect was offered by Commissioner Chandler, seconded by Commissioner Schaupp, and carried by the unanimous vote of the Commission, whereupon the Engineer and the Chief Counsel were instructed to proceed in accordance therewith. The Commission approved the agreement with Mrs. Gunnell for the lease of the Gunnell equipment as prepared. (This agreement was signed by the Commission on the following day.)

In this connection the Assistant Counsel, Mr. Nouner, also reported that an arrangement has been made with Mr. Andrew Stambuck, former operator of the ferry at this point, whereby Mr. Stambuck agrees to operate this ferry on behalf of the Commission for a 60-day period ending at 2:00 a.m. on January 6, 1948, for a consideration of $1,650 per month. This arrangement, he said, is in letter form and requires Mr. Stambuck to perform the service under the identical terms as it was performed by Mr. Gunnell. Mr. Stanbuck, he said, has accepted the arrangement in writing and is now performing the service in conformity with the terms thereof. He asked the Commission to ratify the arrangement for the record. The Commission approved the arrangement by unanimous vote on motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler, it being understood that service to be rendered after 2:00 a.m. on January 6, 1948, will be covered by a supplemental agreement. The Chief Counsel was instructed to direct a letter to Mr. Stambuck authorizing him, on behalf of the Commission, to continue operation of the ferry in conformity with this letter agreement.

The Commission by unanimous vote approved the form of resolution covering the naming of the M. R. Chessman Ferry as prepared by the Chief Counsel for insertion in the minutes of the meeting of the Highway Commission held on October 21 and 22, 1947.

In this connection it was pointed out that the builders of the ferry expect to have construction advanced so that it can be launched on December 10, 1947. Chairman Banfield expressed regret that he could not be present at the launching, inasmuch as he will be out of the city. Commissioner Schaupp expressed himself likewise. Commissioner Chandler advised that he expects to be present, whereupon the Commission delegated him as its representative at this function. The Chief Counsel and the Engineer were instructed to work up the details

The Commission discussed the form of resolution prepared by the Chief Counsel for insertion in the minutes of the previous meeting concerning its

contribution of $25,000 of state highway funds for construction work in connection with the Forest Highway contract on the Upper Columbia River Highway at Multnomah Falls. It appears that there is a misunderstanding with respect to the total amount involved, that the Commission understood that it was assuming only an obligation to contribute $25,000 to the Forest Highway project, whereas in reality it was also assuming an obligation to spend an additional $40,000 for extra work in connection with the state's contract at this point. It also appears that the resolution was prepared to cover both items. In view of the circumstances the Commission deferred until later in the session approval of the arrangement as covered by the resolution. (The matter was reconsidered by the Commission on the following day, at which time the Commission definitely approved not only the contribution of $25,000 to the Forest Highway contract but also assumed responsibility for the extra $40,000 expense in connection with the state contract. The Secretary was instructed to enter the resolution, as prepared, in the minutes of the previous meeting.)

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 on the following day in the same room.

Portland, Oregon
November 25, 1947

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
George W. Neuner, Assistant Counsel
H. B. Glaisyer, Secretary

Bids as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Benfield announced that the awards of contracts would be made at 3:00 p.m:

OLD OREGON TRAIL AND MEDICAL SPRINGS HIGHWAYS IN BAKER AND UNION COUNTIES
UNION ROCK PRODUCTION PROJECT

Rogers Constr. Co., Portland	$ 30,510.00
Pendelton Sand & Gravel Co., Pendleton	31,414.00
E. C. Hall Co., Portland	32,770.00
J. S. Risley, Milwaukie	36,725.00
P. B. Doherty & Son, Portland	36,838.00
Peter Kiewit Sons' Co., Longview, Wn.	42,832.00
Homer G. Johnson, Portland	44,983.00

NORTH POWDER RIVER COUNTY ROAD IN BAKER AND UNION COUNTIES
CONSTRUCT BRIDGE OVER NORTH POWDER RIVER

Walder & Kenworthy, Portland	$ 29,928.00
E. C. Hall Co., Portland	35,086.40

HOOD RIVER IN HOOD RIVER COUNTY
CONSTRUCT EQUIPMENT STORAGE and REPAIR BUILDING

E. C. Hall Co., Portland	$ 17,042.00
Rushlight Automatic Sprinkler Co., Portland	21,561.00

THE DALLES-CALIFORNIA AND WARM SPRINGS HIGHWAYS IN JEFFERSON AND WASCO COUNTIES
MADRAS ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis	$ 28,930.00
Rogers Constr. Co., Portland	29,700.00
Barney B. Helser, Portland	29,700.00
J. S. Risley, Milwaukie	30,156.50
Vernie Jarl, Gresham	30,800.00
E. C. Hall Co., Portland	31,350.00
Homer G. Johnson, Portland	32,120.00
Peter Kiewit Sons' Co., Longview, Wn.	35,090.00
R. O. Dail, Portland	35,200.00
P. B. Doherty & Son, Portland	41,250.00

THREE SECONDARY HIGHWAYS IN MALHEUR COUNTY
ADRIAN-WILDER SECTION

Quinn Bros & Robbins, Boise, Idaho	$ 62,862.00
Babler Bros., Portland	65,365.00
Stanley & Ehlen, Boise, Idaho	69,924.00
Vernie Jarl, Gresham	73,589.00
C. E. Lesebergˇ, Nyssa	73,720.00
E. C. Hall Co., Portland	73,994.00
Frank M. Parsons, Forest Grove	79,076.00
F. L. Somers, Klamath Falls	84,303.00
D-H Paving Co., Vancouver, Wn.	84,306.50

SALEM IN MARION COUNTY
CONSTRUCT TEMPORARY OFFICE BUILDING

Carl M. Halvorson, Salem	$ 27,908.00
Erwin E. Batterman, Salem	28,858.00

PENDLETON-JOHN DAY HIGHWAY IN UMATILLA COUNTY
PILOT ROCK-UKIAH ROCK PRODUCTION PROJECT

F. J. Dussault & F. A. Smith, Portland	$ 35,904.00
Barney B. Holser, Portland	36,720.00
Rogers Constr. Co., Portland	36,720.00
Pendleton Sand & Gravel Co., Pendleton	37,536.00
A. H. Saxton & Sons, Corvallis	38,080.00
J. S. Risley, Milwaukie	38,470.00
R. O. Dail, Portland	38,760.00
E. C. Hall Co., Portland	39,440.00
Homer G. Johnson, Portland	42,762.50
P. B. Doherty & Son, Portland	43,384.00
Peter Kiewit Sons' Co., Longview, Wn.	48,416.00

WESTON-ELGIN SECONDARY HIGHWAY IN UMATILLA AND UNION COUNTIES
WESTON MOUNTAIN-ELGIN ROCK PRODUCTION PROJECT

Rogers Constr. Co., Portland	$ 44,240.00
J. S. Risley, Milwaukie	47,400.00
Pendleton Sand & Gravel Co., Pendleton	48,664.00
P. B. Doherty & Sons, Portland	51,982.00
E. C. Hall Co., Portland	54,510.00
Homer G. Johnson, Portland	55,405.00
Peter Kiewit Sons' Co., Longview, Wn.	55,774.00

WARM SPRINGS HIGHWAY IN WASCO COUNTY
CLEAR CREEK-FOREST BOUNDARY SECTION

T. W. Thomas, Portland	$ 286,315.00
Smith Bros. Inc., Vancouver, Wn.	287,878.00
Peter Kiewit Sons' Co., Longview, Wn.	314,143.50
Morrison-Knudsen Co., Portland	351,730.40

The Engineer reported on a complaint filed by the Coquille City Council at the previous meeting concerning a dangerous condition which exists on the Oregon Coast Highway near the north city limits of Coquille. He advised that this matter has been investigated by Mr. W. W. Stiffler, Asst. State Highway Engineer, who advises that the condition is created by excess curvature in the highway and steep gradient due to the super elevation of the curves. Because of the complicated nature of the problem, he recommended that he be granted authority to make a detailed survey to determine the most feasible solution of the difficulty. The Commission approved the recommendation, and it was so ordered.

The Engineer also reported on a request from the Reedsport P. T. A. and others, for guard rail construction on the Scholfield River Bridge on US101 just south of Reedsport. He advised that investigations reveal the need for some sort of protection for school children. He pointed out that the existing felloe guard which separates the roadway traffic from pedestrian traffic is only eight inches high, being 3 1/2 inches lower than standard, and that the local people are fearful that school children are going to be hurt by reason

of cars jumping over this felloe guard. A handrail or guard fence does not entirely solve the problem, he said, although the raising of the felloe guard to the standard height of 11 1/2 inches will help a lot, provided the school children are instructed and required to utilize the sidewalk at all times. He recommended approval of raising the felloe guard to such height. Chairman Banfield suggested the installation of a "bull rail" on the sidewalk above the felloe guard which he thought would better serve the purpose and would be less expensive to construct. His suggestion was approved by the Commission by unanimous vote, and the Engineer was authorized to proceed with construction of such a rail as a minor betterment job.

Pursuant to instructions from the Commission at the previous meeting the Engineer reported on the protest of Mr. Frank A. Benis to the location of the Elkton-Sutherlin Secondary Highway through his property in Douglas County. He advised that Mr. W. C. Williams, Assistant State Highway Engineer, investigated the matter in company with Mr. Benis and ascertained that his objection is to a short revision to eliminate three curves in the present highway alignment, rather than a major change. The revision, he said, is only about 1,000 feet long and will sever only a very small area of Mr. Benis' cultivated land; in fact, the entire revision will not take more than three acres of his property. Mr Benis, he said, wants the Commission to retain the present alignment, which is tortuous at this point. It is Mr. Williams' opinion, he said, that Mr. Benis' main objection is to the amount the state has offered to pay him for his property, which is $700, whereas he is asking $1,500. He recommended that no revision in the alignment be made and that the Right of Way Department be instructed to continue negotiations for the acquisition of the right of way on permanent alignment as originally proposed. The Commission approved the recommendation unanimously and so ordered.

The Commission discussed a report from the Engineer on the cost to improve the Alsea Highway between the Lincoln-Benton County Line and Tidewater, a distance of about 20.5 miles, by widening and constructing an oil surface thereon. The westerly end of this section, which is 9.3 miles in length, is estimated to cost $650,000 and is scheduled for improvement as a Forest Highway project in the Postwar Program; however, the work is at a standstill because of the failure of Congress to appropriate Forest Highway monies. To construct the remaining 11.2-mile section to modern standards, according to the report, will cost about $600,000. The Engineer recommended, in view of the fact that it probably will be several years before funds will be made available for this purpose, that the Commission authorize the widening of the 11.2-mile section with state forces and the construction of a few turn outs on the nine mile Forest Highway section as a minor betterment project, which would cost about $30,000; also, that a contract be awarded for surface stabilization and oiling on the 11.2-mile state section, which is estimated to cost about $115,000; and, that the Commission authorize the manufacture of 10,000 cubic yards of surfacing materials, a portion to be placed in stockpile and the remainder to be placed on the Forest Highway section. He estimated the cost of such material at $30,000, making a total estimated cost of $175,000 for all of the work involved. He also recommended that he be Given permission to start the widening work with state forces at once and to advertise for bids for production of the rock so there will be sufficient rock on hand to keep the road stable during the spring break up. The Commission indicated a favorable attitude toward the project but

deferred a decision pending discussion later in the session of a betterment program to improve the width, alignment, and surfacing of critical sections of state highways as a proposition to defer major highway construction.

The Engineer presented a plan for the channelization of the intersection of the Oregon Coast Highway with Roosevelt Drive near the north city limits of Seaside. He exhibited a map showing the proposed improvement and pointed out that it necessitates acquisition of a small amount of right of way for widening the intersection in order to provide a "hide-out" refuge for south bound traffic desiring to enter Roosevelt Drive. He estimated the cost of the improvement at about $3,500 and recommended approval of the project for immediate construction. Following careful study of the plans the Commission approved the recommendation by unanimous vote and authorized the Engineer to proceed with the installation.

The Commission approved and ordered filed a letter from the Washington County Court in which the State Highway Department is released from further obligation to maintain a certain county road heretofore used by one of the state highway contractors on the Sunset Highway in the transportation of rock for his contract.

The following persons, representing business interests in North Portland, came before the Commission concerning the traffic tie-up which they state occurs daily during rush hours when eastbound traffic on North Portland Boulevard (Swift Secondary Highway) attempts to enter Union Avenue and Denver Avenue; Frank Kornan, of the Kornan Livestock Farms; J. R. Atkison, representing the North Portland Market; A. A. Tims, Secretary-Treasurer of the Portland Union Stock Yards Company; D. W Hoffman, of Swift & Co.; C. L. Dilling, representing the Western Wax Paper Co.; W. A. Holt, Pacific International Livestock Exposition; and H. S. Eustis and L. G. Schmidt, representing the Shell Oil Co. Mr. A. A. Tims headed the group. He read aloud and presented the following letter directed to the Oregon State Highway Commission:

PORTLAND UNION STOCK YARDS COMPANY
North Portland, Oregon

Nov. 25, 1947

W. E. Williams, President
David F. Hunt, Vice-President

A. A. Tims, Secretary-Treasurer
C. N. Curtis, Ass't Secretary-Treasurer

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Our company, and all of our tenants located in our Exchange Building, urgently request the State Highway Commission

to consider the construction of another approach from North Portland Boulevard for eastbound traffic to enter Union Avenue. This new approach should eliminate any level crossings over existing roadways.

The present arrangement slows up traffic and with an ever increasing flow of vehicles becomes more hazardous each day.

The number of truckloads of livestock received at our stockyards from January 1st, 1947 to November 21st, 1947 is 27,511, compared to 19,716 truckloads for the same period in 1946. Many of these must cross over to Union Avenue on their return trip.

The location of new industries and the plant expansion of the present ones located in this North Portland area tends to increase the traffic congestion and the danger at this important intersection.

We believe this new approach should be constructed as soon as possible.

Yours truly,

/S/ A. A. Tins
Secretary-Treasurer.

AAT/t

Also speaking in behalf of the improvement were Messrs. Hoffman, Dilling and Kernan. Mr. Kernan suggested a solution involving right of way across property which he owns. He offered the right of way free of cost on the condition that the state would do certain grading work on his premises.

Chairman Banfield pointed out that the matter to which they refer requires an engineering investigation, which has not been made; in fact, this is the first complaint that the Commission has received on the subject. The Commission thereupon referred the matter to the Engineer for such investigation and report.

A delegation representing the heavy trucking interests, headed by Mr. A. L. Vincze, Klamath Falls, and including John Jensen, Klamath Freight Lines, Klamath Falls; Al Hall, Ferguson Transfer Co., Coos Bay; Albert Flegel, Flegel Transfer, Roseburg; Don Hall, Hall Heavy Hauling, Eugene; and Charlie Smith, Smith Bros. Transfer, Baker and La Grande, came before the Commission regarding securing permits for transportation over state highways of loads which exceed the statutory limits as to size and weight. Mr. Vincze stated that manufacturers are now building equipment which weighs considerably heavier than in the past, and, as a result, the heavy haulers are called upon more frequently to transport these loads over state highways. In many instances the

gross weight, even when the equipment is stripped down, exceeds the weight limits which the Highway Commission heretofore has set down as maximum for which a permit can be issued. He asked the Commission to grant more leeway in the issuance of permits and to zone the highways so as to make it possible to grant permits on a 30-day basis. He further advised that, for the most part, the hauls are of comparatively short length, and, in his particular case, are within a 50-mile radius of Klamath Falls, and it would be very helpful in expediting these movements if such a zone system were established and the local representative of the Highway Department given authority to issue permits on short notice within such zone. Under present conditions, he said, there is considerable delay experienced in securing permits because they all have to be approved by the Salem office of the Commission before the local engineer is permitted to grant the permit. Especially is this true, he said, when those authorized to approve permits are not in the office. If the Commission will authorize the zoning of the highways and will design a piece of equipment that it will approve for the hauling of heavy loads, it will help a lot and will do away with the necessity of dismantling and re-assembling the equipment in order to keep the loads within the Commission's present requirements.

Chairman Banfield pointed out that the Legislature has set the limits for the weight and size of articles that can be moved over state highways and, while the Legislature also gave the Highway Commission the authority to issue permits for movements of excess weight and size, there is a limit to which the Commission can go without causing traffic hazards and breaking up the road surfaces. He expressed himself as against the granting of more privileges than have already been granted. He pointed out that the heavy equipment mentioned by Mr. Vincze has been so constructed that it can be dismantled and gave as his thought that that is what should be done. The Commission, he said, cannot grant the request.

Commissioner Chandler pointed out that if the Commission should authorize issuance of special permits for one particular district of the state, it would have to extend the privilege throughout the entire state. The Chief Counsel advised that the Legislature has determined the size and weight of articles that can be moved on the public roads of this state. He also stated that, while the Highway Commission has been given authority to issue permits for excess movements, it is limited in the granting of such privileges to single movements of an emergency character and in isolated sections. He suggested that the group take its problem to the Legislature.

Commissioner Schaupp gave as his thought that the local representatives of the Highway Department should be granted more leeway in the issuance of routine permits so it will not be necessary for them to secure approval of the Salem office, and in this connection Chairman Banfield pointed out that the limit requirements covering the entire state are in the Salem office, and local engineers in one district do not know the limitations in another district. Mr. Flogel urged that something be done to avoid the delay in issuing permits which they now experience under the present system. He said that they are not asking for an immediate answer from the Commission but would appreciate it if the matter is given consideration. The conference was concluded by Chairman Banfield who stated that the Commission will discuss with the Engineer the matter

of giving the local engineer more authority in the granting of permits. (The matter was discussed further later in the session, at which time the Engineer was instructed to render a written report to the Commission on the subject and to include therein suggestions relative to granting more authority to the local engineers in the granting of permits.)

Mrs. Eva Heffner, President of the Oregon Roadside Council, and Mr. Thornton T. Munger, member of the Recreational Resources Committee of the Portland Chamber of Commerce, both of Portland, were present and urged the Commission to give favorable consideration to the matter of constructing and maintaining wayside picnic areas along the principal highways of this state for the convenience and accommodation of tourists who like to stop for picnic lunches. Mrs. Heffner was principal spokesman. She read aloud and filed with the Commission the following letter which she advised was approved by the Oregon Roadside Council at its annual meeting on October 29, 1947:

Gentlemen:

At the annual meeting of the Oregon Roadside Council the following resolution, relative to the establishment of roadside parking or picnicking areas was unanimously adopted and ordered directed to your attention:

Whereas, the State Highway Commission is empowered by law to acquire, maintain and operate parks, recreational grounds, parking places, camp sites, etc., in such manner as will best afford to the motoring public and road users necessary conveniences and accommodations, and which will contribute to the general welfare and pleasure of the motoring public, and

Whereas, the State Highway Commission through its Information and Travel Department are actively engaged in encouraging travel to and in the State of Oregon, and

Whereas, tourist travel furnishes an increasingly important segment of our business communities economic stability and gasoline tax income and warrants all possible encouragement, and

Whereas, the experience of other states who have established off highway areas for picnicking, rest, and relaxation of travelers has proven their practicability and beneficence to both the highway department and highway users,

Now therefore, be it resolved, that the Oregon Roadside Council will actively support and recommends to the State Highway Commission the establishment of off-highway roadside parking or picnicking areas on our main highways in such numbers and locations as is determined feasible on the completion of a State survey, and further, that development be scheduled as rapidly as funds permit with the first units in operation for the 1948 travel season.

Passed Oct. 29, 1947

Mrs. Heffner stated that they did not have anything elaborate in mind but were asking for only a few such areas along main traveled roads, the lack of which is now a subject of complaint of the traveling public. She suggested that a state-wide survey should be made to determine the need for the areas and where they should be placed. Mr. Munger endorsed Mrs. Heffner's remarks.

Chairman Banfield advised that the Highway Commission has already set up in its 1947 budget a considerable sum of money for expenditure by the State Parks Department, which now has authority to do the sort of thing Mrs. Heffner requests. He pointed out that only about two percent of the monies expended by tourists in the State of Oregon comes to the State Highway Department as revenue. Considering this feature, it was his thought that it is properly the function of the Interim Committee authorized by the 1947 Legislature to recommend to the Commission how much money should be spent for purposes such as she has in mind. He added that if the people want an elaborate park system, it would be up to some other agency to furnish it because the State Highway Department is not in position to provide such a facility. Chairman Banfield also recalled a report by the State Parks Superintendent last year, wherein it was stated that experience discloses that the operation of wayside facilities is unsatisfactory. This concluded the discussion.

Mrs. Heffner left with the Commission the following material regarding the subject of her presentation:

1. Letter from C. O. Eyer, Landscape Supervisor, Indiana State Highway Commission

2. Letter from E. C. Eckert, Chief Forester, Michigan State Highway Department

3. Letter from Jac L. Gubbles, Head Landscape Architect, Texas Highway Department

4. List of roadside parks from the State Highway Commission of Indiana.

5. Copy of the official highway map of the state of Indiana showing the location of roadside parks.

(The Commission discussed this matter further with members of the Advisory Board of the Travel and Information Department. This committee was requested to give the matter study and to forward the Commission a recommendation, prior to its next regular meeting if possible, so the Commission will have the benefit of it in discussion of the park budget for 1948.)

Messrs. Evan E. Peterson, City Manager, and Al J. Grant, City Attorney, City of Coos Bay, came before the Commission regarding the master plan of the City Planning Commission for the future development of the city, which involves the rerouting of the Oregon Coast Highway in the northerly part

of the city, particularly between the north city limits and Broadway. Mr. Peterson exhibited a map showing the plan and explained that they would like to have the highway routed along North 7th Street from the city limits to Ivy Ave., thence on a diagonal southeasterly to Broadway (present route) at its intersection with Fir Ave. He urged such routing in order to preserve, for industrial purposes, the area between this route and the location heretofore adopted by the Commission. The proposed location, he said, is at the top of a bluff, and its adoption will eliminate all cross traffic and make for a safer highway

The Engineer pointed out that the Commission has already adopted the previous location for this highway north of Fir Avenue and that construction on that location is now under way. Mr. Peterson suggested the stoppage of the work and that a new contract be awarded for construction on the route suggested by him. Chairman Banfield advised that this project has been under contemplation for several years and that it is now too late to change it. The Commission decided unanimously to adhere to the present plan and let the present contract go forward without alteration.

Mr. Peterson then brought up for discussion the proposed extension of this improvement south of Fir Avenue (south end of the contract now under construction). He pointed out that the railroad will have to be moved out closer to the bay if the present plan is adhered to and suggested that consideration be given to the preservation of dockage space between the railroad and the bay, which could be used in connection with mooring fishing boats, pleasure craft, etc. He was informed that this project has not yet reached the contracting stage; moreover, the preservation of the dockage space is a matter that will have to be worked out with the city and the port officials at the proper time; in the meantime, the Engineer will work up the details. He was also informed that for the present the Commission is only authorizing the taking of options for right of way across tracts where building construction is contemplated in the immediate future.

This matter came up for discussion following the departure of the delegation, at which time the Commission considered the adoption of the one-way traffic plan submitted by the Engineer for this highway between Fir Avenue on the north and Ferry Street on the south, which plan provides for routing southbound traffic on Broadway and northbound traffic on Front Street and 1st Street. The Commission approved the plan and survey of such project and authorized the Chief Counsel to negotiate options for right of way where necessary to protect the state's interests against building development. The attached resolution with respect thereto, marked EXHIBIT "E", and by this reference made a part hereof with like effect as though extended herein, was thereupon adopted by the Commission by unanimous vote.

Reconsideration was given by the Commission to a resolution prepared by the Chief Counsel covering the contribution of $25,000 of state highway funds to the Forest Highway project on the Columbia River Highway at Multnomah Falls, and the assumption of an additional obligation, amounting to about $40,000 for additional work in connection with the state's contract at this point. The Commission voted to assume both of these obligations and thereupon, by unanimous vote, approved the resolution as prepared for insertion

in the minutes of the previous meeting.

The matter of adopting a general budget covering Highway Department functions during the year 1948 was brought up for discussion, but action thereon was deferred by the Commission until its next regular meeting. The Engineer was authorized in the meantime, to continue with the regular routine activities of the State Highway Department, including maintenance, pending adoption of this budget, and also to take care of emergency matters that may arise.

A request was presented from the Reedsport Chamber of Commerce for the improvement of the Umpqua Highway between Scottsburg and Reedsport. A letter was also presented from the Reedsport City Council requesting the same improvement and particularly requesting the reconstruction of this highway on proposed alignment through the eastern part of this city. The Secretary was instructed to inform the city and the Chamber of Commerce that this project is being considered in the budget for 1948, which is to be discussed by the Commission at its next regular meeting.

The Commission by unanimous vote, confirmed the authority given the Engineer, pursuant to his letter request dated November 5, 1947, to immediately advertise for bids the following rock production projects:

Union Rock Production Project	$ 35,000
Pilot Rock-Ukiah Rock Production Project	43,000
Weston-Elgin Rock Production Project	48,000
Madras Rock Production Project	44,000

The Commission discussed a letter from the Linn County Court, requesting state aid in reconditioning the Richardson Gap County Road which was used as a detour for state highway traffic during construction of the Scio Section of the Albany-Lyons State Secondary Highway. The Engineer advised that this road has been inspected by Maintenance Engineer E. A. Collier and Division Engineer F. D. Eason, who report that it will cost about $1,500 to repair the damage that has been done, supposedly by logging trucks. He advised that the county court wants the state to assume a $1,000 share of this expense. He recommended approval of such payment. The Commission approved the recommendation unanimously, although with some reluctance because of the principle involved.

The Commission discussed briefly and ordered filed a letter from the Redwood Empire Association requesting the improvement of the Redwood Highway between Grants Pass and Applegate Bridge, Josephine County.

The Engineer reported that the City of Tualatin has met the legal requirements with respect to the expenditure of 1945 State Tax Street Funds that it received in 1946 and that the plans for the improvements proposed for such funds have been examined and found satisfactory. He recommended approval of the plans. The Commission approved the recommendation and by unanimous vote adopted the resolution marked EXHIBIT "C", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Engineer also reported that the following cities and towns have

satisfied the legal requirements with respect to the expenditure of 1946 State Tax Street Funds which they received in 1947 and that the plans for the several improvements proposed for such funds have been examined and found satisfactory:

Cornelius	Gervais	Merrill
Elgin	Juntura	Monroe
Fossil	Madras	Port Orford

He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted a resolution with respect thereto marked EXHIBIT "D", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission had under discussion a request from the Lake County Court that the State Highway Department conduct surveys of Federal Aid Secondary Highways Nos. 407 and 408 west of Goose Lake so the county can proceed with certain improvements with its own equipment. The Engineer estimated that the surveys would cost about $5,000, and he recommended approval of the request on the condition that the work can be done during the winter months and personnel is available to do it. The Commission approved the recommendation unanimously.

The Commission also had under discussion a request from the County Court of Crook County that the State Highway Department make surveys of three county roads, one of which is on the Federal Aid Secondary Highway System. The Engineer advised that the county desires to improve these roads by grading and surfacing and intends to ask the State Highway Commission, at some future time, to designate the two county roads as Federal Aid Secondary Highways. He stated that the two county road surveys total about 13.2 miles and the Federal Aid Secondary Highway survey is about 6 miles long. He further stated that the county will reimburse the state for the total expense of the surveys for the two county-road sections but is asking the state to bear the expense for the survey of the Federal Aid Secondary Highway, which is estimated to cost about $3,000. He recommended approval of the request on the condition that an engineering crew can be spared for the purpose and that the work can be done during the winter season. The Commission approved the recommendation by unanimous vote.

The Engineer reported that, pursuant to authority previously given him by the Highway Commission, he has awarded contracts as follows, the conditions of the awards having been satisfied:

Grading and oil surfacing West Unit, Sheep Creek Hill Section, Little Sheep Creek Secondary Highway, Wallowa County; bids received October 22, contract awarded November 13, 1947, to the low bidder, J. C. Papin.

Grading and topping East Cottonwood Canyon Section, Wasco-Hoppner Secondary Highway, Gilliam County; bids received October 22, contract awarded October 27, 1947, to the low bidder, Gerald Miller.

Construction of concrete bridge over Oneonta Creek on the Columbia River Highway, Multnomah County: bids received August 26, contract awarded October 24, 1947, to low bidder, Erick Enquist.

Grading and paving Roseburg-Dixonville Section, North Umpqua County Road, Douglas County; bids received October 21, contract awarded October 24, 1947, to the low bidder, Leonard & Slate, Oreg. Ltd.

The Commission by unanimous vote confirmed the awards as reported.

The Engineer reported that the surveys for the following sections of state highways have been completed and asked the Commission to approve them as the permanent routes of such highway sections:

Delmar-China Camp Creek Section of the Oregon Coast Highway, in Coos County;

Modoc Point-Barclay Springs Section of The Dalles-California Highway, in Klamath County;

Front Street (Fir Avenue-Ferry Street) Section of the Oregon Coast Highway, in Coos Bay, Coos County.

After due consideration of the report of the Engineer with respect to each of the surveys under discussion, the Commission approved and adopted the surveys by the adoption, by unanimous vote, of the resolution marked EXHIBIT "E", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

J. C. Papin, Contract No. 2846 for grading and surfacing the West Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County, requested an extension of time of 15 days, from September 30, to October 15, 1947, within which to complete this job. He alleged that he was unable to procure sufficient equipment to complete the surfacing work within the contract time limit. The Engineer advised that the contractor did experience some delay in securing equipment to complete the oil surfacing; however, he was also delayed in completing the grading work because of the non-completion of the Love Bridge crossing Powder River, it being impossible for him to grade the approaches to this structure until the bridge was completed. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

John A. Logan, Contract No. 2856 for grading, bituminous macadam and bridge construction on the Tutuilla Creek Section of the Pendleton-John Day Highway, in Umatilla County, requested an additional extension of time of 32 days, from October 29 and to November 30, 1947, within which to complete this project. He attributed his failure to complete the project within the previously-extended time limit to difficulties in securing steel for the bridge structure. He advised that the bridge is now complete with the exception of building the No. 1 wing wall, which work cannot be done until traffic is routed over the new structure. The Engineer advised that the reason given by the contrator for failure to complete the project within the specified time limit is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Heavy Hauling Co., Contract No. 2875 for grading and paving the Astoria (Bond Street-Commercial Street) Section of the Columbia River Highway, in Clatsop County, requested an extension of time of 303 days, from August 31, 1947, to June 30, 1948, in which to complete this job. They gave the following reason for overrunning the time limit: "Completion is dependent upon removal of the Associated Oil Company's service station, which still has not been removed and will not be for some time although the time contemplated in the contract for its removal has long since passed. It is doubted that suitable weather will exist for the completion of paving for some months after actual removal of the service station". The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He further stated that the contractor made every effort to complete the project within the specified time and that it was no fault of his that the right of way was not made available to him. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Albert W. Denton, dba Denton Construction Co., Contract No. 2888 for grading and paving the Ashland (Water Street-Oak Street) Section of the Pacific Highway, in Jackson County, requested an additional extension of time of 45 days, from September 15 to October 30, 1947, within which to complete this job. He attributed his failure to complete the project within the previously-extended time limit to difficulties experienced in obtaining an asphalt plant to do the paving work. The Engineer advised that the contractor was unable to arrange for an asphalt plant or to acquire necessary asphaltic materials from plants located in the immediate vicinity, so arrangements were made to have this work done by state forces at the contractor's expense. He gave as his belief that the contractor made an honest effort to complete the work as soon as possible and accordingly recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

K. F. Jacobsen & Co., Inc., Contract No. 2891 for grading and surfacing the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road, in Multnomah and Washington Counties, requested an extension of time of 213 days from October 31, 1947, to June 1, 1948, within which to complete this job. They attributed their failure to complete the project within the specified time limit to unusually heavy rains during the first three weeks in October, which made it impossible to apply the bituminous macadam and necessitated the postponement of that work until next spring. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Albert W. Denton, dba Denton Construction Co., Contract No. 2899 for regrading and surfacing the Madras Section of The Dalles-California Highway, in Jefferson County, requested an extension of time of 273 days, from September 30, 1947, to July 1, 1948, within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit: (1) Difficulties in securing steel for bridge construction and, (2) inability to complete grading work until the bridge approaches had been constructed, all of which prohibits the beginning of oiling operations until about May, 1948. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. Late delivery of the steel, he said, will not permit completion of the bridge in time to allow completion of the approaches thereto, and inasmuch as the approaches have to be oiled, it will be necessary to defer such work until suitable weather next spring. Because the delays in delivery of steel were not due to negligence on the part of the contractor, he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Natt McDougall Company, Contract No. 2909 for grading the North Unit of the Washington State Line-Buford Creek Section of the Enterprise-Lewiston Highway, in Wallowa County, requested an extension of time of 20 days, from October 31 to November 20, 1947, within which to complete this job. They attributed their failure to complete the project within the specified time limit to extra yardage of material that had to be moved under force account agreement. The Engineer advised that the contractor completed the work called for in this contract within the specified time limit, but slides occurred and he was required to do extra work in removing them, which delayed finishing operations and cleaning up of the site. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Lindstrom Bros., Contract No. 2911 for construction of the Ft. Hill Bridge on the Salmon River Highway near Valley Junction, Polk County, requested an extension of time of 181 days, from December 31, 1947, to June 30, 1948, within which to complete the project. They attributed their failure to complete the project within the specified time limit to storms and resulting high water levels which hampered their operations. The Engineer advised that the contrator has completed construction of the new bridge, that the section has been open for traffic, and that the remaining work to be done consists of removal of the old structure, which has been barricaded at each end to prevent public use. He explained that the remaining work involves placing false work in the river, which is very difficult during the winter months owing to high waters in the Yamhill River, and advised that delay in removing the old structure will cause no inconvenience, danger, or extra expense. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Albina Engine & Machine Works, Inc., Contract No. 2912 for construction of a ferryboat ("W. R. Chessman") for operation across the Columbia River between Astoria, Oregon, and Megler, Washington, requested an extension of time of 86 days, from December 27, 1947, to March 26, 1948, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: (1) A strike involving the Luckenbach ship carrying the main deck checker plate for the new ferry tied up the vessel in San Francisco, the outcome of which was so indefinite that the company had to procure another plate to take its place, which delayed construction according to the original plan; (2) A strike in the factory making the diesel engines for the auxiliary electric generators delayed delivery of these two units until December 6, 1947, at the earliest. The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

The action of the State Highway Commission on contractors' requests for extensions of time within which to complete the contracts, as listed above, was based upon the recommendation of the State Highway Engineer and his report, which considered, but did not necessarily adopt, either or any of the reasons stated in the contractors' requests.

The Engineer reported that Contracts Nos. 2732, 2748, 2779, 2817, 2823, 2831, 2832, 2839, 2840, 2849, 2858, 2865, 2866, 2867, 2868, 2878, 2881, 2888, and 2910 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the report of the Engineer with respect to the contracts under discussion the Commission approved and accepted the contracts completed as reported and by unanimous vote adopted the resolution marked EXHIBIT "F", attached hereto, and by this reference made a part hereof with like effect as though extended herein.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

The following members of the Advisory Board on Travel and Information Matters came before the Commission with respect to the Travel Department budget for the calendar year 1948: John A. Laing, member of the law firm of Laing, Gray & Smith, and Chairman of the Advisory Board; Donald Sterling, of the Oregon Journal; Dr. E. B. McDaniel, of the Oregon State Motor Association; and Arden X. Pangborn, of the Oregonian; all from Portland. Also present was Mr. Manley Robison, Director of the Travel and Information Department. Mr. Laing headed the group and explained details. He advised that, after careful consideration, the members of the Advisory Board are unanimous in recommending to the Commission a budget of $250,000 for 1948. He submitted a recapitulation of the total expenditures as approved by the Committee, as follows:

RECAPITULATION

TOTAL PROPOSED EXPENDITURES

1948

	Allocated 1947	Proposed 1948	
Item A-General			
Printing (Booklets and Maps)	($19,772.00)	$31,383.00	
Photographic Department	(13,970.00)	9,860.00	
Misc. Auxiliary Promotion	(7,250.00)	7,250.00	
General Office	(5,110.00)	6,010.00	
Salaries	(18,590.00)	20,422.00	
	($64,692.00)		$74,925.00
Item B-Space Advertising			
Magazine	(150,804.85)	140,132.75	
Newspaper	(12,969.00)	18,000.00	
Contingency	(8,834.15)	4,442.25	
Production	(12,700.00)	12,500.00	
	($185,308.00)		175,075.00
	($250,000.00)		$250,000.00

Nov.25,'47

The Commission by unanimous vote approved the budget as submitted.

There followed a general discussion of matters pertaining to the Travel Department. Chairman Banfield expressed appreciation for the services the committee has rendered the State Highway Commission as a guide in carrying on its publicity activities, which, he said, has relieved the members of the Commission of a lot of detail. He asked the committee to furnish the members of the Highway Commission a copy of the minutes of each of its meetings as they are held from time to time, advising that, notwithstanding that the Highway Commission has the utmost confidence in the Advisory Board, it would like to keep a little closer in touch with committee matters, and the submission of the minutes would be helpful to that end. Mr. Laing agreed to furnish the minutes as requested.

Chairman Banfield also brought up the matter of spending state funds for construction and maintenance of wayside areas for the accommodation and convenience of the traveling public. It was his thought that the committee, being in close touch with the traveling public, would be in position to make suggestions that would be of value to the Commission in determining how much money should be spent for such accommodations. He asked the committee to give the subject some thought and to present suggestions to the Commission before its next regular meeting, if possible, so the Commission can have the benefit of the information in the adoption of its general highway budget for 1948 which is to be discussed at that time. Mr. Laing advised that this matter has never been before the committee but that they would be pleased to comply with the request. It was his personal reaction that construction of such wayside picnic areas would be much appreciated by the traveling public.

Commissioner Chandler reported briefly on his attendance at the annual meeting of the Redwood Empire Association held recently at Hoberg's Resort in northern California. He advised that he was particularly impressed with a report of a committee on public accommodations. It appears that it is the the function of the committee to see that everyone who enters a certain area is furnished a card which is to be returned to the Association with information as to the treatment given him in this particular area. The bad reports he said, are investigated and corrective measures suggested for improvements. Commissioner Chandler gave as his thought that this is a fine way to build up good will and suggested some similar undertaking by the Advisory Board. Mr. Laing advised that the committee has been working somewhat along that line but would be pleased to look into the matter further. Mr. Robison agreed to see what could be done to that end. This concluded the conference.

Mr. B. A. Kliks, attorney, Portland, came before the Commission with regard to a settlement for right of way for the new Columbia River Highway project near Troutdale. He advised that the proposed highway passes through his property in a cut about 40 feet below the natural surface of the ground and will isolate his residence building, which, he said, cannot be replaced for less than $14,500. He further stated that his barn, which is on the opposite side of the new highway, will be utterly destroyed. He declared that the site of his property is exceptionally good because it can be seen for a long

distance from each direction. As to the barn, he said that it is now being used as a riding academy headquarters and is netting $30 a day, which revenue will be lost, and the tenant will also lose revenue which he has enjoyed through the sale of dairy products to the public. He estimated it would cost about $7,000 to move the residence building to a new location, and he alleged that construction of the highway as planned will change his location from one of the very best to the worst. He presented additional arguments in behalf of his request for more compensation for the property than has been offered by the Commission's Chief Counsel.

Chairman Banfield advised that the Commission has analyzed this matter and knows the problem which confronts Mr. Kliks. He pointed out that only a small area is being taken by the state and advised that it is not pleasing to the Commission to have to take property for highway purposes under certain circumstances, but in some instances, such as this, it is necessary to do so in order to provide a proper improvement. He further stated that the Commission wishes to discuss this matter among themselves and with the Chief Counsel before making its decision and probably will do so before this meeting adjourns. This concluded the conference.

Following Mr. Kliks' departure, the matter was given further consideration and as a result thereof the Commission referred the matter back to the Chief Counsel with authority to decide the case in the manner that he considers is to the best interests of the State of Oregon.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and took the following action with respect thereto by unanimous vote:

The contract for the Union Rock Production Project on the Old Oregon Trail and the Medical Springs Highway, Baker and Union Counties, was awarded to Rogers Construction Co., the low bidder.

All bids received for construction of a concrete bridge over the North Powder River on the North Powder River County Road, in Baker and Union Counties, were rejected as being too high.

Bids received for the construction of an equipment storage and repair building at Hood River, Hood River County, were rejected as being too high.

The contract for the Madras Rock Production Project on The Dalles-California and Warm Springs Highways, in Jefferson and Wasco Counties, was awarded to A. H. Saxton & Sons, Corvallis, the low bidder.

The contract for construction of the Adrian-Wilder Section of three secondary state highways in Malheur County was awarded to Quinn Bros. & Robbins, Boise, Idaho, the low bidders.

The bids received for construction of a temporary State Highway Department Office Building in Salem were referred to the Engineer with authority

to award the contract to the low bidder, Carl M. Halvorson, Salem, if he will agree to construct this building on a site at the State Highway Shops rather than on Waverly Street as originally planned.

Contract for the Pilot Rock-Ukiah Rock Production Project on the Pendleton-John Day Highway, in Umatilla County, was awarded to the low bidder, F. J. Dussault and F. A Smith.

The contract for the Weston Mountain-Elgin Rock Production Project on the Weston-Elgin Secondary Highway, in Umatilla and Union Counties, was awarded to Rogers Construction Co., the low bidder.

The bids for grading the Clear Creek-Forest Boundary Section of the Warm Springs Highway, Wasco County, were referred to the Engineer with authority to award to contract to the low bidder, T W. Thomas, when approved by the Public Roads Administration.

At 3:00 p.m. Chairman Banfield announced the awards publicly as follows:

"Union Rock Production Project on the Old Oregon Trail and Medical Springs Highway, in Baker and Union Counties. Rogers Construction Co., Portland, was the low bidder for this work at $30,510. The next low bidder was Pendleton Sand & Gravel Co., Pendleton, at $31,414. There were five higher bidders. The Commission has awarded the contract to the low bidder, Rogers Construction Company.

"Construction of a concrete bridge over North Powder River on the North Powder River County Road, in Baker and Union Counties. The Commission received two bids for this project, those of Walder & Kenowrthy, Portland, at $29,928, and E. C. Hall Co., Portland, at $35,086.40. The Commission has rejected both bids.

"Construction of an equipment storage repair building at Hood River, Hood River County. E. C. Hall Co., Portland, submitted the low bid of $17,042. Rushlight Automatic Sprinkler Co., Portland, submitted the next low, and only other, bid at $21,561. The Commission has rejected both bids.

"Madras Rock Production Project on The Dalles-California and Warm Springs Highways, in Jefferson and Wasco Counties. The Commission received ten bids for this work, the low one being that of A. H. Saxton * Sons, Corvallis, at $28,930. The second low bid was that of Rogers Construction Co., Portland, at $29,700. The Commission has awarded this contract to the low bidder, A. H. Sexton & Sons.

"Grading, surfacing and oiling the Adrian-Wilder Section of three secondary highways in Malheur County. Quinn Bros & Robbins, Boise, Idaho, submitted the low bid for this work at $62,862. Babler Bros., Portland, submitted the next low bid at $65,365. There were seven

higher bidders. The contract has been awarded to the low bidder, Quinn Bros. & Robbins, at their bid price.

"Construction of a temporary State Highway Department Office Building in Salem, Marion County. Carl M. Halvorson, Salem, submitted the low bid for this work at $27,908. The next low, and only other, bid was submitted by Erwin E. Batterman, Salem, at $28,858. The Commission has referred these bids to the Engineer with authority to award the contract to the low bidder, Carl M. Halvorson, when certain conditions have been satisfied.

"Pilot Rock-Ukiah Rock Production Project on the Pendleton-John Day Highway, Umatilla County. F. J. Dussault & F. A. Smith, Portland, submitted the low bid for this work at $35,904. Barney B. Helser, Portland, submitted the next low bid at $36,720. There were nine higher bidders. The Commission has awarded the contract to the low bidders, F. J. Dussault and F. A. Smith.

"Weston Mountain-Elgin Rock Production Project on the Weston-Elgin Secondary Highway, in Umatilla and Union Counties. The Commission received seven bids for this work, the low one being that of Rogers Construction Co., Portland, at $44,240. The second low bidder was J. S. Risley, Milwaukie, at $47,400. The contract has been awarded to the low bidder, Rogers Construction Co.

"Grading the Clear Creek-Forest Boundary Section of the Warm Springs Highway in Wasco County. T. W. Thomas, Portland, submitted the low bid for this work in the amount of $286,315. Smith Bros. Inc., Vancouver, Washington, submitted the next low bid at $287,878. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, T. W. Thomas, when certain conditions have been satisfied."

The Commission resumed discussion of the matter of purchasing the Crown Zellerbach Corporation property, consisting of 308 acres, located at Tillamook Head, Clatsop County, which was first reported on by the Parks Superintendent on the previous day. As a result thereof the Commission voted unanimously to acquire the property for the sum of $46,063, the amount of the company's offer, on the condition that satisfactory leases can be obtained for right of way for a trail across three privately-owned tracts between Seaside and Cannon Beach. The matter was referred to the Chief Counsel and the State Parks Superintendent to work up the details. They were instructed to bear in mind the salvage value of the timber on the tract.

The Commission discussed matters pertaining to the proposed highway in Sullivan Gulch, Portland, and as a result thereof decided unanimously, if the city wishes to place on the ballot for the people's consideration at the May, 1948 election, a two-mill levy to finance its share of the cost of the right of way needed for this project, then the Highway Commission will agree to proceed with the construction of the project if and when Federal Funds are made available to finance the work, it being understood that Federal Aid Urban monies allocated to the Portland area will be used, along with state match money, to

pay the state's share of right of way and construction. The Commission made it clear that it will not undertake the project unless and until such Federal Funds are made available; also, that it is not taking funds from any other part of the state to finance the project. The following press release was thereupon approved by the Commission by unanimous vote and given to the members of the press who were present:

> The State Highway Commission announced today that it would join with the City of Portland and the Public Roads Administration in the building of the Sullivan Gulch Freeway within the city limits of Portland upon the following basis:
>
> As soon as the Federal Government makes Urban Federal Aid Funds available, the Highway Commission, upon the approval of the Public Roads Administration, will allocate to this project as much of these funds as would otherwise be made available to the City of Portland. This allocation would be by the formula used in the Commission's Post-war Programs and would not divert funds from other needed and contemplated projects in the remainder of the state.
>
> The State's cooperation in this project contemplates the city paying 60% and the state 40% of the cost of necessary right of way.
>
> If these conditions are met and the necessary contract terms are agreed upon by the city and state, the state will, with match funds and Federal Urban Funds assume the construction costs of the project.

The Chief Counsel was instructed to prepare a form of agreement with the City of Portland on the basis thereof and to submit it to the members of the Highway Commission for approval before presenting it to the city.

The Commission had under discussion a letter from Mr. Alfred D. Collier, Klamath Falls, requesting the Commission's approval of a plan to provide a place in Collier State Park to house specimens of early-day logging equipment and other relics. The plan provides for the construction of a building to house the material which is to be gathered by Mr. Collier from various mill companies that are liquidating and will dispose of it as scrap unless it is preserved in a manner such as Mr. Collier suggests. Commissioner Schaupp recommended that Mr. Collier and his associates be permitted to erect a building in this park to house this material on the condition that the type of building to be erected will meet with the approval of the State Parks Superintendent and that it is located in the park on a site which meets with the Parks Superintendent's approval, which shall not be in the improved portion of the park; further, that Mr. Collier be informed that the Commission will not allow the material to be strewn around over the grounds where it will present an unsightly appearance and that the building must be kept in a good condition. The recommendation was adopted by the Commission by unanimous vote.

The Secretary was instructed to inform Mr. Collier of the action taken.

A delegation from Eugene, representing the Obsidians, Inc., a winter sports group, and others came before the Commission with an urgent plea that the Commission keep open the McKenzie Highway for travel during the winter months up to the Hand Lake Winter Recreational Area. State Representative H. P. Hendershott, Eugene, headed the group, which included Minor Hawlin, Chairman, Chamber of Commerce, Eugene; Harold K. Phillips, restaurant owner, McKenzie Bridge; Jas. W. Phillips, restaurant owner, McKenzie Bridge; Robert Tuttle, McKenzie Resort owner, McKenzie Bridge; Clarence Balknap, of the McKenzie Development Protective Association, Belknap Springs; and Harold Trotter, of the Obsidians and the Willamette Ski Patrol, Eugene. In support of oral arguments, Mr. Hendershott presented a petition containing 323 signatures representing winter sports enthusiasts, businessmen, service clubs, and other persons who are interested in the promotion and advancement of winter sports in this area. (For details of the request see petition and numerous letters attached thereto in the general office files.)

Chairman Banfield advised that, notwithstanding that the Highway Commission would like to keep this road, and others in the same category, open for winter sports enthusiasts, it cannot approve the project because it is contrary to the Commission's policy to perform such service for special interests alone; however, the Commission has instructed the Engineer to keep these high-elevation roads open for general public travel insofar as it is possible to do so. This concluded the conference.

Mr. Cecil J. Hammond, Sutherlin, Oregon, appeared before the Commission with regard to reinstatement of his PUC log-hauling permit which was canceled by order of the Highway Commission on October 21, 1947, for transporting a load weighing 104,500 pounds over a state highway in the vicinity of Roseburg, being 32,500 pounds in excess of the weight allowed. The Engineer advised that this is the second time Mr. Hammond's permit has been canceled for transportation of excess-weight loads, the first time being about a year ago when he was apprehended with a load of 110,600 pounds. He recalled that the permit was reinstated upon receipt of a letter from Mr. Hammond promising, if he were permitted to resume operations, to abide by the provisions of the law and any permits under which he would be hauling logs, and giving as his understanding that his permit would be permanently canceled if he did not do so. Chairman Banfield reviewed the record and remarked that it indicates to the Commission that Mr. Hammond has not made any serious attempt to comply with the requirements. The Highway Commission does not wish to put anyone out of business, he said, but it must have the operators' cooperation and will take extreme measures, if necessary, to secure it. He asked Mr. Hammond to explain why he continued to overload his equipment after having promised in writing not to do so. Mr. Hammond could give no good reason, or any explanation whatsoever, whereupon

the Commission informed him that his case would be taken under advisement and a decision rendered later.

Following Mr. Hammond's departure the matter was discussed further, and as a result thereof, the Commission ordered reinstatement of Mr. Hammond's permit on December 10, 1947, with the understanding that his permit will be automatically canceled on a permanent basis if he commits another violation, and, in that case it will do Mr. Hammond no good to come again before the Commission to urge reinstatement. The Secretary was instructed to forward to the Public Utilities Commissioner a recommendation to that effect.

Mr. Hampton, Sr., Philomath, of the Benton County Lumber Company, came before the Commission at this time with regard to the reduced load limit that was ordered by the Commission on the previous day for the Eddyville-Blodgett Secondary Highway. He advised that they have discussed this matter and have come to the conclusion that they cannot haul economically if their loads are restricted to 30,000 pounds gross, so if the Commission will not raise the gross limit at least 5,000 pounds, they will have to shut down their mill operations immediately, inasmuch as the truckers will not bring logs to the mill on a 30,000 pounds gross weight basis. Mr. Hampton stated that the loggers will help the state in keeping the road in good condition and will stay off the highway when weather conditions are not favorable. Chairman Banfield explained the reasons given by the Engineer for recommending a reduced load limit for this highway. He pointed out that the original recommendation was a 20,000 pound limit, but this was raised to 30,000 pounds later, subject to the condition that the road shall be closed during freezing weather and at any other time if the Engineer finds that it is being damaged by heavy trucking and that it will also be closed if the truck haulers are observed with loads weighing in excess of the prescribed weight limit. As the result of further discussion the Commission agreed to give the matter further consideration.

Following Mr. Hampton's departure the matter was again brought up for discussion and as a result the Commission decided to raise the gross weight limit to 35,000 pounds and the single axle limit to 12,000 pounds, subject to the same conditions and requirements as were specified on the previous day. A resolution marked EXHIBIT"G", attached hereto and by this reference made a part hereof with like effect as though extended herein, was adopted by the Commission by unanimous vote.

Letters were presented from Mr. Hollis Johnston, architect, Portland, and from Mr. Frederick H. Eley, Salem, offering their architectural services in the design and construction of the proposed State Highway Department Office Building in Salem. The Secretary was instructed to reply thereto that the Commission has not decided how this matter is to be handled, but their applications will be given consideration at the proper time.

A letter was presented from Mr. Forrest E. Cooper, Attorney-at-Law, Lakeview, advising that a proposal is now before Congress to abolish the Klamath Indian Reservation and suggesting, in view thereof, that it would be

advisable for the State Highway Commission to assume jurisdiction over the Sprague River County Road between Chiloquin and Beatty because of the possibility of obtaining a cash grant from the Congress for the maintenance of this road if it were incorporated in the State Secondary Highway System. The Secretary was instructed to inform Mr. Cooper that the Commission will be pleased to give this matter serious consideration when the Federal Funds referred to are forthcoming.

The Commission considered and denied a request from the County Court of Coos County for a 4.7-mile extension of the Powers Secondary Highway south of its present terminus in the town of Powers, Coos County.

The Commission approved and ordered filed a resolution from the City Council of the City of Gearhart approving the action taken by the State Highway Commission at its previous meeting with respect to closing the ocean beach area at Gearhart to vehicular traffic.

A letter was presented from the Crown Zellerbach Corporation requesting the Commission's approval of the assignment to the Corporation interests of the Ostrander Railway and Timber Company in its so-called "Molalla Forest Road" which extends from the Molalla area to the Willamette River west of the town of Canby, and passes over the Pacific Highway East just north of the Canby city limits. The Chief Counsel advised that the form of assignment has been examined and found satisfactory. He recommended approval of the assignment. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the attached resolution with regard thereto, marked EXHIBIT "H", and by this reference made a part hereof with like effect as though extended herein.

The Engineer reported receipt of a letter from the Civil Aeronautics Administration requesting approval of a traffic pattern and flying clearance for the Hood River Airport, which is to be constructed adjacent to the Hood River Secondary Highway No. 281, Hood River County. He also presented a resolution from the County Court of Hood River County establishing a standard left-hand traffic pattern at 800 feet minimum approaches at the Hood River County Airport and a 50-foot minimum flying clearance over the state highway at the west approach zone to this airport. He recommended approval of the request subject to concurrence by the Public Roads Administration. The Commission approved the recommendation unanimously.

The Commission had under discussion the advisability of inviting the Western Association of State Highway Officials to hold its next annual meeting, scheduled for July, 1948, in Portland. The Commission by unanimous vote instructed the Engineer to invite this group, over the signature of the Highway Commission, to hold such meeting in Portland.

The Engineer reported the need to place a five-ton load limit on the Little Nestucca Secondary Highway between Mile Post 5 (500 feet east of Bear Creek) and Mile Post 9.4 (at Dolph). This section of road, he said, was posted on November 14 under previous authorization from the Commission because it was being severely damaged by log-hauling traffic and was interfering with the delivery of mail and the operation of light farm vehicles transporting milk and

cream. He asked the Commission to confirm the posting. The Commission approved the report and thereupon, by unanimous vote, adopted the attached resolution with respect thereto, marked EXHIBIT"I", and by this reference made a part hereof with like effect as though extended herein.

The Engineer also reported the probable need to order a reduced load limit on the Weston-Elgin Highway over its entire length during the spring months when the frost is leaving the ground, in order to reduce the break down of the road surface and to avoid expensive repairs. He recommended adoption of a 50-percent reduced load limit at this time but effective February 15 to May 1, 1948. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the attached resolution, marked EXHIBIT"J", and by this reference made a part hereof with like effect as though extended herein.

The Commission had under discussion the claim of Mr. Ernest W. Travis, Youngstown, Ohio, presented by his attorneys, Coan and Rosenberg, Portland, for damages to his automobile which he alleged occurred as the result of an accident on September 18, 1947, when he drove his car into the concrete traffic separator at the junction of Union, Denver and Swift Avenues, in North Portland, said claim being in the amount of $40.95, the cost of repairing his car. The Engineer advised that investigation reveals that the "Benjamin" light which illuminates the end of the separator was not functioning at the time of the accident due to mechanical trouble, and Mr. Travis drove his car into the end of the separator without knowing it was there. He gave as his belief that the State Highway Department, under the circumstances, is liable for payment of the claim, and he recommended that the claim be allowed. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

Chairman Banfield brought up for discussion the complaint of truckers who appeared before the Commission at the morning session, that there is considerable delay in securing permits covering special movements over state highways. The question arose as to what can be done to expedite the issuance of permits. The Engineer was instructed to give the matter some thought and to report to the Commission in writing what additional authority, if any, he thinks should be given field engineers in order to eliminate the delays.

A resolution was presented from the Bonneville Rod and Gun Club, Bonneville, Oregon, giving as their understanding that the State Highway Commission is contemplating the construction of a lake adjacent to the new Columbia River Highway at Multnomah Falls and suggesting that this lake be prepared in such a manner that it could be stocked with fish as an attraction for visitors, and that the State Highway Commission work in conjunction with the Oregon State Game Commission with such objective in view. The Secretary was instructed to inform the Club that no lake has been constructed at this point, and the Commission is not in position to pass on the matter at this time.

The Commission discussed briefly a letter from Mr. George H. Flagg, Public Utilities Commissioner, directed to the City of Medford suggesting that a meeting be held in Medford among representatives of the Southern Pacific

Company, the Oregon State Highway Commission, the City Council of Medford, and the office of the Public Utilities Commissioner to discuss conditions existing at the Main and 6th Street crossing of the Southern Pacific Company's tracks in this city. The Engineer advised that this crossing is on the route of a state secondary highway and that the Traffic Engineer previously has reported that it should be protected by signals. He recommended that someone from the State Highway Department be delegated to attend this meeting, as suggested by the Public Utilities Commissioner, and that the State Highway Department join with the others concerned in the expense of the installation of a signal light at this place if it is ordered by the Public Utilities Commissioner as a result of the hearing. The Commission approved the recommendation by unanimous vote, thus confirming the action to the same effect taken at the previous meeting.

The Commission discussed a request from the City of Myrtle Point for the installation of a flashing beacon at the intersection of 8th Street and Spruce Street in this city. The Engineer advised that this intersection is on the route of the Coos Bay-Roseburg Highway, that the matter has been investigated by the Traffic Engineer who reports that the accident hazard at this location is by no means acute, and that the approach speeds are not excessive; moreover, there are many other locations in the state that should receive preference if additional flashing beacons are to be installed. He recommended, in view of this report, that the request be denied. The Commission approved the recommendation unanimously.

A petition was presented from residents of Willamina, Grande Ronde, Valley Junction, and other places in this vicinity requesting the installation of an electrically-operated stop light at the intersection of the Salmon River Highway and the Three Rivers Highway at Valley Junction and that this area be zoned to further regulate and control the speed of traffic through this junction. The Engineer advised that he is now working on a plan for channelizing this intersection which will, in his opinion, more adequately serve the traveling public than would a "stop and go" light, in view of which he recommended that the request for such a light be denied. The Traffic Engineer's investigation, he said, does reveal, however, the need for establishment of a controlled-speed zone between Grand Ronde and Willamina because the many curves on this section have restricted sight distances and the volume of traffic is large. Inspection of the accident record of this section, he said, reveals that 235 accidents have occurred during the six-year period 1941-1946, inclusive, in which four people were killed and 67 injured, and that speed was definitely a factor in 23 of them. He recommended the establishment of a 40-miles-per-hour speed limit along this particular section of highway. The Commission deferred action with respect to the lighting and channelization project pending receipt of the Engineer's report. The Engineer's recommendation with respect to establishment of a speed limit of 40 miles per hour between Willamina and Grand Ronde was approved. The attached resolution, marked EXHIBIT "K", with respect thereto, and by this reference made a part hereof with like effect as though extended herein, was thereupon adopted by the Commission by unanimous vote.

The Commission considered a request from the City of Redmond for the installation of two "blinker" lights on 6th Street (The Dalles-California Highway) at its intersection with the Ochoco Highway at "E" Street and at its

intersection with the McKenzie Highway at "H" Street, as an accident-prevention measure. The Engineer advised that this matter has been investigated by the Traffic Engineer who recommends the installation of only one of the lights, at the 6th and "H" Street intersection. He stated that he concurs in the recommendation. The Commission approved the recommendation unanimously.

A letter was presented from Mr. Henry Roe Cloud, Superintendent, Umatilla Indian Agency, requesting the establishment of a reduced-speed zone on the Old Oregon Trail for a distance of about two miles where this highway passes through the Agency grounds. Mr. Cloud points out that the highway alignment at this point is very straight, which is an inducement for the drivers of motor vehicles to speed, thus causing a hazardous condition for the people who reside in this congested area. The Engineer advised that this matter has been investigated by the Traffic Engineer who reports that because of the curves at the end of the "straight away", cars bunch up and, when they get through the crooked alignment, speed up to pass the slow-moving vehicles ahead. He gave as his belief that the establishment of a reduced speed limit along this section would not solve the problem because this is an outlying rural district and enforcement of a speed zone would be difficult. He recommended, in lieu thereof, the installation of "Slow, Congested Zone" signs. The Commission approved the recommendation.

The matter of designating a system of "through-way" highways in the State of Oregon came up for discussion, but action thereon was deferred until a future meeting when there is more time to give it the study it merits.

The Engineer reported an appreciable increase in traffic over the Corvallis-Eastside Secondary State Highway No. 210, it being apparent that many people are now using this road rather than the Albany-Corvallis Primary Highway. He recommended in view of this condition, that this highway be designated a "through" highway over its entire length, requiring vehicles to stop before entering it. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the resolution marked EXHIBIT"L", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission had under discussion the abandonment or other disposition of certain sections of the old right of way of the Baker-Homestead Highway, in Baker County, which no longer are valuable for state highway purposes since the highway has been reconstructed on revised alignment. The Engineer recommended that a portion of this old right of way be allowed to revert to the State Land Board as the owner of real property abutting thereon, that some portions be retained by the State Highway Commission for state highway purposes, and that other portions be allowed to revert to the abutting property owners. He exhibited a map showing in color the areas thus to be disposed of. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution covering the matter, marked EXHIBIT"M", and by this reference made a part hereof with like effect as though extended herein.

The Commission also had under consideration the abandonment of certain portions of the old right of way of the Cove-Union Section of the Cove

Secondary Highway, Union County, which no longer are of value for state highway purposes in view of the fact that this highway has been reconstructed on revised alignment. The Engineer recommended abandonment of the portions that are no longer of value for state highway use and that such areas be turned over to the County Court of Union County for future county road use or for reversion to the abutting property owners as the Court sees fit. He exhibited a map showing the several portions referred to. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the attached resolution with respect thereto, marked EXHIBIT"N", and by this reference made a part hereof with like effect as though extended herein.

The Commission also had under discussion the abandonment of certain portions of the old right of way of the Burns-Crane Highway, in Harney County, which are no longer of value for state highway purposes due to the relocation of the highway. The Engineer presented a map showing the areas to be disposed of, all of which lie within the city limits of Burns. After due consideration of this matter, the Commission by unanimous vote adopted the attached resolution with respect to the disposition of these areas, which resolution is marked EXHIBIT"O", and is by this reference made a part hereof with like effect as though extended herein.

Consideration was given by the Commission to the abandonment of certain portions of the Madras-Prineville Secondary Highway, in Jefferson and Crook Counties, such portions being no longer of value as a part of the state highway because of the reconstruction of the highway on revised alignment. The Commission by unanimous vote adopted the attached resolution with respect to the disposition of these areas, which resolution is marked EXHIBIT "P" and is by this reference made a part hereof with like effect as though extended herein.

The Commission discussed the disposition of the old right of way along the South Unit of the Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County. The Engineer exhibited a map showing portions that are no longer of value for state highway purposes. Following discussion, the Commission approved the abandonment of such portions by adoption of a resolution which is attached hereto, marked EXHIBIT"Q", and by this reference made a part hereof with like effect as though extended herein.

The Commission considered a proposed agreement with Jefferson County regarding the disposition of the old right of way of The Dalles-California Highway south of Madras where the highway has been reconstructed on revised alignment. The Engineer advised that the Jefferson County Court is willing to assume jurisdiction over the old highway southeasterly from Culver but is unwilling to assume such jurisdiction over the old highway between Culver and Madras. He said that the Court wants the Highway Commission to designate that portion as a state secondary highway because it feels that the road is still going to carry considerable tourist traffic to The Cove State Park, and the County does not have the equipment or the funds to maintain the road in proper condition. A resolution was presented from the County Court requesting such secondary highway designation. The Commission took the matter under advisement and instructed the Engineer to render a detailed report in writing prior to the next meeting of the Commission.

A petition was presented from Highway Department employees stationed at the Highway Shops in Salem requesting that they be paid on a monthly basis instead of an hourly basis and that they be relieved from the requirement of working on holidays and Saturdays and that their monthly compensation not be reduced below the amounts now paid. The Commission deferred action on this matter pending study and consultation with the Engineer and the Chief Counsel. The Engineer was instructed to submit to the Commission a written report on the subject.

The matter of adopting a State Highway Department organization chart had the attention of the Commission, but action thereon was deferred until the next meeting of the Commission.

The Secretary presented a certified copy of Ordinance No. 2307 of the City of McMinnville wherein the city prohibits the parking of any motor vehicle on North Baker Street between 15th Street and 17th Street in the City of McMinnville. The Engineer advised that this section of highway is adjacent to the city high school athletic field where there is considerable congestion of traffic during athletic contests and that the Commission was requested some months ago to establish a " o parking" zone at this location and indicated at that time that it would do so if the city would adopt an appropriate city ordinance, which has been done. He recommended action by the Commission to establish such "no parking" zone as covered by the city's ordinance. The Commission approved the recommendation and thereupon by unanimous vote adopted a resolution covering the matter, which is marked EXHIBIT"R", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission had under discussion the setting of a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, December 29 and 30, 1947. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

Reconsideration was given by the Commission to the purchase of right of way for the proposed improvement of the Oregon Coast Highway in the town of Gold Beach, Curry County, being a continuation of the discussion begun on the preceding day. As the result of discussion, the Commission authorized the Chief Counsel and the Right of Way Department to proceed with the acquisition of necessary right of way and to condemn the same if necessary. The Engineer was instructed to investigate the matter of revising the alignment south of 4th Street to ascertain whether or not it can be shifted so as to avoid encroachment on the high school grounds, objections to which were offered by Mr. Collier H. Buffington on behalf of the school board. It was the thought of the Commission that it would be advisable to shift the alignment to that proposed some two years ago so as to avoid the high school property, notwithstanding that this would necessitate moving oil tanks on the east side of the highway, rather than to interfere with the school property. The Commission, by unanimous vote, adopted a resolution attached hereto and marked EXHIBIT "B5", and by this reference made a part hereof with like effect as though extended herein, authorizing the Chief Counsel to institute condemnation proceedings

to acquire right of way for the improvement which cannot be obtained by negotiation.

The Commission considered and signed agreements, etc., as follows:

Agreement with City of Portland for channelization and signalization of the Front Avenue-S. W. Terwilliger Boulevard Section of the Pacific Highway West (Barbur Boulevard).

Permit agreement with California-Pacific Utilities Company for use of poles for radio near La Grande.

Bargain and sale deed to H. A. and Marie Hein in exchange of properties on gravel pit site near Scappoose.

Agreement with George F. Gunnell re Enegr n Ferry operation.

Agreement with Clackamas County covering maintenance of a county road detour during construction of the Pacific Highway East between Canemah and New Era.

Agreement with Carl M. Stevens, et al providing for the lease of an equipment storage headquarters in Newberg.

Agreement with the Hydraulic Dredging Company covering change in the specifications for the Troutdale-Wahkeena Dredging Project, Contract No. 2894.

Agreement with Columbia Transportation Company renewing the lease of the Astoria Ferry Terminal.

Bargain and sale deed conveying unto Theophil J. Rich, et ux. 0.775 acre of land, being consideration in settlement of damage to their service station property in Washington County.

The Commission also discussed a proposed agreement with the City of Portland and the Secretary of State providing for cooperation in traffic accident analysis, being a two-year extension of an agreement now in effect which expires on December 31, 1947. The signing of this agreement was deferred by the Commission pending a written report from the Engineer explaining details thereof.

The Engineer requested authority to formulate a contract with the Eugene Water Board for moving a 16-inch water main with connections from Franklin Avenue, where it will interfere with the grade of the new highway, to a position on the south side of the new highway on 11th and Franklin Streets between Kincaid and Agate Streets. He advised that the new grade from The Anchorage to Onyx Street will require the lowering of the pipe in place; however, the Eugene Water Board is willing to use the money which such lowering would cost to finance replacement of the pipe on the south side of the right of way so that it will be entirely out from under the pavement, thus eliminating damage from future leakage, and the Board proposes to lay a new main from

Kincaid Street to Agate Street. The cost of lowering the existing main, he said, is $4,000, which is an obligation of the state, and it is proposed that this sum be paid to the city in cash so it can be applied to the cost of constructing the new main. In addition to this cash payment, the Engineer said, the state's contractor is to be required to remove the existing pipe in connection with his grading operations, although the Water Board will furnish gratis, two men to supervise the work and unjoint the pipe as it is removed. He recommended approval of this arrangement, which, he said, will not entail any additional cost to the state beyond that which the Commission has assumed in other instances. The Commission approved the recommendation by unanimous vote and ordered that the matter be covered by appropriate written agreement between the city and the state.

The Engineer presented a request from the Corvallis Chamber of Commerce for assistance from the State Highway Department in removing snow from the forest road which extends from the Alsea Highway to Mary's Peak, a winter sports area serving that community. He recommended that the request be denied because the section maintenance crews are short handed at this location, and it would require the services of an entire crew to do the work and to sand the road afterwards. In order to provide some assistance he suggested that he be authorized to sell to the Chamber of Commerce an old eight-foot push plow, which has a book value of $25 and is of no use to the State Highway Department, which would enable the Chamber of Commerce to carry on its own snow-removal operations using motor equipment belonging to either the Forest Service, the City of Corvallis, or Benton County. The Commission decided unanimously not to perform this work for the Chamber of Commerce, however, authorized the Engineer to sell the old snow plow to the Chamber at its book value of $25.

The Engineer requested authority for an additional expenditure of $1,470.93 for alterations in the new ferryboat ("M. R. Chessman") that is now under construction by the Albina Engine and Machine Works, in order to facilitate the docking of this vessel alternately with "Tourist II" and "Tourist III", which was not anticipated in the original design. The additional work consists of construction of a lavatory and water closet in the main engine room and the installation of the mooring bitts farther to the stern of the vessel so as to pivot the vessel at the same pivot points utilized by the smaller and shorter vessels when backing into the ferry terminal. The Commission approved the request by unanimous vote.

In this connection the Commission instructed the Engineer hereafter to keep all expenses incident to this ferry operation separate from all other expenses of the State Highway Department so the exact cost of the ferry operation can be readily ascertained from inspection of the financial reports as they are rendered from time to time. The Commission also instructed the Engineer, hereafter, in preparing estimates of cost for highway construction, to include therein an amount for every conceivable item that might enter into the project, including lighting, landscape work, etc., so as to avoid, insofar as is possible, the need to allocate additional funds to the job later on to pay for such items as extra work. The Commission particularly ordered that landscaping expense incurred in connection with highway construction be entered in the cost records as construction expense rather than as park expense.

The Engineer presented for the Commission's consideration a program of betterment projects, consisting of widening, realigning, and surfacing of

critical sections of state highways, which could be accomplished and thereby major construction deferred for a number of years. The Commission postponed action on this matter pending study.

The matter of changing the highway route numbers that will be affected by completion of the Warm Springs Highway was brought up for discussion, but action thereon was deferred pending completion of the construction work.

An offer was presented from Mr. John Sigfridson, Astoria, to pay the sum of $50 for an old lifeboat that has been salvaged from the ferry "North Beach" formerly operated between Astoria, Oregon, and Megler, Washington. The Engineer advised that the boat is valued at $35 and recommended acceptance of the offer. The Commission approved the recommendation.

The Commission discussed briefly and referred to the Engineer for investigation and report, a request from the City Council of the City of Rockaway for paving the Oregon Coast Highway full width between curbs and for construction of two storm sewers along this highway for a distance of two blocks in this town.

The Commission had under discussion the proposed agreement with the U. S. Forest Service for snow removal on the forest road which extends from the Mt. Hood Highway to Timberline Lodge. A form of agreement covering the matter, as prepared by the Forest Service, was presented. The Engineer explained that this agreement is identical to the one under which like operations were conducted during the winter season 1946-1947 and that it covers the operations during the coming winter season. He recommended approval of the agreement. The Commission approved the recommendation unanimously and thereupon signed the agreement.

The Commission also approved and signed an agreement with the O. W. R. & N. Company covering an encroachment of the new Columbia River Highway on railroad property at Oneonta, Multnomah County.

The Chief Counsel requested authority to attend a meeting of the Committee on Acquisition and Legal Control of Right of Way, Highway Access and Adjacent Areas of the Highway Research Council in Washington D. C., during December 2 - 5, 1947. He advised that his expenses in connection therewith will be paid by the Council. The Commission approved the request by unanimous vote.

The Commission by unanimous vote approved the minutes of the meeting held on October 21 and 22, 1947.

There being no further business to come before the Commission at this time the meeting adjourned at 5:00 p.m.

T. H. Banfield
Chairman

Commissioner

Commissioner

State Highway Engineer

Secretary

Nov. 25, '47

EXHIBITS "A" THROUGH "R"

Minutes of November 24 and 25, 1947

EXHIBIT "A"

Minutes of November 24 and 25, 1947

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

GOLD BEACH SECTION - OREGON COAST HIGHWAY **

9420- LeMoss, Dewey and Ilah LeMoss
Right of way
Option expires
March 7, 1948

2,315 sq.ft. at 25¢ sq. ft.	$ 578.75	$ 578.75	Landon

9043- Shields, Hubert T. and Nell J. Shields
Right of way and easement
Option expires
December 29, 1947

1,805 sq.ft.	00.00		
5 foot easement	00.00		
Moving buildings estimated at $5,000	5,000.00	5,000.00	"

NOV 24 1947

Con't

EXHIBIT "A" (CON'T)

GOLD BEACH SECTION--OREGON COAST HIGHWAY ** (CON'T)

9815-	Steiner, George A. and Julius C. Steiner Right of way and easement Option expires December 23, 1947			
	164 sq.ft.	00.00		
	30 foot slope easement	00.00		
	Plus low bid for moving building if required, or building retaining wall		00.00	Landon
7928-	Nulf, Joseph and Mabelle M. Nulf Right of way Option expires February 21, 1948			
	2,044 sq.ft.	00.00		
	257 sq.ft.	00.00	00.00	"
9037-	Gauntlett, Estate, A. H. Right of way and easement Option expires March 8, 1948			
	1,280 sq.ft. and 5 ft. easement	00.00		
	2,625 sq.ft., with 50 and 30 foot slope easements			
	2,260 sq.ft., (to be conveyed by State)			
	365 sq.ft.	00.00		
	Allowance-wrecking, removing building	1,250.00	1,250.00	"
9046-	Gold Beach Chamber of Commerce Right of way Option expires March 14, 1948			
	986 sq.ft.	00.00		
	Allowance-cutting off, re-establishing building	750.00	750.00	"

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

GOLD BEACH SECTION - OREGON COAST HIGHWAY ** (CON'T)

9038-	Caughell, Estate, Fannie G. Right of way and easement Option expires January 8, 1948			
		$	$	
	1,500 sq.ft.	00.00		
	5 foot slope easement	00.00		
	Allowance-moving buildings, estd. $3,500	3,500.00	3,500.00	Landon
9047-	Leith, William H. S. and Fae M. Leith Slope easement			
	1,050 sq.ft.	00.00	00.00	"
9048-	Prince, John and Amelia Prince Right of way and easement Option expires January 13, 1948			
	2,101 sq.ft.	00.00		
	10 foot easement	00.00		
	Moving building, estimated at $1,100	1,100.00	1,100.00	"
9422-A	Sands, Howard A. and Ella D. Sands Slope easement Option expires January 4, 1948			
	100 foot slope easement	51.36		
	State to convey grantor 1712 sq.ft at 3¢ sq.ft.	51.36	00.00	"
9422-	Sands, Howard A. and Ella D. Sands Slope easement Option expires January 4, 1948			
	100 foot - slope easement	11.28		
	State to convey grantor 376. sq.ft. at 3¢ sq. ft.	11.28	00.00	"

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

GOLD BEACH SECTION - OREGON COAST HIGHWAY ** (CON'T)

9041-	Jacobson, Arnt Right of way Option expires February 26, 1948			
	2,101 sq. ft	$ 00.00	00.00	Landon
11963-	Guantlett, William W. Right of way Option expires March 9, 1948			
	1,140 sq.ft. and 5 foot easement State to provide street opening, opposite Sta. 0+20 N to 0+30, west side State to remove existing concrete walk, construct new one	00.00	00.00	"
9814-	Adams, Phil R. and Polly Adams Slope easement			
	100.43 foot slope easement-even exchange for 40 sq.ft. to be conveyed by State, lying outside relocated R/W	00.00	00.00	"
9040-	Cartwright, W. A. and Marie Cartwright Right of way Option expires March 31, 1948			
	2,004 sq.ft. 710 sq.ft. at $7 plus sq.ft	00.00 5,000.00	5,000.00	"
9039-	Huntley, Jean Minnie Right of way Option expires April 29, 1948			
	3,004 sq.ft. (Gold Beach to pay for) Moving buildings, estimated State to construct concrete retaining wall, steps, sidewalks, etc.	00.00 6,000.00	6,000.00	"

NOV 24 1947

(Con't)

EXHIBIT "A" (CON'T)

GOLD BEACH SECTION - OREGON COAST HIGHWAY **(CON'T)

9813- Curry County Right of way Have deed				
	3,302 sq.ft.	$ 00.00	$ 00.00	Landon
7928-A Stafford, George B. and Beulah F. Stafford Right of way Option expires March 29, 1948				
	1,904 sq.ft. at 35¢ sq.ft. (Gold Beach to pay for)	00.00		
	Plus moving building etc. estimated	2,500.00	2,500.00	"
10915- Caughell, Estate, Fred and John C. Kendall Right of way Option expires May 16, 1948				
	0.865 acre State to excavation work rock ridge	00.00	00.00	"

PACIFIC HIGHWAY - EUGENE-- CO-OPERATIVE PROJECT *

13385- Swormstedt, C. L. and Rose Finegan Swormstedt Right of way Option expires November 15, 1947				
	30 sq.ft. at $1.00	30.00	30.00	Collins Berry
11971- Walton, Pauline Right of way and easement Option expires December 11, 1947				
	13,014 sq.ft. at 75¢ sq.ft.	9,760.50		
	Moving building and garage, estimated $8,000	8,000.00	17,760.50	"
	10 foot easement Waiver access			

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

PACIFIC HIGHWAY-EUGENE--CO-OPERATIVE PROJECT * (CON'T)

13380- Sullivan, Osman and Margaret Sullivan
Right of way and slope easement
Option expires
January 17, 1948

	$	$	
1,728 sq.ft. at 60¢ sq.ft.	1,036.80	1,036.80	Collins
Slope easement - 8 feet - Waiver access			Berry

13381- Lorence, Bonita M. and E. H. Lorence, and C. C. Walker Jr. and Bertie T. Walker
Right of way
Option expires
January 24, 1948

4,634 sq.ft. at 60¢ sq.ft.	2,780.40		
Allowance-damage due cutting down area lot, allowing no room for expansion	300.00	3,080.40	Collins
Waiver access			

11524- Eugene Excelsior Company
Right of way
Option expires
February 21, 1948

105,079 sq.ft. at 55¢ sq.ft.	57,793.45		
All buildings less equipment	19,706.00		
Allowance-cash, moving equipment	10,000.00		
Plus cash	.55	87,500.00	"

13383-Tillman Co., C. P.
Right of way
Option expires
March 17, 1948

15,840 sq.ft. at 55¢ sq.ft.	8,712.00		
Small 3-room shack	00.00		
State to convey to grantor 15,840 sq.ft. at 55¢ sq.ft.			Collins
(waiver access)-file 11542	8,712.00	00.00	Berry

(Con't)

NOV 24 1947

EXHIBIT"A" (CON'T)

PACIFIC HIGHWAY - EUGENE--CO-OPERATIVE PROJECT * (CON'T)

13384-	Twin Oaks Company Right of way Option expires March 17, 1948			
		$	$	
	7,800 sq.ft. at 55¢ sq.ft.	4,290.00		
	House- 9 room	3,316.50		
		7,606.50		
	State to convey grantor 13,830 sq.ft. at 55¢ sq.ft. (waiver access)	7,606.50	00.00	Collins Berry
	Grantor to pay State $4,000 for dry shed - file 11524- $4,000 - - - -			
13387-	Eugene Fruit Growers Association Right of way Option expires April 1, 1948			
	4,074 sq.ft. to be deeded to the State in exchange for 1,793 sq.ft. which the State acquired from City of Eugene- file 13388	00.00	00.00	Collins
11970-	Frank, E. R. and Pearl E. Frank Right of way Option expires April 19, 1948			
	4,580 sq.ft. at $1.00 sq.ft.	4,580.00		
	Allowance - trees	45.00		Collins
	Allowance - damages	1,600.00	6,225.00	Berry
14020-	Evoniuk, Fred and Agnes Evoniuk Right of way Option expires April 21, 1948			
				Collins
	3,840 sq.ft. at $1.00 sq.ft.	3,840.00		Berry
	House - 7 room	3,660.00	7,500.00	Mayhew

NOV 24 1947

(Con't)

EXHIBIT"A" (CON'T)

PACIFIC HIGHWAY - EUGENE-- CO-OPERATIVE PROJECT * (CON'T)

14016- Dalton, Frank Right of way Option expires April 22, 1948		$	$	
	12,800 sq.ft. at 10¢ sq.ft.	1,280.00		
	Allowance- grape arbor	70.00		
	Allowance- wrecking shed	150.00		Collins
	Moving duplex house, estimated	1,500.00	3,000.00	Berry Mayhew
14019- Zunke, Robert H. and Mary Zunke Right of way Option expires April 23, 1948				
	190 sq.ft. at $1.00 sq.ft	190.00		
	General damages-allowance	210.00	400.00	"
14017- Flournoy, Ulysses and Mary Flournoy Right of way Option expires May 3, 1948				
	15,000 sq.ft. at 15¢ sq.ft.	2,250.00		
	House- 6 room	2,000.00		
	Barn	750.00	5,000.00	Collins

PACIFIC HIGHWAY - EUGENE - EAST BROADWAY *

9953- Taplin, Anna and O. Roy Taplin Right of way Option expires December 3, 1947				
	5,000 sq.ft. at 50¢ sq.ft.	2,500.00		
	Large 9-room house	4,500.00		
	Smaller house-3 apartments up	2,500.00	9,500.00	Collins Berry

(Con't)

NOV 24 1947

EXHIBIT"A" (CON'T)

PACIFIC HIGHWAY - EUGENE - EAST BROADWAY * (CON'T)

11982- Wills, Frank and Mary Jane Wills Right of way Option expires December 4, 1947				
	788 sq.ft. at 75¢ sq.ft.	$ 591.00	$ 591.00	Collins Berry
11980- Moore, Emma L. Right of way Option expires December 5, 1947				
	788 sq.ft. at 75¢ sq.ft.	591.00	591.00	"
11979- Pennington, Clair B. and Alice I. Pennington Right of way Option expires December 17, 1947				
	1,042 sq.ft. at 50¢ sq.ft.	521.00		
	Allowance-loss fir tree	50.00		
	Allowance-damages	100.00	671.00	"
11983- Seavey, B. Lee and Lela F. Seavey Right of way and easement Option expires December 30, 1947				
	804 sq.ft. at 50¢ sq.ft.	402.00		
	Allowance - loss trees, small shrubs.	78.00		
	Allowance-damages-too close house	100.00	580.00	"
	Plus temporary 5-ft. easement			
11981- Spreckels, Dorothy Belle Right of way Option expires January 8, 1948				
	788 sq.ft. at 75¢ sq.ft.	591.00	591.00	"

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

PACIFIC HIGHWAY - EUGENE - EAST BROADWAY * (CON'T)

11991- Riggs, Estate, Nellie Right of way Option expires January 9, 1948				
	960 sq.ft. at 50¢ sq.ft.	$ 480.00	$	Collins
	Allowance-damages	100.00	580.00	Berry
11993- Laraway, Estate, Florence Right of way Option expires January 23, 1948				
	1,629 sq.ft. at 50¢ sq.ft.	814.50		
	Allowance-replacing concrete wall	785.50		
	Allowance-loss 4 trees, $50 each	200.00		
	Allowance-damages	200.00	2,000.00	"
13787-Couts, W. J. and Grace P. Couts Right of way Option expires February 3, 1948				
	600 sq.ft. at 75¢ sq.ft.	450.00		
	Allowance-loss cedar tree	50.00		
	Allowance-damage-cutting down area	100.00	600.00	"
12001- Morgan, L. Daisy Right of way Option expires February 26, 1948				
	299 sq.ft. at 50¢ sq.ft.	149.50		
	Allowance-cutting off house	750.00	899.50	"
9983- A Leonard, Manning Right of way Option expires February 25, 1948				
	185 sq.ft. at 50¢ sq.ft.	92.50		
	Allowance-damages	100.00	192.50	"

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

PACIFIC HIGHWAY - EUGENE - EAST BROADWAY * (CON'T)

12000- Woodruff, Sherman and Josephine Right of way and easement Option expires February 27, 1948				
		$	$	
	81 sq.ft. at 50¢ sq.ft.	40.50		Collins
	10 foot permanent easement	00.00	40.50	Berry
11005- Woodruff, Sherman and Josephine Woodruff Right of way and easement Option expires February 27, 1948				
	1,597 sq.ft. at 50¢ sq.ft.	798.50		
	State to convey to grantors 1,890 sq.ft., approx.-50¢ sq.ft. (file 7743)-Grantors to pay State for any land in excess 1,597 sq.ft. taken by the State			
	Waiver of access			
	10 foot easement	____	798.50	"
11976- Reynolds, John Laurin and Marjorie Thompson Reynolds Right of way Option expires March 17, 1948				
	128 sq.ft. at $1.00	128.00		
	Loss Large Walnut Tree	00.00	128.00	"
	State remove small pear tree			
11126- Houghton, Iola Mae Slope easement				
	10 foot slope easement and complete access	10.00	10.00	"
11978- Harpham, John L. and Alma R. Harpham Right of way Option expires May 19, 1948				
	2,315 sq.ft. at $1.00	2,315.00	2,315.00	"

(Con't)

NOV 24 1947

EXHIBIT"A" (CON'T)

FRONT STREET PROJECT - CITY OF PORTLAND - PACIFIC HIGHWAY WEST

14177- Jordan, Louis D. and Matilda P. Jordan				
Right of way				
		$	$	
	44 sq.ft. at 40¢ sq.ft.	17.60		
	Allowance-taking triangular parcel	100.00	117.60	McCallister
10860- Lloyd Corporation, Ltd.				
Right of way				
	8,768 sq.ft. at $1.00 sq.ft.	8,768.00		
	Severance damage	1,232.00	10,000.00	"
11139- Cordano, Rosa				
Right of way				
	10,000 sq.ft. at 40¢ sq.ft.	4,000.00		
	2½ story frame house	3,500.00		
	2 garages	500.00	8,000.00	"
10945- Neilson, Maren				
Right of way				
	1,500 sq.ft. at 40¢ sq.ft.	600.00		
	6-room house	4,400.00	5,000.00	"

WEST SLOPE-BEAVERTON SECTION - TUALATIN VALLEY HIGHWAY

13698- U. S. National Bank				
Right of way				
Option expires				
April 30, 1948				
	5,662 sq.ft. at 10¢ sq.ft.	566.20	566.20	Witt
13687- Keller, Anna O.				
Slope easement				
Option expires				
May 5, 1948				
	10 foot slope easement	25.00	25.00	"

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

WEST SLOPE - BEAVERTON SECTION - TUALATIN VALLEY HIGHWAY (CON'T)

13685- Thomas, N. J. Slope easement Option expires April 29, 1948				
	10 foot slope easement	$ 10.00	$ 10.00	Witt
13703- Walsh, John E. Right of way Option expires April 22, 1948				
	2,700 sq.ft. at 5¢ sq.ft.	135.00		
	Allowance-bushes and trees	104.00	239.00	"
13699- Ward, Newman and Zeneth F. Ward Right of way Option expires April 23, 1948				
	4,704 sq.ft. at 5¢ sq.ft.	235.20	235.20	"
13702- Lilly, Frank L. and Minnie Lilly Right of way Option expires April 23, 1948				
	404 sq.ft. at 15¢ sq.ft.	6.06	6.06	"
13701- Kueneke, Jacqueline and Richard F. Kueneke. Right of way Option expires May 12, 1948				
	2,309 sq.ft. at 5¢ sq.ft.	115.45	115.45	"
13700- Kueneko, Jacqueline and Richard F. Kueneke Right of way Option expires May 12, 1948				
	2,831 sq.ft. at 5¢ sq.ft.	141.55	141.55	"

(Con't)

14387

EXHIBIT"A" (CON'T)

WEST SLOPE BEAVERTON SECTION - TUALATIN VALLEY HIGHWAY (CON'T)

13695- Doughty, J. Paul and Lilli Doughty
Slope easement

2,124.7 sq.ft.	$ 10.00	$ 10.00	Witt

OREGON CITY- NEW ERA SECTION- PACIFIC HIGHWAY *

14071- Bowles, Theodore J. and Mabel Bowles
Right of way
Option expires
April 20, 1948

250 sq.ft. at 20¢ sq.ft.	50.00		
Allowance-remodeling porch, steps, sidewalk	150.00		
Allowance-shrubs, filling front yard, reseeding, damage too close house, apple tree damage	235.00	435.00	Benfield Benson

14069- Nutall, Sidney and Margaret E. Nutall
Right of way
Option expires
April 20, 1948

750 sq.ft. at 20¢ sq.ft.	150.00		
Allowance- shrubs, bulbs, trees, remodeling porch, steps; and concrete retaining wall, and damage allowed-too close house	805.00	955.00	"

14062- Furre, Carroll J. and Helen Furre
Right of way
Option expires
April 21, 1948

250 sq.ft. at 20¢ sq.ft.	50.00		
Allowance-loss lawn, moving shrubs	25.00	75.00	"

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

OREGON CITY- NEW ERA SECTION - PACIFIC HIGHWAY * (CON'T)

14060- Bly, Beatrice L. Dickerson Right of way Option expires April 20, 1948				
	500 sq.ft. at 20¢ sq.ft.	$ 100.00	$	
	Allowance-rose bushes	9.00		Benson
	Moving house, estimated	1,500.00	1,609.00	Benfield
14056- Hair, Lester G. and Aleta M. Hair Right of way Option expires April 20, 1948				
	250 sq.ft. at 20¢ sq.ft.	50.00		
	Allowance-loss business, inconvenience, supervision alterations	175.00		
	Cost raising floor, level new sidewalk, raising windows, doors, toilet, sink, etc. estimated at	750.00	975.00	"
14046- Clackamas County Right of way				
	4.30 acres	00.00	00.00	Benson
14067- Avery, C. S. and Edna E. Avery Right of way Option expires May 17, 1948				
	250 sq.ft. at 20¢ sq.ft.	50.00		
	Allowance-plants, trees, shrubs, remodel sidewalk etc.	198.50		
	Damage-sidewalk coming too close to front steps	151.50	400.00	"
14040- Leonard, Matilda F. Right of way Option expires May 18, 1948				
	0.04 acre at $500.00	20.00		
	15 rods fence at $2.00 rod	30.00	50.00	"

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

OREGON CITY-NEW ERA SECTION - PACIFIC HIGHWAY * (CON'T)

14072- Lewis, John J. and Helen J. Lewis
Right of way
Option expires
May 18, 1948

	$	$	
250 sq.ft. at 20¢ sq.ft.	50.00		
Allowance-shrubbery, lawn	30.00		
Damage-right of way too close	250.00	330.00	Benson

14073- Harvey, Willian G. and Agnes Harvey
Right of way
Option expires
May 16, 1948

255 sq.ft. at 20¢ sq.ft.	51.00		
Allowance- shrubbery, concrete walk, new lawn, change front porch and steps	149.00		
Damage-sidewalk too close	300.00	500.00	"

BERGER RANCH-BARNES ROAD SECTION - SUNSET HIGHWAY

5203- Guerber, Adele *
Right of way

(CORRECTION)

1.0 acre at $500.00	500.00		
Loss fruit and shade trees	1,500.00		
General damages	1,500.00		
Inconvenience while moving	500.00		
Cost new well and pump	900.00		
Cost moving buildings, shrubs, etc.	7,200.00		
Estimated cost purchase water softening system	250.00		
Estimated cost installation	200.00	12,550.00	Collins

Previous report:

Cost of water softening system and the installation not included in previous report - $ 450.00 -

EXHIBIT "A" (CON'T)

TROUTDALE SECTION - COLUMBIA RIVER HIGHWAY

11920- Spence, Estate, Wm. C.
Right of way

	$	$	
8.38 acres at $750.00	6,285.00		
Severance damage- 11.0 acres at $750.00 or 30% of $8250	2,475.00		
119 rods fence at $2 less rod	235.00		
1.173 acres at $2450 acre less	2,855.00	11,850.00	Parker

Restricted access

MULTNOMAH COUNTY LINE-MIDDLETON SECTION - PACIFIC HIGHWAY WEST

12281- White, Lester T. and Gladys M. White
Right of way
Option expires
May 12, 1948

0.06 acre at $1,000.00 per acre	60.00	60.00	McChesney

CAPITOL GROUNDS

14196- Alpha Psi Delta *
Purchased for Board of Control
Option expires
May 7, 1948

Blk. 82 - 9,200 sq.ft. at $1.50 sq.ft.	13,800.00		
14-room house	5,200.00	19,000.00	Parker

ROSEBURG-DIXONVILLE SECTION- NORTH UMPQUA HIGHWAY

13681- U. S. Government
Right of way easement

0.088 acre	00.00		
23 rods fence to be moved by the State-estimated	46.00	46.00	"

NOV 24 1947

EXHIBIT "A" (CON'T)

TILLAMOOK-PLEASANT VALLEY SECTION - OREGON COAST HIGHWAY

11834- McKenzie, Geo. F. and Ed. Hadley
Right of way
Option expires
January 19, 1948

	$	$	
1.72 acres at $2500 acre	4,300.00		
2,517 cu.yds.fill on R/W 75¢ cu.yd.	1,887.75		
Allowance-general damage, irregular shape balance property	612.25	6,800.00	Gardiner

HELIX JUNCTION-ATHENA SECTION - ATHENA-HOLDMAN HIGHWAY

13407- Gross, Sarah J., and Grant S. Prestbye and Lula B. Prestbye
Right of way
Option expires
February 21, 1948

0.07 acre at $100.00	7.00	7.00	Berry

13405-Tillman Company, The J. H.
Right of way
Option expires
February 18, 1948

0.33 acre at $250.00	82.50		
Allowance-81 feet fence at 60¢ ft.- (plus)	50.50	133.00	"

13406- Gross, Sarah J., et al
Right of way
Option expires
April 16, 1948

0.35 acre at $100.00	35.00	35.00	"

GERKING SCHOOL-HOLDMAN JUNCTION SECTION -ATHENA-HOLDMAN HIGHWAY

13433- Goff, Mira L. and W. P. Goff
Right of way
Option expires
April 5, 1948

0.36 acre at $200.00	72.00		"

EXHIBIT"A" (CON'T)

GERKING SCHOOL-HOLDMAN JUNCTION SECTION - ATHENA-HOLDMAN HIGHWAY (CON'T)

13431- Walker, Martha J.
Right of way
Option expires
March 21, 1948

	$	$	
1.50 acres at $100.00	150.00		
400 rods fence- move- at $1 rod	400.00	550.00	Berry

13444- Hill, Myrtle May and Henry T. Hill
Right of way
Option expires
April 9, 1948

0.14 acre at $100.00	14.00		
36 rods fence at $1 rod	36.00	50.00	"

13409-A Catron, J. R. and Grace Catron
Lease

Lease for 1 year-2.31 acres at $85.00 acre	196.35	196.35	"

13445- Hanscom, Claud J. and Bertha Hanscom
Right of way
Option expires

(CORRECTION)

0.14 acre at $100.00	14.00		
Allowance-75 rods fence at 50¢ rod	37.50	51.50	"

Previous report:

75 rods fencing not included

12321- Koebcke, W. E. and Eva Koebcke
Right of way and stock pile
Option expires
February 19, 1948

2.88 acres at $100.00	288.00	288.00	"

(Con't)

NOV 24 1947

EXHIBIT"A" (CON'T)

GERKING SCHOOL-HOLDMAN JUNCTION SECTION - ATHENA- HOLDMAN HIGHWAY (CON'T)

13446- Struve, Grace and Henry Struve
Quarry and stock pile site

	$	$	
4.83 acres at $150.00	724.50		
90 rods fence at $2.00 rod	180.00		
Allowance-1.0 acre additional fence row	150.00		
Allowance-damages	670.00	1,724.50	Berry

13428- Winn, John A. and Minnie G. Winn
Right of way
Option expires
March 28, 1948

1.22 acres at $100.00	122.00		
320 rods fence at $1.00 rod	320.00	442.00	"

13431-Brogoitti, S. E. and Ada Brogoitti
Right of way
Option expires
March 21, 1948

1.22 acres at $100.00	122.00		
320 rods fence at $1.00 rod	320.00	442.00	"

TIDEWATER SECTION -ALSEA HIGHWAY

14078- Thissell, Harry and Ruth Thissell
Easement and permit
Option expires
March 1, 1948

10 feet land to be used during construction period	100.00	100.00	McChesney

DELMAR-CHINA CAMP CREEK SECTION -OREGON COAST HIGHWAY

14130- Martin, George W. and Mae V. Martin
Right of way
Option expires
May 12, 1948

			Berry
2.18 acres at $75.00	163.50	163.50	Mayhew

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY (CON'T)

14099- Chard, George and Clara E. Chard
Right of way
Option expires
May 11, 1948

	$	$	
1.40 acres at $200.00	280.00	280.00	Berry Mayhew

14102- Gilfillan, Jessie H.
Right of way
Option expires
May 11, 1948

0.25 acre	00.00	00.00	"

RAMSEY CANYON-CRATER LAKE SECTION - SAM'S VALLEY HIGHWAY

14092- Rein, Theodore and Mizzie Rein
Right of way
Option expires
May 5, 1948

2.15 acres at $500.00	1,075.00		
Severance-6.50 acres value $3250, 50%	1,625.00		
2 gates at $25 each	50.00		
Anchor posts- 10 at $10 each	100.00		
Bracing posts, 15 at 50¢ each	7.50		
97 rods fencing at $2 rod	194.00	3,051.50	Norlin

14089- Fleming, A. B. and Dorothy D. Fleming
Right of way
Option expires
May 11, 1948

4.86 acres at $100.00	486.00		
Severance-58 acres, value $5800-25%	1,450.00		
Compromise to settle State to fence, and construct cattle-pass	64.00	2,000.00	"

(Con't)

EXHIBIT "A" (CON'T)

RAMSEY CANYON-CRATER LAKE SECTION - SAM'S VALLEY HIGHWAY (CON'T)

14088- French, Lloyd B. and Iona French (Ida)
Right of way
Option expires
May 9, 1948

	$	$	
6.38 acres at $450.00	2,871.00		
Severance-10.31 acres at $400 acre (33 1/3%)	1,374.66		
Compromise settlement	254.34	4,500.00	Norlin
State to fence-gates-			

14087- Wright, Harrison W. and Vera S. Wright
Right of way
Option expires
May 6, 1948

0.29 acre at $1500 acre	435.00		
26 rods fence at $2 rod	52.00		
Cattle guard	50.00	537.00	"
State to fill low spot 300 yds. dirt-			

14084- Wright, Clara E.
Right of way
Option expires
May 9, 1948

1.14 acres at $400.00	456.00		
77 rods fence at $2.00 rod	154.00	610.00	"

14085- Dodge, Burdette L., Jr., and Sibyl F. Dodge
Right of way
Option expires
May 19, 1948

13.49 acres at $150.00	2,023.50		
5 gates at $25 each	125.00		
Allowance-remove feed corral	44.00		
Allowance-build pump house, move tank, pump and reconnect	588.50		
Plus fencing		2,781.00	"

NOV 24 1947

EXHIBIT "A" (CON'T)

GUNNELL ROAD-ROBERTSON BRIDGE SECTION - ROGUE RIVER LOOP HIGHWAY

13978- Alverson, James E. and Alice Alverson
Right of way
Option expires
May 4, 1948

	$	$	
0.21 acre at $100.00	21.00		
65 rods fence at $2 rod	130.00		
3 small fruit trees, $2.50 each	7.50		
1 gate	20.00	178.50	Haskin

13990- Lester S. Ford and Belle B. Hussey
Right of way
Option expires
May 13, 1948

State to return old right of way to owner in exchange for new right of way	00.00	"

13980- Winn, F. E. and C. A. Antill
Right of way
Option expires
May 13, 1948

Land in right of way from an intersecting road which will be in new widened highway	00.00	"

13979- Ezell, C. D. and Mamie Ezell
Right of way
Option expires
May 4, 1948

0.26 acre at $100	26.00		
64 rods fence at $2.00 rod	128.00		
1 gate	20.00	174.00	"

13986- Coffman, W. C. and N. J. Coffman
Right of way
Option expires
May 4, 1948

3.60 acres at $75	270.00		
100 rods fence at $2.00 rod	200.00		
1 gate	20.00	490.00	"

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

GUNNELL ROAD-ROBERTSON BRIDGE SECTION - ROGUE RIVER LOOP HIGHWAY (CON'T)

13992- Neely, Roy E. and Myrtle O. Neely, and Clifford C. and Nellie May Scherf
Right of way
Option expires
May 13, 1948

	$	$	
1.38 acres at $200.00	276.00		
1.0 acre at $25.00	25.00		
160 rods fence at $2.00 rod	320.00		
2 gates at $20 each	40.00	661.00	Haskin

14178- Anderson, Lloyd W. and Ruth G. Anderson
Right of way
Option expires
May 19, 1948

2.0 acres at $150.00	300.00		
0.83 acre at $50.00	41.50		
186 rods fence at $2.00 rod	372.00		
2 gates at $20 each	40.00		
Crop loss	72.00		
Severance-20.0 acres, value $1750- 20% damage	350.00	1,175.50	"

13995- Robertson, David G. and Della Robertson
Right of way and gravel bar
Option expires
May 17, 1948

5.70 acres at $200.00	1,140.00		
9.12 acres at $20.00	182.40		
345 rods fence at $2.00 rod	690.00		
4 cattle guards at $50 each	200.00		
4 gates at $25 each	100.00		
Crop damage	187.50		
Severance- 30 acres, value $6000, 25% damage	1,500.00	3,999.90	"

AMITY-HOPEWELL SECTION - BELLEVUE- HOPEWELL SECONDARY

14031- Hetzler, S. R. and Alta Hetzler
Right of way
Option expires
April 20, 1948

0.06 acre at $75.00	4.50		
17 rods fence at $1.50 rod	25.50	30.00	McChesney

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

AMITY-HOPEWELL SECTION - BELLEVUE-HOPEWELL SECONDARY HIGHWAY (CON'T)

14032- Versteeg, J. W. and Margaret E. Versteeg
Right of way
Option expires
April 20, 1948

	$	$	
0.36 acre at $200.00		72.00	
0.36 acre at $75.00		27.00	
93 rods fence at $1.50 rod		139.50	
Allowance fruit trees		70.00	308.50 McChesney

14033-Woodward, Lawrence G.
Right of way
Option expires
April 28, 1948

0.2 acre at $200.00	40.00	
0.2 acre at $75.00	15.00	
72 rods new fence at $1.50 rod	108.00	163.00 "

14029- Edlefsen-Weygandt Co.,
Right of way
Option expires
April 27, 1948

0.45 acre at $75.00	33.75	
30 rods new fence at $1.50 rod	45.00	78.75 "

EAGLE POINT SECTION- TRAIL HIGHWAY

14152- Haley, Percy W.
Right of way

1.36 acres	1.00	1.00 Rohde

LANE COUNTY LINE-RICE HILL SECTION - PACIFIC HIGHWAY

14148- Cavey, Geo E. and Helen L. Cavey
Right of way
Option expires
April 27, 1948

2.47 acres at $50	123.50
2.0 acres at $200.00	400.00
4.0 acres at $100	400.00

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

LANE COUNTY LINE-RICE HILL SECTION - PACIFIC HIGHWAY (CON'T)

14148- Cavey, Geo. E. and Helen L. Cavey (Con't)
Right of way
Option expires
April 27, 1948

	$	$	
127 rods fence at $2 rod		254.00	
1 gate at $20		20.00	
Allowance-moving brooder and chicken house, water pipe, chicken fence		300.00	1,497.50 Haskin

SEASIDE SECTION -OREGON COAST HIGHWAY

14009- Standard Oil Company of Califo nia
Right of way

403 sq.ft. at 6.2 ¢ plus sq.ft.	25.00		25.00 McChesney

ONEONTA SECTION - COLUMBIA RIVER HIGHWAY

418- Oregon-Washington Rr. Nav. Co.
Parking space

5 year parking area lease (18x60 ft)		00	00 Parker

DEE-PARKDALE SECTION - HOOD RIVER HIGHWAY

9862- Hirata, Karie Chiako, Hirata Fusako
Right of way
Option expires
August 14, 1946

(CORRECTION)

0.80 acre orchard land	150.00		150.00 Witt

Previous: Commission on February 25, 1946
authorized $120.00

MADRAS SECTION - WARM SPRINGS HIGHWAY

12140- Andrus, H. P.
Stock Pile lease

Extension of lease on 1.17 acres- 1 year - ending August 27,1948	30.00		30.00 LeSouza

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

FOREST BOUNDARY-AGENCY WARM SPRINGS RESERVATION SECTION - WARM SPRINGS HIGHWAY

14095-	McCorkle, Warren (Allottee #268) Lease for Gravel Bar			
	10 year lease-20 acres at $75	$ 1,500.00	$ 1,500.00	McChesney

PELICAN CITY-SOUTH 6th STREET SECTION - KLAMATH FALLS-MALIN HIGHWAY

11176-E	Klamath County Right of way			
	3 lots in Block 22, Opportunity Addition to Klamath Falls	3.00	3.00	Rohde

BEND SECTION - THE DALLES-CALIFORNIA HIGHWAY

13580-	Deschutes County Maintenance site Option expires May 4, 1948			
	6,800 sq.ft.	25.00	25.00	Cozad

REDMOND-BEND SECTION - THE DALLES-CALIFORNIA HIGHWAY

6176-	Lynch, M. A. and State Reclamation Commission Right of way and stock pile site			
	4.0 acres	00.00	00.00	Devers

ELGIN-BOSWELL RANCH SECTION -WALLOW LAKE HIGHWAY

14027-	Cricket Flat Grange #606 Right of way Option expires April 6, 1948			
	0.08 acre	00.00	00.00	Cozad

(Con't)

NOV 24 1947

EXHIBIT "A" (CON'T)

ELGIN-BOSWELL RANCH SECTION - WALLOWA LAKE HIGHWAY (CON'T)

11411- Blanchard, Estate, Leman
Right of way
Option expires
April 30, 1948

	$	$
2.36 acres at $150.00	354.00	
0.78 acre at $100.00	78.00	
2.05 acres at $150.00-20% value	61.50	
2.07 acres at $100.00-20% value	41.50	
State to remove and rebuild all fences		
Allowance-pay for growing crop-leased	80.00	614.90 Cozad

ADRIAN-HOMEDALE SECTION - NYSSA-ADRIAN HIGHWAY

13796- Pinney, Marie, and Pinney, Wm. G..
Right of way
Option expires
May 4, 1948

2.22 acres at $100.00	222.00	222.00 Cozad

FOOTNOTE:

** Gold Beach Section, Oregon Coast Highway. For discussion of this section see page 14332 of the minutes.

* For discussion of the items marked with one asterisk, see page 14334 of the minutes.

EXHIBIT "B1"

Minutes of November 24 and 25, 1947

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway (State Highway No. 1) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, the Highway Commission is authorized, when the route of a state highway passes through the corporate limits of a city or town, to select or designate the street or streets of said city or town over which to route traffic; and

WHEREAS, pursuant to said authority the Commission has selected as one of the streets of the City of Eugene over which to route traffic using the Pacific Highway a street known as Broadway; and

WHEREAS, for the purpose of providing an adequate traffic artery for the movement thereover of traffic entering, passing through, and leaving the City of Eugene by way of the Pacific Highway, the Commission has planned and

EXHIBIT "B1" (CON'T)

contemplates the improvement of a portion of Broadway as a part of said route; and

WHEREAS, pursuant to the provisions of Section 100-115, O. C. L. A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Pacific Highway, as one of the major highways of the State, carries a large volume of traffic and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that all of the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of the Pacific Highway routed over Broadway Street in the City of Eugene.

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described on the attached sheets, which are made part of this resolution. *

3. That all of said real properties are needed and the acquisition of the same is necessary for the specific purposes stated in the description of each ownership.

4. That said section of said highway has been located, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of the Commission, is and will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury or damage.

5. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described on the attached sheets, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to

EXHIBIT "B1" (CON'T)

the respective parcels of real property herein described and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission. *

6. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

7. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

8. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

EXHIBIT"B1" (CON'T)

9. The real properties sought to be acquired are described on the attached sheets, consisting of 2 pages, on which sheets are shown the respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties, said parcels of real property being otherwise identified as Parcels No. 1 to 4 inclusive. *

10. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fourth day of November, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 91, under the heading "Real Property Condemnation Resolutions"and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "B2"

Minutes of November 24 and 25, 1947

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway (State Highway No. 1) is a highway under the jurisdiction and control of the State, and said Highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, the Highway Commission is authorized, when the route of a state highway passes through the corporate limits of a city or town, to select or designate the street or streets of said city or town over which to route such traffic; and

WHEREAS, pursuant to said authority the Commission has selected as one of the streets of the City of Eugene over which to route traffic using the Pacific Highway a street known as Broadway; and

WHEREAS, the Highway Commission is authorized by law to enter into an agreement with the City of Eugene and/or the County of Lane for the

EXHIBIT "B2" (CON'T)

construction, reconstruction, repair, or maintenance of any state highway and may provide for an allocation of the cost of such project to the contracting parties; and

WHEREAS, the City of Eugene, the County of Lane, and the State of Oregon have entered into a cooperative agreement, the subject of which is the location and construction of a state highway, or section thereof, within the corporate limits of the City of Eugene, which project includes also the construction or reconstruction of a portion of a city street and a portion of a county road, both within the corporate limits of said City, the improvement of both of which is, in the judgment of the Commission, necessary in order to provide adequate traffic accommodations into and through said City for traffic having occasion to use the state highway and its connections; and

WHEREAS, pursuant to the provisions of Section 100-115, O. C. L. A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Pacific Highway, as one of the major highways of the State, carries a large volume of traffic and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that all of the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of the Pacific Highway, and its connections, through the City of Eugene. *

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described on the attached sheets, all of which are made part of this resolution. *

3. That all of said real properties are needed and the acquisition

EXHIBIT "B2" (CON'T)

of the same is necessary for the specific purposes stated in the description of each ownership.

4. That said section of said highway has been located, planned, and specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will in the opinion of the Commission do the least private injury or damage.

5. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described on the attached sheets, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the respective parcels of real property herein described and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission. *

6. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

7. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

8. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said

EXHIBIT "B2" (CON'T)

described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

9. The real properties sought to be acquired are described on the attached sheets, consisting of 7 pages, on which sheets are shown the respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties, said parcels of real property being otherwise identified as Parcels No. 1 to 14 inclusive. *

10. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fourth day of November, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 92, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "B3"

Minutes of November 24 and 25, 1947

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Eva L. Campbell, et al., which property is located in the south half ($S\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 24, Township 4 North, Range 32 East, W. M. Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway

NOV 24 1947

EXHIBIT "B3" (CON'T)

Commission as file R13443, which property is being acquired for right of way purposes in connection with the Athena-Holdman Highway; *

Real property owned by Ava L. Bagley, et al., which property is located in the west half ($W\frac{1}{2}$) of Section 23 and in the East half ($E\frac{1}{2}$) of Section 22, Township 4 North, Range 33 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 13434A, which property is being acquired for right of way purposes in connection with the Athena-Holdman Highway; *

Real property owned by O. H. Reeder, et al., which property is located in the northwest quarter ($NW\frac{1}{4}$) of Section 26, Township 4 North, Range 33 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R13434, which property is being acquired for right of way purposes in connection with the Athena-Holdman Highway.*

Real property owned by Frankie Kilgore Butts, et al., which property is located in the northwest quarter ($NW\frac{1}{4}$) of Section 21, Township 4 North, Range 32 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 13447, which property is being acquired for right of way purposes in connection with the Athena-Holdman Highway; *

Real property owned by the J. H. Tillman Company, which property is located in the northeast quarter ($NE\frac{1}{4}$) of Section 21, Township 4 North, Range 34 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 13408, which property is being acquired for right of way purposes in connection with the Athena-Holdman Highway; *

Real property owned by J. R. Catron, et ux., which property is located in the north half ($N\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 22, and in the northeast quarter ($NE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 22, all in Township 4 North, Range 34 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 6 and 7, and is further identified in the records of the Highway Commission as file R 13409, Parcel No. 6 being acquired for right of way purposes and Parcel No. 7 being acquired for the purpose of securing roadbuilding materials therefrom in connection with the Athena-Holdman Highway; *

NOV 24 1947

EXHIBIT "B3" (CON'T)

Real property owned by Mary E. Chandler, et al., which property is located in the north half ($N\frac{1}{2}$)of the northwest quarter ($NW\frac{1}{4}$) of Section 14 and in the southeast quarter ($SE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) and in the northwest quarter ($NW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 11, Township 1 North, Range 39 East, W. M., Union County, Oregon, and is more particularly described on the attached sheets and designated as Parcels No. 8 and 9, and is further identified in the records of the High-Commission as file R 11422, which property is being acquired for right of way purposes in connection with the Wallowa Lake Highway; *

Real property owned by G. P. Hunter and Eliza Hunter, which property is located in Lots 5 (the northeast quarter of the southwest quarter) of Section 28, Township 13 South, Range 10 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 10, and is further identified in the records of the Highway Commission as file R 12643, which property is being acquired for right of way purposes in connection with the Alsea Highway; *

Real property owned by Leslie Irene McPherson, et al., which property is located in the northeast quarter ($NE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) and in the south half ($S\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 35 South, Range 1 West, W. M., Jackson County, Oregon, and is more particularly described on the attached sheets and designated as Parcels No. 11 and 12, and is further identified in the records of the Highway Commission as file R 14090, which property is being acquired for right of way purposes in connection with the Sams Valley Highway; *

Real property owned by Robert W. Ruhl, which property is located in Government Lot 4 of Section 17, Township 35 South, Range 1 West, W. M., Jackson County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 13, and is further identified in the records of the Highway Commission as file R14086, which property is being acquired for right of way purposes in connection with the Sams Valley Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of

NOV 24 1947

EXHIBIT "B3" (CON'T)

said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-fourth day of November, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission , Salem, being Resolution No. 93, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full therein.

NOV 24 1947

EXHIBIT "B4"

Minutes of November 24 and 25, 1947

R E S O L U T I O N

WHEREAS, by virtue of the laws of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of road-building materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the North Powder River Road in Baker and Union Counties, State of Oregon, is a county road which has been designated and classified as a federal aid secondary highway and as such is qualified for improvement with state, federal, and county funds; and

WHEREAS, said highway is now being improved pursuant to a cooperative agreement or arrangement between the United States Government, the State of Oregon and Baker and Union Counties; and

WHEREAS, the real property hereinafter described is necessary for right of way purposes in connection with the contemplated and proposed improvement of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described is necessary for the construction and

NOV 24 1947

EXHIBIT "B4" (CON'T)

improvement of the North Powder River Road in Baker and Union Counties, State of Oregon, to wit:

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 31, Township 6 South, Range 39 East, W. M., Baker and Union counties, Oregon, the said parcel being described as follows:

Beginning at the southwest corner of Section 31; thence North 0° 29' West along the west line of said Section 31 a distance of 1331.6 feet to the northwest corner of the southwest quarter ($SW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 31; thence North 89° 31' East a distance of 32 feet to a point 40 feet distant easterly from (when measured at right angles to) the relocated center line of the North Powder River Road at Engineer's Station 247+10; thence South 0° 21' East parallel to said highway centerline a distance of 1331.6 feet to the south line of Section 31; thence South 89° 31' West a distance of 29 feet to the point of beginning.

The parcel of land to which this decription applies contains 0.93 acre, of which 0.36 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 0.57 acre lies outside of the existing right of way.

(Title to said parcel of real property is in Maude K. Hutchinson.)

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of the said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can

EXHIBIT "B4" (CON'T)

be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-fourth day of November, 1947.

NOV 24 1947

14417

EXHIBIT "B5"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the highway known and designated as the Oregon Coast Highway, otherwise identified as State Highway No. 9 and U. S. Route No. 101, is a state highway and therefore under the jurisdiction and control of the State Highway Commission; and

WHEREAS, said highway as now located passes through the town of Gold Beach and it is the purpose of the Highway Commission to widen and more permanently improve said section of said highway, and for which purpose it is necessary that the real properties described on the attached sheets be acquired;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property described on the attached sheets, which sheets for identification purposes bear the date of November 24, 1947, and the signature of W. C. Williams, Assistant State Highway Engineer, are each and all necessary

NOV 24 194

EXHIBIT "B5" (CON'T)

for the proper widening, reconstruction, and other improvement of said highway from Engineer's Station 2+45.7 to Engineer's Station 31+02.

2. That the names of the owners of the several parcels of property sought to be acquired by the State for right of way purposes are:

Parcel No. 1 - D. M. Moore, C. M. Morse, and C. H. Buffington
Parcel No. 2 - Oleta A. Walker
Parcel No. 3 - H. W. Crook and Ruth Crook
Parcel No. 4 - H. W. Crook and Ruth Crook, contract purchasers from A. H. Gauntlett Estate
Parcel No. 5 - John O. Melville
Parcel No. 6 - H. W. Crook and Richard Buffington

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General, and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel, and G. W. Heuner, as Assistant Counsel for the Oregon State Highway Commission, are and each of them is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in their joint or individual judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-fourth day of November, 1947.

NOV 24 1947

14419

EXHIBIT "C"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by the Oregon State Highway Commission apportioned to the city hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the sum or amount set opposite the name of said city:

Tualatin ----------$ 357.48

AND, WHEREAS, said city has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify said city for the benefits thereof;

NOW, THEREFORE, be it and it hereby is resolved as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified, the following streets in the following named city:

Tualatin - Park Street, Grove Street, Second Street, Railroad Avenue, Douglas Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named city hereby are approved.

3. That the action taken by said city as evidence by appropriate resolutions adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city so as to qualify said city to receive and use the funds apportioned to said city.

4. That upon entry of this resolution in the minutes and records of the Highway Commission, the Secretary shall thereafter mail to the proper officer in said city a duly certified copy of the resolutions adopted by the city together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 25th day of November, 1947.

---

ov 24 1947

EXHIBIT "D"

Minutes of November 24 and 25, 1947

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws, 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Cornelius	$1,566.39
Elgin	1,999.60
Fossil	1,066.99
Gervais	665.86
Juntura	334.94
Madras	1,594.46
Merrill	1,299.64
Monroe	623.75
Port Orford	1,514.24

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Cornelius - "Q" Street

Elgin - "C" Street, Oak Street, Spruce Street, Elm Street, "A" Street, Depot Street, George Street, Virginia Street, Front Street

Fossil - Adams Street, Sixth Street

Gervais - General maintenance - all city streets

Juntura - Hildah Street

Madras - "D" Street

NOV 24 1947

EXHIBIT "D" (CON'T)

Morrill - Court Drive, 2nd Street, Roosevelt Street

Monroe - Railroad Street, Main Street, Howard Street

Port Orford - 19th Street, Jackson Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Forms 1 and 2 adopted by the City of Gervais on May 29, 1947, and approved by the State Highway Commission on June 16, 1947, shall be canceled, in accordance with the request of the City of Gervais on file in the records of the State Highway Department, and Resolution Form 3 hereby approved be substituted therefor.

5. That Resolution Forms 1,2 and 3 adopted by the City of Monroe on June 13, 1947, and approved by the State Highway Commission on October 21, 1947, shall be canceled, in accordance with the request of the City of Monroe on file in the records of the State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

6. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

7. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 25th day of November, 1947.

EXHIBIT " E "

Minutes of November 24 and 25, 1947

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of each of the following sections of state highways, to wit:

Delmar-China Camp Creek Section of the Oregon Coast Highway, in Coos County;

Modoc Point-Barclay Springs Section of The Dalles-California Highway, in Klamath County;

Front Street (Fir Avenue-Ferry Street) Section of the Oregon Coast Highway, in Coos Bay, Coos County;

and in connection therewith to prepare maps showing the route and location of said sections of highways and to file said reports and records with the Commission for consideration; aid

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the surveys of the above-mentioned sections of state highways, together with the maps, which for identification purposes bear the map file Nos. 6B-25-12, 6B-9-7, and 5B-13-12, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-fifth day of November, 1947.

NOV 24 1947

EXHIBIT "F"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2732 with McNutt Bros for grading and bituminous macadam surfacing on the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County; completed November 2, 1947.

Contract No. 2748 with J. F. Johnston for construction of the Pudding River Bridge on the Pacific Highway East in Clackamas and Marion Counties; completed October 31, 1947.

Contract No. 2779 with Sound Construction and Engineering Co., for grading on the North Plains-Gardner Ranch Section of the Sunset Highway in Washington County; completed August 30, 1947.

Contract No. 2817 with J. S. Risley for oiling and rock production on the Robertson Bridge-Hayes Hill-Shattuck Corner Section of the Rogue River Loop Secondary Highway in Josephine County; completed July 3, 1947.

Contract No. 2823 with E. C. Swaggart for furnishing crushed rock in stockpiles on the Wren Section of the Alsea, Corvallis-Newport and Kings Valley Secondary Highways in Benton, Lincoln and Polk Counties; completed February 11, 1947.

Contract No. 2831 with Del R. Beebe for surfacing and oiling on the Smithfield-Elmira Section of the Territorial Secondary Highway in Lane County; completed July 15, 1947.

Contract No. 2832 with Del R. Beebe for regrading and oil mat surfacing on the Veneta-Crow Section of the Territorial Secondary Highway in Lane County; completed July 15, 1947.

Contract No. 2839 with O. C. Yocom Co. for grading and oil mat surfacing on the Deschutes River-Sherars Summit Section of the Sherars Bridge Secondary Highway in Sherman and Wasco Counties; completed August 15, 1947

Contract No. 2840 with O. C. Yocom Co. for grading and oil mat surfacing on the Tygh Valley-Deschutes River Section of the Sherars Bridge Secondary Highway in Wasco County; completed August 15, 1947.

EXHIBIT "F" (CON'T)

Contract No. 2849 with Oscar E. Joelson for furnishing crushed rock in stockpiles on the Lapine Section of The Dalles-California and Fremont Highways in Deschutes and Klamath Counties; completed September 14, 1947.

Contract No. 2858 with Jack R. Taggart for furnishing crushed rock on the Canyon City-Soda Mountain Section of the John Day-Burns Highway in Grant County; completed October 15, 1947.

Contract No. 2865 with Lindstrom Bros. for construction of Love Bridge over Powder River on the Baker-Homestead Highway in Baker County; completed September 27, 1947.

Contract No. 2866 with J. S. Risley for regrading and oil mat surfacing on the Hardman Hill Section of the Heppner-Spray Section of the Heppner-Spray Highway in Morrow County; completed September 25, 1947.

Contract No. 2867 with J. S. Risley for grade widening and oil mat surfacing on the Rhea Creek-Hardman Hill Section of the Heppner-Spray Highway in Morrow County; completed September 27, 1947.

Contract No. 2868 with O. C. Yocom Co. for grading and oil mat surfacing on the Umatilla Dam-Hermiston Section of the Old Oregon Trail Highway in Umatilla County; completed September 22, 1947.

Contract No. 2881 with D. F. McKenzie for grade widening and oil mat surfacing on the Gillespie Corner-Lorane Section of the Territorial Secondary Highway in Lane County; completed November 10, 1947.

Contract No. 2888 with Albert W. Denton for grading and paving on the Ashland (Water St.-Oak St.) Section of the Pacific Highway in Jackson County; completed October 16, 1947.

Contract No. 2910 with Glen O. Stevenson d.b.a. Stevenson Construction Co. for grading and bituminous macadam surfacing on the Salmon River Highway in Polk County; completed October 18, 1947.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "C"

Minutes of November 24 and 25, 1947

ORDER REDUCING MAXIMUM LOAD LIMITS

on the

EDDYVILLE-BLODGETT STATE SECONDARY HIGHWAY

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

EDDYVILLE-BLODGETT SECONDARY STATE HIGHWAY No. 180

AND WHEREAS, the said above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interest of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

NOV 24 1947

The maximum weights which shall apply to the following highway, to-wit:

EDDYVILLE- BLODGETT SECONDARY STATE HIGHWAY No. 180 from Mile Post 11.7, at Nashville, to Mile Post 19.29 at Blodgett, in Lincoln County,

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any single axle of a truck or truck-tractor shall not exceed twelve thousand (12,000) pounds: and, the combined gross weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of all of the axles of a vehicle or combination of vehicles, shall not exceed thirty-five thousand (35,000) pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec 115-394, O. C. L. A., shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway and at important cross-roads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Lincoln County, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this twenty-fifth day of November, 1947.

NOV 24 1947

14427

EXHIBIT "H"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, on December 6, 1943, the Commission, as party of the first part, entered into an agreement with the Ostrander Railway and Timber Company, a corporation organized under the laws of the State of Washington, and the Weyerhaeuser Timber Company, a corporation organized under the laws of the State of Washington, by which the Commission granted to the Companies a permit to construct and maintain a viaduct over the right of way of the Pacific Highway East, at a point approximately one mile Northeasterly of Canby in Clackamas County; and

WHEREAS, under date of September 26, 1947, said Ostrander Railway and Timber Company by agreement has assigned all its interests under said agreement to Crown Zellerbach Corporation, a Nevada Corporation; and

WHEREAS, said Crown Zellerbach Corporation has by the same instrument assumed all the obligations, burdens, and conditions imposed on the Ostrander Railway and Timber Company under the agreement of December 6, 1943; and

WHEREAS, Crown Zellerbach Corporation has requested that the Commission consent to such assignment,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That consent is hereby given to the assignment by the Ostrander Railway and Timber Company in favor of the Crown Zellerbach Corporation, as contained in that certain agreement between the two companies, bearing date of September 26, 1947.

2. In consenting to this assignment the Commission does not release Ostrander Railway and Timber Company from any claims, demands, obligations or liabilities arising out of said agreement with respect to any acts, occurences, or omissions happening prior to October 1, 1947.

3. The Secretary be and he hereby is instructed to transmit a copy of the within resolution to the Crown Zellerbach Corporation and to the Ostrander Railway and Timber Company, a Washington Corporation.

NOV 24 1947

EXHIBIT "I"

Minutes of November 24 and 25, 1947

ORDER REDUCING MAXIMUM LOAD LIMIT

on the

LITTLE NESTUCCA STATE SECONDARY HIGHWAY

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

LITTLE NESTUCCA SECONDARY STATE HIGHWAY NO. 130

AND WHEREAS, the said above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interest of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

The maximum weights which shall apply to the following highway, to-wit:

NOV 24 1947

EXHIBIT "I" (CON'T)

LITTLE NESTUCCA SECONDARY STATE HIGHWAY NO. 130 from a point 500 feet east of Bear Creek, Mile Post 5.0, to Dolph, Mile Post 9.4, in Tillamook County,

shall be as follows: The combined weight bearing on the surface of the highway at contact with the tread of the wheels of all of the axles of a vehicle or combination of vehicles shall not exceed ten thousand (10,000) pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394 O.C.L.A., shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Tillamook County, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this twenty-fifth day of November, 1947.

EXHIBIT "J"

Minutes of November 24 and 25, 1947

ORDER REDUCING MAXIMUM LOAD LIMIT

on the

WESTON-ELGIN STATE SECONDARY HIGHWAY

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

WESTON-ELGIN SECONDARY STATE HIGHWAY NO. 330

AND WHEREAS, the above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highway during the spring months (February 16 to May 1, 1948) when the frost is leaving the ground, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced during such period;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon said road during the period February 15, 1948, to May 1, 1948, shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said road was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of the said highway that the maximum total weight of load and vehicle which shall be permitted upon said road during the period February 15 to May 1, 1948, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

NOV 24 1947

EXHIBIT "J" (CON'T)

The maximum weights which shall apply to the following highway, to-wit:

WESTON-ELGIN STATE SECONDARY HIGHWAY NO. 330 from Weston, in Umatilla County, to Elgin, in Union County,

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed the maximum limit set by law for any one axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394 O.C.L.A., shall be in full force and effect from the 15th day of February, 1948, to the 1st day of May, 1948, unless modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Umatilla County and a like copy to the county clerk of Union County, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this twenty-fifth day of November, 1947.

NOV 24 1947

EXHIBIT "K"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: . . . . . Salmon River Highway . . . . . .

Highway number: . . . . 39 . . . . . Route number: . . . ORE18 . . . .

Location of Termini	Established Speed
M. P. 18.27 (Grand Ronde) to M. P. 27.94 (Willamina)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

NOV 24 1947

14433

EXHIBIT "L"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, by the provisions of Section 115-351, O. C. L. A., the State Highway Commission with respect to state highways is authorized to designate main traveled or through highways or sections thereof by placing at the entrance thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highwayor highways; and

WHEREAS, the Highway Commission has heretofore, to wit: on the twenty-seventh day of April, 1943, adopted a resolution in which a large number of state highways have been declared to be and have been designated as through highways, and the Engineer was instructed to properly mark the same; and

WHEREAS, it is now the judgment and opinion of this Commission that the following known and designated highway is a highway which carries a large volume of traffic, both local and through traffic, and by reason thereof and by reason of other traffic conditions and facts said highway should, in the judgment of the Commission and in the interests of the general public, be declared to be a through highway:

Corvallis-Eastside State Secondary Highway No. 210 between its junction with the Pacific Highway East, in Albany, and its junction with the Pacific Highway West, in Corvallis;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the above named highway hereby is declared to be and is designated as a through highway.

2. That all traffic entering said highway from intersecting streets, and roads or highways, shall come to a stop before entering said highway.

NOV 24 1947

EXHIBIT "L" (CON'T)

3. That the State Highway Engineer be and he hereby is instructed to place, or cause to be placed, and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by law and by this resolution. Such signs as may be erected at said points of intersection shall conform to the types and standards heretofore approved by the Commission.

4. The Engineer is instructed to place such signs or markers as nearly as practicable at the place where the intersecting street, road or highway, meets a prolongation of the nearest property line of such through highway, and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said highway from said intersecting roads the place where the stop shall be made.

5. This resolution shall be entered in the minutes and records of the Commission as of the 25th day of November, 1947, and a duly certified copy thereof delivered to the Public Roads Administration and to the County Court of each county wherein said highway is located.

EXHIBIT "M"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Baker-Homestead Highway known as the West Unit, Love Bridge-Black Bridge Section in Baker County, the westerly terminus of which is at Highway Engineer's Station 1049+00 of the relocated line and the easterly terminus of which is at Highway Engineer's Station 1411+91.9 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, some of which eliminated sections or units will no longer be needed for highway or other public purposes and other portions or units of which are needed and therefore must be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation; and

WHEREAS, the State of Oregon, represented by its State Land Board is now the owner of some lands abutting upon sections or units of the old right of way which by reason of the relocation of the highway are to be abandoned as highway rights of way;

NOW, THEREFORE,BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the map or print which for identification purposes bears date of August, 1945 and the designation Ore. No. 6B-16-10, and bears also the signature of R. H. Baldock, hereby is approved and made a part of this resolution, a copy of which map or print is filed in the permanent records of the Highway Commission at Salem, Oregon, and a like copy of which is filed with the State Land Board at Salem, Oregon. A like copy of said map shall be mailed to Baker County.

2. The area or unit of land which is within the limits of the old right of way and which area or unit is confined within the following Highway Engineer's Stations, to wit: 1056+50 and 1070+55 of the relocated highway, otherwise described as:

EXHIBIT "M" (CON'T)

All of the following described property lying in Lots 1 and 2 of Section 5, Township 9 South, Range 43 East, W. M., and included within a strip of land sixty feet wide, being thirty feet on each side of the center line of the former route of the Baker-Homestead Highway as surveyed over and across said property and as more particularly described as follows:

Beginning at a point on the center line of said highway known as Station 1169+09.9, which is approximately 100 feet south and 1486 feet west of the section corner common to Sections 32 and 33, Township 8 South, Range 43 East, W. M., and Sections 4 and 5, Township 9 South, Range 43 East, W. M., running thence on a 24-degree curve to the right a distance of 215.1 feet; thence South 24° 16' East a distance of 62.7 feet; thence on a 20-degree curve to the left a distance of 476.3 feet; thence North 60° 28' East a distance of 91.8 feet; thence on a six-degree curve to the right a distance of 264.4 feet; thence North 76° 20' East a distance of 394.4 feet; thence on a 14-degree curve to the left a distance of 250.7 feet; thence North 41° 19' East a distance of 66.7 feet to a point known as Station 1179+32, which point is approximately 46 feet east of the above-described section corner, said parcel containing 2.51 acres, more or less,

hereby is abandoned as a part of the right of way of said highway as now located and established and said above described area hereby is permitted to revert to the State Land Board as the owner of the real property abutting thereon and all right, title or interest which the State of Oregon, by and through its State Highway Commission, has or may hereafter have in and to said land or right of way and hereby is relinquished and quitclaimed to the State Land Board. The above area is shown colored in purple on the attached print.

3. The areas of land within the limits of the old right of way which lie between Engineer's Station 1070+55 and Engineer's Station 1099+00 of the relocated highway, between Engineer's Station 1177+70 and Engineer's Station 1182+00 of the relocated highway, and between Engineer's Station 1201+60 and Engineer's Station 1206+60, and between Engineer's Station 1220+00 and Engineer's Station 1241+60 of the relocated highway, and between Engineer's Station 1242+00 and Engineer's Station 1250+70 of the relocated highway, and between Engineer's Station 1153+70 and Engineer's Station 1164+50 of the relocated highway, and between Engineer's Station 1394+40 and Engineer's Station 1397+00 of the relocated highway, which areas are shown colored in brown on said print or map which is made a part of this resolution, upon construction of the relocated highway will no longer be needed for highway or other public purposes, and, therefore, all of said areas which are colored in brown on said map are eliminated from the right of way of said highway, and such title, interest or right which the State has or may have had in said

EXHIBIT"M" (CON'T)

real property is hereby permitted to revert to the respective owners of the real properties abutting directly upon the said area colored in brown, except the area in brown lying between Highway Engineer's Station 1153+70 and Engineer'sStation 1164+50, which said area is to be by quit-claim deed conveyed by the Commission to W. B. Colvard pursuant to previous agreement.

4. That the portions of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way, and which portions lie between Highway Engineer's Station 1112+70 and Highway Engineer's Station 1123+30 of the relocated highway, and also between Highway Engineer's Station 1373+30 and Highway Engineer's Station 1380+30 of the relocated highway, which areas are identified and shown colored in yellow on said map or print, are to be retained by the State and possession thereof and title thereto shall continue to remain in the State of Oregon for use in connection with the construction, maintenance and operation of said highway and for such other public uses as said areas may serve.

5. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties title to which is to be retained by the State shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Baker County a duly certified copy hereof and shall file with the Clerk of Baker County a like certified copy. A certified copy should also be sent to the State Land Board at Salem, Oregon.

NOV 24 1947

EXHIBIT "N"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate a section of the Cove Secondary Highway, otherwise designated as State Highway No. 342 in Union County; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as originally located are eliminated and will no longer be needed for highway purposes for the service of people living thereon or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the units or sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Cove Secondary Highway known as the Cove-Union Section, which begins at Highway Engineer's Station 764+41.4 on the new route and ends at Highway Engineer's Station 1176+00 of the new route, was completed and made available for travel on June 25, 1947, and that the sections of the old route herein defined and described as Units "A", "B", "C", "D", and "E" shall no longer be part of the route of the Cove Secondary Highway but shall be eliminated therefrom.

2. Those parts of the sections of the old route of the Cove Secondary Highway lying outside the established right of way of the relocated highway which for the purpose of this resolution are identified as Units "A", "C", "D" and "E" and more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 842+00 of the relocated Cove Secondary Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 20, Township 3 South, Range 40 East, W. M.; thence Westerly via the former route of the Cove Secondary Highway to State Highway Engineer's Station 869+00 of the relocated

NOV 24 1947

EXHIBIT "N" (CON'T)

Cove Secondary Highway in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 18, Township 3 South, Range 40 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 870+00 of the relocated Cove Secondary Highway in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 18, Township 3 South, Range 40 East, W. M.; thence via the former route of the Cove Secondary Highway to State Highway Engineer's Station 875+00 of the relocated Cove Secondary Highway in the Southeast quarter (SE¼) of the Southwest quarter (SW¼) of Section 18, Township 3 South, Range 40 East, W. M.

Unit"D"

Beginning at State Highway Engineer's Station 901+00 of the relocated Cove Secondary Highway in the Southwest quarter (SW¼) of the Northeast quarter (NE¼) of Section 19, Township 3 South, Range 40 East, W. M.; thence Southerly via the former route of the Cove Secondary Highway to State Highway Engineer's Station 909+80 of the relocated Cove Secondary Highway in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 19, Township 3 South, Range 40 East, W. M.

Unit"E"

Beginning at State Highway Engineer's Station 937+65 of the relocated Cove Secondary Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 30, Township 3 South, Range 40 East, W. M.; thence Southwesterly via the former route of the Cove Secondary Highway to State Highway Engineer's Station 944+30 of the relocated Cove Secondary Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 30, Township 3 South, Range 40 East, W. M.

shall be and hereby are abandoned as parts of said highway, and hereafter shall be under the jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine.

3. That part of the section of the old route of the Cove Secondary Highway lying outside the established right of way of the relocated highway which for the purpose of this agreement is identified

EXHIBIT "N" (CON'T)

as Unit "B" and is more particularly described as follows:

UNIT "B"

Beginning at State Highway Engineer's Station 869+00 of the relocated Cove Secondary Highway in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 18, Township 3 South, Range 40 East, W. M.; thence Southwesterly via the former route of the Cove Secondary Highway to State Highway Engineer's Station 870+00 of the relocated Cove Secondary Highway in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 18, Township 3 South, Range 40 East, W. M.

shall pass to the jurisdiction and control of the County and shall be maintained by the County as a county road.

4. There is attached hereto and made a part hereof a print or map on which are shown colored in brown the sections of the old route of said highway designated as Units "A", "C", "D", and "E", and shown colored in red the section of the old route designated as Unit "B", and there is likewise shown on said print colored in green the route of the highway as relocated.

5. That this resolution be entered in the minutes and records of the Highway Commission and a certified copy thereof delivered to the County Court of Union County.

ACCEPTANCE

Union County, acting by and through its County Court, has found and does hereby find that the section of the old route of the Cove Secondary Highway as above referred to as Unit "B" is needed for county road and highway purposes, and does hereby agree upon the passage of the within resolution to assume jurisdiction thereover as a county road and to maintain the same for public purposes.

NOV 24 1947

EXHIBIT "N" (CON'T)

Said County Court has found and does hereby further find that the sections of the Cove Secondary Highway referred to in the within resolution as Units "A", "C", "D", and "E" are not needed for county road or highway purposes and does hereby assume jurisdiction thereover for the purpose of vacating the same for the use and benefit of the abutting owners as provided by law.

Union County agrees to take all necessary and proper legal procedures to accomplish the foregoing.

DATED this 14 day of October, 1947

UNION COUNTY, by and through its County Court

By /S/ C. K. McCornick
County Judge

By /S/ H. J. Speckhart
County Commissioner

By /S/ Chris Johnson
County Commissioner

ATTEST:
C.L. Graham, County Clerk

By /S/ Averil J. Sholton, Doputy
County Clerk

NOV 24 1947

EXHIBIT "O"

Minutes of November 24 and 25, 1947

RESOLUTIONS

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Burns-Crane Highway known as the Burns-Lawen Section in the City of Burns, Harney County, the westerly terminus of which is at State Highway Engineer's Station 0+40 of the reconstructed line and the Eastorly terminus of which is at Highway Engineer's Station 37+00 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes, but are needed and must be retained for public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between State Highway Engineer's Station 10+36.3 and Engineer's Station 31+21.02 of the reconstructed highway, and which area is identified and shown in red on map attached hereto and marked EXHIBIT "A", and is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the City Council of the City of Burns, and said road shall thereafter be maintained by the City for public use, all in accordance with the agreement between the State Highway Commission and the City of Burns, dated the 22nd day of July, 1947.

2. The area shown colored in green on said Exhibit "A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way

NOV 21 1947.

proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Harney County a duly certified copy thereof, and shall file with the Clerk of Harney County a like certified copy and is likewise directed to mail to the City Council of the City of Burns a like certified copy, and shall file with the City Recorder a like certified copy and said County Court and City Council hereby are respectfully requested to take appropriate official action, by resolution or otherwise, by which the City shall accept the said abandoned sections of the said old right of way shown colored in blue on the map attached hereto and marked Exhibit "A", and shall assume jurisdiction thereover as a city street and shall maintain the same for public purposes.

EXHIBIT "P"

Minutes of November 24 and 25, 1947

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Madras-Prineville Secondary Highway No. 360, which begins at State Highway Engineer's Station 139+63.3 of the reconstructed line and ends at State Highway Engineer's Station 663+00 of the reconstructed line; and also the section which begins at Station 993+00 of the relocated line and ends at an intersection with the Ochoco Highway in the City of Prineville; and

WHEREAS, by reason of the relocation of said sections of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, and the eliminated sections or areas are no longer needed for State Highway purposes, but may be useful for road purposes by either the Counties of Crook or Jefferson, or the City of Prineville; and

WHEREAS, the State Highway Commission and the County of Jefferson and the State Highway Commission and the County of Crook, and the City of Prineville, entered into agreements under date of December 27, 1945, setting forth the disposition to be made of certain portions of the right of way of the old highway when the new highway was completed and opened to travel; and

WHEREAS, the above-described highway project is now completed and the new highway is open to travel, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway as affected by reason of said relocation.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section or area of the old right of way which lies between a point identified as being Mile Point 0+00 of the Madras-Prineville Secondary Highway, No. 360, on a line between the East and West halves of Section 22, Township 11 South, Range 13 East, W. M., (said point being further identified as Mile Point 98.65 on the former route of The Dalles-California Highway); and a point on the relocated Madras-Prineville Highway, No. 360, at State Engineer's Station 663+00, in the Northwest quarter of the Southwest quarter of Section 34, Township 12 South, Range 14 East, W. M.; and also the sections or area of the old right of way, which lie between Engineer's Station 993 and an intersection of State Highway and the Ochoco Highway; and which areas are

NOV 24 1947

EXHIBIT "P" (CON'T)

otherwise shown and colored in red on the map attached hereto, marked "Exhibit A", and by this reference made a part hereof, are hereby abandoned as part of the right of way of said state highway, but all of said abandoned sections shall remain and be maintained as a public highway by the County Courts of Jefferson and Crook Counties, and the City of Prineville.

2. The Commission hereby surrenders all jurisdiction over the sections of highway described particularly in Paragraph 1 hereof, and hereby consents that jurisdiction over said highway may be assumed and exercised by the County Courts of Jefferson and Crook Counties, and by the City of Prineville, and said highway shall thereafter be maintained by the Counties and the City for public use.

3. The area shown in green on "Exhibit A" includes right of way and other property acquired for the relocation and reconstruction of the Madras-Prineville State Highway. In connection with all of this area, it is the judgment and finding of the Commission that this area is and will be needed for right of way, for highway construction, improvements, maintenance, and other highway purposes and uses. For such purposes and uses therefore, the Commission does hereby declare and order that possession of and title to all the area or land colored in green shall be retained and held by the State and shall not be permitted to revert to or become the property of abutting owners.

This Resolution shall be entered in full in the minutes of the Commission as of November 25, 1947.

NOV 24 1947

EXHIBIT "Q"

Minutes of November 24 and 25, 1947

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Enterprise-Lewiston Highway known as the South Unit, Enterprise-Forest Boundary Section in Wallowa County, the southerly terminus of which is at Highway Engineer's Station 0+30 of the relocated line and the northerly terminus of which is at Highway Engineer's Station 410+50 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway or other public purposes; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the map or print which for identification purposes bears date of December, 1941 and the designation Drg. No. 6B-3-4, and bears also the signature of R. H. Baldock, hereby is approved and made a part of this resolution, a copy of which map or print is filed in the permanent records of the Highway Commission at Salem, Oregon.

2. The areas of land within the limits of the old right of way which lie between Engineer's Station 41+00 and Engineer's Station 45+00, and between Engineer's Station 141+80 and Engineer's Station 158+90 of the relocated highway, between Engineer's Station 172+00 and Engineer's Station 207+00, and between Engineer's Station 374+00 and Engineer's Station 388+80 of the relocated highway, which areas are shown colored in brown on said print or map which is made a part of this resolution, upon completion of the construction of the relocated highway will no longer be needed for highway or other public purposes, and, therefore, all of said areas which are colored in brown on said maps are eliminated from the right of way of said highway, and such title, interest or right which the State has or may have had in said real property is hereby permitted to revert to the respective owners of the real

EXHIBIT "Q" (CON'T)

properties abutting directly upon the said area colored in brown.

3. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties title to which is to be retained by the State shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission and the Secretary hereby is directed to mail to the County Court of Wallowa County a duly certified copy hereof and shall file with the Clerk of Wallowa County a like certified copy.

EXHIBIT "R"

Minutes of November 25 and 26, 1947

RESOLUTION

WHEREAS, the Pacific Highway West, also known and designated as US99W, is one of the main traveled highways of the State over which there moves an average daily traffic of 5000 vehicles, consisting of both local and through traffic; and

WHEREAS, North Baker Street in the City of McMinnville has heretofore been by the Highway Commission designated as and now is a street of said city over which there has been and is now being routed traffic moving over the said Pacific Highway West; and

WHEREAS, in the opinion of the State Highway Commission the parking of cars and other vehicles for extended periods of time and in large numbers tends to inconvenience traffic, creating a potential traffic hazard and otherwise interferes with the normal flow of traffic upon said street; and

WHEREAS, the City of McMinnville by appropriate resolution (Ordinance No. 2307) has prohibited parking of any motor vehicle upon any portion of said North Baker Street between Fifteenth Street and Seventeenth Street; and

WHEREAS, the city has served on the State Highway Commission a copy of said ordinance; and

WHEREAS, it is the recommendation of the State Highway Engineer that regulations imposing "no parking" restrictions should be maintained with respect to said section of highway; and

WHEREAS, it is the opinion of the Commission, based upon the foregoing facts and conditions that certain parking regulations should be established and maintained with respect to said section of highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

NOV 24 1947

EXHIBIT "R" (CON'T)

1. That the section of the Pacific Highway West, US99W, (North Baker Street), which begins at Fifteenth Street and ends at Seventeenth Street, in the City of McMinnville, be and said section of highway hereby is declared to be a "no parking" area, and from and after the passage and adoption of this resolution the parking of motor vehicles within said area shall be prohibited.

2. That the Engineer be and he hereby is instructed to erect and thereafter maintain at appropriate places within said defined area the approved "no parking" signs.

3. That this resolution be entered in the minutes and records of the Commission as of the 29th day of November, 1947, and an exact copy hereof mailed to the Mayor of the City of McMinnville and a like copy to the Superintendent of State Police.

Portland Oregon
December 29, 1947

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, First Assistant State Highway Engineer
W. W. Stiffler, Second Assistant State Highway Engineer
George W. Neuner, Assistant Counsel
Floyd Query, Acting Secretary

The Commission by unanimous vote adopted the following resolution appointing Floyd Query as Acting Secretary during Mr. H. B. Glaisyer's absence.

WHEREAS, H. B. Glaisyer, the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission, will be absent from the State of Oregon for the period beginning December 29, 1947, and ending January 10, 1948; and

WHEREAS, it is necessary that someone be appointed to serve as Acting Secretary during the absence of the said H. B. Glaisyer; and

WHEREAS, Floyd Query is, in the opinion of the Commission qualified to perform the duties of such office and serve as Acting Secretary during the absence of the regular Secretary;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED as follows:

1. That Floyd Query be and he hereby is appointed as Acting Secretary to the Oregon State Highway Commission, and that he serve in such capacity during the period beginning December 29, 1947, and ending January 10, 1948.

2. That as such Acting Secretary the said Floyd Query is hereby authorized and empowered to do and perform all of the duties appertaining to the said office for said period.

The Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

1. Offer of the Sparrow Corporation to sell to the state a tract of 40 acres containing 1,203,000 feet of timber at $10 a thousand with the provision that the Corporation will donate 40 percent of the offering price provided that the park will be named Sparrow State Park. The tract is located on the borders of Elbow Lake on the Oregon Coast Highway in Douglas County. The Parks Superintendent did not recommend the purchase of this property but stated that he thought it would be better practice to pick up cutover areas. The offer was refused by the Commission because of the conditions attached thereto.

2. Proposed gift to the state of Sunset Bay County Park on the Cape Arago Secondary Highway, by the Coos County Court. The Parks Superintendent presented a letter from Judge L. D. Felshein and County Commissioners Fred Trewe and Fred Kruse offering to the state the Sunset Bay County Park, consisting of 50 acres. He stated that to put the park in proper condition would require the installation of a latrine, ten tables, and a driven well, estimated to cost a total of about $2,000. It was his thought that the maintenance of this park could be handled by the Cape Arago State Park caretaker. He recommended that the Commission accept the park. Commissioner Schaupp voiced an objection to the acquiring of what he considered as too large a number of parks on the Coast. He stated further that he was not against the acquisition of this one but that it seemed as though all the parks requested were on the coast. The question of overnight parking for fishermen was discussed. The Chief Counsel stated that, under county ownership, overnight parking was permitted for fishermen and that they would object if it were prohibited under state ownership. Commissioner Schaupp gave as his opinion that overnight parking would probably be permissible in this instance only, but not as a policy for all state parks. On the basis of the Parks Superintendent's recommendation, the Commission agreed to accept the park if it is an outright gift and if there are no conditions attached to the gift which are not required in other state parks.

3. Request of the Public Roads Administration to open Castle Rock and Boardman Oases on the Columbia River Highway, in Morrow County. Mr. T. M. Davis, District Engineer for the Public Roads Administration, who was present, stated that in his opinion the trees in these oases are now large enough that the public should be allowed access to the areas. It was his thought that they should be used as places for the general public to stop and lunch as there is good water there now. The Parks Superintendent stated that the present fences should be left in place to keep sheep out of the parks, and that the stile gates now installed would permit pedestrians entrance but not motor vehicles. It was his thought to use them as roadside areas and that to properly equip them would require a compressor tank, a couple of drinking fountains, two latrines, and four tables. Chairman Banfield inquired of Mr. Davis how much the Commission would have to do to open them up, and if it would be agreeable to open them

without the compressor tank and the latrines. He stated further that he was doubtful if the public cared enough for these to use them satisfactorily. The opening of the cases with tables only was agreeable to Mr. Davis. The Commission approved the opening of the two cases and the installation of tables and benches.

4. Wayside picnic areas as proposed by the Oregon Roadside Council and as previously suggested by the Portland Chamber of Commerce Recreational Resources Committee. Chairman Banfield stated that it was his thought to ask the Parks Superintendent to select eight to twelve of these areas throughout the state, fix them up with tables, benches and garbage cans and then have a report made each month by the maintenance men taking care of them to indicate the cost of maintenance and the public's treatment of those areas. The Parks Superintendent, in answer to Commissioner Schaupp's inquiry as to how the areas should be spaced, stated that he thought they should be placed on areas where it is natural to get out and eat, that the locations should be chosen carefully, and that they should not be placed indiscriminately. As a result of discussion the Commission authorized development of several such areas, as suggested by Chairman Banfield.

The Parks Superintendent was instructed to check locations for such wayside areas and then report to the Commission at the next meeting for approval. When the areas are approved a report is to be made each month showing the use by the public, the cost of keeping the areas in a suitable condition and such cost to include any graveling or grading of shoulder areas necessary for the parking of cars.

5. Proposed acquisition of Ft. Stevens area as a State Park: The Parks Superintendent presented a map outlining the area. He stated that this is war surplus property and if the state wants it, it should be sure of what the army will do to help, also, in cases of this sort the areas are usually given to states or counties. The request for acquisition of this area as a park was denied due to the fact that the Commission has just acquired 308 acres as an addition to Ecola Park at Tillamook Head. (Fred Andrus, representing the Astoria Chamber of Commerce, who was to appear the following day regarding this proposed park was notified by telephone of the Commission's decision. The delegation did not appear.)

6. Proposed addition to Umpqua Lighthouse State Park: The Parks Superintendent explained that the proposed area consists of about 360 acres of cutover land just south of Winchester Bay. He stated that he had tried to contact the owner of this property but had not been successful. The proposed new area would be along the highway right of way, and in his opinion would provide wayside protection in addition to completing the park. He restated that he would be fully agreeable to a policy of buying cutover land rather than timbered areas. It appears that the area is owned by the Menasha Wooden Ware Company of Menasha, Wisconsin. The Commission requested the secretary to write to President Smith of this company regarding purchase due to the fact that unsuccessful

negotiations have already been underway for 5 years with the local representative of the company, Mr. Weed of Coos Bay.

6. Proposed release of a portion of the Myrtle Wayside Area consisting of 2 3/10 acres on the Coos Bay-Roseburg Highway between Coquille and Myrtle Point: The Parks Superintendent explained that the original agreement had been negotiated with J. N. and Anna M. Jacobsen, but they have now sold out and the new owner desires release of 2 and 3/10 acres from the 20 acres in the original agreement so that he can build a new warehouse and concrete plant. He recommended that the realease be granted as it was his opinion that the release of this small parcel would not do any material damage to the balance of the area. The Chief Counsel suggested that the release agreement provide that the myrtle trees could not be cut unless permission is given. On the basis of the Parks Superintendent's recommendation the release for 2 3/10 acreas was granted.

The Assistant Counsel, Mr. J. W. DeSouza, requested authority to acquire real property that is needed as right of way and for other purposes. He presented a list of such properties for which options have been obtained, together with the offers that he recommended for acceptance in connection with each parcel. Following careful consideration of each individual tract, the Commission approved acquisition of the areas at the amounts stated in the option agreements. A resolution marked EXHIBIT "A", attached hereto and by this reference made a part hereof with like effect as though extended herein, was thereupon adopted by the Commission by unanimous vote.

* In the discussion of this matter the Commission gave special consideration to a parcel of land on the Oregon City-New Era Section of the Pacific Highway, owned by George C. and Mabel P. Critesor and further designated in EXHIBIT "A" as item No. 14038. The Chief Counsel stated, in connection with this settlement, that if the owner wants to move his house onto adjacent land, and does not have the land, the Commission might buy the land and move the house onto it for him. Chairman Banfield and Commissioner Schaupp both expressed the opinion that they did not want the Commission to get into the business of moving houses. The Chief Counsel then suggested approval of this item, but that he be given the opportunity to see the owner regarding whether or not he is willing to keep his house if the state will buy additional land on which to move it. The settlement was approved as listed in EXHIBIT "A" and the Chief Counsel was instructed to make further negotiations for moving the house.

All options were approved as submitted with the exception of those for the Capitol Grounds, Salem, which are to be held up for consideration until all options for this project have been secured.

At this time ex-Governor Oswald West of Portland appeared before the Commission regarding the removal of sand from the ocean beaches. He stated that he had worked for 45 years to protect the public's interests in these beaches and that he is the only one who knows the true condition of the titles to them. He stated further that he is not in position to disclose now what is wrong with the titles but that he will write a letter to the

Chairman of the Commission and give it to his nephew, Mr. Willis West, for delivery upon his death, so that all parties concerned would know the damage done by the legislation passed by the 1947 legislature. He recalled that Governor Chamberlain, many years ago, had called upon him to disclose land frauds in the state. His disclosures, he said, showed that 85 percent of the applications for grants to school lands were based on fraudulent signatures and dummy applications. He criticised early state administrators for not taking advantage of an old grant which provided that every mineral spring in the state be given to the state with 6 sections of land surrounding it. Now, he stated, we find that the state is buying these same areas back as state parks. He claimed that it was his legislative foresight which secured the public title to the beaches and that the last legislative assembly had nullified his acts. He warned the Commission and the Engineer that if he could help it there was not going to be a pick stuck in the beaches and if there were it would release a chain of circumstances and public indignation that would strangle them. He censured the Engineer severely for what he considered as his granting of the permit to remove sand from the beaches and stated further that he was asking the cooperation of the Commission in protecting the public interests in the beaches. He said that he expected to see the Engineer at the next session of the legislature and that with his assistance would correct the great wrong done to the people of the state in the 1947 session.

Mr. Arnie Suomela, Master Fish Warden, with the State Fish Commission, appeared before the Commission in connection with the removal of smelt sand from the beach at Yachats. He stated that he had received a letter from the Highway Commission's Secretary last year, asking the Fish Commission's advice on the removal of sand and its effect on the smelt. He stated that his reply was that no smelt sand should be removed between May and August in order to protect the spawning fish, but since that time the controversy over the removal of the sand from the beaches has arisen. He stated that on December 22, 1947 he had been to Yachats and examined the areas in which smelt sand is found. These areas, he said, in general, are very confined, and examination of the areas at that time did not disclose how extensive this particular type of sand is, nor how far seaward the sand extends, so that on the basis of his investigation he could not state whether the sand would be replaced by natural elements. In reply to Commissioner Schaupp's inquiry regarding the quantity of sand that has been removed, Mr. Suomela stated that, to his knowledge, Mr. Christensen, to whom the permit had been granted, had not removed any sand as yet, and that the only time that the Fish Commission could determine the extensiveness of smelt sand would be in the summer when they would have an opportunity to examine the areas during low tides. He stated that if the areas were found to be extensive on the seaward side there was a good chance that the sand would be replaced naturally.

Chairman Banfield pointed out that the permit to Mr. Christensen was granted only after the Fish Commission had given their approval. The Chief Counsel further pointed out that the only restriction in the Fish Commission's letter was that no sand should be removed during the spawning season and that the other safeguards in the permit were placed there by the State Highway Commission. Mr. Suomela stated that the Fish Commission does

not want to see anything happen that would permanently remove the smelt sand and destroy the spawning grounds for the fish. The Chief Counsel inquired if the Fish Commission would be willing to let Mr. Christenson remove sand under its direction. Mr. Sucmela replied that his Commission would first like to determine the extensiveness of the smelt sand on the seaward side to get an idea if it might be replaced.

Chairman Banfield then inquired if the Fish Commission wished to withdraw their letter approving removal of the sand, with the exception of the spawning months, until they had an opportunity to check further. Mr. Sucmela stated that he thought that it would be the proper thing to do. Mr. Sucmela was requested by the Commission to write a letter to them withdrawing the previous approval and requesting the Highway Commission to hold up operations until the Fish Commission has time to investigate the condition.

Mr. L. M. Christenson of Yachats, to whom a permit had been given to remove sand, appeared before the Commission. He stated that he had lived in Yachats for 14 years and that the people around Yachats know that smelt sand was used in the Waldport, Ten-mile and part of the Newport bridge. It was his estimate that 400,000 cu. yds. had been used for this bridge construction. His observation was that the sand comes and goes with the tide and storms. He remarked that as far as conservation of natural resources was concerned he was vitally interested and would do anything to conserve the smelt sand in Oregon. The only reason he was taking the sand was that he sold it for homes along the beach so the owners would not have to pay exorbitant prices for imported material. He reminded the Commission that when he came before the Commission 2 years previously and asked for permission to remove smelt sand to build homes in Yachats, permission had been given him to remove the sand except during May, June and July. He observed that as far as the smelt were concerned it was the residents of the area who secured the bulk of them, not the tourists. He contended that the present controversy was a personal issue, and that some of the people who were complaining most bitterly felt that it was perfectly all right to dump garbage, old automobile bodies and other refuse on the beaches. The only object in getting the sand from the beach is to build homes at a cheaper price, he said, and he proposes to sell the sand at cost, between $1.75 and $2.00 per cu.yd.

Mr. Oswald West spoke again and stated that if the taking of sand from the Yachats vicinity continues that that entire strip of beach would be in private ownership before the next legislature meets. Chairman Banfield interposed that the Highway Commission had not asked for this situation, that it was placed on their shoulders by the legislature, and that they were trying to find a way to determine what the Commission's authority really is. Mr. West replied that the Highway Commission had been made trustee of the beaches by his legislative act in 1913. He pointed out that no board or commission has more or less power than is given by the act that creates it, and that the Highway Commission was given no power to take sand from the beaches and turn the royalties over to the school fund. Chairman Banfield remarked that that was not according to the information that had been given him by the Chief Counsel. Mr. West replied that he did not care what the Chief Counsel's

opinion was, he still was the only one who knew anything about the title to the beaches and that to protect the public interest he had kept his silence all these years. He stated further that the Commission would have to bear the consequences of public reaction and that his real purpose in securing the enactment of the law in 1913 declaring the beaches a public highway was to prevent their falling into the hands of private owners. He stated that he secured the passage of this law in 1913 and at the same time created the Highway Commission. The public interest had been fully protected until, as he termed it, "some fool came in and enacted a new statute during the last legislature". The unfortunate part of the whole situation, he said, was that he could not tell all the facts because the public would lose its rights to the beaches if he did. Chairman Banfield stated that he could assure Mr. West that the Commission has no desire to give away any of the rights that the State of Oregon possesses and that the Commission was desirous only of the clarification of its position. He pointed out that the Commission had been told by some that it has control over the beaches and by others that the control is limited. The Commission, he said, has no desire to have the beaches picked up and hauled away. Mr. West agreed that over the greater part of the beaches the Commisson's control and title is absolute but there are sections where it is not. He said the county court of a coast county has no more interest in those lands than a county court in an inland county. If the Commission permits removal of those materials, he said, it will attract someone's attention who will file an injunction. The Chief Counsel pointed out that no money has been collected from the beach materials, and if any money is collected it will be by the State Land Board and will go to the school fund. He stated, further, that the bill passed by the 1947 legislature was not a Highway Commission Bill. No action was taken by the Commission regarding the removal of sand from the beaches.

The Assistant Counsel, Mr. J. W. DeSouza, presented a list of the properties needed for highway improvements which cannot be acquired by negotiation, together with the offer that he recommended be made in connection with each parcel.

		Recommended Offer
OREGON CITY-NEW ERA SECTION OF THE PACIFIC HIGHWAY EAST		
14045	Southern Pacific Company	$ 400.00
14048	Crown Zellerbach Corporation	1,400.00
14041	New Era Land & Investment Co. - Carl F. and Ebba C. Christensen	8,500.00
14210	Carl F. Christensen and Ebba C. Christensen	14,000.00
14039	Mary Andree	100.00

OCHOCO - O'NEIL SECTION OF THE PRINEVILLE-MADRAS HIGHWAY		
14285	Earl J. Morris and Alice C. Morris	$ 200.00
ELGIN-BOSWELL RANCH SECTION OF THE WALLOWA LAKE HIGHWAY		
11425	Parsons Brothers	7,000.00 (plus state work)
COURT STREET-DORIAN STREET SECTION OF OLD OREGON TRAIL		
12680	Umatilla County, Gladys Mims, Matlock Mims(a minor), Pauline Plamondon	1,800.00
WEST SLOPE-BEAVERTON SECTION OF THE TUALATIN VALLEY HIGHWAY		
13693	Estate of John Barry	400.00
MEACHAM SECTION OF THE OLD OREGON TRAIL		
14216	Pendleton Ranches, Inc.	155.00

He requested authority to proceed with the condemnation of these properties. After careful study of each individual parcel the Commission approved the request and the offers. Resolutions marked EXHIBITS "B1 and "B2" attached hereto and by this reference made a part hereof with like effect as though extended herein were thereupon adopted by the Commission by unanimous vote.

The Engineer presented a request from the City of Portland to terminate a permit given to the Northwest Marine Iron Works, for use of a ship repair area on Harbor Drive between Burnside and Morrison Streets in Portland. He stated that the terms of the agreement provide that the Iron Works upon expiration of the agreement, must restore the property to the same condition as when the agreement began and which is estimated to cost $12,690. In lieu of making the restoration themselves the Northwest Marine Iron Works has agreed to pay to the City of Portland the sum of $12,690 cash, from which the city will deduct $2,190 to repair the seawall and will forward the remaining $10,500 to the State Highway Commission for restoration of the property. The Engineer explained that the City of Portland prefers to have the matter handled in this manner in order to make use of the existing pavement, graveled surfaces and sidewalks, until such time as they must be removed to permit further construction. He recommended that the agreement be terminated on the basis of such cash payment. The Commission approved the recommendation and ordered that the $10,500 to be received be placed in the Advance Deposit Fund, earmarked for restoration of the area.

The request of Mr. W. W. Harris of Ft. Hill to purchase a state-owned borrow pit on the Salmon River Highway at Ft. Hill was presented by the Engineer. He stated that the property had been examined by the Chief Counsel and himself and that the state has no further use for the borrow pit. He recommended that it be sold at an appraisal price to be determined by the Right of Way Department and also that it be sold without access. The Commission approved the Engineer's recommendation unanimously, and instructed the Chief Counsel to report later whether or not Mr. Harris will purchase the property with restricted access.

The Chief Counsel requested approval of a lease from E. W. Miller for a quarry site at Mile Post 1.75 on the Halfway-Cornucopia Highway in Baker County. He explained that the terms of the lease provide payment of $109.00 for a 2-year period and that this site is the specified source of materials for the Halfway-Cornucopia Project, scheduled for letting at this meeting. No action was taken by the Commission pending the award of the contract for this section but instructions were given that if the contract for the Halfway-Cornucopia job were awarded the lease is to be approved. (This contract was awarded to Vernie Jarl the following day.)

The request of Mr. D. E. Glover of Prineville to purchase property in the town site of Lamonta on the Warm Springs Highway in Jefferson County was presented by the Engineer. He stated that although the property was not needed for highway purposes the sale would not produce much revenue. The Assistant Counsel, Mr. J. W. DeSouza, stated that he doubted if over $25.00 would be received. On the recommendation of the Engineer and the Assistant Counsel the Commission denied the request for the sale of the lots.

The Assistant Counsel, Mr. George Neuner, presented a request from the City of Corvallis that the Commission sell a 10 foot strip of land along the east side of US99W in the north part of Corvallis to adjacent property owners for a cold storage plant. He explained that the Commission has a 90 ft. right of way in the area which is proposed to be sold and an 80 ft. right of way adjoining on both ends. It was his thought that eventually the route of 99W would be to the north and west and that this section would then become a city street. He stated further that the property owners interested are willing to pay 7¢ a square foot and it was his recollection that the property had originally cost the Commission 5¢ a square foot. He recommended that it be sold. In answer to Chairman Banfield's inquiry as to why the property was purchased when not needed the Engineer replied that it was obtained in the first instance as a source of borrow materials, and that, if it were not for the fact that a change in location of the highway is contemplated, the property should be retained. Upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Ben R. Chandler, the Commission unanimously approved the sale of the 10 ft. strip of land.

The Assistant Counsel, Mr. George Neuner, presented for the Commission's consideration the cancellation of a lease with Mildred E. and R. W. Foye for a gravel bar on Little Butte Creek in Jackson County. In explanation he stated that the materials have been exhausted, that the Engineer has made

an investigation and that there is no further need for the property. He recommended that the lease be canceled. The Commission approved the cancellation unanimously.

The Chief Counsel presented for the Commission's consideration the matter of trucks parking on the Oregon Coast Highway at Brookings. He explained that the parking objected to was vehicles parked for sale and repair, which, in his opinion, constituted a hazard to the traveling public. He suggested that, for the time being, signs prohibiting parking for business or commercial purposes be installed. In the discussion following he explained further that the law provides that the Commission has the power to prohibit parking on the main traveled portion of the highway, and that by implication the same power is granted over shoulder parking, if necessary, for the convenience and safety of people using the highway. It was his suggestion, that if the Engineer reported that the parking interfered with maintenance or use of the highway it could legally be prohibited. He explained further that the Commission has jurisdiction within cities from curb to curb, and jurisdiction over the entire right of way outside of cities, but that the prohibition of parking should be exercised with discretion to avoid criticism. The Engineer recommended that the Commission adopt a resolution prohibiting parking for sale or repair where such parking is inimical or hazardous to the public interest. Upon motion of Commissioner Schaupp, duly seconded by Commissioner Chandler, the Chief Counsel was instructed to prepare a resolution prohibiting such parking and to present it to the Commission for approval.

The Chief Counsel presented for the Commission's consideration the extension of a lease with the O. W. R. and N. Company and the Union Pacific Railroad Company covering parking space for automobiles at Oneonta on the Columbia River Highway. Upon his recommendation the Commission unanimously approved the extension of the lease.

The Chief Counsel presented a letter from Mr. Stephen B. McDonald who complained of shooting on the beach at Seaside. The matter of installing signs prohibiting the use of firearms was discussed but no action was taken. Chairman Banfield expressed the opinion that the Commission has no police power and that the enforcement of the law in this respect should be turned over to the state police. The Chief Counsel was instructed to write Mr. McDonald citing the statute which prohibits the use of firearms on the highways and beaches.

The Chief Counsel reported regarding progress of property acquisition for the Highway Office Building in Salem. He stated that all of the options had not yet been secured and that no action should be taken on the options obtained until the balance have been secured. No action was taken by the Commission pending the securing of the balance of the options.

The Chief Counsel presented the matter of the proposed agreement with Wasco County and the State of Washington regarding the assembling of engineering and financial data pertaining to the proposed toll bridge across

the Columbia River at The Dalles. He stated that no action could be taken until they had heard from the federal authorities. Chairman Banfield stated that the Commission should keep entirely out of the promotion of this matter, that Wasco County was initiating it and that the Commission is merely contributing to Wasco County's request for $8,000. He pointed out that the Commission had agreed to put up $8,000 to make a survey but that they were not promoting the bridge in any way and that he did not want the Commission put in the position of negotiating with the State of Washington in this matter, and that the matter of promotion should be left to Wasco County. No action was taken by the Commission on the basis that the next move was up to Wasco County.

The Assistant Counsel, Mr. George Mouner, presented a letter from Tripp and Tripp, Realtors of Albany, requesting permission to leave their advertising sign on the Steiwer Hill-Albany Section of the Pacific Highway East. The Engineer stated that it was his understanding that on that property the Commission had bought right of access and he recommended that the sign be removed. The Chief Counsel gave as his opinion that placing of this sign was prohibited under existing restrictions. On the basis of the Engineer's recommendation the Commission ordered that the sign be removed.

The Commission recessed for luncheon from 11:55 a.m. until 2 p.m. at which time the meeting reconvened with the same persons present and participating.

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:30 p.m. in the same room:

OCHOCO HIGHWAY IN CROOK COUNTY

CROOKED RIVER SECTION

Vernie Jarl, Gresham	$ 58,712.00
Babler Bros., Portland	59,021.00
Frank M. Parsons, Forest Grove	60,499.00
Perkins Bros., Portland	63,746.00
Leonard & Slate, Oregon Ltd., Portland (1)	64,096.00
Denton Constr. Co., Portland (1)	65,413.00
T. W. Thomas, Portland	67,817.50
C. J. Eldon, Portland	70,218.50
Peter Kiewit Sons' Co., Longview, Wn.	71,228.50

(1) Bidder will not accept this project alone.

OCHOCO HIGHWAY IN CROOK COUNTY

CONSTRUCT CROOKED RIVER BRIDGE

Perkins Bros., Portland (2)	$ 45,630.00
T. W. Thomas, Portland (1) (3)	47,910.00
Lindstrom Bros., Portland	49,820.00
Denton Constr. Co., Portland (1) (4)	50,750.00
C. J. Eldon, Portland (5)	51,660.00
Lockyear & White, Seattle, Wn.	54,800.00
Babler Bros., Portland (1)	54,900.00
Leonard & Slate, Oreg., Ltd., Portland (1)	56,990.00

(1) Bidder will not accept this project alone.
(2) Lump sum reduction of $2,000.00 if also awarded Crooked River Sec.
(3) " " " " " " " " " " " "
(4) " " " " 3,000.00 " " " " " " "
(5) " " " " 820.00 " " " " " " "

COMBINATION BIDS FOR ABOVE TWO PROJECTS

(1) Crooked River Section of the Ochoco Highway
(2) Crooked River Bridge on Ochoco Highway

	(1)	(2)	Reduc.	Comb. Bid
Perkins Bros. / Vernie Jarl	$58.712.00	$45,630.00		$104,342.00
Perkins Bros.	63,746.00	45,630.00	$2,000.00	107,376.00
Denton Constr. Co.	65,413.00	50,750.00	3,000.00	113,163.00
T. W. Thomas	67,817.50	47,910.00	2,000.00	113,727.50
Babler Bros.	59,021.00	54,900.00	- - -	113,921.00
C. J. Eldon	70,218.50	51,660.00	820.00	121,058.50
Leonard & Slate, Oreg., Ltd.	64,096.00	56,990.00	- - -	121,086.00

COUNTY ROAD No. 3 IN DOUGLAS COUNTY

CONSTRUCT LOON LAKE BRIDGE OVER LAKE CREEK

Tom Lillebo, Reedsport	$ 22,900.00
Ben F. Doerksen, Roseburg	37,213.36
Miller & Strong, Inc., Eugene	42,000.00

ROME-PRINCETON SECONDARY HIGHWAY IN MALHEUR COUNTY

NORTH UNIT, POLLYFARM-SCOTTS BUTTE SECTION

E. C. Hall Co., Portland	$ 265,162.00
Heavy Hauling Co., Astoria	276,535.00
Peter Kiewit Sons' Co., Longview, Wn.	295,906.50
M. L. O'Neil & Son, Eugene	338,440.50

OLD OREGON TRAIL IN UMATILLA AND UNION COUNTIES

MEACHAM SANDING MATERIALS PROJECT

Holmes Bros., Moses Lake, Wn.	$ 11,500.00
Arthur Gentemann, Portland	15,225.00
Pendleton Sand & Gravel Co., Pendleton	15,375.00
La Grande Concrete Pipe Co., La Grande	15,700.00
N. A. Toole Constr., Ontario	16,500.00
Rogers Constr. Co., Portland	17,875.00

Chairman Banfield requested that hereafter when bids are received on two days and the first meeting day is on Monday the bids will be opened at 9:00 a.m. on Monday as well as on Tuesday.

The Engineer requested that the Commission approve Civil Service step salary increases as provided under the Civil Service set-up. He recommended that these increases be given to all employees who rated "Average or Above", as determined by the merit rating system. In explanation he stated that the merit rating system has five grades, "Outstanding," "Above Average," "Average," "Below Average," and "Unsatisfactory." He further recommended an increase of $25 per month for Engineer Aides I and II, Civil Engineers I and II, and 6¢ per hour for hourly employees. The States of California, Washington, the Public Roads Administration and other government agencies, he said, have increased rates of engineering employees to the point where the state is losing them because it doesn't pay enough. Washington pays $220 per month for chain men and $400 for resident engineers. Our rates are $165 and $350. He requested permission to discuss the matter of the $25 raise with the Civil Service Commission. Chairman Banfield stated that the Commission would not grant the authority at that time as they wanted to study and analyze the problem and determine its effect on other state departments. He pointed out that it was not a question of engineers alone but was a matter of broad policy of state employment. He recalled that the legislature, in the 1947 session, had made certain increases possible in the budget set-up and, he said, he did not feel that the Commission should take any action which might be contrary to legislative action. There may be, he stated, inequalities in the lower levels and if so the Commission would see what could be done about

it, but that the Commission does not favor blanket increases. Referring to the matter of step increases which the Engineer had requested authority to make, he thought that it was a difficult matter to tell the Commission that perhaps people merit an automatic raise and that he did not believe that the Commission is willing to take the broad step requested. Commissioner Chandler requested job descriptions for Engineer Aides I and II and Civil Engineers I and II and also an outline of the merit rating system. No action was taken by the Commission at this time. Later in the day the matter was again discussed and Chairman Banfield stated that it is the Commission's understanding that the matter of granting step increases was entirely within the hands of the Commission. He said that there was nothing in the law which stated that the step increases had to be made.

(The following day these matters were discussed again in connection with the appearance of Mr. Forrest Stewart, Executive Secretary of the Oregon State Employees Association. The Engineer was instructed to bring in a report on proposed increases to employees receiving less than $225 per month, a report on Civil Service step increases based upon the selection of a limited number of the most deserving employees in all classifications, and to report on a request made by Mr. Stewart for pay for holidays for hourly employees for all holidays except Christmas, Independence Day, Labor Day, Memorial Day and Thanksgiving.)

The Engineer requested approval of his written report of December 24, 1947, which had for its subject the matter of a ferry contract executed by Mr. Stanbuck for ferry service on the Enogren Ferry and repairs to ferry equipment. The report was approved by the Commission.

Approval of the Commission was requested for the signature of the Assistant Counsel, Mr. George Neuner, on the trust fund agreement regarding the Gunnell settlement, signed by Mr. Neuner on behalf of the Commission. The Chief Counsel explained that other agents who were present at the time of the execution of the agreement had authority to sign for their principals and that to expedite the matter Mr. George Neuner signed for the Commission, but he would like to have his signature ratified in case any question might come up later. On the basis of the Chief Counsel's explanation the signature on this document was approved.

The Engineer presented a list of all State Highway Department employees who heretofore had been authorized by the Commission to sign Emergency Transportation Permits in behalf of the Commission. He pointed out that due either to transfer or resignation such authority had been canceled with respect to J. G. Toole, H. H. Heath, S. Paul Jones, and Ralph Eggstaff by appropriate action of the Commission. He advised further that Mr. C. H. Armstrong and Mr. Walter Herberger have been transferred from their field positions to the Salem office where they are employed in capacities where it no longer is required that they have such authority; likewise such authority no longer is required by James M. Brown and Frances L. Hamilton because they have severed their connections with the State Highway Department. He recommended that the authority granted these employees be canceled outright. The The Commission approved the recommendation by unanimous vote, and

so ordered. In this connection the Engineer pointed out that Miss Helen M. Wells has replaced Miss Frances L. Hamilton as secretary to the Division Engineer at La Grande and he recommended that she also be authorized to sign Emergency Transportation Permits, issued from the office, subject to the usual limitations. The Commission approved the recommendation and thereupon by unanimous vote adopted the resolution marked EXHIBIT "L" and by this reference made a part hereof with like effect as though extended in full herein.

The request of O. C. Sanford of Coquille for improvement of the Sanford Heights road connection with the Oregon Coast Highway in Coquille was presented by the Engineer. He stated that the road had been there for many years but recently a housing project had been completed which greatly increased the number of people living in the area. The entrance to the highway at this point is bad, he said, and the slope should be cut back to afford a reasonable sight distance. The estimated cost is approximately $2,200, and this is included in the 1948 Minor Betterment Program. This matter was deferred until January 5, at which time the budget is to be discussed.

The Engineer presented a report on the cost to improve Edward Street in the Bunker Hill District of Coos Bay which street forms a connection between the Coos River Secondary Highway and the Oregon Coast Highway. He estimated the cost for regrading, surfacing and paving at approximately $4,000 and recommended that the work be done with state forces when conditions are right. On the basis of his recommendation the Commission granted permission to do the work.

The Engineer presented the matter of an agreement with Jefferson County providing that the old section of The Dalles-California Highway between Madras and Culver be maintained as a State Secondary Highway, and that the section from Culver south to approximately the Deschutes County line, be maintained as a county road. He explained that the total length of this section is about 18 miles and of that length the county has agreed to take over 7 miles. There is no way, he said, that the county can be forced to maintain the other 11 miles. He recommended that the agreement be approved. The Chief Counsel informed the Commission that the statute provides that when a state highway is relocated, and a portion of it is eliminated, the Commission is required to maintain it for the people residing along that portion, or by agreement with the county to have the county maintain it. On the basis of the Engineer's recommendation and the Chief Counsel's advice the Commission approved the agreement.

In conformance with the terms of the heretofore mentioned agreement the Commission by unanimous vote adopted a resolution designating the old section of The Dalles-California Highway between Madras and Culver as a State Secondary Highway. This resolution, marked EXHIBIT "C", attached hereto is, by this reference, made a part hereof with like effect as though extended herein.

The matter of extending a traffic accident analysis agreement with the City of Portland and the Secretary of State which provides for traffic accident analysis in Portland, from January 1, 1948 to December 31, 1949 was presented by the Engineer. In explanation he stated that this was a

cooperative agreement wherein the State and City Police turn in accident reports to the Secretary of State who compiles the reports and then sends them back to the Highway Traffic Engineer for further analysis. The cost of the extra work to render the detailed reports required by the City of Portland amounts to $200 per month, which they agree to pay. Portland is the only city with which such an agreement has been made. He recommended that it be extended. The Commission approved the recommendation unanimously.

The Engineer presented the request of the Roseburg Chamber of Commerce and the Douglas County Court for elimination of traffic hazards on the Pacific Highway north of Roseburg. He stated that previously these two bodies had requested that a study be made of this situation, and accordingly he had had a traffic survey and other investigations made. The results of these investigations showed, he said, considerable congestion in the area immediately north of Roseburg due to extensive roadside construction. Traffic counts taken show an average of 10,270 vehicles in a 24 hour period and also that there had been 76 accidents on this section in the past 6 years. To solve the problem practically, he said, would require the construction of a 4-lane highway. He requested permission to make a location survey to determine the best route and the cost of construction of a facility that will satisfactorily handle the situation. The consensus of opinion among the Commission was that there were many sections of highways that were more in need of improvement than this section, and that the Commission's first responsibility should be that the 2-lane highways are adequate for all concerned before any 4-lane highways are built. Commissioner Chandler stated that in his mind there were three questions involved: First - the money involved, Second - man power to do the work, and Third - the cost of the proposed job. The Commission further indicated that the present road program is taking the time of all available personnel and if this project were approved it might delay other sections in the program. In reply to Chairman Banfield's request as to a "shot-gun" estimate of the cost of the project, the Engineer said that the cost, roughly estimated, would be a quarter of a million dollars. The request was denied because of a lack of funds.

The Engineer reported on the request of a group of heavy hauling companies who appeared before the Commission in November, asking for special permits to cover single movements of over-dimensional machinery and structural materials. He stated that, as a temporary measure, action had been taken to expedite the issuing of permits locally but that in his discussions with the haulers they were not in agreement among themselves as to the maximums necessary to serve their operations. He stated further that another conference is scheduled with this group shortly after the first of the year, following which he would be in a position to make further recommendations. No action was taken by the Commission pending receipt of the Engineer's report.

The Engineer reported the results of bids received in Salem on December 15, 1947 for sale of the tract of land in Coos Bay as follows:

SALE OF TRACT OF LAND

in

COOS BAY, COOS COUNTY

December 15, 1947

Karl Nichols	$1051.00
A. A. Johnson	1000.00
H. I. Hartley	50.00

He recommended that the bids be rejected as the estimated value was approximately double the largest amount bid. The Chief Counsel stated that an investigation of sales of adjoining property showed that two lots similar to the state-owned lots had sold for $1,800 and that two other lots in the vicinity had sold for $1,000 apiece. The Commission approved the Engineer's recommended rejection of the bids but instructed the Chief Counsel to investigate further the value of the state-owned lots and report later.

The Engineer reported on the request of the Douglas County Court for a change in the entrance of the Umpqua Highway into Reedsport. He stated that a survey has been completed for this section and that the relocation cost is estimated at $75,000. There are two right angle turns, he said, both within the city limits, where speeds are restricted but they are not overly dangerous. He recommended that consideration be given to this improvement when a future construction program is adopted. On the basis of the Engineer's recommendation the request was denied, and for the further reason that there is a lack of funds and there are other sections more in need of improvement.

The Chief Counsel stated that Senator Angus Gibson of Junction City, had contacted him stating that the city is requesting the installation of a traffic light at the intersection of the Pacific Highway West and 6th Street in Junction City. The Engineer was instructed to make the necessary investigation and report.

The Engineer requested the Commission's approval of a revised agreement with the University of Oregon pertaining to the elimination of a pedestrian underpass adjacent to the University Campus on the Pacific Highway in Eugene. He stated that University officials had declared that the underpass is not needed and on that basis the Chief Counsel had prepared a new agreement. The saving in construction cost is estimated at approximately $19,000. The Engineer recommended that the agreement be approved. On the basis of his

recommendation the Commission unanimously approved the agreement, but did not sign it, pending the securing of the signatures of University of Oregon authorities.

The Engineer presented for the Commission's consideration the matter of an agreement with Lincoln County covering the correction of a bad drainage condition on the Oregon Coast Highway at Taft. He stated that upon completion of the reconstruction of that section it was found that the bad drainage condition was caused partly by reason of additional drainage from the highway and partly by the lack of any drainage system in Taft. His investigation disclosed that the installation of the drainage pipes and other facilities would cost approximately $3,500. The Lincoln County Court has agreed to pay $500 in cash and to provide other facilities estimated to cost another $500, leaving a balance of $2,500 to be paid by the state. He recommended that the agreement be approved. After careful consideration the agreement was unanimously approved by the Commission. (The agreement was signed by the Commission on the following day.)

The Engineer requested the Commission's approval of a cooperative agreement with the Public Roads Administration covering construction of the Federal Lands Highway Project FLH-8 (1), on the Rome-Princeton Secondary Highway in Malheur County. He explained that there are several sections which cross private property and that the state is required to spend its money in these areas because government public lands funds cannot be used for improvements across private land. The agreement was unanimously approved by the Commission, and was signed by the Commission on the following day.

The Chief Counsel brought up for the Commission's consideration the proposed resolution covering the Sullivan Gulch project. Chairman Banfield recalled that the Commission had taken its action on this matter at a previous meeting and that it is now up to the city to follow the Commission's action. He stated that the city has been pressing the Commission on the Sullivan Gulch subject and that the Commission, in analyzing the project, has found that it did not have the money available to do the work now and furthermore that funds would not be taken from the other parts of the state to do this job. The Chief Counsel then inquired if the press release formulated at a previous Commission meeting is to be considered as the Commission's communication to the city. Chairman Banfield answered in the affirmative and stated that the Commission's position was fully outlined in that release. The Secretary was instructed to provide the Chief Counsel with a copy of the release formulated at the November, 1947 meeting. No other action was taken.

The Commission considered the protest of the Super-Bilt Manufacturing Company of Portland regarding the contemplated moving of its factory when the Sullivan Gulch project is constructed. Chairman Banfield pointed out that the answer to the protest is that the state is not taking Super - Bilt's property, that when the project is undertaken the city will acquire the right of way, but that at this time no definite plans have been formulated with the city for construction of the project.

The Engineer presented for the Commission's consideration an agreement with the California-Oregon Power Company providing for moving approximately 5,800 feet of the company's power line in the reconstruction of the Glendale-Wolf Creek Section of the Pacific Highway. In explanation he stated that the company line was occupying private right of way and that the removing and resetting of the power line was the obligation of the state. The agreement provides that the Power Company will remove and reset its line at an estimated cost of $7,695.92, and that in addition there would be a cost of approximately $145.00 for right of way across private property, filing fees, etc. He recommended that the agreement be approved. The Commission unanimously approved the agreement, as outlined. (It was signed the following day.)

The Engineer presented the request of the Enterprise Chamber of Commerce for surfacing the Flora-State Line Section of the Enterprise-Flora Highway in Wallowa County. He stated that this request was included in the list of betterment jobs to be considered on January 5, 1948. He stated further that the first 15 miles were surfaced and that eventually the Federal Government would spend some money there. No action was taken by the Commission on the request but the Engineer was instructed to make a complete report to the Commission on how much money had been advanced by the state to the Federal Government on this and all other projects.

Consideration of the proposed Special Betterment Budget in the amount of three million dollars($3,000,000) for 1948-1949 was postponed until the January 5th meeting. On the following day the Special Betterment Program was discussed for the purpose of becoming familiar with the projects. No action was taken.

The Engineer reported on the request of Paul Muller, Secretary of the Barlow Road Extension Association, regarding improving and oiling the county road between Tygh Valley and Wamic, and the extension of the Barlow Road westward. He stated that investigation showed that the work requested would cost approximately $194,000; also, that he could not recommend any high priority on this improvement as there are many sections of highways in the state with a considerably greater priority of need. On the basis of the Engineer's recommendation the Commission unanimously denied the request.

The Engineer presented the request of Mr. W. Robert McMurray, Vice-President of Commonwealth, Inc. for the construction of a cloverleaf at the intersection of Union Avenue with Gertz Road in Portland. He stated that a complete study had been made of the situation and that he believed that a most economical and feasible solution had been reached, but that he had not had time to prepare a report for this meeting. He stated that he would have this report ready for the next regular meeting of the Commission. The secretary was instructed to answer Mr. McMurray's letter and tell him that the problem is being studied.

The Engineer presented for the consideration of the Commission the claim of C. J. Montag and Sons for additional compensation in the amount of $10,022.83, in connection with their contract No. 2737 for construction of

the Santiam River Bridge on the Steiwer Hill-Albany Section of the Pacific Highway East. In outlining the claim he stated that the original estimate for materials on which the contract was bid was about 7 percent high and that the actual materials used were less than estimated. The contractor,he said, lost approximately $50,000 on the structure and he recommended that the amount of the contractor's claim be allowed. The Chief Counsel stated that when the claim was first presented to him he advised against paying it because a 6 or 7 percent variation between the estimate and actual cost was not enough for the contractor to put in a claim, but after the Engineer provided him with further information to the effect that the contractor had suffered additional loss due to the increased cost of labor and material, which worked to the advantage of the state and against the contractor, he advised that the Commission could, in all equity and legality, pay the claim as presented. On the recommendation of the Engineer and the advice of the Chief Counsel the Commission unanimously approved payment of the claim. (An agreement thereon was signed by the Commission on the following day.)

The Engineer presented for the Commission's consideration the claim of Stanley & Ehlen for additional payment in the amount of $191.42 for work performed on state highway contract No. 2884, for paving on the Nyssa Section of the Old Oregon Trail highway. He stated that the City of Nyssa had to change its water mains and that they had failed to consult the engineers to find out how low the mains should be installed, and as a result the contractor, in his work, had hit the mains. The Engineer recommended that the claim be paid. The Commission unanimously approved the payment of the claim and on the following day signed an agreement to that effect.

The Engineer reported that the Cities of Cornelius and Richland have fulfilled their requirements with respect to the expenditure of their share of the 1945 State Tax Street Funds which they received in 1946 and that the plans for the improvements to be financed with such funds have been checked and found satisfactory. He recommended, in view thereof, that the plans be approved by the Commission. The Commission approved the recommendation and by unanimous vote adopted the resolution attached hereto and marked EXHIBIT "E" and which by this reference is made a part hereof with like effect as though extended herein.

The Engineer also reported that the Cities of Banks, Dayville, Gold Beach and Helix have fulfilled their requirements with respect to the expenditure of their share of the 1946 State Tax Street Funds which they received in 1947, and that the plans of the improvements to be financed with such funds have been checked and found satisfactory. He recommended that they be approved by the Commission. The Commission approved the recommendation and by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT "F" and which by this reference is made a part hereof with like effect as though extended herein.

The Engineer also reported that the town of Siletz has submitted plans for the improvements to be undertaken with its share of the State Tax Street Funds to be received during the year 1948. He further advised that these plans have been checked and found satisfactory, and he recommended

approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT "E" and which by this reference is made a part hereof with like effect as though extended herein.

The Engineer reported that he has awarded the following contract, bids for which were received by the Commission on November 25, 1947, and referred to him at that time with power to award the contract when certain conditions had been satisfied.

> Grading on the Clear Creek-Forest Boundary Section of the Warm Springs Highway, in Wasco County: bids received November 25, 1947, contract awarded November 28, 1947, to T. W. Thomas, low bidder.

The Commission by unanimous vote confirmed the award as reported.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

Porter W. Yett, Contract No. 2768 for grading and paving on the North Bend-Coos Bay Section of the Oregon Coast Highway in Coos County, requested an extension of time of 365 days from October 31, 1947 to October 31, 1948, within which to complete this job. The contractor alleged that he was unable to complete the work within the contract limits due to shortage of labor, inability to obtain sufficient cement to carry on paving operations, shortage of railroad cars and delay in obtaining cooperation from the public utilities in the removal and replacement of their facilities. The Engineer advised that while Porter Yett had not prosecuted this job with the vigor he should have, that he had been beset by many difficulties beyond his control. He further said that during the summer of 1946 he was unable to arrange for sufficient cement and that in 1947 he had difficulty in securing aggregates from the Umpqua Sand and Gravel Company. The contractor, he said, was also hampered by the power company's delay in removing power lines and the Southern Pacific Railroad Company who did not complete removal of their tracks until late in 1947. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein, stating, however, that the Public Roads Administration will insist on the application of the penalty as agreed with the contractor if the work is not completed by this extension. Chairman Banfield and Commissioner Chandler both expressed the opinion that a one-year extension of time is too long and that the extension should be shortened in order to force the contractor to take advantage of any good weather that comes along. The Engineer was requested to keep a record of the weather. An extension of time was granted by the Commission from October 31, 1947 to September 1, 1948, without penalty.

Kuckenberg Construction Company, Contract No. 2780 for grading, surfacing and oiling the Gates-Niagara Section of the Santiam Highway in

Marion County, requested an extension of time of 107 days from July 31, 1947 to November 15, 1947, within which to complete this job. They alleged that rains, slides and equipment breakdowns had prevented completion of the work within the contract time limit. The Engineer advised that the reasons claimed by the contractor were correct and he recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Rogers Construction Co., Contract 2815, for grading, widening and oil mat surfacing on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County, requested an extension of time of 244 days from November 31, 1947 to July 31, 1948 in which to complete the oiling. The contractor alleged that the aggregate production has been completed but due to the rainy fall weather he was unable to complete the oiling in 1947. The Engineer advised that the quarry specified in the contract was unsatisfactory and the contractor had to move his plant to another quarry, entailing the loss of a month's time during the summer oiling weather. He recommended that the extension of time, as requested, be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Rogers Construction Company, Contract No. 2816, for surfacing and oiling on the Unity Junction-Ironside Section of the John Day Highway in Baker and Malheur Counties, requested an extension of time of 244 days from November 30, 1947 to July 31, 1948 within which to complete this job. The contractor alleged that the production of aggregates should be completed within the time limits of the contract, but due to the lateness of the season wanted the remaining oiling work deferred to the summer of 1948. The Engineer advised that the contractor had been delayed on the Davies-North Plains Section through inability of the grading contractor to finish the grading, and this delayed the moving of the contractor's crushing equipment to this job. He recommended that the extension of time be granted, as requested, without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Porter W. Yett, Contract No. 2853, for structures and paving on the North Plains-Barnes Road Section of the Sunset Highway in Washington County, requested an extension of time of 303 days from November 30, 1947 to September 30, 1948 within which to complete this job. The contractor alleged that failure of the grading contractor to complete his work early enough, the unusual soil conditions and rainy weather prevented any extensive operations after the completion of the grading contract. The Engineer advised that the reasons stated by the contractor for overrunning the time limit were correct and recommended that the extension of time, as requested, be granted without penalty. A letter was presented from the Public Roads Administration concurring therein.

The Commission felt that the extension of time requested was too long, and that the contractor, if granted the extension as requested, would not push the work to completion. It was their thought that the extension should be the minimum amount of time required to complete the work so as to force the contractor to prepare, during the bad weather, so that he could take advantage of any favorable weather for surfacing operations. The Commission approved an extension of time from November 30, 1947 to June 15, 1948, without penalty.

John A. Logan, Contract No. 2856, for grading, bituminous macadam surfacing and bridge construction on the Tutuilla Creek Section of the Pendleton-John Day Highway in Umatilla County, requested an additional extension of time of 151 days, from November 30, 1947 to May 1, 1948 within which to complete this job. The contractor alleged that due to early fall rains it was impossible to oil the approaches to the Tutuilla Bridge. The Engineer advised that all of the work on the contract was completed with the exception of the bridge and the immediate approaches. Slow delivery of steel prevented completion of the bridge structure. He recommended that the extension of time be granted, as requested, without penalty. The Commission approved the recommendation unanimously.

O. C. Yocom Company, Contract No. 2869, for surfacing and oiling the Scholls-Newberg Section of the Hillsboro-Silverton Highway in Washington and Yamhill Counties requested an additional extension of time of 31 days from September 30, 1947 to October 31, 1947 within which to complete this job. They alleged that heavy rains in the fall delayed the work so that it was impossible to complete it within the contract time limits. The Engineer advised that the reasons as given by the contractor were correct and that the job was satisfactorily completed on October 30, 1947. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission unanimously approved the recommendation.

La Grande Concrete Pipe Company, Contract No. 2870, for sanding materials on the Meacham-Hilgard Section of the Old Oregon Trail highway in Umatilla County, requested an extension of time of 213 days from October 31, 1947 to June 1, 1948 within which to complete this job. The contractor alleged that high water and wet weather prevented his plant from running during the month of October, thereby preventing completion of the contract within the required time limit. The Engineer advised that the reasons given by the contractor are correct and that the state will not be inconvenienced by the fact that this contract was not completed within the specified time. He recommended, in view thereof, that the extension of time be granted, as requested, without penalty. The Commission approved the recommendation unanimously.

J. N. and M. J. Conley, Contract No. 2877, for the Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways in Clackamas, Hood River and Wasco Counties, requested an extension

of time of eight days from July 31, 1947 to August 7, 1947 within which to complete this job. They alleged that the Public Roads Administration had obtained permission from Mr. W. C. Williams, Division Engineer, to allow the contractor to delay the state work in order to do some emergency work for the Public Roads Administration and Forest Service. The Engineer advised that the reasons as stated by the contractor were correct and the overrun of eight days was caused by the Public Roads Administration work, but did not increase the cost to the state. He recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation unanimously.

Coos Bay Dredging Company, Inc., Contract No. 2878, for construction of bridge pier fenders on the South Slough Bridge Section of the Cape Arago Secondary Highway in Coos County, requested an additional extension of time of 12 days from October 30, 1947 to November 12, 1947 within which to complete this job. They alleged that the construction was delayed in the beginning of the contract due to the scarcity of creosoted materials. The Engineer advised that the reasons as stated by the contractor were correct and that the project was satisfactorily completed on November 12, 1947. He recommended that the extension of time be granted, as requested, without penalty. The Commission approved the recommendation unanimously.

R. A. Heintz Construction Company, Contract No. 2887, for grading, surfacing and oiling and a structure on the Eagle Creek-Sandy Section of the Woodburn-Sandy Highway in Clackamas County, requested an extension of time of 242 days from October 31, 1947 to June 30, 1948 within which to complete this job. They alleged that a 60 days delay in awarding this contract was required by the State Highway Commission due to right of way difficulties, and that this delay along with rainy weather prevented completion of the contract within the required time. The Engineer advised that the reasons as stated by the contractor were correct and he recommended that the extension of time be granted, as requested, without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Babler Bros., Contract No. 2898 for re-oiling on the Millican-Brothers Section of the Central Oregon Highway in Crook County, requested an extension of time of 244 days from November 30, 1947 to August 1, 1948 within which to complete the contract. They alleged that rainy weather in the early fall prevented completion of the oiling within the time limits of the contract. The Engineer advised that the production of oiling rock on this job was extremely difficult and that the sub-contractor was unable to produce sufficient rock to complete the oiling before the fall rains set in. He recommended that the extension of time be granted, as requested, without penalty. The Commission approved the recommendation unanimously.

Tom Lillebo, Contract No. 2901, for construction of the Depot Slough Bridge on the ~~Oregon Coast~~ Highway in Lincoln County, requested an extension of time of 244 days from September 30, 1947 to May 31, 1948

within which to complete the job. He requested the extension in order to have favorable weather to complete the last coat of paint on the bridge hand rails. The Engineer advised that all work is completed except the painting of the hand rails and he recommended that the extension of time be granted, as requested, without penalty. The Commission unanimously approved the recommendation.

Pendleton Sand & Gravel Company, Contract No. 2907, for re-oiling the Sandy-Wapinitia Junction-Clear Creek Section of the Mt. Hood and Wapinitia Highways in Clackamas and Wasco Counties, requested an extension of time of 350 days from August 31, 1947 to August 15, 1948 within which to complete this job. They alleged that rainy weather, heavy week-end travel and a shortage of asphalt in Portland were the reasons for non-completion of the contract within the required time. The Engineer advised that the reasons stated by the contractor were correct and that in early September it was found necessary to curtail the contractor's operations due to the cold nights in the high altitudes in the contract area. He recommended that the extension of time be granted, as requested, without penalty. The Commission unanimously approved the recommendation.

L. R. Kauffman, Contract No. 2914, for the Alsea Rock Production Project on the Alsea and Alsea-Deadwood Secondary Highways in Benton and Lincoln Counties, requested an extension of time of 60 days from November 30, 1947 to January 31, 1948 within which to complete this job. The contractor alleged that the job was delayed due to an increase in quantities from 10,000 yards to 16,000 yards required in Lincoln County, which the contractor produced for Lincoln County. The Engineer advised that the contractor, prior to state work on this section was producing rock for Lincoln County and the increase in their requirements, as stated by the contractor, delayed completion of the state job. The materials to be produced under this contract are for use in the 1948 season and the state will not be inconvenienced by the delay. He recommended that the extension of time, as requested, be granted without penalty. The Commission unanimously approved the recommendation.

F. L. Somers, Contract No. 2917, for regrading and oil mat surfacing on the Lower Klamath Lake Section of the Lower Klamath Highway in Klamath County, requested an extension of time of 242 days from October 31, 1947 to June 30, 1948 within which to complete this project. He alleged that the designated "suitable source of topping materials" as stipulated in the contract was unusable, also that steel was not readily available for the structures and that the weather in October was not suitable for oiling. The Engineer advised that the reasons as stated by the contractor were substantially correct but that the contractor although he has not made any claim, is not entitled to any additional compensation by reason of moving his crushing plant, as the state designated four different quarry sites and the provisions of the contract placed with the contractor the responsibility to determine the quantity and quality of the materials in the quarry. He recommended that this request for extension of time be granted without penalty. A letter was

was presented from the Public Roads Administration concurring therein. The Commission unanimously approved the recommendation.

Birkemeier & Sarsonal, Contract No. 2918, for bridge construction on the North Plains-Barnes Road Section of the Sunset Highway in Washington County, requested an additional extension of time of 180 days from November 30, 1947 to June 1, 1948 within which to complete this contract. They alleged that the job was delayed due to slow delivery of steel for the Merle Railroad Grade Separation (structure) and that it is now too late in the year to do a satisfactory paint job. They stated, also, that Mr. Howard, Chief Engineer for the Seattle, Portland and Spokane Railroad has recommended postponement of painting for more favorable weather. The Engineer advised that all work on the structure has been completed with the exception of painting, that the weather in late October was not suitable for satisfactory painting, and that the contractor was requested to defer the painting work pending suitable weather. He recommended that the extension of time be granted, as requested, without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Parker-Schram Company, Contract No. 2924, for pavement widening on the Parkrose Section (between 82nd Avenue and 99th Avenue) of the Columbia River Highway in Multnomah County, requested an extension of time of 213 days from November 15, 1947 to June 15, 1948 within which to complete the job. They alleged that the extreme wet weather during October prevented completion of the job within the required time. The Engineer advised that the contractor was unable to complete the asphaltic paving due to wet weather, but has, however, completed the curbs and the excavation, installation of sewers and drainage facilities, and the placing of base materials and leveling courses, so that the project may be used by the public during the winter months. He recommended that the extension of time requested be granted without penalty. The Commission unanimously approved the recommendation.

Perkins Bros., Contract No. 2929, for widening of the Miller's Gulch Creek Bridge on the Pacific Highway in Jackson County, requested an extension of time of 31 days from November 30, 1947 to December 31, 1947 within which to complete the job. They alleged that they were not able to construct the new curb on the north side of the bridge until the state maintenance crew completed paving operations there. The Engineer advised that the state maintenance crew's paving work had been delayed by the rainy weather and that the contractor could not complete the curb until this job was done. He recommended that the extension of time be granted, as requested, without penalty to the contractor. The Commission approved the recommendation unanimously.

The action of the State Highway Commission on contractors' requests for extensions of time within which to complete the contracts, as listed above, was based upon the recommendation of the State Highway Engineer and

his report, which considered, but did not necessarily adopt, either or any of the reasons stated in the contractor's requests.

The Engineer reported that contracts Nos. 2780, 2806, 2846, 2857, 2869, 2877, 2878 and 2909 have been completed according to the requirements of the contracts or modifications thereof and that these jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion the Commission approved and accepted the contracts completed as reported by the Engineer and by unanimous vote adopted the resolution marked EXHIBIT " G" attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission discussed with the Engineer the bids received earlier in the afternoon for highway construction and unanimously approved the action thereon which was publicly announced at 4:30 p.m. by Chairman Banfield, as follows:

"Crooked River Section of the Ochoco Highway in Crook County near Prineville for 0.87 mile of grading and oil mat surfacing. Vernie Jarl of Gresham submitted the low bid for this work in the amount of $58,712.00. The next low bid was submitted by Babler Bros. of Portland in the amount of $59,021.00. There were seven higher bidders. The Commission has referred all of the bids to the Engineer with authority to award the contract to the low bidder, Vernie Jarl, as soon as approval is secured from the Public Roads Administration.

"The Crooked River Bridge on the Ochoco Highway in Crook County near Prineville. Construct a 179-ft. reinforced concrete viaduct. Perkins Bros. of Portland submitted the low bid for this work in the amount of $45,630.00. The next low bid was submitted by T. W. Thomas, Portland in the amount of $47,910.00. There were six higher bidders. The Commission has referred all of the bids to the Engineer with authority to award the contract to the low bidder, Perkins Bros., when approval is secured from the Public Roads Administration.

"Construction of a 214-ft. timber bridge known as the Loon Lake Bridge over Lake Creek on County Road No. 3 in Douglas County. Tom Lillebo, Reedsport, submitted the low bid for this work in the amount of $22,900.00. The next low bid was submitted by Ben F. Doerksen, Roseburg, in the amount of $37,213.36. There was one other bid submitted. As this is a County job the Commission is referring the bids to the Douglas County Court for their action.

"North Unit, Follyfarm-Scotts Butte Section of the Rome-Princeton Secondary Highway in Malheur County. 14.96 miles of grading and oil mat surfacing and approximately 4,500 cu.yds. of crushed rock in stockpile. E. C. Hall Co., Portland submitted the low bid for this work in the amount of $265,162.00. The next low bid was submitted by Heavy Hauling Company, Astoria, in the amount of $276,535.00. There were two other higher bids submitted. The Commission has awarded this contract to the low bidder, E. C. Hall Co.

"Meacham Sanding Materials Project on the Old Oregon Trail in Umatilla and Union Counties requiring approximately 5,000 cu. yds. of crushed rock in stockpile. Holmes Bros. of Moses Lake, Washington submitted the low bid for this job in the amount of $11,500.00. The next low bid was submitted by Arthur Gentemann, Portland, in the amount of $15,225.00. There were four higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Holmes Bros., when certain conditions have been satisfied, including the extension of a lease to a proposed quarry site"

The Engineer presented for the Commission's consideration the type of heating system to be installed in the temporary office building at the Salem Shops. He advised that three types of heating had been investigated; individual oil stoves, electric, and steam. It was his thought that over a period of time steam would be the cheaper and more satisfactory method of heating because the state now has boilers which were secured from buildings at Camp Adair. The present steam heating equipment on the shop premises, he stated, is not adequate to take on the extra load but with the use of the available boilers would provide a surplus capacity in case heat is required in future buildings. The Commission approved the Engineer's recommendation for the installation of steam heat in the temporary office building at an estimated additional cost of $2,000.

The Engineer requested authority to make emergency repairs to dolphins at the Yaquina Bay Bridge on the Oregon Coast Highway near Newport. He advised that two or three months ago only small miscellaneous repairs were necessary but since that time the steel pile dolphins have suffered considerable damage resulting from three unidentified vessels breaking loose from their moorings in Yaquina Bay and drifting against the pier protection. Nine of the original twelve steel pile dolphins on the north side have been destroyed and are missing, and there is also some damage to the dolphins on the south side. He stated further that under the permit granted by the War Department for the construction of this bridge the approved plan requires the construction of dolphins for the protection of the main piers; also, it is to our advantage to maintain them to protect the steel arch ribs from damage from the superstructure of any vessel. He recommended that he and the Chief Counsel be authorized to negotiate a contract with the General Construction Company who are now completing a contract at Yaquina Bay. He stated that a quotation had been secured from this company in the amount of $14,910 to perform the necessary repairs. The Commission, on the basis that this is an emergency job, authorized the Engineer and the Chief Counsel to negotiate a contract with the General Construction Company, as outlined by the Engineer.

Chairman Banfield requested that the Secretary provide a letter which had to do with a statement that if the state were not going to acquire the Fort Stevens property as a park there were others who were interested in securing it. (The Parks Superintendent was contacted the following morning and he provided the Chairman with the information desired.)

The Engineer presented the matter of granting a "Merit Award" to all State Highway Department employees when they retire. He advised that several people had recommended this procedure to him and that he concurred in the recommendation. He also presented a proposed form. The Commission approved the

presentation of merit awards to employees upon retirement.

The Engineer presented the matter of renewing the contract with The Ohio Casualty Insurance Company for a blanket personnel bond covering employees of the Highway Department. He advised that the present bond covers all Highway Department employees for an amount of $5,000 and recommended that the contract be renewed on the same basis. The present insurance is very satisfactory and The Ohio Casualty Insurance Company was the low bidder when costs were compared about a year ago. The Commission approved the continuation of the present bond with The Ohio Casualty Insurance Company but requested that hereafter the Commission be notified 60 days in advance before the expiration of any contract, insurance policy or agreement which requires renewal.

The Commission considered an agreement with Umatilla County providing for abandonment to the County of a section of the Athena-Holdman Secondary Highway No. 334. All of the abandoned portion is to be maintained by the County as a county road as soon as the construction of the relocated section is completed, probably during 1948. After due consideration of this matter the Commission approved the agreement by unanimous vote. A resolution is to be prepared for consideration by the Commission formally disposing of the section mentioned in the agreement as soon as construction has been completed. (The agreement was signed by the Commission the following day.)

The Commission discussed a resolution disposing of parts of the right of way of the Reese Creek-Antelope Creek Section of the Crater Lake Highway in Jackson County. Previously an agreement with Jackson County covering this section had been signed on June 4, 1946. After due consideration of this matter the Commission by unanimous vote adopted the attached resolution with respect to the disposition of these areas, which resolution is marked EXHIBIT "H" and is, by this reference, made a part hereof with like effect as though extended herein.

The Commission considered the adoption of a resolution providing for abandonment of two short sections of the Halsey-Harrisburg Section of the Pacific Highway East in favor of Linn County and the City of Halsey. After due consideration of this matter the Commission by unanimous vote adopted the attached resolution with respect to the disposition of these areas, which resolution is marked EXHIBIT "I" and is, by this reference, made a part hereof with like effect as though extended herein.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
December 30,1947

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. W. Stiffler, 2nd. Asst. State Highway Engineer
J. M. Devers, Chief Counsel
George W. Neuner, Assistant Counsel
Floyd Query, Acting Secretary

Bids, as follows,for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:30 p.m. in the same room:

HALFWAY-CORNUCOPIA SECONDARY HIGHWAY IN BAKER COUNTY

HALFWAY-CARSON SECTION

Vernie Jarl, Gresham	$ 71,538.00
Homer G. Johnson, Portland	74,043.00
Rogers Constr. Co., Portland	77,031.00
E. C. Hall Co., Portland	86,503.50

PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

OREGON CITY-NEW ERA SECTION

	Using Asphalt	Using Tar
E. C. Hall Co., Portland	$ 676,578.50	- - - -
Warren Northwest Inc., Portland	700,416.50	- - - -
Kuckenberg Constr. Co., Portland	884,665.50	- - - -

FREMONT HIGHWAY IN LAKE COUNTY

SILVER LAKE-HARVEY CREEK ROCK PRODUCTION PROJECT

F. L. Somers, Klamath Falls (1)	$ 26,500.00
Homer G. Johnson, Portland (1)	26,500.00
M. C. Linninger & Sons, Medford (1)	27,900.00
E. C. Hall Co., Portland (1)	28,500.00
A. H. Saxton & Sons, Corvallis (1)	29,500.00
M. A. Toole Constr. Co., Ontario	32,500.00
Rogers Constr. Co., Portland (1)	33,000.00
Arthur Gentemann, Portland	34,600.00

(1) Bidder will not accept this project except in combination with Harvey Creek-Chewaucan River Project.

FREMONT HIGHWAY IN LAKE COUNTY

HARVEY CREEK-CHEWAUCAN RIVER ROCK PRODUCTION PROJECT

M. C. Linninger & Sons, Medford (1)	$ 26,300.00
F. L. Somers, Klamath Falls (1)	26,500.00
Homer G. Johnson, Portland (1)	26,500.00
E. C. Hall Co., Portland (1)	27,000.00
A. H. Saxton & Sons, Corvallis (1) (2)	28,400.00
Rogers Constr. Co., Portland (1)	31,000.00
Arthur Gentemann, Portland (3)	36,200.00

(1) Bidder will not accept this project except in combination with Silver Lake-Harvey Creek Project.

(2) Bidder will make lump sum reduction of $2,000 for award of both projects.

(3) Bidder will make lump sum reduction of $1,000 for award of both projects.

COMBINATION BIDS FOR TWO ABOVE PROJECTS

(1) Silver Lake-Harvey Creek Rock Production Project
(2) Harvey Creek-Chewaucan River Rock Production Project

	(1)	(2)	Reduc.	Comb. Bid.
F. L. Somers, Klamath Falls	$ 26,500.00	$ 26,500.00	- - - -	$53,000.00
Homer G. Johnson, Portland	26,500.00	26,500.00	- - - -	53,000.00
M. C. Linninger & Sons, Medford	27,900.00	26,300.00	- - - -	54,200.00
E. C. Hall Co.,Portland	28,500.00	27,000.00	- - - -	55,500.00
A. H. Saxton & Sons, Corvallis	29,500.00	28,400.00	$2,000.00	55,900.00
Rogers Constr. Co., Portland	33,000.00	31,000.00	- - - -	64,000.00
Arthur Gentemann, Portland	34,600.00	36,200.00	1,000.00	69,800.00

NYSSA-ADRAIN HIGHWAY IN MALHEUR COUNTY

ADRAIN-HOMEDALE SECTION

J. A. Terteling & Sons, Boise, Idaho	$ 225,471.80
Babler Bros., Portland	238,590.00
E. C. Hall Co., Portland	244,310.00
Quinn Bros. & Robbins, Boise, Idaho	258,948.90
D-H Paving Co., Vancouver, Wn.	282,384.50
C. E. Leseberg, Nyssa	284,809.00
Heavy Hauling Co., Astoria	290,862.85
Leonard & Slate, Oreg., Ltd., Portland	307,497.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

CONSTRUCT SANDY RIVER BRIDGE

General Constr. Co., Seattle, Wn.	$ 334,260.00
Lindstrom Bros., Portland	341,000.00
C. J. Eldon, Portland	349,120.00
Guy F. Atkinson Co., Portland	357,238.00
C. J. Montag & Son, Portland	399,680.00
Kuckenberg Constr. Co., Portland	412,300.00

CARLTON-CHEHALEM CREEK COUNTY ROAD IN YAMHILL COUNTY

CARLTON-CHEHALEM CREEK SECTION

	Using Asphalt	Using Tar
Frank M. Parsons, Forest Grove	$110,009.00	- - - - - -
Vernie Jarl, Gresham	120,118.00	- - - - - -
O. C. Yocom Co., McMinnville	121,906.00	- - - - - -
K. F. Jacobsen Co., Inc., Portland	129,049.50	- - - - - -
Peter Kiewit Sons' Co., Longview, Wn.	143,810.50	- - - - - -
Heavy Hauling Co., Astoria	157,006.00	$159,056.00

Mr. Forrest V. Stewart, Executive Secretary of the Oregon State Employees Association, appeared before the Commission and requested that hourly rate employees be paid on a monthly basis and that definite pay days be established for field employees. He stated that there are approximately 1,200 hourly rate employees on the Commission's payrolls and that many of them have complained of tardiness and irregularity in receipt of their pay checks. This, he said, is embarrasing to the employees in that they cannot advise their creditors as to any specific date on which they will receive their checks. He asked the Commission to change the hourly rates to monthly rates so that all employees would receive pay for holidays. He explained that at the present time there are about eleven legal holidays in Oregon and that the hourly employees do not receive compensation for these holidays whereas the monthly paid employees do. He also pointed out that the single step hourly rate of pay does not give the hourly employees a chance to advance by steps as is provided for monthly employees under the Civil Service plan. He was asking, he stated, that only the employees classified as regular employees, not seasonal or temporary, be placed on the monthly basis. It was his thought also that by placing these employees on a monthly basis the preparation of their pay rolls would be expedited and earlier receipt of their pay checks facilitated.

The Engineer advised that the minimum hourly wage is now 94 cents and that these rates have been kept on an hourly basis so that comparison could be made with similar jobs in industry where employees are largely paid on an hourly basis. Commissioner Schaupp inquired if there were other departments in the state that have a similar problem. The Engineer replied that comparison was difficult to make because none of the other state departments were quite like the Highway Department. It was his recollection, however, that all of the other state departments pay on a monthly basis, with the exception of the State Printing Department. Mr. Stewart added that, to his knowledge, the Fish Commission and the Forestry Department also have a few employees on hourly rates.

Chairman Banfield inquired why it takes so long to get the hourly checks. The Auditor, Mr. Malcom H. Hawke, replied that as the employees are on an hourly basis the time reports in the field cannot be prepared prior to the last work day in the month. It then requires from one to three days for them to reach the Salem office. In connection with this he also stated that the time reports from the field are not always received as soon as they should be, and that the Accounting Division could process them much faster if they were submitted sooner. He stated that the Accounting Division gives preference to such pay rolls in preparing the checks and that they have set a goal of getting the checks out within five work days after the first of the month, but because of changes in pay roll procedure, additional deductions, and lack of personnel and space they have not been able always to meet this goal. He stated also that in some instances time reports from the field are not submitted until the 12th of the month. He did not believe it would be feasible to close the pay roll for hourly employees on a date other than the last of the month due to difficulties in determining the employees retirement contribution. Chairman Banfield then inquired what the effect would be if hourly employees were paid twice a month. Mr. Hawke replied that part of the hourly employees had, in the past, been paid twice a month until the Retirement Act went into effect, when it was found that it was much simpler to pay them on a monthly basis. However, the Retirement Act, as revised by the last Legislature, now provides that an employee contribute on the first $2,400 of his annual salary rather than on $200 per month and that semi-monthly pay rolls can now be made.

Chairman Banfield stated that the Commission is interested in reducing the time that employees have to wait for checks and he instructed the Engineer to see that time reports are submitted on time and that the Accounting Department sets other matters aside, if necessary, to see that the preparation of the checks is speeded up. He did not believe that the Commission is in a position to place hourly employees on a monthly basis as industry, as a whole, has never accepted that principle. Mr. Stewart remarked that if a certain designated pay day could be set the employees would appreciate it very much.

Chairman Banfield then inquired about the additional insurance deduction from the pay roll for the West Coast Life Insurance Company, as requested by Mr. Stewart. Mr. Stewart explained that the Association had

worked out and entered into a contract with the West Coast Life Insurance Company whereby an employee could provide life insurance for himself and his family for a very nominal sum. He stated further that the contract with the insurance company provides that the insurance is available to members of the Oregon State Employees Association only. Chairman Banfield stated that he did not believe the Commission would permit deductions when the insurance is available only to members of the Association, and that anything of that sort, as far as the Commission is concerned, must be available to all employees. Mr. Stewart then inquired if the insurance were available to all employees of the State Highway Department, if the deduction would be allowed. Chairman Banfield replied that the Commission would require time to think that matter over. He stated further that the Commission is sympathetic in the matter of hourly employees who lose pay through loss of time on holidays. He referred particularly to the additional holidays provided by state law, and advised that the Commission will try to work out some plan so that hourly employees could receive compensation for some of the holidays. He stated also that the various departments would be requested to see that the pay roll is put out in just as short a time as possible.

After Mr. Stewart's departure and later in the day the Commission again discussed the matter of pay roll deductions for the West Coast Life Insurance Company and unanimously denied the request because the insurance is not available to all employees. The matter of pay for holidays was also discussed later and the Commission instructed the Engineer to bring in a report with respect to providing pay for hourly employees on all holidays except Christmas Day, Independence Day, Labor Day, Memorial Day and Thanksgiving Day. As there are approximately eleven holidays in the average year this would provide employees pay for about six holidays of the eleven.

The matter of salary increases which had been discussed the previous day was again taken up. The Commission indicated that it would consider increases for the lower brackets up to $225 per month and the Engineer was instructed to bring in a report of possible increases to engineering and other employees who receive less than such salary. He was also instructed to bring in a report on step increases based upon a selection of a limited number of the most deserving employees in all classifications. The Commission also stated that they were not in favor of blanket increases. Commissioner Schaupp pointed out that if state wages were raised to the top now that they would not go down as rapidly as industrial wages when reductions were made.

The Commission had under discussion a request from the City of Pendleton for the installation of electric stop and go signals at a number of street intersections in the City of Pendleton where they intersect state highways, particularly at the following intersections: Court and Main Streets, Dorian and Main Streets, Emigrant and Main Streets. The Engineer advised that Court Street is the route of the Old Oregon Trail and that Emigrant Street is the route of the Pendleton-John Day Highway; also, that Dorian Street will be a designated state highway route as soon as the one-way traffic plan for this city has been put into effect. He stated further that the Traffic Engineer has investigated the need for the signals and reports that they are fully

justified because of the volume of traffic which passes through the intersections. He estimated the cost of the installation of the signals at these three intersections, with an interconnecting supervisory cable and a master controller at the City Hall, at $13,516 and the cost of the installation without the interconnecting supervisory cable and master controller at the City Hall at $10,318. He recommended approval of the installation without the master controller at the City Hall if the City of Pendleton will pay one-half the expense involved, will maintain the lights, and will furnish electric energy to operate the signals at city expense. He further recommended that, if the city insists on the master control installation at the City Hall, it be installed but the city should be required to pay 100 percent of the cost of such control installation. The Commission approved the recommendations by unanimous vote.

The Commission also discussed a request from the Southern Pacific Company for state cooperation in connection with the installation of a traffic signal at the Halsey-Sweet Home Secondary Highway crossing of the Southern Pacific Company's main line tracks near the town of Halsey, Linn County. The Engineer advised that investigation reveals this crossing to be one of only two crossings of the Southern Pacific Company's main line tracks between Portland and Klamath Falls without signal protection; also, that there are approximately 34 train movements daily at this crossing and that the daily highway traffic is about 700 vehicles. The potential hazard at this place, he said, is considerable, notwithstanding that the accident record for the past years reveals only five accidents with four injuries and one fatality. He estimated the cost of the installation at $4,000 and recommended approval of the same on the basis that the expenses will be paid 50 percent by the state and 50 percent by the railroad company, and that when the work is completed the railroad company will thereafter maintain the signal at its sole expense. The Commission approved the recommendation by unanimous vote on motion of Commissioner Chandler, which was duly seconded by Commissioner Schaupp.

A request from the City of North Bend for the installation of a "beacon light" at the intersection of Virginia Avenue and Broadway in North Bend had the attention of the Commission. The Engineer advised that this intersection is on the route of the Cape Arago Secondary Highway at a point where the highway makes a right angle turn; moreover, investigation reveals that it is a hazardous corner and that a flashing beacon installed there would be very desirable as a protection to the traveling public. He recommended installation of a four-way flashing beacon, showing amber lights facing highway traffic and red lights facing traffic from intersecting streets, the signal to be paid for and maintained by the state at no cost to the city provided the city will agree to furnish electrical energy required to operate it. It was the thought of Chairman Banfield that the signal would be more effective if traffic from all directions were required to stop before passing through the intersection whereupon the Commission by unanimous vote authorized the installation, at state expense, of a four-way flashing red beacon light at this point on the condition that the city will furnish the electrical energy required to operate it.

A petition was presented signed by 233 residents of Aloha, Beaverton, Hillsboro, and other nearby points, urging the installation of a flashing red light at the intersection of the Tualatin Valley Highway with Wheeler Avenue in the town of Aloha, and the painting of a pedestrian lane on the pavement at this point. The Engineer advised that this matter has been before the Commission on several occasions in the past as a re ult of the petition of one or two people who live in Aloha, but in each instance the request was denied. He further stated that another investigation has been made by the Traffic Engineer as the result of this present petition, but his report on the subject is not ready for presentation. He suggested that discussion of the matter be deferred until the next meeting. Chairman Banfield expressed the desire to know how much it would cost to re-align the highway at this place in order to eliminate the "kink" that now obtains. It was his thought that it might be possible to change the highway location so as to by-pass this town entirely. The Engineer was instructed to make a study of the situation and to report back at the next meeting if possible. He was also instructed to have his report on the traffic light situation ready for discussion at the same time.

A letter was presented from Mrs. Maysel Lacy, Dundee, Oregon, requesting the installation of a stop light or safety lane on the Pacific Highway West (US99W) in the town of Dundee, for the benefit of pedestrians who are obliged to cross the highway in this town. Mrs. Lacy declared that motorists drive through this town at a high rate of speed, and unless something is done to control them and protect pedestrians, a traffic fatality is bound to occur. The Engineer advised that this matter has been investigated by the Traffic Engineer who reports that he cannot justify the installation of a stop light or a pedestrian crossing because it would place too severe a penalty on the traveling public, as there are 6,000 vehicles passing through this town daily. The situation in the town of Dundee, he said, is no different from that in any other small town, and while some hazard does exist for pedestrians who wish to cross the highway, the remedy is primarily a question of enforcement of the 25-miles-per-hour speed limit indicated on the signs that are now in place. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a petition signed by numerous residents and freeholders residing in and near Rowena, Oregon, requesting the establishment of a reduced speed limit of 35 miles per hour for motor traffic on US30 (Columbia River Highway) "from the bottom of Rowena Loops easterly to the Riverview Service Station, as a protection for school children and other pedestrians." The Engineer advised that an investigation has been made of this matter by the Traffic Engineer who reports that he can find nothing unusual at this location that would warrant the establishment of a reduced speed limit, there being very little culture along this section of highway; moreover, inspection of the accident rate on this section reveals that it is very favorable compared with other sections of the highway, only ten accidents having occurred during the six-and-one-half-year period from January 1, 1941 to June 30, 1947. He also advised that this section is located in a rural area where enforcement of any reduced speed limit would be very difficult. He recommended

that the request be denied. The Commission approved the recommendation unanimously.

The Commission also had under discussion a request from Mr. Dale Hollingsworth, Corvallis, that something be done by the Highway Commission to prevent traffic accidents on the Corvallis-Newport Highway between Corvallis and Philomath. Mr. Hollingsworth calls attention to the numerous accidents that have occurred on this section of highway during the past ten years, all of which resulted in damage to vehicles and some of which resulted in fatalities. The Engineer advised that the Traffic Engineer has investigated this matter and reports that a hazardous situation does exist at this point by reason of building development and the large amount of pedestrian traffic that now uses the highway shoulders. The accident record, he said, discloses that during the past six years there have been 42 accidents, of which 16 occurred during the first nine months of 1947. He recommended that a 45-miles-per-hour speed limit be designated for this highway from the city limits of Corvallis, Mile Post 56.33, westerly a distance of 1.96 miles to Mile Post 54.37. The Commission approved the recommendation unanimously and thereupon, by unanimous vote, adopted a resolution with respect thereto, which resolution is attached hereto and marked EXHIBIT "J" and by this reference made a part hereof with like effect as though extended herein.

The Commission again discussed a request from the Oregon State Employees Association that the Commission authorize the withholding from Highway Department pay rolls of certain amounts to pay premiums to the West Coast Life Insurance Company for furnishing group insurance covering families of Highway Department employees who are members of the Association. The Engineer gave as his thought that it would be satisfactory to make such deductions if the benefits were made available to all State Highway Department employees rather than being limited to members of the Association. He also said, in his estimation, it would be a mistake to recognize one group of employees and not others. The Chief Auditor, Mr. Malcom Hawke, who was present, stated his concern because the pay rolls are now filled to capacity with deductions for one purpose or another. He expressed his wish, however, to do the right thing by all Highway Department employees. He mentioned that a deduction is now being made in behalf of the California-Western States Life Insurance Company which is furnishing group insurance coverage for all State Highway Department employees who desire it. Following discussion the Commission voted unanimously not to consider further deductions to pay the premiums to the West Coast Life Insurance Company unless the benefits of the insurance are made available to any State Highway Department employee who desires them, and in this connection the Chief Counsel was instructed to advise the Commission whether or not the group insurance coverage now furnished by the California-Western States Life Insurance Company can be canceled in the event a satisfactory arrangement can be made to secure effective coverage through the West Coast Life Insurance Company.

The Engineer brought up for discussion the matter of adopting a system of "through-way" highways for the entire state. He presented a map showing a suggested system of such highways. The Commission deferred action

on this matter to allow more time for a thorough study of the plan.

The Engineer also presented a revised organization chart of the State Highway Department, showing heads of departments and their first assistants, as previously requested by the Commission. The Commission deferred action on this matter until a later meeting.

The Commission again had under discussion the question of allowing the removal of sand from ocean beaches, particularly with respect to objections offered by ex-Governor Oswald West on the previous day to the removal of so-called "smelt sands" from the beach at Yachats. The Chief Counsel advised that he cannot agree with certain statements made by Mr. West as he is unable to find any grounds for Mr. West's statements that there are outstanding titles to such area which would defeat the Commission in its control of it. He explained in considerable detail the laws which have guided him in arriving at his conclusions, with respect to the Commission's authority, and concluded his remarks by stating that, in his opinion, the Commission has full authority over the ocean shore and the state legislature is strictly within its legal rights in taking action, as it has, with respect thereto. Chairman Benfield asked the Chief Counsel if he knows of any action by the Highway Commission requesting the authority it holds over this property. The Chief Counsel replied in the negative -- that the legislation enacted in 1947 was not drawn by or at the request of the State Highway Commission although when the matter was discussed in committee he advised the members thereof that the Highway Commission favored the act because of its provisions, and instead of being an act which would injure the state, as Mr. West indicated, it really is a friendly act and in his estimation does more to preserve the ocean beach than any other statute. The Commission deferred action on this matter until a future date, however, instructed the Chief Counsel to render a written report in detail and to include therein the substance of the oral report rendered by him at this meeting.

The Commission discussed a request from the Portland Gas & Coke Company that a special permit be granted certain transport companies which it proposes to engage to truck haul petroleum gas from points in California to the company's plant in Portland, the equipment to be used being illegal in the State of Oregon and the weights of the loads in excess of the Oregon statutory weight limits. The Engineer advised that there has developed a shortage of gas in the Portland area, that there is also a shortage of rail transportation; further, that the gas company is doing everything possible to supply its customers and to avoid harmful effects which can easily develop if it runs out of fuel. To accomplish this, he said, the company has arranged with California trucking concerns for truck transportation. He further advised that he has given the matter considerable study and is of the opinion that no harmful effects will result to highway facilities, if permits are granted to these transport companies, provided they will keep their single axle weights under a maximum of 18,000 pounds and their tandem axle weights under a maximum of 32,000 pounds, and will limit their gross loads to a weight determined by the formula $W=800\ (L+40)$. He further advised that, anticipating favorable action by the Commission, the Chief Counsel has prepared a resolution for adoption by the Commission, authorizing, under certain conditions,

the granting of special permits to these carriers as a temporary emergency proposition. The Chief Counsel advised that this resolution is predicated on a dire emergency and is based on authority granted the Commission under statute (O. C L. A. 115-393) which authorizes the Commission to issue permits for isolated movements. He further stated that a large portion of the population of Portland is dependent on gas for fuel, which the gas company is finding it difficult to supply. It appears that no water transportation is available and rail tank cars are very scarce; furthermore, there are no vehicles in the State of Oregon available to transport this type of commodity. The resolution, he said, provides that the carriers concerned must carry public liability and property damage insurance to protect the general public while movements are being made on Oregon highways. He also said that the resolution provides that the Commission can cancel the permit at any time that it feels the movements are contrary to public interest. The Engineer and the Chief Counsel recommended approval of the granting of temporary permits in conformity with the conditions outlined in the resolution prepared by the Chief Counsel, the details of which were explained to the Commission. Following considerable discussion and in view of the existing emergency, the Commission approved the recommendation as a temporary expedient, on the condition that no permit shall be issued for more than 30 days' duration. A resolution covering the matter, attached hereto and marked EXHIBIT "K", and by this reference made a part hereof with like effect as though extended herein, was thereupon adopted by the Commission by unanimous vote.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission by unanimous vote approved the minutes of the meeting held on November 24 and 25, 1947.

The Engineer brought up for discussion the matter of changing the classification of the Medford-Eagle Point Section of the Crater Lake Highway and the Redmond-Ochoco Ranger Station Section of the Ochoco Highway from the Group II classification to Group I classification, which would permit continuous movements of combinations of vehicles 60 feet overall in length with increased weight loads under permit from the Commission as authorized by Chap. 156, Oregon Laws 1947. He advised that several requests for such reclassifications have been received from haulers of lumber and timber; also that inspection and examination of the alignment on both sections reveals that they are adequately designed and will easily accommodate combinations of vehicles 60 feet overall in length, which combinations are allowed under the Group I classification, and the extra weight specified in the Group I permits. He recommended, in view thereof, that these two sections of highway be reclassified as Group I Highways. The Commission approved the recommendation unanimously by the adoption of the resolution marked EXHIBIT "M" which is attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Engineer recalled that the Commission, at its meeting on November 25, 1947, adopted a resolution ordering a 50 percent reduced load limit on the Weston-Elgin Secondary Highway during the spring months (February 16 to May 1, 1948) when frost is leaving the ground. This resolution he said, provided "in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of the vehicles exceed the maximum limit set by law for any one axle". He recommended that this resolution be amended to provide that the weight on any one axle shall not exceed 50 percent of the maximum limit set by law for any one axle so as to avoid any question concerning the intent of the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the resolution marked EXHIBIT "N" attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission had under discussion the advisability of cancelling the log-hauling permit of Mr. Harold H. McGee, Springfield, for numerous violations of his log-hauling permit. The Engineer reported that on November 12 Highway Department Weighmasters cited Mr. McGee for an overload of 19,300 pounds and again on November 19 he was cited for an overload of 10,700 pounds. In both instances the excess was over and above an allowable weight of 72,000 pounds. He also reported Mr. McGee's record for the years 1945, 1946, and 1947, as follows:

	Loads Weighed	Violations No.	Violations %	Class	Fine & C. Costs
1945	64	3	4.6	3	$ 119.50
	Permit cancelled Sept., 1945, reinstated Oct., 1945				
1946	11	4	36.4	1	106.60 (1 case suspended)
1947 Jan.-Oct.	249	27	10.8	1	845.35 on 23 viols. (4 cases pending)
Nov	19	5	26.3	1	119.00 on 4 viols. (1 case pending)

He recalled that, in conformity with the Commission's instructions, Mr. McGee's log-hauling permit was canceled on September 27, 1945, for refusal to allow his load to be weighed, but was reinstated on October 21, 1945, upon Mr. McGee's promise not only to submit his loads for weighing thereafter, but also to keep his loads within the prescribed weight limits. It was his thought, in view of Mr. McGee's record, that the permit should be canceled permanently if the Commission has the power to do so. In reply to an inquiry from Chairman Banfield as to the extent of the Commission's authority, the Chief Counsel advised that the Highway Commission has full authority to say

whether or not a log hauler can continue in operation. He pointed out that while the Public Utilities Commissioner is the authority which actually issues the permits, the law requires him to secure a recommendation from the State Highway Commission, so, in case a permit is canceled and the operator requests reinstatement, the Commission can recommend to the Public Utilities Commissioner, if the violations are serious enough, that the permit not be reinstated. In other words, the operator cannot resume his log-hauling unless the Highway Commission so recommends. The matter was discussed at some length, but action thereon was deferred by the Commission pending additional information. The Engineer was instructed to furnish the Commission with an itemized list of all violations of record for which Mr. McGee has been apprehended and in addition thereto to show the amount and various details of the weight violations or dimension violations, the fines and court costs, and any other detail which has a bearing on the subject. Such information, hereafter is to be furnished in connection with all violations of this nature.

A letter was presented signed by Leslie R. Kuehl, Publisher, and William K. Reichard, Editor, Clarkston Herald, Clarkston, Washington, advising that a movement has been started, with its origin in Lewiston, Idaho, to change the name of the Blue Mountain Highway (Enterprise-Lewiston Highway). They offered objections to such change and urged the Commission to retain the name "Blue Mountain Highway" for this road because, in their estimation, no more fitting name could be given it since the highway passes through the Blue Mountains, which was the home of pioneers whose vision and faith made the highway possible. The Engineer pointed out that this highway has always been known as the "Enterprise-Lewiston Highway" and, in his estimation, no matter what name is given to it, objections would be offered by some people. Chair-Banfield suggested that no change whatsoever be made in the name of this highway at the present time. His suggestion was approved by Commissioners Schaupp and Chandler and it was so ordered.

The Commission discussed a letter from the Multnomah County Legion Luncheon Club requesting cooperation from the State Highway Commission in naming a highway leading out of the City of Portland commemorating those men who sacrificed their lives for their country. It appears that the Club plans to plant trees along such named route as a perpetual memorial to these men. The Engineer advised that the highway which extends from Portland to Seaside has already been named the "Sunset Highway" in honor of the members of the Sunset Division, and that an appropriate monument has been erected and dedicated near the junction of this highway and the Nocanicum Highway. He also pointed out that the 1947 Legislature adopted House Joint Resolution No. 18 designating the Pacific Highway East and West the "Blue Star Drive" as a memorial to the men and women of Oregon who served in the Armed Forces during World War II, and in adopting this resolution the legislature further resolved "that the State Highway Commission shall file with the Secretary of State a description of the particular section of State Highway Route No. 99 so designated as 'Blue Star Drive' and shall cause to be erected along said highway suitable tablets and ornamentations to perpetuate this resolution". He requested the Commission's pleasure at this time as to the designation of certain sections of US99 "Blue Star Drive" in conformity with this resolution.

The Commission took the matter under advisement and instructed the Engineer to render a report on the matter of selecting a section of US99 for designation as the "Blue Star Drive".

A letter was presented from Mr. Walter Meacham, Secretary of the Oregon Council, American Pioneer Trails Association, advising that the wording proposed by the Highway Commission for the marker to be erected at Olds Ferry adjacent to the Old Oregon Trail, in Malheur County, does not meet with the approval of the Pioneer Trails Association and that the Memorials Committee of the Oregon Historical Society, which suggested the wording, has overlooked some interesting and important information relating to the colorful history of this pioneer ferry. He suggested that the Highway Commission reconsider its approval of the wording. In the discussion that followed it was pointed out that the Commission, some time ago, decided to refer to the Oregon Historical Society, for recommendation, all matters of a historical nature, which was done in this particular instance. Chairman Banfield expressed himself as being perfectly willing to accept the suggestion of the Historical Society for the wording of the Olds Ferry marker. Commissioner Chandler expressed himself similarly, whereupon it was ordered that no change be made in the wording as now prepared. The Secretary was instructed to inform Mr. Meacham that the Commission is accepting the advice of the Oregon Historical Society in this and other matters of similar nature.

There was presented to the Commission communications, as follows, with respect to the removal of smelt sand from the beach in the vicinity of Yachats, Lincoln County: (1) Letter from the Yachats Ladies Club, Inc. (2) Telegram from H. W. Brink, President, Pacific Wildlife League of Newport (3) Telegram from L. G. Gardiner, representing the Newport Cottage Owners Association. The Secretary was instructed to reply to each of these communications to the effect that the Commission has not taken any action on this matter but will bear their communications in mind in the further discussion thereof. The Chief Counsel was instructed to render to the Commission a written opinion on the authority of the Commission to control the beach sands.

The Engineer requested authority for the Bridge Engineer, Mr. G. S. Paxson, to attend, at state expense, a meeting of the American Concrete Institute which is to be held in Denver, Colorado, February 23-26, 1948. He advised that this meeting is being sponsored by the U. S. Bureau of Reclamation and is to be almost entirely devoted to the subject of concrete disintegration, and that a majority of the nationally known engineers and scientists from government bureaus and the leading universities will attend. It was his thought that Mr. Paxson's attendance at this meeting would be well worthwhile and would be an excellent opportunity to secure valuable information on the subject to be discussed. He estimated that the cost to the state would amount to approximately $175. The Commission by unanimous vote authorized Mr. Paxson to attend this meeting.

The Commission had under discussion the setting of a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, February 2 and 3, 1948. The Secretary was instructed to make

the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Chief Counsel presented for the Commission's consideration a compromise settlement with Mr. Elmer E. Olson in Lane County, in the amount of $1,100 for right of way on the Willamette Highway. The previous authorization, he stated, was dated March 24, 1947, for $900. He advised that the increase was a nominal figure and payment was justified rather than proceed with condemnation. The Commission approved a settlement with Mr. Olson in the amount of $1,100.

The Engineer presented a revised survey for the relocation of the Oregon Coast Highway through Gold Beach. He recalled that at the previous meeting of the Commission an objection was offered by Mr. C. H. Buffington to the proposed location through school property. The survey as now revised, he said, misses the school property entirely and also the oil tanks which would have had to be moved under the original survey. The Chief Counsel stated that it was his understanding that when all of the right of way was secured as far as 4th Street he was to so report to the Commission and after that the right of way could be secured on the other side of 4th Street for another contract. Chairman Banfield stated that he thought the feeling of the Commission was that the job through the town should not be held up pending the acquisition of right of way for the adjoining project south of 4th Street. Upon motion by Commissioner Chandler, seconded by Commissioner Schaupp, the Commission approved the revised survey as outlined by the Engineer and thereupon unanimously adopted the attached resolution, which resolution is marked EXHIBIT "O" and is by this reference made a part hereof with like effect as though extended herein.

The Chief Counsel asked the approval of the Commission on a satisfaction of mortgage from Fred L. Mallory and O. L. Smith for a parcel of land at Canemah. He explained that the satisfaction had been executed by a previous Commission and forwarded to Mr. Lyle L. McCurdy on September 8, 1936. He stated that he was now advised that the Clackamas County records show that the satisfaction never has been entered and that a new satisfaction has been requested. The Commission approved the satisfaction of mortgage which was signed later in the day.

The Assistant Counsel, Mr. George Neuner, presented the matter of acquisition of uniform width of right of way through St. Helens, particularly the acquisition of an additional area from the Jewell Ice Cream Company. He explained that in 1938 and 1939 a previous Commission acquired an 80 foot right of way through this section when the highway was rebuilt, but that the owners of the Jewell Ice Cream Company had retained 19 feet at that time so now the right of way width in front of the ice cream plant is only 61 feet, whereas the right of way on both sides of the plant is 80 feet wide. Since that time, he said, the Company has added more units to its establishment in view of which he deemed it expedient at this time to consider the acquisition of this 19 foot strip of right of way before the company had fully developed their plant thereon. It was his thought, if nothing is done about

the matter, that the cost of acquiring this property would be much higher later on. The Engineer advised that the owner's objection when the original right of way was purchased was that the 19 foot strip was planted to grass and shrubs and that they wanted it to be that way always, and it was on that basis that the previous Commission had allowed the company to retain the area. The Assistant Counsel, Mr. Neuner, advised further that the acquisition of the property would be expensive and possibly the company would want about $40,000 for the 19' x 107' area. Chairman Banfield inquired what the Assistant Counsel thought the damages really are. Mr. Neuner replied that it seemed to him that somewhere between $15,000 and $20,000 would be a fair figure. The Chief Counsel stated that the Erickson's, owners of the plant, had indicated that damages would amount to $42,000 but the state's right of way agent estimates $36,000 on the basis of the plant not now occupying any of the 19 feet in question. Chairman Banfield inquired if the right of way is needed. The Engineer replied that on the side of the road on which the plant is situated there is only 21 feet between the centerline of the highway and the company-owned property, and, that if parking were permitted in front of the plant it would create a public hazard. The Chief Counsel gave as his opinion that the Commission could prohibit parking in front of the plant if the company retained the 19 feet they have now and that, if the Commission were to prohibit the use of the right of way for parking purposes in front of the adjoining property where the Commission now has an 80 foot right of way, the company might back down on its idea of building on the 19 foot jog. In reply to Commissioner Schaupp's inquiry as to why the property should be acquired if the Commission has power to prohibit parking, Mr. Neuner replied that, if the matter is not taken care of now and the company proceeds to build on the 19 foot jog, it would cut down the highway right of way. The Commission instructed the Engineer and the Chief Counsel to discuss the matter further with the Ericksons and report back at the January 5 meeting. The Engineer is to make recommendation whether or not the property is needed, and the Chief Counsel is to make a recommendation as to how much should be offered for the property.

Commission Chandler brought up for discussion the disposition of the old ferry landing at North Bend, which bisects an industrial site owned by the Weyerhaeuser Timber Company. He advised that the property is not being used for any purpose and is doing no one any good, and it is his considered opinion that the property is more important to the Weyerhaeuser Timber company than it could ever be to the state. The Engineer recalled that previously he had recommended that the property be sold for its reasonable value plus the relinquishment of some rights that the company had regarding railroad tracks underneath the bridge. It was his thought that the company would be willing to relinquish those rights. Commission Chandler stated that he did not believe the company would ever require more than one track beneath the bridge. The Commission instructed the Assistant Counsel and the Engineer to prepare a report on the subject for the next meeting.

At this time the Engineer presented a list of the special minor betterment projects which he recommended for construction. He explained the formula on which the proposed jobs are recommended. The various projects contained in the list were discussed in general with the point in mind that

the discussion was for familiarizing the Commission with the jobs involved and not that any action would be taken at this time. Definite action on the proposed special betterment program was deferred until the January 5 meeting.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and took the following action with respect thereto by unanimous vote:

The contract for the Halfway-Carson Section of the Halfway-Cornucopia Secondary Highway in Baker County was awarded to Vernie Jarl, the low bidder.

All bids received for the construction of the Oregon City-New Era Section of the Pacific Highway East in Clackamas County were rejected as being too high.

Upon comparing the bids received for the Silver Lake-Harvey Creek Rock Production Project on the Fremont Highway in Lake County and the Harvey Creek-Chewaucan River Rock Production Project, also on the Fremont Highway in Lake County, it was found that the combination bids as submitted by F. L. Somers of Klamath Falls and Homer G. Johnson of Portland were identical in the total amount of $53,000. The Commission inquired of the Chief Counsel the legal technicalities in such an instance. He informed the Commission that court decisions have ruled that in calling for competitive bids an awarding body is not bound to award to the low bidder and that the statute provides that the award should be made to the lowest and best bidder, taking into consideration the ability of the contractor, his experience, etc. The Engineer stated that he had no serious objection to either of the contractors involved. The Commission then decided to flip a coin to determine the award. If the coin turned up tails the job would be awarded to Somers and if it turned up heads it would be awarded to Johnson. The coin was flipped by Chairman Banfield and turned up tails, whereupon the award was made to Mr. F. L. Somers.

The bids received for construction of the Adrain-Homedale Section of the Nyssa-Adrian Highway in Malheur County were referred to the Engineer with authority to award to the low bidder, J. A. Terteling & Sons, as soon as negotiations had been completed for a required piece of right of way.

The bids received for the Sandy River Bridge on the Columbia River Highway in Multnomah County were referred to the Engineer with authority to award the contract to the low bidder, General Construction Co., as soon as final approval is secured from the Public Roads Administration.

All bids received for the Carlton-Chehalem Creek Section of the Carlton-Chehalem Creek County Road in Yamhill County were referred to the Engineer with authority to award the contract to the low bidder as soon as approval is secured from the Public Roads Administration.

At 3:30 p.m. Chairman Banfield publicly announced the awards as follows:

"The Halfway-Carson Section of the Halfway-Cornucopia Secondary Highway in Baker County. Vernie Jarl of Gresham was the low bidder for this work at $71,538.00. The next low bidder was Homer G. Johnson, Portland, at $74,043.00. There were two higher bidders. The Commission has awarded the contract to the low bidder, Vernie Jarl.

"Oregon City-New Era Section of the Pacific Highway East in Clackamas County. The Commission has received three bids for this project, those of E. C. Hall Co., Portland, at $676,578.50, Warren Northwest, Inc., Portland, at $700,416.50, and Kuckenberg Construction Co., Portland, at $884,665.50. The Commission has rejected all three bids.

"Silver Lake-Harvey Creek Rock Production Project on the Fremont Highway in Lake County. The Commission received eight bids for this work in which F. L. Somers and Homer G. Johnson submitted identical low bids in the amount of $26,500.00. There were six higher bidders. Both of the low bidders have stipulated that they will not accept this project except in combination with the Harvey Creek-Chewaucan River Project, for which the bidding is as follows:

" Harvey Creek-Chewaucan River Rock Production Project on the Fremont Highway in Lake County. The Commission has received seven bids for this job, the low one being M. C. Lininger & Sons, Medford, in the amount of $26,300.00. The low bidder, however, has qualified his bid with the statement that he will not accept this project except in combination with the Silver Lake-Harvey Creek Project on which he bid $27,900.00. In analyzing the combination bids for both projects it has been found that F. L. Somers and Homer G. Johnson have submitted identical low combination bids in the amount of $53,000.00. The next low combination bidder was M. C Lininger & Sons at $54,200. There were four higher combination bids. The Commission has referred these bids to the Engineer with authority to award both contracts to the combination low bidder, F. L. Somers, as previously determined by the flip of a coin.

"Adrian-Homedale Section of the Nyssa-Adrian Highway. J. A. Terteling & Sons, Boise, Idaho, submitted the low bid for this work at $225,471.80. The next low bid was submitted by Babler Bros., Portland, at $238,590. There were six higher bidders. The Commission has referred these bids to the Engineer with authority to award the contract to the low bidder, J. A. Terteling & Sons, when certain conditions have been satisfied.

"The Sandy River Bridge on the Columbia River Highway in Multnomah County. General Construction Co., Seattle, Washington, submitted the low bid for this work at $334,260.00. The next low bid was submitted by Lindstrom Bros., Portland, at $341,000.00. There were four higher bidders. The Commission has referred these bids to the Engineer with

authority to award the contract to the low bidder when certain conditions have been satisfied.

"Carlton-Chehalem Creek Section of the Carlton-Chehalem Creek County Road in Yamhill County. Frank M. Parsons, Forest Grove, submitted the low bid at $110,009.00. The next low bid was submitted by Vernie Jarl, Gresham, at $120,118.00. There were four higher bidders. The Commission has referred these bids to the Engineer with authority to award the contract to the low bidder, Frank M. Parsons, when certain conditions have been satisfied."

The Commission instructed the Acting Secretary to limit the items on the agenda for the January 5, 1948 meeting to those referred from the present meeting and to consideration of the 1948 budget.

Chairman Banfield inquired of the Auditor, Mr. Malcom Hawke, as to how he was getting along in setting up his records so that expenditures could be shown in detail. The Commission desired from now on, he stated, that the books reveal that the amount set up for a project covers everything that goes into the project, construction, right of way, landscaping, etc., so the Commission can tell at a glance how much the job is to cost. He stated also that in the contemplated departmental reorganization the Commission has no intention of increasing expenditures because of the shifts. He requested the Auditor to have the budget in such shape that he could answer any question which might come up at the January 5 meeting.

The Engineer reported receipt of another letter from Mr. Forrest Cooper of Lakeview renewing his request that the state take over the Sprague River County Road, and commenting on the action taken by the Commission on his previous request. He read the letter aloud and pointed out that Mr. Cooper indicates that no progress could be made in the matter until the Highway Commission takes action. Chairman Banfield stated that the Commission had previously taken action on this and that the parties concerned had been told that the Federal Government must act first. The Commission unanimously confirmed the previous action taken.

The Engineer stated that he had been advised by interested parties in Hood River that a court minute entry showed that a former Highway Commission in 1921 indicated that it might participate in constructing a new highway extending southwesterly from The Dalles to a connection with the Mt. Hood Loop Highway. These people, he said, also want to know what the Commission intends to do about constructing a cutoff on the Wapinitia Highway. The Commission instructed the Engineer to inform these parties that no action was taken as these projects are not on the present construction program and that the Commission could not recognize an indefinite commitment made as long ago as 1921.

The Engineer also reported an inquiry from a representative of the Idaho Highway Department as to what the Oregon State Highway Commission intends to do about a proposed cooperative agreement between the states of

Idaho and Oregon concerning four bridges across the Snake River at Weiser, Nyssa, Ontario and Payette. He stated that a truck had badly damaged the bridge at Weiser and that the Idaho authorities want to know if the state of Oregon will pay half of the cost, estimated at about $300,000, to construct a new bridge. Chairman Banfield inquired if the Commission has any immediate obligation on this bridge. In reply thereto the Chief Counsel stated that the Commision has an equal responsibility with the state of Idaho inasmuch as Oregon traffic is being routed over those bridges. The Engineer advised that the best estimate he has now for a new bridge at Weiser is $150,000 each for Idaho and Oregon. He stated that it is not feasible to repair the bridge as it is about thirty years old. The Commission instructed the Engineer and the Counsel to report to the Commission regarding responsibility from a legal standpoint, who built the bridge, and information as to cost. The Engineer was authorized to confer with the Idaho officials regarding the subject.

The Commission considered and signed the following agreements and papers:

Agreement with Jefferson County covering maintenance of old section of The Dalles-California Highway from Madras to Culver as a secondary state highway.

Extension of agreement with City of Portland and Secretary of State covering traffic accident analysis in Portland for period January 1, 1948, to December 31, 1949.

Agreement with Lincoln County covering correction of bad drainage condition on the Oregon Coast Highway in Taft.

Cooperative agreement with Public Roads Administration covering construction of Oregon Federal Lands Highway Project FLH-8 (1) - Rome-Princeton Secondary Highway, Malhour County.

Agreement with California-Oregon Power Company covering removal of approximately 5,800 lineal feet of the company's power line in connection with the construction of the Glendale-Wolf Creek Section of the Pacific Highway.

Agreement with Umatilla County covering abandonment to the county of a section of the Athena-Holdman Secondary Highway.

Agreement with City of Eugene covering re-arrangement of water facilities on Broadway and Franklin Boulevard, Eugene.

Lease from E. W. Miller for quarry site at Mile Post 175-Halfway-Cornucopia Highway, Baker County.

Cancellation of lease with R. W. and Mildred E. Foye for gravel bar on Little Butte Creek in Jackson County.

Extension of lease agreement with O. W. R. & N., Union Pacific Railroad Company for automobile parking space at Oneonta.

Agreement disposing of the claim of C. J. Montag & Sons for additional payment in the amount of $10,022.83 in connection with their contract No. 2736 for construction of the Santiam River Bridge on US99 E near Jefferson.

Agreement disposing of the claim of Stanley & Ehlen, contractor on the Nyssa Section of the Old Oregon Trail, for additional payment in the amount of $191.42.

Bargain and sale deed conveying unto the City of Albany certain parcels of land in Hackleman's Addition to the City of Albany.

Bargain and sale deed conveying unto E. C. Reiman, et al. ten foot strip of land along east side of US99W near Corvallis.

Satisfaction of mortgage from Fred N. Mallory and O. L. Smith for a parcel of property at Canemah.

Release agreement in favor of J. N. and Anna M. Jacobsen releasing 2.3 acres on the Coos Bay-Roseburg Highway between Coquille and Myrtle Point from the terms of a myrtle grove agreement dated October 16, 1945.

Compromise settlement of the state vs. Olson in the amount of $1,100.

There being no further business to come before the Commission at this time the meeting adjourned at 4:15 p.m.

Chairman

State Highway Engineer

Commissioner

Acting Secretary

Commissioner

December 30, 1947

EXHIBITS "A" THROUGH "O"

Minutes of December 29 and 30, 1947

EXHIBIT "A"

Minutes of December 29 and 30, 1947

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

DELMAR-CHINA CAMP CREEK SECTION-OREGON COAST HIGHWAY

14143- Jorgensen, Jens and Ellen Jorgensen
Right of way
Option expires
June 10, 1948

	$	$	
0.53 acre at $400.00	212.00		
Allowance- 4-room house, with shed and garage	3,860.00		
Allowance- hay and feed barn	4,400.00		
Allowance- smaller feed shed	960.00		
18 rods barbed wire fence at $2 rod	36.00	9,468.00	Berry Mayhew

DEC 30 1947

(Con't)

EXHIBIT "A" (CON'T)

DELMAR-CHINA CAMP CREEK SECTION-OREGON COAST HIGHWAY (CON'T)

14129- Chapman, J. W.
Right of way
Option expires
June 5, 1948

	$	$	
1.51 acres at $100.00 less	150.00	150.00	
State to remove small chicken house, estimated	50.00	50.00	Berry
		200.00	Mayhew

14126- King, Benjamin H. and Lena M. King
Right of way
Option expires
June 9, 1948

0.49 acre at $200.00	98.00	98.00	"

14104- Williams, Frank D. and Mary Williams
Right of way
Option expires
May 23, 1948

2.72 acres at $73.50 plus per acre	200.00	200.00	"

14100- Chard, George Hiram and Clara Katherine Chard
Right of way
Option expires
May 19, 1948

0.70 acre	25.00	25.00	"

14140- Ruble, J. W. and Pearl C. Ruble
Right of way
Option expires
May 19, 1948

0.74 acre at $200.00	148.00		
17 rods fence at $2 rod	34.00	182.00	"

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

DELMAR-CHINA CAMP CREEK SECTION- OREGON COAST HIGHWAY (CON'T)

14111- Rypczynski, C. V.
Right of way
Option expires
June 1, 1948

	$	$	
1.50 acre (approx) at $400	600.00		
Allowance- irrigation system	200.00		
Allowance- garage	100.00		
Allowance- 4-room house	1,200.00	2,100.00	Berry Mayhew

14122- Pickett, Orley and Gladys Pickett
Right of way
Option expires
June 1, 1948

2.0 acres at $200.00	400.00	400.00	"

14137- Reininger, Edwin and Alice A. Reininger
Right of way
Option expires
May 23, 1948

2.59 acres at $400.00	1,036.00		
Allowance- 4-room house	2,864.00		
Allowance - all buildings, fruit trees, approx. acre seeded clover pasture	1,600.00	5,500.00	"

14108- Jobes, W. R. and Marian L. Jobes
Right of way
Option expires
May 17, 1948

3.50 acres at $500.00	1,750.00		
6-room house	4,250.00		
Allowance- garage, buildings, fruit trees, garden, berries fence (picket)	800.00	6,800.00	"

(Con't)

DEC 29 1947

EXHIBIT"A" (CON'T)

DELMAR-CHINA CAMP CREEK SECTION-OREGON COAST HIGHWAY (CON'T)

14142- Fisk, Sidney L. and Lois G. Fisk
Right of way
Option expires
June 5, 1948

	$	$	
0.05 acre		18.00	
Allowance- garage		270.00	288.00 Berry Mayhew

14139- Mannelin, Albert H. and Tessie M. Mannelin
Right of way
Option expires
May 19, 1948

9.10 acres at $200.00	1,820.00	
113 rods fence at $2 rod	226.00	2,046.00 "

14101- Hazard, Elmer W. and Erma M. Hazard
Right of way
Option expires
June 9, 1948

0.69 acre at $162.30	112.00	
Allowance-residence, store area	3,900.00	
Allowance-shed	320.00	
Allowance-garage	168.00	4,500.00 "

14133- Mackan, Glen and Celia Mackan
Right of way
Option expires
May 17, 1948

2.48 acres at $200.00	496.00	
33 rods fence at $2 rod	66.00	562.00 "

14124- Collver, Ellis R. and Viva Collver, and Francis L. Hinds, and Grace I. Hinds
Right of way
Option expires
June 4, 1948

0.83 acre at $500.00	415.00	
Allowance-damages	85.00	500.00 "

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

DELMAR-CHINA CAMP CREEK SECTION-OREGON COAST HIGHWAY (CON'T)

14107- Coos County
Right of way

0.33 acre	$ 1.00	$ 1.00	Berry Mayhew

14125- Cody, Tom J.
Right of way
Option expires
June 7, 1948

0.05 acre	25.00	25.00	"

14098- School District #51 and G. W. and Clara K. Chard
Right of way
Option expires
June 15, 1948

0.39 acre at $200.00	78.00		
Allowance- removing and rebuilding 100 wooden steps at $1.00 step	100.00		
Allowance- removing and rebuilding 150 feet picket fence	122.00	300.00	"

TYEE BRIDGE-SUTHERLIN SECTION - ELKTON-SUTHERLIN HIGHWAY

14218- Kobbe, A. O., Netta A. Kobbe, Ellie Kobbe
Stock Pile Site
Option expires
June 3, 1948

3.0 acres at $100.00	300.00		
1.15 acres at $20.00	23.00	323.00	Haskin

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

TYEE BRIDGE-SUTHERLIN SECTION - ELKTON-SUTHERLIN HIGHWAY (CON'T)

13949- Higginbotham, Carl
Right of way
Option expires
February 18, 1948
(CORRECTION)

	$	$	
2.90 acres	00.00		
110 rods fence at $2 rod	220.00		
5 fruit trees at $15 each	75.00	295.00	Haskin

Previous report:

2.79 acres	00.00	
110 rods fence at $2 rod	220.00	

13946- U. S. Dept. Interior
Right of way and materials site

28 M feet timber:			
27 M feet Douglas fir at $ 5 M	135.00		
1 M feet white fir at $ 2 M	2.20	137.20	Saling

13950- Hult, O. N. and Olive M. Hult
Right of way
Option expires
March 3, 1948
(CORRECTION)

1.0 acre at $150.00	150.00		
1.14 acres at $26.31	30.00	180.00	Haskin

Previous report:

2.14 acres at $14.00 -- $30.00

EXHIBIT "A" (CON'T)

GUNNELL ROAD-ROBERTSON BRIDGE SECTION - ROGUE RIVER LOOP HIGHWAY

13982- Welch, Harold O. and Sadie M. Welch, and Stephen A. Spolerich and Mildred E. Spolerich
Granite pit
Option expires
May 18, 1948

	$	$	
1.0 acre at $125.00	125.00		
25 rods fence at $3.00 rod	75.00	200.00	Haskin

13985-B Nelson, Perry, and Melvina Nelson
Right of way
Option expires
May 18, 1948

0.19 acre at $25.00	4.75		
20 rods fence at $2.00 rod	40.00	44.75	"

13981- Lehm, Otto Max and Helen May Lehm
Right of way and stock pile
Option expires
May 4, 1948

4.81 acres at $25.00	120.25		
139 rods fence at $2.00 rod	278.00	398.25	"

13988- Haas, Edward L. and Crystal Haas
Right of way
Option expires
June 4, 1948

1.93 acres at $10.00	19.30	19.30	"

13995- Robertson, David G. and Della Robertson
Right of way, gravel bar and stock pile site
Option expires May 17, 1948
(CORRECTION)

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

GUNNELL ROAD-ROBERTSON BRIDGE SECTION - ROGUE RIVER LOOP HIGHWAY (CON'T)

13995- Robertson, David G. and Della Robertson (Con't)

(CORRECTION)

	$	$	
7.36 acres at $200.00 *	1,472.00		
7.44 acres at $20.00	148.80		
345 rods fence at $2	690.00		
4 cattle guards $50 ea; 4 gates $25 ea.	300.00		
Crop damage $187.50; severance $1500 (30.0 acres 25% $6,000.00)	1,687.50	4,298.30	Haskin

Previous report:

5.70 acre at $200.00	$1,140.00 *	(more land)
9.12 acre at $20.00	182.40	

13993- Robertson, Fred W. and Pearl G. Robertson
Right of way
Option expires
June 16, 1948

1.13 acres at $200.00	226.00		
266 rods fence at $2 rod	532.00		
*Allowance- lieu moving barn	2,242.00	3,000.00	"

* Moving estimated $2,800.00 by moving contractor

13985-A Bostick, W. D. and Elsie E. Bostick
Right of way
Option expires
June 16, 1948

0.18 acre at $300.00	5.40	5.40	"

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

GUNNELL ROAD-ROBERTSON BRIDGE SECTION - ROGUE RIVER LOOP HIGHWAY (CON'T)

13984- Mathews, Carl and Mary Audio Mathews
Right of way
Option expires
June 16, 1948

	$	$	
0.26 acre at $25.00		6.50	
24 rods fence at $2 rod		48.00	
Allowance- cow shed lieu moving		19.50	74.00 Haskin

13983- Findley, Flora C. and Winalee P. Stewart
Right of way
Option expires
June 14, 1948

0.11 acre at $100.00	11.00	11.00	"
State to remove fence			

14208- Maynard, George G. and Amabel B. Maynard
Right of way
Option expires
June 14, 1948

1.56 acres at $25.00	39.00	39.00	"

13996- Huskey, H. D. and Ethel M. Huskey
Right of way, gravel bar
Option expires
June 17, 1948

3.08 acres at $100.00	308.00		
4.82 acres at $20.00	96.40		
175 rods fence at $2.00 rod	350.00	754.40	"

DEC 29 1947

EXHIBIT "A" (CON'T)

TYEE BRIDGE-SUTHERLIN SECTION - ELKTON-SUTHERLIN HIGHWAY

13957- Getchell, Ralph P. and Stella Getchell
Right of way
Option expires
June 17, 1948

	$	$
2.0 acres at $200.00	400.00	
5.45 acres at $10.00	54.45	
582 rods fence at $2 rod	1,164.00	
Allowance- move garage, sheep barn,	1,300.00	
Allowance 12 apple trees at $10 ea.	120.00	
Damage- loss trees, front yard	411.55	3,450.00 Haskin

(Condemnation- Commission authorized $3250)

TIDEWATER SECTION - ALSEA HIGHWAY

12634- Dussler, Charles A. and Edna Dussler
Right of way

* Repair to service road	200.00	
* 39 cu. yds gravel at $3.08 cu. yd.	120.12	
* Cost digging ditch	12.00	332.12 McChesney

* (Work to be done by state forces)

LONG TOM RIVER-BRIDGE SECTION - SIUSLAW HIGHWAY

13583- Burkhardt, John F. and Gladys L. Burkhardt
Right of way
Option expires
January 23, 1948

0.23 acre at $75.00	17.25	17.25	"

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

LONG TOM RIVER-BRIDGE SECTION - SIUSLAW HIGHWAY (CON'T)

13584- Witham, Elvin and Bessie Witham
Right of way
Option expires
June 3, 1948

	$	$	
0.11 acre at $200.00	22.00		
Allowance-garage to be removed from right of way	848.00		
30 rods fence- remove - $1 rod	30.00	900.00	McChesney

PARADISE CREEK-ELKTON SECTION - UMPQUA HIGHWAY

14172- Palmer, Walter D. and Wilma Dorothy Palmer
Wayside strip

3.93 acres	00.00	00.00	Benfield

14174- Woodard, Albert C. and Lavilla Woodard
Wayside strip

0.92 acre	00.00	00.00	"

OREGON CITY-NEW ERA SECTION - PACIFIC HIGHWAY

14168- Weismandel, Phillip, and H. Earl Lewis
Right of way
Option expires
May 27, 1948

0.29 acre at $200.00	58.00	58.00	Benson

14044- Renan, George D. and Louise E. Renan
Right of way
Option expires
June 1, 1948

1.75 acres at $75.00	131.25	131.25	"

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

OREGON CITY-NEW ERA SECTION - PACIFIC HIGHWAY (CON'T)

14050- Page, George and Judith F. Page
Right of way
Option expires
June 2, 1948

	$	$	
1,418 sq.ft.	10.00	10.00	Benson

14074- Klemsen, George and Gladys I. Klemsen
Right of way and slope easement
Option expires
June 1, 1948

1,381 sq.ft. at 20¢ sq.ft.	276.20		
Allowance- moving shrubbery, supervision moving buildings, lose business, neon gas sign, slope easement	705.00		
Moving house, garage, estimated	8,000.00	8,981.20	"

14047- Criteser, Durwood and Bessie Criteser
Right of way
Option expires
June 2, 1948

0.17 acre at $636.00	108.12		
Allowance-damage- too close porch	391.88	500.00	"

14058- Melum, George L. and Louise L. Melum
Right of way and slope easement
Option expires
June 3, 1948

125 sq.ft. at 20¢ sq.ft.	25.00		
Allowance- filling front yard, slope easement	50.00		
Allowance-raising house level walk	425.00	500.00	"

(Con't)

EXHIBIT "A" (CON'T)

OREGON CITY-NEW ERA SECTION-PACIFIC HIGHWAY (CON'T)

14053- Eaden, Vernon J.
Right of way
Option expires
June 3, 1948

	$	$	
2,587 sq.ft. at 10¢ sq.ft.	258.70		
Allowance-loss lawn, shrubbery	50.00		
Damage- too close front steps	300.00	608.70	Benson
State to replace front steps			

14038- Criteser, Mabel P. and George C. Criteser
Right of way
Option expires
June 4, 1948

1/2 acre land and 8-room house	10,000.00	10,000.00	"

14061- Planton, Stanley S. and Ruth A. Planton
Right of way
Option expires
June 10, 1948

250 sq.ft. at 20¢ sq.ft.	50.00		
Garage	750.00		
Allowance- moving shrubs, loss lawn topsoil, seeding, and damage restriction front yard	200.00	1,000.00	"
State to replace concrete sidewalk, 6 in. concrete retaining wall, etc.			

14055- Jones, Kermit M. and Beryl Jones
Right of way and slope easement
Option expires
June 9, 1948

500 sq.ft. at 20¢ sq.ft.	100.00		

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

OREGON CITY-NEW ERA SECTION - PACIFIC HIGHWAY (CON'T)

14055- Jones, Kermit and Beryl Jones (Con't)

	$	$	
Allowance- apple tree	5.00		
Damage- reason slope easement	100.00	205.00	Benson

14066- Wroble, Lucile Klemsen
Right of way
Option expires
June 15, 1948

250 sq.ft. at 20¢ sq.ft.	50.00		
Allowance- putting concrete foundation under front porch, filling yard, sidewalk, front steps, loss shrubbery, compromise to settle	475.00	525.00	"

14042- Doernbecher Manufacturing Company
Right of way
Option expires
June 16, 1948

1.06 acres at $200.00	212.00		
Replacing parking area- allowance	4,788.00	5,000.00	"

14167- Portland Area Council Boy Scouts of America
Right of way
Option expires
June 14, 1948

0.14 acre at $200.00	28.00	28.00	"

14043- Pfister, Heirs Joe
Right of way
Option expires
June 14, 1948

(Con't)

EXHIBIT "A" (CON'T)

OREGON CITY-NEW ERA SECTION - PACIFIC HIGHWAY (CON'T)

14053- Pfister, Heirs Joe (Con't)				
	1.14 acres	$ 600.00	$ 600.00	Benson
14051- Winkle, Dora Right of way Option expires June 18,1948				
	925 sq.ft. at 10¢ sq.ft.	92.50		
	Damage allowance- too close house	200.00	292.50	"
14052- Rakel, Mae C. Right of way Option expires June 18, 1948				
	500 sq.ft. at 10¢ sq.ft.	50.00	50.00	"

WEST SLOPE-BEAVERTON SECTION - TUALATIN VALLEY HIGHWAY

14176- Triplett, Wm. T. Slope easement				
	0.057 acre - 255 feet length slope easement	10.00	10.00	Witt
14211- Kasch, Clarence D. and Edythe A. Kasch Slope easement				
	1,700 sq.ft.- slope easement	10.00	10.00	"

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

WEST SLOPE-BEAVERTON SECTION- TUALATIN VALLEY HIGHWAY (CON'T)

13690- McBride, Rex and Ladelphe McBride Slope easement				
	1,112 sq.ft. slope easement	$ 12.50	$ 12.50	Witt
14179- Parrish, Lawrence E. Slope easement				
	1,100 sq.ft. slope easement	10.00	10.00	"
13686- Cochran, Alexander Slope easement				
	1,200 sq.ft. slope easement	10.00	10.00	"
13684- Hauger, Fred Slope easement				
	1,229 sq.ft. slope easement	10.00	10.00	"
13688- Flannery, A F. Slope easement				
	3,478 sq.ft.	25.00	25.00	"
13691- Leimenstoll, Emil and Ida Leimenstoll Slope easement				
	1,307 sq.ft. slope easement	10.00	10.00	"

EXHIBIT "A" (CON'T)

WEST SLOPE-BEAVERTON SECTION - TUALATIN VALLEY HIGHWAY (CON'T)

14248- Prier, George W. and Lorraine A. Prier
Slope easement

	$	$	
1,473 sq.ft. slope easement	10.00	10.00	Witt

13692- Pattullo, Marion E. and Mabel B. Pattullo
Slope easement

1,309 sq.ft. slope easement	10.00	10.00	"

13689- Haskell, Howard H.
Slope easement

1,541 sq.ft. slope easement	10.00		
Allowance- 160 feet mesh wire fence remove and reset	100.00	110.00	"

GOLD BEACH SECTION - OREGON COAST HIGHWAY

9036- Moore D. M.
Right of way
Have deed

Undivided 1/3 interest 1,000 sq.ft.	00.00	00.00	Landon

PLEASANT HILL-LOST CREEK SECTION - WILLAMETTE HIGHWAY

14244- Wheeler, W. L. and Emma J. Wheeler
Right of way
Option expires
June 4, 1948

(Con't)

EXHIBIT "A" (CON'T)

PLEASANT HILL-LOST CREEK SECTION - WILLAMETTE HIGHWAY (CON'T)

14244- Wheeler, W. L. and Emma J. Wheeler (Con't)

	$	$	
0.04 acre at $200.00		8.00	
10 rods fence at $2.50 rod		25.00	
Allowance-corner post and brace post		10.00	43.00 Norlin

14242- Baughman, Robert S. and Lora E. Baughman
Right of way
Option expires
June 7, 1948

0.058 acre at $200.00		11.60	
12 rods fence at $2.50 rod		30.00	
3 corner posts at $10 each		30.00	
Allowance- garage, to be torn down, reconstructed		90.00	161.60 "

14243- White, Willie Walter and Emma Lou White
Right of way
Option expires
June 8, 1948

0.012 acre		10.00	10.00 "

14245- Kimball, Frank V. and Hetty E. Kimball
Right of way
Option expires
June 7, 1948

0.04 acre at $100.00		4.00	
13 rods fence at $2 rod		26.00	
1 corner and brace post-$10.00		10.00	40.00 "

EXHIBIT "A" (CON'T)

UNION AVENUE-LOMBARD SECTION - PACIFIC HIGHWAY

8679- Moon, Maude and W. E. Moon
Maintenance Patrol
Option expires
May 3, 1948

	$	$	
Lots 13, 14, 17, 18, Blk. 15, El Tovar Addition to Portland	7,500.00	7,500.00	McChesney

MONUMENT-HAMILTON SECTION - KIMBERLY-LONG CREEK HIGHWAY

14262- Mantis, George
Right of way
Option expires
June 11, 1948

0.56 acre at $5.00	2.80		
76 rods barb wire fence to remove at $1.00 rod	76.00		
56 rods woven wire fence to remove at $1.50 rod	84.00	162.80	Cozad

14258- Emry, H. A. and Ray Aubrey
Right of way
Option expires
June 15, 1948

0.11 acre at $100.00	11.00		
30 rods woven wire fence to remove at $1.50 rod	45.00	56.00	"

14267- King, Theron W.
Right of way
Option expires
June 15, 1948

0.92 acre at $5.00	4.60		
20 rods barb wire at $1 rod	20.00	24.60	"

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

MONUMENT-HAMILTON SECTION - KIMBERLY-LONG CREEK HIGHWAY (CON'T)

14259- Page, Chloe M. and Milton L. Morgan
Right of way
Option expires
June 11, 1948

	$	$	
0.01 acre at $100.00	1.00		
0.11 acre at $100.00	11.00		
30 rods woven wire fence to remove at $1.50 rod	45.00	57.00	Cozad

14261- Johnson, Ernest
Right of way
Option expires
June 11, 1948

0.61 acre at $100.00	61.00		
0.60 acre at $5.00	3.00		
247 rods woven wire fence at $1.50- remove	370.50	434.50	"

14265- Legler, Fred W.
Right of way
Option expires
June 14, 1948

1.58 acres at $5.00	7.90	7.90	"

HALFWAY-CARSON SECTION - HALFWAY-CORNUCOPIA HIGHWAY

13484- Miller, G. W.
Stock pile and Road Materials lease
Option expires
May 24, 1948

1.0 acre at $100.00	100.00		
5.45 acres at $20.00 acre- 2 year lease	109.00	209.00	"
State to fence stockpile site			

DEC 29 1947

EXHIBIT "A" (CON'T)

COURT STREET-DORIAN STREET SECTION - OLD OREGON TRAIL HIGHWAY

12679- Vaughn, Walter R. and Rose Vaughn
Right of way

	$	$
6,630 sq.ft. at 40¢ sq.ft.	2,652.00	
3,195 sq.ft. severance- 25¢ sq.ft.	798.75	
General damages-reducing area, increase cost moving machinery, general inconvenience, etc.	5,049.25	8,500.00 Collins

State is to convey to grantors small severed tract, containing 1,075 sq. ft. lying east and south of right of way line on which a quonset type building is located

12682- Union Oil Company of California
Right of way

6,282 sq.ft. at 44¢ plus sq.ft.	2,782.00	
Allowance- loss ground, inconvenience, loss business	3,500.00	
Plus moving, reestablishing fixtures - allowance	6,720.00	13,002.00

12678- Gillanders, Earl, and M. J. Pinney, Beulah M. Pinney
Right of way
Option expires
June 18, 1948

8,956 sq.ft. at 44¢ plus sq.ft.	4,000.00
Allowance (to be paid tenant in restaurant)	300.00
Plus moving and reestablishing whole oil plant-allowance	5,000.00

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

COURT STREET-DORIAN STREET SECTION - OLD OREGON TRAIL HIGHWAY (CON'T)

12678- Gillanders, Earl, and M. J. Pinney, Beulah M. Pinney (Con't)

	$	$	
Allowance- loss ground covered by lease, inconvenience, and loss business during moving plant	3,500.00	12,800.00	Collins
State to convey to Gillanders 6,420 sq.ft. outside new R/W			

GERKING SCHOOL-HOLDMAN JUNCTION SECTION - ATHENA-HOLDMAN HIGHWAY

13435- Leisinger, R. H. et al
Right of way
Option expires
January 23, 1948

0.62 acre at $100.00	62.00	62.00	Berry

HELIX JUNCTION-ATHENA SECTION - ATHENA-HOLDMAN HIGHWAY

13408- Tillman, The J. H. (Company)
Right of way
Option expires
April 6, 1948

1.66 acres at $250.00	415.00		
Allowance- damages-severance on approx. 5.5 acres - approx. 60% of land value	667.00	1,082.00	"

TILLAMOOK HEAD SECTION - OREGON COAST HIGHWAY

14155- Fleming, Ida Jane
Easement

7.05 trail easement	00.00	00.00	Gardiner

(Con't)

DEC 29 1947

EXHIBIT "A" (CON'T)

TILLAMOOK HEAD SECTION - OREGON COAST HIGHWAY (CON'T)

14153- Angora Club of Astoria
Easement

	$	$	
15.0 trail and bridle path easement	00.00	00.00	Gardiner

14154- Kendall, A. W. and Helen E. Kendall
Easement

1.95 acres easement	00.00	00.00	"

SEASIDE SECTION - OREGON COAST HIGHWAY

13389- Waterhouse, David T.
Maintenance site and right of way
Option expires
June 22, 1948

6,795 sq.ft. at 6¢ plus sq.ft. (0.156 acres)	444.00		
13 years rental at $12.00 yr.	156.00	600.00	Benfield

WEST COTTONWOOD GRADE SECTION - WASCO-HEPPNER HIGHWAY

14255- Nichols, Wesley E. and Mary E. Nichols
Right of way
Option expires
June 8, 1948

6.63 acres at $10.00	66.30		
20 rods fence at $1.50 rod	30.00	96.30	"

PRINCETON-ROME SECTION - FOLLYFARM-SCOTTS BUTTE HIGHWAY

14166- Oregon State Land Board
Quarry and stock pile site
Option expires
June 15, 1948

77.0 acres at $6.49 plus	500.00	500.00	Gardiner

DEC 29 1947

14522

EXHIBIT "A" (CON'T)

MODOC POINT -BARCLAY SPRINGS SECTION - THE DALLES-CALIFORNIA HIGHWAY

11065- Klamath Indian Tribal Lands
Right of way, quarry sites

108.71 acres at $5.00 acre	$ 543.55	$ 543.55	Cozad

DEC 29 1947

EXHIBIT "B1"

Minutes of December 29 and 30, 1947

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway East (State Highway No. 1E) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of the Pacific Highway East extending from Oregon City to New Era, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS pursuant to the provisions of Section 100-115, O. C. L. A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure

EXHIBIT "B1" (CON'T)

roadbuilding materials; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Pacific Highway East, as one of the major highways of the State, carries a large volume of traffic and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of the Pacific Highway East known and designated as the Oregon City-New Era Section. *

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described on the attached sheets, all of which are made part of this resolution. *

3. That all of said real properties are needed and the acquisition of the same is necessary for the specific purposes stated in the description of each ownership.

4. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury or damage.

5. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described on the attached sheets, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the respective parcels of real property described on the attached sheets and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission. *

EXHIBIT "B1" (CON'T)

6. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

7. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

8. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

9. The real properties sought to be acquired are described on the attached sheets, consisting of 6 pages, on which sheets are shown the

EXHIBIT "B1" (CON'T)

respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties, said parcels of real property being otherwise identified as Parcels Nos. 1 to 10, inclusive. *

10. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-ninth day of December, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 96, under the heading " Real Property Condemnation Resolution" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "B2"

Minutes of December 29 and 30, 1947

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

DEC 30 1947

EXHIBIT "B2" (CON'T)

Real property owned by Earl J. Morris and Alice C. Morris, which property is located in Lot 4 of Section 6, Township 15 South, Range 16 East, W. M., Crook County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 14285, which property is being acquired for the purpose of securing road-building materials therefrom for use in connection with the Madras-Prineville and Ochoco Highways; *

Real property owned by Arthur Henry Parsons and Leonard Richard Parsons, which property is located in the north half (N½) of Section 12, Township 1 North, Range 39 East, W. M., Union County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 11425, which property is being acquired for right of way purposes in connection with the Wallowa Lake Highway; *

Real property owned by the Estate of John Barry, which property is located in Lot 70, Steele's Addition to Beaverton, in the northeast quarter (NE¼) of Section 18, Township 1 South, Range 1 West, W. M., Washington County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 13693, which property is being acquired for right of way purposes in connection with the Tualatin Valley Highway; *

Real property owned by Umatilla County, et al., which property is located in the southeast quarter (SE¼) of the northwest quarter (NW¼) of Section 10, Township 2 North, Range 32 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 12680, which property is being acquired for right of way purposes in connection with the Old Oregon Trail Highway;* *

Real property owned by Pendleton Ranches, Inc., which property is located in Lot 8 of Section 34, Township 1 North, Range 35 East, W. M., Umatilla County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 14216, which property is being acquired for the purpose of procuring road-building materials therefrom for use in connection with the Old Oregon Trail Highway. *

EXHIBIT "B2" (CON'T)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the

EXHIBIT "B2" (CON'T)

of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-ninth day of December, 1947.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 97, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

DEC 29 1947

EXHIBIT "C"

Minutes of December 29 and 30, 1947

RESOLUTION

WHEREAS, under the provisions of Title 100 O. C. L. A. and in particular, Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Jefferson County Court of the State of Oregon, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described highway or road in Jefferson County be and the said highway or road hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Culver Secondary State Highway No. 361:

Beginning at a point on The Dalles-California Highway at the intersection of 5th and "D" Streets in Madras; thence southerly via Metolius and Culver to a junction with The Dalles-California Highway southeast of Culver, in the NE¼ of the NE¼ of Section 32, T. 12 S., R. 13 E., W. M., being a distance of approximately 11.54 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said title 100 O. C. L. A., Subsection 36, Section 115.

3. That this resolution be entered in the minutes of the meeting of the Highway Commission of December 29, 1947, and that the Secretary be and he hereby is instructed to deliver to the County Court of Jefferson County and to the County Clerk of Jefferson County duly certified copies thereof.

DEC 29 1947

14532

EXHIBIT "D"

Minutes of December 29 and 30, 1947

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Banks	$ 495.39
Dayville	272.76
Gold Beach	1,141.19
Helix	242.68

AND, WHEREAS each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Banks - Wilkes Avenue, Woodman Street, Parmeley Street
Dayville - One street for 900 feet south from the highway
Gold Beach - All city streets
Helix - Solar Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

DEC 29 1947

EXHIBIT "D" (CON'T)

4. That Resolution Form 3 adopted by the City of Banks on April 8,1947 and approved by the State Highway Commission on June 16, 1947, shall be canceled, in accordance with the request of the City of Banks on file in the records of the State Highway Department, and Resolution Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 29th day of December, 1947.

DEC 29 1947

EXHIBIT "E"

Minutes of December 29 and 30, 1947

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws, 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Cornelius	$ 1,173.07
Richland	381.51

AND, WHEREAS, each of said cities and/or towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities and/or towns:

Cornelius - "Q" Street, "M" Street
Richland - 2nd Street, 3rd Street, Main Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Forms 1 and 2 adopted by the City of Cornelius on October 9, 1946, and approved by the State Highway Commission on March 25, 1947, shall be canceled, in accordance with the request of the City of Cornelius on file in the records of the State Highway Department, and Resolution

EXHIBIT "E" (CON'T)

Forms 1 and 2 hereby approved be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the City together with a copy of the resolution approving the plans submitted by the City.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 29th day of December, 1947.

DEC 29 1947

14536

EXHIBIT " F"

Minutes of December 29 and 30, 1947

RESOLUTION

WHEREAS, under the provisions of Chapter 371, Oregon Laws, 1943, there will be by this Commission apportioned to the City of Siletz, the City's portion of State Tax Street Funds for use and disbursement during the calendar year 1948, for street purposes as provided in said law; and

WHEREAS, said city being a city of less then 1,000, to wit: a city of 582, has submitted to this Commission for approval, plans for the expenditure of said sum; and

WHEREAS, said plans and projects, having been submitted by this Commission to the State Highway Engineer for examination and approval, have been approved by him;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the following named streets of the City of Siletz, proposed for improvement by said city, as evidenced by a certified copy of a resolution adopted by said city and served on this Commission, be and said streets hereby are approved and thereby qualified for funds to be apportioned to said city by this Commission under the provisions of said law, the streets so approved being as follows:

> The streets locally known as the High School Lane and the Grade School Lane; improvement to consist of cutting roadway to an established curb line, grading the material over the roadway with a proper drainage ditch on each side, installing five culverts, this to be followed by rocking the roadway and properly blading same into place.

2. That the type, plan and character of improvement suggested in said resolution be and said plans, type and character of improvement hereby are approved.

3. That a certified copy of this resolution be delivered to the mayor of said city and a like certified copy delivered to the Secretary of State for such purpose as it may serve in connection with the administration of said act.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 29th day of December, 1947.

DEC 29 1947

14537

EXHIBIT "G"

Minutes of December 29 and 30, 1947

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts, and that said jobs are now ready for acceptance:

Contract No. 2780 with Kuckenberg Construction Co. for grading and bituminous macadam surfacing on the Gates-Niagara Section of the North Santiam Secondary Highway in Marion County, completed November 13, 1947.

Contract No. 2806 with McNutt Bros. for grading and paving on the Reese Creek-Antelope Creek Section of the Crater Lake Highway in Jackson County, completed August 29, 1947.

Contract No. 2846 with J. C. Papin for grading and oil mat surfacing on the West Unit, Love Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County, completed October 15, 1947.

Contract No. 2857 with Sleeper & Keyes for construction of bridges over Cow Creek and Quines Creek on the Johns-Glendale Section of the Pacific Highway in Douglas County, completed November 1, 1947.

Contract No. 2869 with O. C. Yocom for surfacing and oiling on the Scholls-Newberg Section of the Hillsboro-Silverton Secondary Highway in Washington and Yamhill Counties, completed October 30, 1947.

Contract No. 2877 with J. N. & M. J. Conley for furnishing crushed rock in stockpiles on the Mt. Hood Section of Mt. Hood and Wapinitia Highways in Clackamas, Hood River and Wasco Counties, completed August 7, 1947.

Contract No. 2878 with Coos Bay Dredging Company, Inc. for constructing pier fender for the South Slough Bridge on the Cape Arago Highway, in Coos County, completed November 12, 1947.

Contract No. 2909 with Natt McDougall Co. for grading on the North Unit, Washington State Line-Buford Creek Section of the Enterprise-Lewiston Highway in Wallowa County, completed November 13, 1947.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

DEC 29 1947

14538

EXHIBIT "H"

Minutes of December 29 and 30, 1947

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Crater Lake Highway known as the Reese Creek-Antelope Section in Jackson County, the northerly terminus of which is at Highway Engineer's Station 1532+50 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 1933+58 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as formerly located have been eliminated from the right of way of the relocated line, some of which eliminated sections or areas are no longer needed for highway purposes, but have use and value for other public uses; and

WHEREAS, the State, acting by and through its Highway Commission, and Jackson County, acting by and through its County Court, heretofore, to-wit: On the fourth day of June, 1946, entered into a written agreement relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Crater Lake Highway was completed on August 29, 1947, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition made or to be made of the areas and sections of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively:

1. That the portion of the old right of way of the Crater Lake Highway between Highway Engineer's Station 1858+50 of the reconstructed line and the intersection of the old highway and the Little Butte Secondary Highway is hereby abandoned as a part of the right of way of said state highway, and said right of way is hereby surrendered to the County Court of Jackson County for county road purposes, and all right, title, or interest which the State has or had in the same is hereby vested in Jackson County.

2. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, which portion lies between the intersection of the old highway with the Little Butte Secondary Highway and Highway Engineer's Station

EXHIBIT "H" (CON'T)

1885+00 of the reconstructed highway, is hereby abandoned as any part of the right of way of said state highway. All of said abandoned section of said highway is to remain and be maintained as a public highway and the Commission hereby declares such section of the old Crater Lake Highway to be an extension of the Little Butte Secondary Highway, and said road shall thereafter be maintained by the State as a secondary highway.

3. That there is attached hereto and by this reference is made a part hereof, a print on which is shown, colored in red and designated as Unit "A", the area of the old right of way which is to be taken over and maintained by the County; and there is shown on said print, colored in yellow and designated as Unit "B", the area of the abandoned section of said highway which is to remain and be maintained by the State as an extension of the Little Butte Secondary Highway; that the area shown on said print, colored in green, includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance, and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said print shall be retained and held by the State and shall not be permitted to revert to or become the property of abutting owners. *

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of December, 1947.

FOOTNOTE:

* The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 175, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

DEC 29 1947

14540

EXHIBIT "I"

Minutes of December 29 and 30, 1947

RESOLUTION

WHEREAS, the Highway Commission found it necessary and desirable to relocate the section of the Pacific Highway East known as the Halsey-Harrisburg Section in Linn County, the northerly terminus of which is at Highway Engineer's Station 906+55 of the reconstructed line, and the southerly terminus of which is at Highway Engineer's Station 1358+88 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as formerly located have been eliminated from the right of way of the relocated line, some of which eliminated sections or areas are no longer needed for highway purposes, but have use and value for other public use; and

WHEREAS, the State, acting by and through its Highway Commission, and Linn County, acting by and through its County Court, and the City of Halsey, acting by and through its municipal authorities, heretofore, to-wit: On the fifth day of November, 1947, entered into a written agreement by the terms of which the eliminated sections or parts of old right of way which must be maintained for the service of persons living thereon or communities served thereby, are to be maintained by the County and City as in said agreement set out; said agreement is now in full force and effect; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition made or to be made of the areas and sections of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively:

1. That the portion of the old right of way of the Pacific Highway East between Engineer's Station 940+90 of the reconstructed line and Engineer's Station 945+10 of the reconstructed line is hereby abandoned as a part of the right of way of said state highway, and said right of way is hereby surrendered to the County Court of Linn County, and all right, title, or interest which the State has or had in the same is hereby vested in Linn County.

2. That the section of said old right of way now abandoned as a part of the Pacific Highway East and lying between Engineer's Station 921+40 and Engineer's Station 940+90 is hereby abandoned as a part of the said state

DEC 29 1947

EXHIBIT "I" (CON'T)

highway, and all right, title, or interest which the State has or may have in said right of way is permitted to revert to and vest in the City of Halsey.

3. That there is attached hereto and by this reference is made a part hereof, a print on which is shown, colored in blue and designated as Unit "B", the area of the old right of way which is to be taken over by the City; and there is shown on said exhibit, colored in red and designated as Unit "A", the area which is to be taken over and maintained by the County; and there is shown, colored in green, new right of way acquired by the State.

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of December, 1947.

FOOTNOTE:

* The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 176, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J"

Minutes of December 29 and 30, 1947

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: . . . . . Corvallis - Newport Highway . . . . . .

Highway number: . . . . . 33 . . . . . Route Number US20 . . . . . .

Location of Termini	Established Speed
M. P. 54.37 (West of Corvallis) to M. P. 56.33 (West Limits of Corvallis)	45 miles per hr.

DEC 29 1947

EXHIBIT "J" (CON'T)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

DEC 29 1947

14544

EXHIBIT "K"

Minutes of December 29 and 30, 1947

RESOLUTION

WHEREAS, the Portland Gas & Coke Company, with headquarters in Portland, Oregon, is a public utility engaged in the manufacture, sale, and distribution of gas to patrons for heating of homes and for other domestic and business uses; and

WHEREAS, the Company has undertaken to serve approximately 120,000 customers whose homes and places of business are equipped with gas facilities and are not equipped so that in case of emergency any other type of fuel can be substituted; and

WHEREAS, through no fault of the Portland Gas & Coke Company, but in spite of diligent effort to avoid conditions which make it impossible for said Company to serve its customers, the Company is now confronted with an emergency; and

WHEREAS, because of said emergency and the attending conditions which are quite beyond the control of the Company, it has become imperative that the Company in order to meet a threatened shortage in gas fuel import from California points liquid petroleum gas; and

WHEREAS, because of the fact that there is no available water transport and there are not sufficient railway tank cars, such commodity must be transported from points in California to the Company's plant in Portland, Oregon, by motor transport; and

WHEREAS, the only available motor transports engaged in the transportation of such commodities are owned and operated in the State of California and are of a size and weight, or load capacity, in excess of weights, length limits, and load capacity prescribed under Oregon law; and

WHEREAS, it appears that the Interstate Commerce Commission and the Public Utilities Commissioner of Oregon have each issued to the operators of said motor trucks temporary licenses, thus making possible their use and operation in the State of Oregon to meet the existing emergency, but it appears that in addition to the temporary permits issued by the Interstate Commerce Commission and the Public Utilities Commissioner of Oregon said trucks cannot operate in Oregon without permits issued by the Oregon State Highway Commission; and it appears further that such permits for such purpose can be issued only by the Oregon State Highway Commission under special conditions and when in the opinion of the Commission the interest of the public will be served by the proposed movement over and use of Oregon State Highways; and

EXHIBIT "K" (CON'T)

WHEREAS, the Portland Gas & Coke Company has applied to the Highway Commission and has requested that a permit be issued to Fortier Transport Company, F. N. Rumbley Company, and Ransome Transportation Company authorizing such permittees to operate a fleet of trucks over the Pacific Highway and the Pacific Highway East from the Oregon-California State Line to Portland, Oregon, for the transportation of petroleum gas; and

WHEREAS, after consideration of all of the facts and circumstances, it is the judgment of the Commission that a real emergency exists which can be relieved only by the use of said vehicles, and it is further the judgment of the Commission that the interest of the public will be served by the movement over said highways for the transportation from points in California to the plant of the Portland Gas & Coke Company in Portland liquefied petroleum gas;

NOW, THEREFORE, subject to the conditions, requirements, and limitations hereinafter set forth, it is ordered that a temporary permit be and such permit hereby is issued to Fortier Transport Company, F. N. Rumbley Company, and Ransome Transportation Company to operate over the Pacific Highway in Oregon from the Oregon-California State Line to Junction City, Oregon, and the Pacific Highway East from Junction City, Oregon, to Portland, Oregon, motor vehicles specifically described and identified in the records of the Commission in Salem, Oregon.

This permit is subject to the following express conditions, requirements and limitations:

a. The permit is temporary as to duration and shall be void thirty days from date thereof, unless upon or immediately prior to the expiration thereof such permit is extended by order of this Commission.

b. The permittees shall provide and keep in effect during the life of this permit or any extension thereof property damage insurance in the amount of $100,000.00 and public liability insurance in the amount of $100,000.00/$250,000.00.

c. Such protection may be by a policy or policies issued specially for this transaction, or may be evidenced by a rider satisfactory in form to the Oregon State Highway Commission, which rider shall be attached to and made a part of a policy or policies now carried by the permittees.

d. The permit issued pursuant to this resolution shall be in accordance with the form attached hereto and by this reference made a part hereof. *

e. Upon the expiration of said thirty-day period, or immediately prior thereto, this permit, upon satisfactory showing that the emergency still exists, may be extended for a like period or for successive like periods,

EXHIBIT "K" (CON'T)

but shall not be extended for any period or periods beyond the thirty-first day of March, 1948.

f. When the provisions and requirements specified herein and in said approved form of permit have been fully complied with by the permittees, a permit in said form signed for the Highway Commission by Ralph B. Sipprell or Paul Davies shall be deemed in full force and effect.

g. Said permit may, before the expiration thereof for violation of any of its terms, or when in the judgment of the Commission public welfare and public interest warrant, be canceled and terminated without liability on the part of the State or its Highway Commission.

h. It is recognized that a permit or permits have heretofore been issued to the said permittees pursuant to oral instruction given by the Highway Commission, therefore, said permit so ordered hereby is ratified.

This resolution shall be entered in the minutes and records of the Commission as of the 30th day of December, 1947.

FOOTNOTE:

* The permit form mentioned in the above resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Item No. 25, under the Heading "Special Matters" and said exhibit by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of December 29 and 30, 1947

RESOLUTION

WHEREAS, the Commission, on the 24th day of October, 1944, adopted a resolution and entered the same in the minutes of the Commission, by which the Commission authorized certain individuals named therein, to sign permits authorizing the operation of motor vehicles over public highways when such movements conformed to the regulations and provisions adopted and established by the Commission, and

WHEREAS, since the adoption of said resolution, it has developed that the purpose of said resolution can be furthered and public convenience better served by the selection of certain other Highway employees, and the vesting in them of authority to sign permits issued under the authority of said resolution,

NOW THEREFORE, Be It and It Hereby is Resolved by the Commission, that the following named Highway employee, to-wit: Helen M. Wells, Secretary to Division Engineer, at La Grande, be and she hereby is authorized to issue permits within the meaning, purpose and scope of said resolution, and any permit issued, as provided therein, shall be valid when signed for the Commission by the above named person;

This this resolution be deemed an amendment of said resolution of October 24, 1944, and shall have no force or effect outside or beyond the provisions of said resolution;

This this resolution be entered in the minutes and records of the Commission as of the 30th day of December, 1947.

DEC 30 1947

14548

EXHIBIT "M"

Minutes of December 29 and 30, 1947

RESOLUTION

WHEREAS, the Commission, on July 21, 1947, upon the recommendation of its Engineer, and after careful consideration, adopted a resolution under the authority of Chapter 156, Oregon Laws 1947; and

WHEREAS, under the terms of said resolution, the Commission adopted and approved under Exhibit "A" and Exhibit "B", certain sections of highways under the designation of "Group 1 Highways" and "Group 2 Highways"; and

WHEREAS, based upon the advice and recommendation of its Engineer, the Commission now finds that that section of the Crater Lake Highway known as the Medford-Eagle Point Section is of such a geometric design that it will safely accommodate combinations of vehicles and the weight specified for Group 1 highways; and

WHEREAS, based upon the advice and recommendation of its Engineer, the Commission has found that that section of the Ochoco Highway between Redmond and the Ochoco Ranger Station, Mile Post 43.65 (25 miles east of Prineville), is of such a construction, alignment and design that it will adequately accommodate 60-foot vehicles allowed under the designation of Group 1 highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all members being present and voting affirmatively:

1. That the Medford-Eagle Point Section of the Crater Lake Highway be and the same hereby is designated as a Group 1 highway, and its designation and a Group 2 highway, under the terms of the Commission's resolution of July 21, 1947, be and the same hereby is deleted.

2. That the Redmond-Ochoco Ranger Station Section of the Ochoco Highway be and the same hereby is designated as a Group 1 highway, and its designation as a Group 2 highway, under the Commission's resolution of July 21, 1947, be and the same hereby is deleted.

3. In all other respects, the Commission's resolution of July 21,1947, is hereby ratified and confirmed, and the sections of the Crater Lake Highway and the Ochoco Highway not herein specifically referred to, shall be and remain as Group 2 highways, under the terms of the Commission's action of July 21, 1947.

4. That this resolution be entered in the minutes and records of the Commission as of December 30, 1947, and the Secretary is directed to deliver to the Superintendent of State Police, a full, true and complete copy thereof, and to the Public Utilities Commissioner, alike copy.

DEC 30 1947

EXHIBIT "N"

Minutes of December 29 and 30, 1947

R E S O L U T I O N

AMENDING RESOLUTION ADOPTED BY

OREGON STATE HIGHWAY COMMISSION

November 25, 1947,

ORDERING REDUCED MAXIMUM LOAD LIMIT

on the

WESTON-ELGIN STATE SECONDARY HIGHWAY

WHEREAS, the State Highway Commission at a meeting held on the 25th day of Novem er, 1947, adopted a resolution ordering a reduction of 50 percen in the maximum weight of loads transported over the Weston-Elgin Secondary State Highway No. 330, effective during the spring months(February 16 to May 1, 1948) when frost is leaving the ground, which said resolution provided that "in no event shall the combined weight in pounds bearing on the surfac of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed the maximum limit set by law for any one axle"; and

WHEREAS, it is now the judgment of this Commission that the combined weight of load an vehicle bearing on the surface of the highway at contact with the wheels of any one axle other than the front axle of the truck or truck-tractor shall not be more than 50 percent of the maximum weight alloted by law for such axle, in order to preserve the highway surface during the said restricted period;

NOW THEREFORE, the circumstances being as stated, the Commission all members being present and affirmatively voting, hereby approves the follow ing modification of the first paragraph on Page 2 of the original resolution adopted on November 25, 1947:

"The maximum weights which shall apply to the following highway, to-wit:

WESTON-ELGIN STATE SECONDARY HIGHWAY No. 330 from Weston, in Umatilla County, to Elgin, in Union County.

DEC 30 1947

EXHIBIT "N" (CON'T)

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle, and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed fifty (50) percent of the maximum limit set by law for any one axle."

IT IS THE ORDER of this Commission that the original resolution be rewritten including such modification and that a certified copy of the revised resolution and order be furnished to the County Clerk of Umatilla County and a like copy to the County Clerk of Union County, and that a like certified copy of the order be furnished to the Superintendent of the Department of State Police for his information;

AND IT IS FURTHER ORDERED that a notice containing the modified restrictions be posted in a conspicuous manner and place at each end of the above-named highway and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

Dated this 30th day of December, 1947.

DEC 30 1947

EXHIBIT "O"

Minutes of December 29 and 30, 1947

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the Gold Beach Section of the Oregon Coast Highway, in Curry County, and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Gold Beach Section of the Oregon Coast Highway, in Curry County, together with the map, which for identification purposes bears the map file No. 5B 19-6, field notes and other engineering data submitted by the Engineer, hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed that same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the thirtieth day of December, 1947.

DEC 30 1947

VOLUME 32

PART III

PART 3

OF

VOLUME XXXII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JANUARY 1, 1948

TO

MARCH 31, 1948

- - - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner

- - - - -

R.H. Baldock, State Highway Engineer
H.B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1948	Subject
14552	Jan.5	Salaries and wages. Engineer to submit report on pay increases.
		Real Property. Columbia River Hwy. St. Helens. Offer of $20,000 to Jewell Ice Cream Co. approved. Condemnation approved if offer not accepted. Resolution adopted.
14555		Budget. State Major Betterment Program. Expenditure of $3,000,000 discussed.
		Umatilla County. Helix-Columbia River County Road. Bids to be considered in the future.
		Lake County. Warner Secdy. Hwy. Bids for improvement to be called again.
		Budget. State Major Betterment Program. Engineer to submit list of jobs to be done in 1949.
14558		Authorized preparation of plans and acquisition of R/W.
		Meeting recessed at noon to reconvene at 1:45 p.m.
		Coos County. Enegren Ferry. Counsel to make report of actions in connection with Gunnell settlement.
		Budget, 1948. General budget approved.
14563		Budget, 1948. Capital Outlays. Surveys and R/W acquisition approved. Projects to be approved before work is started.
		Salem Hwy. Office. Someone to be in office Saturday forenoons to take care of emergencies.
14564		Budget, 1948. Chief Accountant to show contingencies as separate items in cost reports.
		Maintenance contingencies and salary increases to be shown separately on cost reports.
		Radio. Engineer to make report on request from State Police.
		Operations costs to be charged to jobs or departments incurring same.
		Parks Budget. Approved in principle. Survey work to be done by present engineering forces.
14565		Approval on major items to be secured as work arises.
		Equipment. Expenditure of $250,000 approved.
		Astoria ferry. Approved calling bids for alterations to docks.
		Personell. Authority to hire if approved in budget.
		Salem Shops. Transportation of employees approved. Purchase
14566		of bus approved.
		Meeting adjourned at 5:00 p.m.
14567	Feb.2	Bids received on the following projects:
		Austin Junction-Forest Boundary and Brogan Hill Sections
		Gunnell Road-Robertson Bridge Section
14568		Troutdale Overcrossing
		Barbour Boulevard-Boones Ferry Road Section
		Wasco-Grass Valley Rock Production

Page	Date 1948	Subject
14569	Feb.2	Kent-Cow Canyon Junction Rock Production
		Minutes of December 29 and 30, 1947, approved.
		Parks Superintendent reports on following matters:
		Silver Creek Falls Recreational Project. Administrative procedure approved. Operation to begin when title has been secured from National Park Service
		Lava Caves Park. Removal of 50 diseased trees approved.
		Oregon Coast Hwy. Yachats. Action deferred on Christensen offer to donate one acre.
14570		Merchandise vendors on state hwys. Oregon City. Request for permit by Grimes denied.
		John B. Yeon Park. Burnworth offer of $500 for cast iron pipe accepted.
14571		Wayside picnic areas. Development of 14 approved. Authority granted to erect signs.
14572		Coos County. Sunset Bay Park. Deed from county declined due to restrictions. Referred to Parks Superintendent.
		Simpson Park. North Bend. Sale of 2.2 acres to Weyerhaeuser. Action deferred.
		Real Property. Acquisition authorized. See EXHIBIT "A".
		Item No. 14281. A.N. Bush property. Highway fund to be reimbursed by Board of Control
14573		State Hwy. Dept. Office Bldg. Tenants on block to vacate in 6 months. See EXHIBIT "B1".
		Item 11902A. Condemnation approved if Kliks does not accept $12,000.
		Tualatin Valley Hwy. West Slope-Beaverton Section. acquisition of R/W deferred. Engineer to report.
		Columbia River Hwy. Bonneville Dam. Acquisition of R/W deferred. Counsel to report before option expires.
		Curry County. Oregon Coast Hwy. Gold Beach. Construction deferred.
14574		Condemnation. Offers approved. See EXHIBITS "B1" and "B2".
14575		Benton County. Albany-Corvallis Hwy. Construction of footpath, Children's Farm Home, deferred. Engineer to report.
		Sale of bldgs. Benton County. Pacific Hwy. W. Offer of Cook to purchase approved.
		Sale of land. Umatilla County. Weston-Elgin Secdy. Hwy. Offer of Thompson to purchase 1.12 acres approved.
		Sale of land. North Santiam Secdy. Hwy. Mill City. Sale of 3 acres to city approved.
		Sale of land. Jefferson County. Sale of 4.32 acres to George Short approved conditionally.
14576		Timber strips. Suggestion to curb gyppo logging operators. State not to take initiative.

Page	Date 1948	Subject
14576	Feb.2	Sale of land. Klamath County. Sale of 20 acres to Mrs. Foegeding approved.
		Oregon Coast Hwy. Otis. Easement to Fred Afalter approved.
		Oregon Coast Hwy. North Bend-Coos Bay. Easement to S.P. Co. approved.
14577		Portland. Approved 3 deeds conveying to city property acquired for shipyard access roads.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Columbia County. Columbia River Hwy. Jewell Ice Cream Company. R/W at St. Helens. Architects to confer. Counsel to report.
14578		Curry County. Oregon Coast Hwy. Port Orford. Engineer and Counsel to report on deadending streets.
		Marion County. Beaverton-Aurora Secdy. Hwy. Aurora. Use of airfield for racing. Counsel to handle and report action.
14579		Airfields. Use of auto to assist plane take off approved. Counsel to handle.
		Sale of land. Nasburg's Addition to Coos Bay. Sale to Karl Nichols approved.
14580		Sale of land. Portland. Huntington Rubber Mills. City to be asked not to sell property.
		Beaches. Yachats smelt sand. Counsel reports Commission's authority. Action deferred.
		Toll bridge. Columbia River. The Dalles. Approved three-way agreement for study of facts.
14581		Longview Bridge. Columbia River. Request of Washington State to waive payment of taxes. No action.
		I.M. Schannep. Expression of sympathy ordered filed.
		Beaches. Oceanlake. Prohibition of bonfires. Action deferred.
		Klamath Falls. Klamath Falls-Malin Hwy. Balsiger's offer to sell property refused. Engineer to report.
		Right of Way matters settled. Bids to be called at next meeting.
14582		Interstate Bridge. Portland-Vancouver. Counsel to contact Washington State authorities re charging utilities for use.
		Tillamook County. Oregon Coast Hwy. Rockaway. Improvement in city approved.
		Warm Springs Hwy. Wapinitia Junction-Madras. Engineer reports construction status.
14583		Snake River bridges. Maintenance agreement with Idaho on 4 bridges discussed. No action.
		Signals. Tillamook. Request for installation denied.
14584		Pacific Hwy. E. Milwaukie. Fireside Dinners. Landscaping agreement to be fulfilled or parking stopped.
		Insurance. Gunnell Ferry. Coos County. Engineer's report ordered filed.
		Storm damage. Engineer reports damage to hwys. west of the Cascades.
		South Umpqua River Bridge. Commission to inspect project.

Page	Date 1948	Subject
14585	Feb. 2	Awards. Chairman announces award of contracts.
14586		Portland. Pacific Hwy. E. Union Ave. Engineer reports on preliminary survey. R/W to be acquired.
14587		Personnel. Holiday pay for hourly employes. Step increases. Increases in salaries and wages. Engineer to submit list based on merit.
		Crook County. Crooked River Hwy. Effect of proposed dam discussed. Engineer to report.
14588		Salem Hwy. Office. Maintenance Engineer to have employee in office Saturday forenoons.
14589		Washington County. Agreement for maintenance of Walker Road approved.
		Portland. Four cooperative projects discussed. Action deferred.
		Wilson River Hwy. Glenwood-North Plains. Request to complete section denied.
14590		Coos County. Oregon Coast Hwy. Sanford Heights road. Improvement of intersection approved.
		Umatilla County. Columbia River Hwy. McNary Dam. Surveying of section approved.
		Marion County. Beaverton-Aurora Secdy. Hwy. Aurora. Request for footpath denied.
		Portland. Barbur Boulevard. Request for footpath near Fulton Park School denied.
		Coos County. Cape Arago Secdy. Hwy. Empire. Request for sidewalk, curb, and guardrail construction denied.
		Lake County. Lakeview. Request for construction of footpath approved.
14591		Portland. Foster County Road. Request that road be designated state hwy. denied.
		Grant County. John Day Hwy. Mt. Vernon-John Day. Reconstruction to be considered in next program.
		Portland. Sandy Boulevard-Parkrose. Request for additional improvements denied.
		Extension of time. Tom Lillebo's Contract No. 2932 extended.
14592		John Day Hwy. Request to improve Dixie Pass Section. No funds available.
		Longview bridge. Columbia River. Request that state assume portion of maintenance laid on table.
		State Tax Street Funds. See EXHIBIT "C".
		Special State Tax Street Funds. Apportionment of funds approved. See EXHIBIT "D".
		Meeting adjourned at 5:00 p.m.
14593	Feb.3	Bids received on the following projects:
		Reconstruct Astoria ferry slips
		Johns-Mackin Gulch Section
14594		Construct bridge over Salmon River
		Lebanon Section of Santiam Hwy.
		Bristol Undercrossing and Troutdale Grade Separation
		West Cottonwood Canyon Section

Page	Date 1948	Subject
14595	Feb.3	Pendleton Section of the Old Oregon Trail Elgin-Boswell Ranch Section
		Beaches. Yachats. Willis West urges cancellation of Christensen permit to remove sand. Counsel advises permit
14596		not invalid.
		Beaches. Yachats. L.M. Christensen offers to give up permit. No action.
		Lower Columbia River Hwy. Delegation requests improvement.
14597		Bids for Little Jack Falls Project to be received in March.
		Clatsop County. Tillamook Head. County preparing deed.
		Crooked River Hwy. Rerouting around proposed dam discussed.
		Crook County. Combs Flat County Road. Delegation urges designa-
14598		tion as secdy. hwy. Proposal to be given further study.
		Lane County. McKenzie Hwy. Springfield. City Engineer requests study of by pass route. Action deferred.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Signals. Marion County. Pacific Hwy. E. Salem. Request for installation at Fairgrounds Road referred to Engineer.
		Malheur County. Ontario. Delegation requests improvement of
14599		industrial streets. Request to be considered.
		Special State Tax Street Funds. ($250,000). List of projects
14606		approved as presented.
		Baker County. Baker-Unity Hwy. Baker. Grade separation structure.
		Bids to be called when legal and R/W matters clarified.
		Umatilla County. Exchange of roads. Engineer and Counsel to report.
		Clatsop County. Astoria. Widening of Taylor Avenue. Engineering study authorized.
		Forest Hwys. Alsea Hwy. project. Increase of funds approved.
14607		Wallowa County. Wallowa Lake Hwy. Minam Hill-Wallowa. Improvement of section with state forces approved.
		Curry County. Oregon Coast Hwy. Port Orford. Improvement with state forces approved.
		Awards. Chairman announces award of contracts.
14608		Coos County. Seven Devils County Road. Request for improvement denied.
		Contracts. Engineer's awards confirmed.
14609		Surveys. Kimberly-Long Creek Secdy. Hwy. Monument-Hamilton Section. Survey adopted. See EXHIBIT "E".
		Extensions of time granted as follows: Contract Nos. 2844, 2859, 2874, 2897, 2908, 2926, 2942
14612		Extensions of time to be numbered.
		Contracts completed and accepted as follows: Contract Nos. 2772, and 2901. See EXHIBIT "K".
		Budget. Bridge minor betterment. Authority granted to spend $50,000. Engineer to submit requests in advance.

Page	Date 1948	Subject
14613	Feb.3	Klamath County. Klamath Falls. South 6th St. Pedestrian traffic hazard now being studied.
		Klamath County. Request for pedestrian signs at crosswalks in cities denied.
		Klamath County. Sprague River Road. Commission not initiate improvement.
		Clatsop County. Fort Stevens. Protest on Commission's action regarding proposed park ordered filed.
		Douglas County. Pacific Hwy. Request for designation of abandoned section as Federal Aid Secdy. Hwy. Action deferred.
		American Association of State Hwy. Officials. 1948 dues approved.
14614		Tillamook County. Oregon Coast Hwy. Old Three Rivers Bridge to be given to county when new one built.
		Equipment. Authority granted to purchase maintenance equipment.
14615		Sale of Postal Telegraph facilities. Pacific Hwy. Southern Oregon. Sale to Myrtle Creek Telephone Company approved.
		Road Reports. Request to clarify designation in road reports of North Santiam and Santiam Hwys. approved.
		Marion County. Pacific Hwy. E. Illahee-Steiwer Hill. Abandonment agreement with county approved.
		Tiller-Trail Secdy. Hwy. Abandonment resolution approved. See EXHIBIT "F".
14616		Malheur County. Vale-West Secdy. Hwy. Hope-Derry Ranch. Abandonment resolution adopted. See EXHIBIT "G".
		Wallowa County. Enterprise-Lewiston Hwy. Request to rename as "Chief Joseph Trail" denied.
		Signals. Milton. Installation of blinker light approved.
		Signals. Tualatin Valley Hwy. Hillsboro. Request for two flashing beacons. Action deferred.
		Signals. Albany-Lyons Secdy. Hwy. Crabtree. Request from Southern Pacific Company for installation of two grade crossing signals. Action deferred.
14617		Speed Zone. Pacific Hwy. E. Gladstone-Portland. Request for reduced limit denied.
		Speed zone. The Dalles-California Hwy. Redmond. Request for reduced speed in Planerville denied.
		Speed zone. Lincoln County. Oregon Coast Hwy. Wecoma-Cutler City Section. Reduced speed approved. Signs to be erected. See EXHIBIT "H".
		Load limits. Monmouth Secdy. Hwy. Reduced load limit confirmed. See EXHIBIT "I".
		Load limits. John Day-Burns Hwy. Reduced load limit approved.
14618		See EXHIBIT "J".
		Permits. Two percent tolerance to petroleum haulers rescinded. See EXHIBIT "L".
		Marion County. North Santiam Hwy. Mill City-Mehama. Request for improvement denied.
		Clatsop County. Warrenton. Request for improvement to secdy. hwys. in city referred to the Engineer.

Page	Date 1948	Subject
14618	Feb.3	Permits. Portland Gas and Coke Co. granted 30 day extension
14619		to haul liquid petroleum products from California.
		Permits. Harold H. McGee. Log hauling permit cancelled. Engineer to present complete report on violators.
		Permits. Local single movement emergency permits. Engineer's recommendations tentatively approved. Regulations to be prepared as a resolution.
14620		Permits. Revised forms for pole and pipe lines approved. Action on Director of Permits signing permits deferred.
		Permits. Action on allowing Director of Permits to sign Group I and Group II Hwy. permits deferred.
		Coos County. Enegren Ferry. Vessel to be named "Charles Enegren".
		W.C. Williams authorized to attend Highway Research Board meeting. in Salt Lake in March, 1948.
		Personnel. Retirement. Request to retain Roy V. Hollenberg approved.
		Personnel. Edward F. Chidsey appointed Division Engineer to replace Paul Van Scoy, retired.
14621		C.H. Armstrong to replace F.D. Eason as Division Engineer upon his retirement.
		Meeting date. Next regular meeting set for March 22 and 23,1948. Later revised to March 11 and 12.
		Wallowa County. Enterprise-Lewiston Hwy. Delegation urges adoption of name "Chief Joseph Trail". Markers to be considered.
		Insurance. Request of Oregon State Employees Association for group insurance deductions on payroll denied.
14622		Lane County. Willamette Hwy. Pleasant Hill. Agreement with U.S. Army Engineers for overpass of railroad approved.
		Agreements and other papers signed.
14623		Meeting adjourned at 5:00 p.m.
14624		EXHIBIT "A". Options for R/W.
14638		EXHIBIT "B1". Condemnation resolution. Salem Hwy. Office Bldg.
14641		EXHIBIT "B2". Condemnation resolution. Miscellaneous.
14644		EXHIBIT "C". State Tax Street Funds.
14646		EXHIBIT "D". Special State Tax Street Funds, $250,000.
14653		EXHIBIT "E". Kimberly-Long Creek Survey.
14654		EXHIBIT "F". Tiller-Trail Secdy. Hwy. abandonment.
14656		EXHIBIT "G". Vale-West Secdy. Hwy. abandonment.
14660		EXHIBIT "H". Wecoma-Cutler reduced speed zone.
14662		EXHIBIT "I". Monmouth Secdy. Hwy. reduced load limit.
14664		EXHIBIT "J". John Day-Burns Hwy. Reduced load limit.
14666		EXHIBIT "K". Contracts completed and accepted.
14667		EXHIBIT "L". Two percent tolerance rescinded.
14668	Mar.11	Bids received on the following projects:
		North Powder River Bridge-Oregon City-New Era Section.
14669		Elsie Rock Production Project.
		Klaskanine Summit-Jewell Rock Production Project.
		Paint 4 bridges in Curry County.

Page	Date 1948	Subject
14670	March 11	Yellow Creek-Calapooya Creek Section.
		Alterations to Beardsley Bldg.
		Campbell Ranch-Gerking School Section.
		Meadowbrook-Red Bridge Section.
14671		Washington State Line-Flora Junction Section.
		Parks Superintendent reports on following projects:
		Juniper waysides. Central Oregon and Ochoco Hwy. Agreements extended one year.
		Cove Park. Lease of additional land from Dept. of the Interior approved.
		Cape Sebastian Park. Lease to Turner for sheep grazing extended one year.
14672		Ecola Park. Deed from Clatsop County for 80 acres accepted. See EXHIBIT "A".
		Cascadia Park. Death of Mr. Geisendorfer, former owner, reported. Life-time payments cease.
		Depoe Bay. Installation of binoculars on seawall denied. Request of Stanley Allyn to construct platform on R/W approved.
14673		Overnight camping in parks. Oregon Coast Association to be advised that such is not permitted.
		St. Helens. Offer of H.O. Mansfield to sell tract for park declined.
		Sunset Bay Park. Coos County. Deed from county accepted. Offer of L.A. Smith to operate concession privileges declined. Park Superintendent to submit plan.
14674		Rogue River O & C Lands. Jackson County. Exchange of land with county approved.
		Yachats. Lincoln County. Offer of L.M. Christensen to give one acre declined.
		Brookings. Request that State acquire park in Brookings denied.
		Wallowa Lake Park. Permission granted to construct Forestry Hdqtrs. in park.
		Wilson River Hwy. McNamars Camp. Sale of burned timber authorized.
14675		State Park Supervisors. Employment of two approved.
		Surveys of State Parks. List of parks presented and referred to Engineer to check and report.
14676		Coos County. Coos Bay. Exchange of properties with city. Counsel to negotiate and report.
14677		Real property. Acquisition authorized. See EXHIBIT "B".
		Eugene. Pacific Hwy. City to approve settlements in writing.
		Item 14074. Klamsen. Commission has authority to prohibit south-bound traffic from crossing the north-bound traffic lines.
		Pacific Hwy. Oregon City-New Era. Critser to retain house.

Page	Date	Subject
14678	March 11	Tualatin Valley Hwy. West Slope. Beaverton. Sidewalks being constructed only as replacements.
		Counsel's reports on R/W to include full information on R/W required for each project.
		Engineer's estimate of cost to include all items of expense. Engineer to submit list of proposed surveys.
		Oswego Hwy. Oswego-Oregon City Section. Further improvements to require additional R/W.
		Albany-Corvallis Hwy. Children's Home. R/W for foot path approved.
		Arlington. Purchase of house for State Police approved.
		Item No. 4380. Agate Beach Inn. Ray Landon to go to California to negotiate settlement.
14679		Oregon Coast Hwy. Tillamook County. Tillamook-Pleasant Valley. Limited access to be secured.
		Right of Access. Secretary to search records re Commission order on this subject.
		Portland. Front Street Project. Action deferred on acquiring property from Vernon B. Barnes and Margaret M. Spencer.
14680		Marion County. Pacific Hwy. East. Chemawa. Purchase of .071 acre denied.
		City of Baker. Purchase of property from Ben D. Larkin for underpass. Action deferred.
		Union County. Island City-Summerville Hwy. Acquisition of gravel pit from Searles and Booth to be negotiated.
		Recessed at 12:00 noon to reconvene at 2:p.m.
		Bids received at morning session discussed.
14681		Awards. Chairman announces awards of contracts.
14683		Claims. Portland. Arthur Street grade separation. Contract 2767. Request of Morrison-Knudsen Company for extra compensation denied. Engineer and Counsel to recommend amount of payment.
14684		Umatilla County. McNary Dam. Sent telegram to PRA affirming feasibility of bridge on dam.
14685		Condemnation. Offers approved. See EXHIBIT "C1" and "C2".
		Polk County. Salmon River Hwy. Offer of Harris to purchase property near Fort Hill denied.
14686		Lane County. Siuslaw Hwy. Rain Rock-Blachly Section. Offer of John Sumich to purchase .32 acre approved. .12 acre to be deeded to Lane County.
		Coos County. North Bend. Simpson Park. Sale of 2.2 acres to Weyerhaeuser. Action deferred.
		Linn County. Santiam Hwy. Lebanon. Approved granting deed to Mountain States Power Company.
		Umatilla County. Freewater. Approved granting deed to A.T. Little
		Marion County. Pacific Hwy. East. Steiwer Hill-Santiam River. 42.48 acres to be sold on competitive bids.

Page	Date 1948	Subject
14687	March 11	Coos County. Oregon Coast Hwy. Bandon. Property in Woodland Addition to be retained until hwy. complete.
		Douglas County. North Umpqua County Road. Glide. Approved securing options for property from Carl Trued.
		Portland. Jantsen Beach. Request to purchase land and erect bus shelters. Action deferred.
14688		Coos County. Oregon Coast Hwy. Coos Bay-North Bend. Agreement with Weyerhaeuser re Southern Pacific Railroad tracks and right of access. Agreement approved.
14689		Meeting adjourned at 5:00 p.m.
	March 12	Bids received on the following projects:
14690		Clean and paint McCullough Bridge over Coos Bay.
		Construct Maintenance Bldg. at Hood River. Monument-Hamilton Section.
		Klamath Falls (First Avenue-Esplanade Street) Section.
		McCredie Springs-Little Deschutes River Rock Production.
14691		Fremont Junction-Mud Creek Section.
		Mud Creek-Drake Creek Section.
14692		Pleasant Hill Overcrossing.
		Hebo Rock Production Project.
		Pendleton (18th Street-First Street) Section.
		Umapine-Sunnyside Section.
		Claim. Portland. Arthur Street Overcrossing. Morrison-Knudsen Company claim not approved. Engineer and Counsel to recommend allowances.
		Cattle Guards. Painted cattle guard to be tried out.
14693		Century Drive Secdy. Hwy. and The Dalles-California Hwy. Improvement urged by Mr. Baer. No action.
		Warm Springs Hwy. Baer demands improvement. No action.
		Deshutes County. County Court offers exchange of work on Powell Butte Secdy. for State improvement on Terrebonne-Pine Creek Road. Engineer to report.
14694		Century Drive Secdy. Hwy. Judge Allen urges improvement. Forest Hwy. Project, no Federal money.
		Deschutes County Court to present requests in writing.
		Douglas County. Canyonville. Request to widen Pacific Hwy., change Tiller-Trail Secdy. Hwy. connection, and foot path construction. Engineer to report
14695		Lower Columbia River Hwy. Little Jack Falls. Request to retain part of old route denied.
		Blue Star Drive. Resolution adopted designating US 99E and W. See EXHIBIT "D".
		Lincoln County. Alsea Hwy. Tidewater. Request of Roy Cannon that State raise his house three feet approved.
		Douglas County. Florence. Request of Mr. Horn to salvage logs on beach denied.
		Insurance. Request for life insurance pay roll deductions denied because not available to all employees.

Page	Date 1948	Subject
14696	March 12,	Interstate Bridge. Collection of fees from utilities companies to be continued.
		Longview Bridge. Columbia River. Request by State of Washington for assistance in maintenance of Oregon approach. Laid on table.
		State Highway Dept. Office Bldg. Tenants in Block 86 to be given 30-day notice.
		Silver Creek Falls Park. Concession privileges. Agreement with Nohlgren extended for one year. Park Superintendent to render complete report.
14697		Yamhill County. Hillsboro-Silverton Secdy. Hwy. Newberg. Delegation protests routing along College and 4th Streets.
14698		Recessed at 12:00 noon to reconvene at 1:30 p.m.
		Salaries and wages. Engineer's recommendation of March 8, 1948, approved. See EXHIBIT "Q". Engineer and Counsel to work for further increases.
		Crooked River Hwy. Re-routing of hwy. around proposed dam. No action.
14699		Willamette River Bridge. Independence. Marion and Polk counties to write letters stating position.
14700		Marion County. Salem-Silverton Road. Delegation request purchase of R/W in Silverton. Engineer to report.
14701		Clatsop County. Elsie Cutoff Hwy. Delegation urges construction. No action.
		Awards. Chairman announces award of contracts.
14703		Columbia County. Columbia River Hwy. St. Helens. Amount of damage to Erickson's plant discussed. No action.
14704		Umatilla County. County proposes exchange of roads. Action deferred.
		Signals. Pacific Hwy. Junction City. Installation approved.
		Crooked River Hwy. Re-routing of hwy. around proposed dam.
14705		Signals. Tualatin Valley Hwy. Aloha. Installation approved. Impractical to relocate hwy.
		Signals. Pacific Hwy. Salem. Installation of three approved.
		Office space. Additional space approved at Roseburg, Coquille and Meacham.
14706		Lane County. McKenzie Hwy. Springfield by-pass route. Request for survey denied.
		Sale of Bldg. Pendleton. Bid rejected. Building to be turned over to Maintenance Dept.
		Sale of Used Equipment. High bids accepted. See EXHIBIT "E".
		Oregon Coast Hwy. Otis. Low bid for Salmon River Bridge rejected. Job to be re-advertised.
14707		Contracts awarded. Engineer's award confirmed.

Page	Date 1948	Subject
14707	March 12	Budget. 1948 Major Betterment. Work on Flinn Bridge substituted for bridge at Noon Station.
		Klamath County. South Poe Valley Road. Action deferred on request that State take over maintenance.
14708		Josephine County. Grants Pass. Cave Man Bridge. Request for chains and signs. Referred to Engineer.
		Linn County. Albany. Maintenance Hdqtrs. Appproved payment of city assessment.
		Lane County. Springfield-Creswell Secdy. Hwy. State to build log road crossing. Booth-Kelley Lumber Company to reimburse State.
14709		Lane County. Richardson-Eugene Secdy. Hwy. Petition for improvement from Globe to Richardson denied.
		Wallowa County. Wallowa Lake Hwy. Underpass at Minam. Request for improvement denied.
		Umatilla County. Umatilla. Aid on concrete curbs along 6th Street. Engineer to report.
14710		Douglas County. Pacific Hwy. Roseburg. Request for improvement north of city denied.
		Coos County. Powers Secdy Hwy. Request for improvement to be included in 1949 Major Betterment Budget.
		Lane County. Springfield-Creswell Secdy. Hwy. Jasper-Pleasant Hill. Request for improvement denied.
		Budget. Capital outlays 1948 projects totaling $33,375 approved.
14711		Budget. 1948. Minor Betterment expenditure of $307,565 approved.
		State Tax Street Funds. See EXHIBIT "F".
14712		Lane County. Mohawk Hwy. Request for improvement denied.
		Umatilla County. Milton. Cooperation with city on drainage problem approved.
		Extensions of time granted as follows: Contract Nos. 2738, 2739, 2790, 2860, 2872, and 2914
14714		Contracts completed and accepted as follows: Nos. 2739, 2790, 2872, 2929, and 2935. See EXHIBIT "G".
14715		Coos County. Enegren Ferry. Resolution adopted naming ferry "Charles Enegren". See EXHIBIT "H".
		Astoria Ferry. Babbidge and Holt contract expires May 31, 1948. Approved advertising for bids for one year.
		Insurance. Astoria Ferry "M.R. Chessman". Full Coverage Plan 1A approved.
14716		Insurance. Astoria Ferry. Excess protection and indemnity coverage. Action deferred.
		Umatilla County. Old Oregon Trail. Umatilla-Hermiston. Abandonment resolution approved. See EXHIBIT "I".
		Marion County. North Santiam Hwy. Gates-Niagara. Abandonment resolution approved. See EXHIBIT "J".

Page	Date 1948	Subject
14716	March 12	Signals. Salem-Dallas Hwy. West Salem. Installation of traffic signal near Salem bridge approved.
		Clackamas County. Oregon City. Cascade Secdy. Hwy. Intersection at 7th and Washington streets designated as 4-way stop. See EXHIBIT "K".
14717		Signals. Portland. Northwest Front Avenue. Request to install denied. If railroad company not install, State pay them $733 and take signal equipment.
		Curry County. Oregon Coast Hwy. Brookings. Lighting discussed. Action deferred.
14718		Curry County. Oregon Coast Hwy. Brookings. Resolution adopted re parking on R/W. See EXHIBIT "L".
		Clackamas County. Pacific Hwy. East. Milwaukie. "No Parking" zone established. See EXHIBIT "M".
		Manley Robison authorized to attend Tourist Conference in Pullman, Washington April 4 to 7, 1948.
		Carl W. Jordan authorized to attend Travel Shows in Oakland and Los Angeles March 26 to April 22, 1948.
		U.S. Marine Corps certificate of appreciation presented and ordered filed.
14719		Advertising in Oregon State Bar Association journal. Referred to Advisory Board on travel matters.
		Columbia River Hwy. Troutdale. Concession privileges at Sandy and Troutdale. Action deferred.
		Personnel. J.F. Waller to be retained one year. Engineer to report employees reaching retirement age.
14720		Load limits. Reduced load limits confirmed. See EXHIBIT "N".
		Load limits. Increased limits confirmed. See EXHIBIT "O".
		Load limits. Placing and removal of reduced limits on Richardson-Eugene Secdy. Hwy. approved.
		Log Hauling. Harold H. McGee. McGee's permit cancelled for 30 days.
14721		Commissioner Chandler excused. Returned later.
		Weighmasters' Operations. Report for January 1948, ordered filed.
		Lane County. Richardson-Eugene Secdy. Hwy. Amazon Creek. Agreement with U.S. War Dept. approved.
		Coos County. McCullough Bridge. Extension of Central Lincoln P.U.D. Permit on bridge approved for 19 months.
		Permits. Emergency transportation. Resolution adopted. See EXHIBIT "P".
14722		Equipment. Approved purchase of three semi trailer tanks.
		Equipment. Purchase of two Buick cars approved.
		Equipment. Approved purchase of new Commission car.
		Jackson County. Pacific Hwy. Tolo Overcrossing. Agreement with S.P. Company and Jackson County approved.
		Coos County. Powers Secdy. Hwy. Timber cut on R/W. Lewis Eiseler to pay $6.00 per thousand FBM.

Page	Date 1948	Subject
14723	March 12	Throughways. Action deferred.
		Beaches. Smelt Sand at Yachats. Editorial from Astorian-Budget ordered filed.
		Meeting date set for April 19 and 20, 1948.
		Real Property. Lane County. McKenzie Hwy. Approved quit-claim deed conveying to John P. Stobie .062 acre.
		Tillamook County. Oregon Coast Hwy. Wi-ne-ma. Purchase of lots from William F. Morse approved.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Engineer to furnish R/W Dept. with description of property.
14724		Real Property. Excess to be sold only twice a year.
		Klamath County. Bonanza. Improvement to county road to be considered in construction program.
		Baker County. Baker-Homestead Hwy. Richland. Construction of foot path authorized.
		Surveys. Curry County. Oregon Coast Hwy. Gold Beach. Authority granted to make location survey.
		Lake County. Warner Secdy. Hwy. Offer of County to contribute $10,000 denied.
14725		Snake River. Agreement with Idaho re maintenance of four bridges approved.
		Commissioner Chandler returned to the meeting.
		Multnomah County. Columbia River Hwy. Oneonta Borrow Pit. Agreement with Leonard and Slate approved.
		Salem State Hwy. Office Bldg. Service entrance on Chemeketa Street. Engineer confer with Board of Control.
14726		Malheur County. Nyssa-Adrian Hwy. Adrian. Modification of agreement with Union Pacific Railroad Company approved.
		Douglas County. Pacific Hwy. Umpqua River Bridge. Commission to inspect pier failures. Engineer to report.
		Columbia County. St. Helens. Counsel to condemn Erickson property if they not accept $25,000.
		Agreements and other papers signed.
14728		Meeting adjourned at 5:30 p.m.
14729		EXHIBIT "A". Clatsop County. Deed for park.
14730		EXHIBIT "B". Options to purchase R/W.
14755		EXHIBIT "C1". Condemnation resolution. Douglas County.
14758		EXHIBIT "C2". Condemnation resolution. Island City-Summerville. Union County road.
14760		EXHIBIT "D". Blue Star Drive.
14761		EXHIBIT "E". Sale of used equipment.
14766		EXHIBIT "F". State Tax Street Funds.
14769		EXHIBIT "G". Contracts completed and accepted.
14770		EXHIBIT "H". Enegren Ferry.
14771		EXHIBIT "I". Umatilla County. Old Oregon Trail. Abandonment.
14773		EXHIBIT "J". North Santiam Secdy. Hwy. Marion County. Abandonment.

Page	Date 1948	Subject	
14776	March 12	EXHIBIT "K".	Four-way stop. Oregon City.
14778		EXHIBIT "L".	Brookings. "No Parking" signs.
14780		EXHIBIT "M".	Courtney Road. Parking on shoulders.
14782		EXHIBIT "N".	Reduced load limits.
14784		EXHIBIT "O".	Modification of reduced load limits.
14786		EXHIBIT "P".	Emergency Transportation Permits.
14791		EXHIBIT "Q".	Salary and wages.

4552

Portland, Oregon
January 5, 1948

The State Highway Commission met in regular session at 9:00 a.m. in Room 715 of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
G. W. Neuner, Assistant Counsel
M. H. Hawke, Auditor
Floyd Query, Acting Secretary

In the matter of pay for holidays for hourly employees and salary increases for employees in the lower pay brackets the Engineer reported that he had not had time, since the meeting of December 29 and 30, 1947, to prepare a report on this matter. He stated that the preparation of such a report requires considerable study and that the report would be sent to the Commission by mail as soon as it is ready.

The Commission had under discussion the matter of acquiring additional right of way in St. Helens on the Columbia River Highway from the Jewell Ice Cream Company. This matter had been considered previously at the meeting of December 29 and 30, 1947. The Engineer reported that the 19 foot jog in the present 80 foot right of way now owned by the Jewell Ice Cream Company should be acquired in the interests of safety for the traveling public. He pointed out that the ice cream company now owns a tract of land which extends 19 feet beyond the adjoining highway right of way and that this leaves a short section where the distance from the centerline of the highway to the edge of the company-owned property is only 21 feet. The Chief Counsel stated that it is very difficult to analyze the actual amount of damages to the ice cream company if the state takes the 19 foot wide section. He stated that the Ericksons, owners of the plant, want a new plant which a state right of way agent estimates will cost approximately $36,000. A representative from the Department of Agriculture had made an estimate of approximately $24,000 based on revising the present plant. He advised that one of the Ericksons had called him recently and they want a decision on the matter. He stated that the Ericksons would probably ask damages of $40,000 or more, but that in his opinion the state should offer only $20,000 and suggested that parking facilities be limited on the adjoining sections where the Highway Department has an 80 foot right of way. He recommended an offer of $20,000 for the property and acquisition by condemnation if it is refused. Chairman Banfield inquired what recourse the state has if the amount awarded in condemnation should be higher than is considered a fair value. The Counsel replied that the state would have to pay the amount set by the court if it takes the property, and, if the Commission decided not to pay such amount and abandoned the proceedings,

then it would have to pay court costs and attorney's fees. Upon motion of Commissioner Schaupp, which was seconded by Commissioner Chandler, the Commission unanimously authorized the Counsel to offer the Jewell Ice Cream Company $20,000 for its property, and further authorized him to proceed with condemnation if it is not accepted. Thereupon by unanimous vote the Commission adopted the following resolution relative thereto:

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land described on the attached sheet are necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property described on the attached sheet are necessary for right of way purposes in connection with the Columbia River Highway, which real property is owned by Charles D. Erickson, Walter S. Erickson, and Irving T. Erickson, and is identified in the records of the Highway Commission as file R 14094; *

2. That the Commission does hereby find and declare that the said parcels of real property described on the attached sheet are required for the specific purpose hereinabove set forth, and the said

property is being acquired for the express and specific purpose in this resolution set forth; *

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real property, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain;

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners of said real property and/or with the tenants or persons in possession, if there be any, with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to said parcels of real property;

5. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners;

6. That this resolution be entered in full in the minutes and records of this Commission as of the fifth day of January, 1948.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 98, under the heading "Real property Condemnation Resolutions", and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

The Commission then had under consideration the adoption of a $3,000,000 State Major Betterment Program. The Engineer submitted a list of projects that he considered eligible for such a program. The Commission discussed the matter at some length, during which it indicated that the type of project that it had in mind is preferably the smaller project, the construction of which would provide for safe movement of ordinary traffic and would delay for several years the major projects on the sections involved. During the discussion Commissioner Schaupp inquired if the various delegations and requests from Eastern Oregon had been considered. The Engineer replied in the affirmative but stated that most of such requests were for work on county roads in the Federal Secondary Highway System. Chairman Banfield expressed the opinion that the money being spent on Federal Secondary Highways was being concentrated on large jobs in few locations and that the money should be spent on smaller jobs in a greater number of locations to provide a maximum of benefit for the largest number of people. The Engineer stated that the Federal Government would only approve work on the important county roads but that he would make every effort to get approval on smaller jobs in more locations.

The Engineer explained that the proposed $3,000,000 State Major Betterment Program had been prepared on the basis of doing the work in two years, 1948 and 1949, and that it would only be possible to do approximately half of it in 1948. In further discussing the type of work that the Commission desires in this program Commissioner Chandler stated that he thought the section between Reedsport and Scottsburg on the Umpqua Highway is a typical example, that by taking care of three of the worst places on this section, at a cost of approximately $ 150,000 now, the Commission could defer reconstruction costing $1,300,000 for about ten years. Chairman Banfield stated that he concurred in that thought, and gave as his opinion that the work should be limited to improvement of sections that are really hazardous, and that after these hazardous conditions have been taken care of, the sections in which they lie should be removed from consideration for reconstruction for approximately the next ten years.

Chairman Banfield then inquired concerning a request from Umatilla County for improvement of the road between Helix and the Columbia River, which is not included in the program under discussion. He recalled that the request had been made several months ago and that the Commission had advised the County Court to renew its request in the spring of 1948. The Engineer was instructed to keep this project in mind for future consideration. Commissioner Schaupp recalled that to his memory bids had been received some time previously for the improvement of the Warner Secondary Highway No. 431 in Lake County but that all had been rejected. The Engineer advised that this job would be put up for contracting again, as soon as possible.

The Commission then discussed, item by item, the list of projects submitted by the Engineer and by unanimous vote selected the following projects, totaling $1,750,000, for this program, it being understood that 1948 expenditures shall be limited to $1,500,000.

STATE MAJOR BETTERMENT PROGRAM

County	Highway	Section and Description	Approved Allotment
		Division No. 1	
Columbia	Columbia River	Scappoose Section, Pavement Widening	$ 50,000
Washington	Tualatin	Gales Creek Section, Two Bridges	50,000
		Total - Division No. 1	$ 100,000
		Division No. 2	
Benton	Corvallis-Newport	Mary's River Bridge at Noon Station, Bridge	55,000
Lincoln	Salmon River	Milo Post 12, Construct 3rd-lane for trucks	25,000
Lincoln	Oregon Coast	Devil's Lake Outlet at Delake, Bridge	50,000
Lincoln	Alsea	Tidewater-Benton Co. Line, Widen, Resurface and Oil	175,000
Marion	Silver Creek Falls	Mill Creek east of Salem, Bridge	50,000
Tillamook	Little Nestucca	Little Nestucca River, Bridge	30,000
Yamhill	Salmon River	Sheridan Section, Pavement Widening and Resurfacing	60,000
		Total - Division No. 2	$ 445,000
		Division No. 3	
Curry	Oregon Coast	Port Orford-Brookings, Alignment Correction and Resurfacing	$ 150,000
Douglas	Umpqua	Scottsburg-Reedsport, Widen and Resurface	150,000

(Con't)

County	Highway	Section and Description	Approved Allotment
		Division No. 3- Continued	
Lane	Pacific	Coast Fork of Willamette River, Cottage Grove, 2 Bridges	$ 275,000
		Total - Division No. 3	$ 575,000
		Division No. 4	
Hood River	Mt. Hood	Barlow Pass-Hood River Meadows, Widen and Resurface	150,000
Klamath	Dalles-California	Rosedale-Corral Springs, Alignment Correction and Resurfacing	75,000
Sherman	Sherman	Biggs-Wasco, Alignment Correction and Resurfacing	50,000
Wasco	Dalles-California	Cow Canyon Section, Alignment Correction and resurfacing	75,000
		Total - Division No. 4	$ 350,000
		Division No. 5	
Wallowa	Wallowa Lake	Minam-Wallowa, Alignment Correction and Resurfacing	$ 50,000
Wallowa	Enterprise-Lewiston	Flora Junction-State Line, Surface, Oil and Guard Fence	230,000
		Total - Division No. 5	$ 280,000

SUMMARY

Division No. 1	$ 100,000
Division No. 2	445,000
Division No. 3	575,000
Division No. 4	350,000
Division No. 5	280,000
Total	$1,750,000

January 5, 1948

The Commission instructed the Engineer to submit later a report comprising a list of major betterment jobs to take up the balance of $1,250,000 remaining to complete the proposed $3,000,000 State Major Betterment Program for the years 1948 and 1949, now under discussion.

In connection with the State Major Betterment Program of $1,750,000 approved at this meeting the Commission also authorized the preparation of plans and the securing of right of way as may be necessary to undertake the work. The Engineer advised that the 1948 general budget contains an item in the amount of $1,500,000 to cover the first year's cost of this Program.

The meeting recessed at 12:00 noon and reconvened at 1:45 p.m. with the same persons present and participating.

The Chief Counsel brought up for discussion the rough treatment, as he termed it, of the bonding company for Mr. Gunnell in connection with the Enegren ferry contract. He was instructed to submit a report to the Commission giving a resume, step by step, as to actions that were taken in this matter for use by the Commission as a basis for determining further action against the company if such is deemed necessary.

The matter of the general budget for the calendar year 1948 had the attention of the Commission. The Engineer explained briefly the formula on which the estimated receipts for the year 1948 had been computed. He stated that a figure of eight percent increase in receipts had been used as a conservative estimate, although the 1947 receipts had increased fourteen percent over 1946. The Commission considered the budget carefully item by item and the Engineer explained the amounts required. After due consideration the budget was unanimously approved by the Commission as follows: (special instructions given by the Commission on certain items are contained in the footnotes following this budget):

OREGON STATE HIGHWAY COMMISSION

BUDGET - CALENDAR YEAR 1948

As Proposed to the State Highway Commission by the State Highway Engineer

(Calendar year expenditures as shown herein, correspond roughly to work performance from December 1 to November 30.

(The two columns marked * and ** have been deleted from this transcript for lack of space. These columns are headed "1947 Budget, Adopted at Beginning of year" and " With Subsequent Approvals" on the copy of the budget in the Commission's files.)

(Continued on next page)

	1946 (Actual)	* **	1947 Estimated	1948 Proposed Budget
RECEIPTS				
State Funds				
Motor vehicle license fees	$ 3,729,611		$ 4,950,000	$ 3,500,000
Gasoline tax	15,962,002		18,475,000	20,000,000
Diesel fuel tax	279,791		330,000	350,000
Motor transportation fees	2,278,000		2,940,000	5,000,000
Fines for traffic laws violations	137,066		210,000	225,000
Miscellaneous receipts from rentals, discounts, etc.	59,345		80,000	35,000
County cooperation	1,550		16,000	16,000
Miscellaneous cooperative funds	385		32,000	20,000
Gross receipts, State Funds	$22,447,750		$27,033,000	$29,146,000
Less contributions to State Police	338,709		766,000	1,050,000
Less contributions to Counties	2,598,428		5,319,000	5,330,000
Less contributions to Cities	827,525		1,117,000	2,650,000
Net receipts, State Funds	$18,683,088		$19,831,000	$20,116,000
Federal Cooperative Funds	2,339,092		6,500,000	7,000,000
Net receipts for state highway purposes	$21,022,180		$26,33;,000	$27,116,000
First of year balance	13,466,490		16,811,000	16,755,000
Estimated total available for state highways	$34,488,670		$43,142,000	$43,871,000
City funds to be expended by Highway Commission				250,000
Estimated totals of funds available	$34,488,670		$43,142,000	$44,121,000

(Continued on next page)

BUDGET - CALENDAR YEAR 1948 (Con't)

	1946 (Actual) * **	1947 Estimated	1948 Proposed Budget
EXPENDITURES			
Capital Outlays: (See footnote 1)			
Federal cooperative projects:			
Committed	$ 6,429,711	$ 11,100,000	$ 8,100,000
Future commitments	- -	- -	3,900,000
State construction projects:			
Committed	741,735	1,800,000	700,000
Future commitments	- -	- -	1,900,000
Cooperation in forest road work	100,000	215,000	226,000
Major betterment (special program)	- -	- -	1,500,000
Minor betterment:			
Committed	258,532	580,000	275,000
Future commitments	- -	- -	775,000
Surveys	302,967	315,000	450,000
Property acquisition, general	54,407	66,000	100,000
Purchase of real property:			
For rights of way, general	475,284	700,000	900,000
For right of way on Front Avenue	32,465	20,000	80,000
For quarries and gravel pits	14,333	25,000	50,000
For stockpile sites	2,564	5,000	5,000
For parks	18,787	45,000	200,000
Miscellaneous sites (including office bldg.site)	5,954	10,000	300,000
Construction of buildings and improvements:			
In parks (general)	8,960	60,000	265,000
In parks (roadways)	8,516	20,000	90,000
At maintenance stations	48,423	93,000	200,000
Astoria-Megler ferry terminal (alterations)	- -	- -	36,000
Miscellaneous (shops, offices, sand bunkers, scale houses, etc.)	11,156	29,000	90,000
Equipment:			
Purchase of ferry boats at Astoria	154,147	275,000	190,000
Astoria ferry boat depreciation credits	Cr. 13,125	Cr.26,000	Cr. 32,000
Purchase and betterment of other equipment	298,354	860,000	1,100,000

(Continued on next page)

BUDGET - CALENDAR YEAR 1948 (Con't)

	1946 (Actual)	* **	1947 Estimated	1948 Proposed Budget
EXPENDITURES				
Capital Outlays: (See footnote 1) (Con't)				
Equipment: (Con't)				
Sale and depreciation credits of other equipment	Cr. $ 168,395		Cr.$ 224,000	Cr.$ 318,000
Contingencies, construction	- -		- -	1,000,000
	$ 8,784,775		$15,968,000	$22,082,000
Maintenance: (See footnote 2)				
Special maintenance	$ 291,597		$ 400,000	$ 400,000
General maintenance (primary)	4,340,183		4,850,000	5,400,000
General maintenance (secondary)	1,279,718		1,400,000	1,700,000
Maintenance of county roads	15,115		20,000	20,000
Maintenance of city streets	30,106		12,000	- -
Expenditures of city allotments	- -		- -	250,000
District maintenance superintendence	147,086		190,000	210,000
Contingencies, maintenance	- -		- -	100,000
	$ 6,103,805		$ 6,872,000	$ 8,080,000
Operation: (See footnote 3)				
Administration and general supervision:				
Engineering departments	393,695		435,000	526,000
Legal and right of way department	52,426		60,000	72,000
Accounting department	101,562		116,000	135,000
Parks department	42,121		58,000	100,000
Secretary	40,945		45,000	41,000
Planning and traffic surveys	196,578		192,000	275,000
Travel and information bureau	147,794		225,000	250,000
Radio Communication system	13,413		20,000	24,000
R-W, quarry and stockpile leases	6,773		5,000	5,000
Park operation (general)	72,484		100,000	200,000
Park operation (roadways and minor parks)	10,597		15,000	16,000
Maintenance station operation	55,292		65,000	70,000

(Continued on next page)

BUDGET - CALENDAR YEAR 1948 (Con't)

	1946 Actual) * **	1947 Estimated	1948 Proposed Budget
EXPENDITURES (Con't)			
Operation: (See footnote 3)			
Truck Load inspection	$ 106,818	$ 135,000	$ 160,000
Astoria-Megler Ferry operation (charges)	137,403	250,000	250,000
Astoria-Megler Ferry operation (credits)	Cr.134,158	Cr. 210,000	Cr. 220,000
Other ferries and drawbridges	92,905	105,000	130,000
Research and special investigation	5,517	5,000	15,000
Contribution to retirement fund	76,038	370,000	410,000
Increase in revolving fund	- -	350,000	- -
Legislative interim committee expense	- -	8,000	92,000
Miscellaneous general expense	61,463	70,000	65,000
	$ 1,479,666	$ 2,419,000	$ 2,616,000
Service and Clearing Accounts (See footnote 4)			
Equipment, repair shops and storerooms (charges)	2,005,791	2,650,000	2,700,000
Equipment, repair shops and storerooms (credits)	Cr.1,946,430	Cr. 2,500,000	Cr.2,700,000
Rock production projects (charges):			
Committed	508,468	790,000	395,000
Future commitments	- -	- -	605,000
Rock production projects (rock transfer credits)	Cr. 508,468	Cr. 790,000	Cr.1,000,000
District Rock service account (charges)	961,513	1,300,000	1,600,000
District rock service account (credits)	Cr. 869,516	Cr. 1,100,000	Cr.1,300,000
Other service and clearing accounts (net)	Cr. 62,399	- -	- -

(Continued on next page)

BUDGET - CALENDAR YEAR 1948 (Con't)

	1946 * ** (Actual)	1947 Estimated	1948 Proposed Budget
EXPENDITURES (Con't)			
Debt Service: (See footnote 5)			
Bond maturities	$ 1,053,000	$ 650,000	$ 500,000
Bond interest and service charges	167,653	128,000	105,000
Estimated total expenditures	$ 17,677,858	$26,387,000	$33,683,000
Unexpended balances	$ 16,810,812	$16,755,000	$10,438,000+

+ Amount to be reserved for contributions to Counties and Cities $4,000,000

December 31, 1947"

FOOTNOTES:

1. In the discussion of the items under the heading "Capital Outlays" the Commission considered that it previously had approved the amounts shown for Federal Aid and State construction projects when it adopted resolutions providing its Three-Year Postwar Construction Programs for Federal and State monies; and that it also approved by such resolutions amounts for surveys and for right of way acquisition as may be required to undertake such construction programs. In view thereof, the Commission approved the amounts contained in the foregoing budget subject to the condition that final approval of construction projects will be given at the time contracts are awarded, and final approval of right of way purchases shall be given when the options covering such purchases have been passed on by the Commission.

All other items under the heading "Capital Outlays" were approved in principle with the understanding that the individual projects, unless they have already been approved by the Commission, shall be submitted to the Commission for approval or rejection before the work is started.

2. In the discussion of the maintenance budget Chairman Banfield requested that someone in authority be in the Salem office on Saturday forenoons during the winter season to answer the telephone and take care of emergencies that arise. He referred particularly to a complaint he had received a few days before regarding a slippery condition on the Mt. Hood Highway during a snow storm. He stated that he was unable to get in touch

FOOTNOTES: (Con't)

with the proper persons in Salem over the weekend, which condition, he said, should be corrected. The condition of the Mt. Hood Highway was discussed and the Engineer advised that signs are in place warning the public to put on chains and that only the cars without chains had trouble at the time mentioned; that the foreman and all of the crew were working butthe foreman happened to be at the other end of the section at the time the traffic congestion occurred; that traffic to Timberline Lodge did not have any trouble, but the Forest Service enforced the use of chains. The Engineer stated further that although it is not common practice, he would, as an experiment, make applications of sanding materials during snow storms. Mr. W. W. Stiffler, Second Assistant State Highway Engineer, stated that the report stating that the road was closed was erroneous; that the information did not emanate from the Highway Department but came from a member of the State Police force.

The Auditor was instructed, in the preparation of his cost reports, to show the amounts for contingencies as separate items.

All items under the heading "Maintenance" totaling $8,080,000 were approved by the Commission with the provision that the amounts set up for contingencies and increases in salaries be shown separately on the auditor's reports.

3. In the discussion of the operations budget the Engineer reported a request from the State Police that about $250,000 be spent on the state radio network but it was received too late to include in the budget. He stated further that the increasing use, by other stations, of wave lengths close to the state's may force the state radio to use some other cycle and if this occurs new radio equipment will be required. The Engineer was instructed to make a complete report to the Commission on this condition.

Chairman Banfield then stated that operations costs, such as the radio communication system used almost exclusively by the Maintenance Department, should be charged back to the work for which the costs were incurred. It was his thought that operations costs such as this should be charged to maintenance, or whatever job incurred the operation cost to avoid an excessive amount of operations being considered as overhead. The Commission instructed the Auditor to charge such operation costs back to the jobs, the manner of charging back to be worked out by the Auditor.

The State Parks Superintendent, Mr. S. H. Boardman, in explanation of the State Park budget, stated that he wanted to secure an engineering crew to survey the boundaries of a number of the parks. After this matter had been discussed at some length the Commission decided that it would approve in principle the parks budget as submitted but that the requested survey work is to be done by present engineering employees during the winter or other slack time. The Parks Department is to get specific approval before hiring any new engineering personnel. Work performed by the engineering personnel for the Parks Department is to be charged to parks prefixes.

BUDGET - CALENDAR YEAR 1948 (Con't)

FOOTNOTES: (Con't)

4. All items under the heading "Service and Clearing Accounts" were approved by the Commission.

The Engineer was authorized to submit rock production jobs for approval from time to time as necessary.

5. The items under the heading "Debt Service" were approved by the Commission.

Chairman Banfield summarized as follows the requirements the Commission has made in connection with the budget; contingencies are to be shown on the cost reports as separate items. The Parks Department, and all other departments, are to secure approval from the Commission for all major items as the work arises and these are to be presented as individual items. The Auditor is to break down the overhead costs and charge back to Maintenance or other departments incurring the overhead. All departments are to obtain specific approval from the Commission on larger jobs before undertaking the work.

The Engineer requested authority from the Commission to submit a list of approximately $250,000 for the most urgently needed equipment consisting of trucks, blue printing equipment, desks, typewriters, etc. This authority was granted by the Commission. The Commission also approved the Engineer's request to call for bids for alterations to the Astoria ferry docks at an estimated cost of $36,000.

The Engineer requested authority to hire additional personnel in the Accounting Division and in the Bridge Department. In connection with this request it was the Commission's view that it would not be necessary to secure approval for new personnel if provision has been made in the budget for this purpose.

The matter of transporting employees to the temporary office building at the Salem Shops, when this building is completed, was discussed.

The Engineer advised that it is about a four-minute drive from the state office building where the employees now work to the shops, and he recommended that a bus be purchased to transport them from the state office building to the shops in the morning and back in the evening. The recommendation was approved by the Commission with the instruction that the Commission is to approve the price of the bus before it is purchased.

There being no further business to come before the Commission at this time the meeting was adjourned at 5:00 p.m.

T. H. Banfield
Chairman

[signature]
State Highway Engineer

A. W. Schlamp
Commissioner

Floyd Query
Acting Secretary

[signature]
Commissioner

Portland, Oregon
February 2, 1948

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
W. C. Williams, Acting State Highway Engineer
W. W. Stiffler, 2nd. Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Auditor
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

JOHN DAY HIGHWAY IN BAKER, GRANT AND MALHEUR COUNTIES

AUSTIN JUNCTION-FOREST BOUNDARY AND BROGAN HILL-BROGAN SECTIONS

J. C. Compton Co., McMinnville	$ 20,245.00
Cunningham & Smiley, Portland	20,901.00
Babler Bros., Portland	20,935.00
D. F. McKenzie, Salem	22,865.00
D-H Paving Co., Vancouver, Wn.	24,842.00
Harr & Horton, Portland	26,803.00

ROGUE RIVER LOOP SECONDARY HIGHWAY IN JOSEPHINE COUNTY

GUNNELL ROAD-ROBERTSON BRIDGE SECTION

M. L. O'Neil & Son, Eugene	$ 132,956.00
Erland & Blickle, Vancouver, Wn.	139,803.00
Babler Bros., Portland	143,539.00
T. W. Thomas, Portland	150,169.50
F. L. Somers, Klamath Falls	159,394.00
McNutt Bros., Eugene	159,939.50
M. C. Lininger & Sons, Medford	165,092.00
J. H. & M. J. Conley, Portland	171,131.00
Miller & Strong, Eugene	172,915.00
C. J. Eldon, Portland	188,931.50
Heavy Hauling Co., Astoria	203,301.40

14568

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

TROUTDALE OVERCROSSING OF UNION PACIFIC TRACKS

Birkemeier & Saremal, Portland	$ 42,750.00
Lindstrom Bros., Portland	44,100.00
Johnson-Stormer Corp., Portland	44,940.00
Walder & Kenworthy, Portland	47,100.00
E. E. Settergren, Portland	52,100.00
E. C. Hall Co., Portland	52,180.00
Erick Enquist, Troutdale	53,850.00
C. J. Eldon, Portland	61,650.00
Hawkins & Armstrong, Seattle, Wn.	61,890.00

WEST PORTLAND-HUBBARD HIGHWAY IN MULTNOMAH AND WASHINGTON COUNTIES

BARBUR BOULEVARD-BOONES FERRY ROAD SECTION

	Using Asphalt	Using Tar
Parker Schram Co., Portland	$ 239,213.00	- - - -
Warren Northwest, Inc., Portland	241,681.00	- - - -
K. F. Jacobsen Co., Portland	242,346.00	- - - -
Porter W. Yett, Portland	244,739.00	- - - -

SHERMAN HIGHWAY IN SHERMAN COUNTY

WASCO-GRASS VALLEY ROCK PRODUCTION PROJECT

Lofts & Son, Hood River	*	$ 14,898.30
E. H. Itschner Co., Molalla	*	16,500.00
N. A. Toole Constr. Co., Ontario	*	17,050.00
Arthur Gentemann, Portland	*	18,645.00
R. O. Dail, Portland	*	20,845.00
Rogers Constr. Co., Portland		22,000.00
Peter Kiewit Sons' Co., Longview, Wn.	*	23,375.00

* Bidder will accept award of this project only in combination with Kent-Cow Canyon Project.

February 2, 1948

SHERMAN HIGHWAY IN SHERMAN AND WASCO COUNTIES

KENT-COW CANYON JUNCTION ROCK PRODUCTION PROJECT

Lofts & Son, Hood River	*	$ 18,704.00
E. H. Itschner Co., Molalla	*	19,320.00
M. A. Toole Constr. Co., Ontario	*	19,320.00
Arthur Gentemann, Portland	*	21,252.00
R. O. Dail, Portland	*	25,875.00
Rogers Constr. Co., Portland		27,600.00
Peter Kiewit Sons' Co., Longview, Wn.	*	29,325.00

* Bidder will accept award of this project only in combination with Wasco-Grass Valley Project.

The Commission by unanimous vote approved the minutes of the meeting held on December 29 and 30, 1947.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following matters:

1. Administrative procedure to be followed in the operation of Silver Creek Falls Recreational Project: The Parks Superintendent requested instructions with respect to this matter. He recommended that the same procedure be followed that has been followed in the past, when the area was under the jurisdiction of the National Parks Service. The Commission approved the recommendation by unanimous vote and authorized the Parks Superintendent to begin operation of the area when the state has secured clear title to the property and it has been officially turned over to the state.

2. Proposal to remove approximately 50 danger trees from Lava Caves State Park: The Parks Superintendent advised that the U. S. Forest Service is now undertaking a project to remove a lot of diseased trees growing along The Dalles-California Highway south of this park and has stated a willingness to remove the similarly-diseased trees located within the park area if the Commission so desires. It was his thought that the Commission should take advantage of this opportunity, and he recommended approval of the project. The Commission approved the recommendation unanimously.

3. Offer of L. M. Christensen to present to the state as a gift certain property fronting on the ocean beach and lying adjacent to the Oregon Coast Highway just south of the Yachats River at Yachats: The Parks Superintendent advised that the property consists of several small fragments, aggregating about one acre of land, between the driveway that the State Highway Department now owns at this location and the ocean

beach, which areas are being used by the people of Yachats more or less as dumping grounds for refuse. He also advised that there is some connection between this transaction and the removal of smelt sands from the ocean beach bordering Mr. Christensen's property north of Yachats. In the event the Commission accepts this gift, he said, it probably would be necessary to make some provision to keep the area clean and free of rubbish. The Commission deferred action on this matter pending clarification of all points involved and until it has a clear picture of all matters pertaining to it.

4. Adoption of a policy relative to permitting merchandisers to conduct business on state highway rights of way: The Commission's Chief Counsel reported on this matter on behalf of the Parks Superintendent. He advised that the instance concerned is the request of a Mr. Donald P. Grimes, Portland, who has been conducting a popcorn business on the widened section of the right of way of the Pacific Highway East on the bluff at Oregon City, for a permit from the Highway Commission to conduct his business at this location. Mr. Grimes, he said, operates only during the weekends under a peddler's license issued by the City of Oregon City. He pointed out that it is contrary to a long-established policy of the Commission to permit businesses to be conducted on highway property, but in this particular instance the operation is not especially hazardous because the popcorn wagon is set quite some distance from the traveled portion of the highway. Following discussion, the Commission voted unanimously to allow Mr. Grimes to continue operating as in the past, under authority of the peddler's license that he received from the city. The Commission decided not to grant Mr. Grimes a permit because it felt that the operation would be more easily controlled if no permit were granted. Then, if a complaint of the operation were filed, it would be a simple matter to stop the operation by referring the matter to the State Police.

5. Sale of approximately 1,100 feet of old cast iron pipe located in John B. Yeon State Park: The Parks Superintendent reported an offer from Mr. A. C. Burnworth, Portland, to pay $500 for several sections of old cast iron pipe ranging from 20 to 24 inches in diameter that have been lying in this park for a long time. He advised that this matter previously had been considered by the Commission which tentatively authorized the sale of the pipe if it were not needed for state highway purposes. Mr. W. C. Williams, Acting State Highway Engineer, advised that as much of the pipe has been removed as could be done economically and that the remaining pipe is of no value; moreover, it could not be removed without considerable expense because it is located on a side hill that is covered with talus rock; further, it would have to be cut into short lengths in order to remove it with safety. He and the State Parks Superintendent recommended acceptance of Mr. Burnworth's offer and that he be allowed to remove the pipe in five-foot lengths provided he properly protects highway traffic from danger during the process of removal. The Commission approved the recommendation and instructed the Engineer to outline a method to be followed by Mr. Burnworth in removing the pipe.

6. Proposed wayside picnic areas: The Parks Superintendent presented for the Commission's consideration a list of 14 proposed picnic wayside areas which he recommended for approval by the Commission in conformity with the decision reached at the December 29 and 30, 1947, meeting, together with the estimated cost to develop each for the purpose intended, as follows:

Crooked Creek	$ 350.00
Simmons Spring	300.00
Wallowa Lake Wayside	100.00
Emigrant Hill	100.00
Boardman Oasis	300.00
Castle Rock Oasis	300.00
Barnum Wayside	500.00
Sunset Spring	500.00
Steiwer Hill	750.00
Douthit Spring	500.00
Willamette Spring	750.00
Summit Station	750.00
Rattle Snake Spring	750.00
Canyon Creek	200.00
	$ 6,150.00
Contingencies	850.00
	$ 7,000.00

The Parks Superintendent also exhibited a map showing the location of each of the areas. He advised that these areas have been selected after very careful consideration, and he recommended approval of them and that he be authorized to improve them at a total estimated cost of $7,000. Following discussion and careful consideration of the matter, the Commission unanimously approved the list and authorized the Parks Superintendent to proceed with development of each tract at the estimated cost.

In this connection the Parks Superintendent exhibited a map showing similar areas developed by the U. S. Forest Service. It was his thought that these areas, as well as the state-owned wayside picnic areas, should be properly signed for easy identification by motorists. He requested authority to erect signs that are necessary at each of these locations. The recommendation was approved by the Commission by unanimous vote.

7. Offer of the County Court of Coos County to present to the state as a gift the park area at Sunset Bay: The Parks Superintendent presented a deed from the Coos County Court conveying this tract of land to the state for park purposes. The Chief Counsel read aloud the conditions of the deed, pointing out, among other things, that the county will require the Highway Department to develop the area for public park purposes but will retain all mineral rights, and has provided that if the Highway Commission does not do all of the things mentioned in the deed the property will revert to the county regardless of the expenditures that may have been made in developing the area. All members of the Commission expressed themselves as being opposed to accepting this property with such restrictions. The Parks Superintendent was instructed to inform the County Court that the restrictions are too severe and that the Commission cannot accept the offer unless they are removed.

8. The Commission discussed the proposed sale of a 2.2-acre tract of land located in Simpson State Park, North Bend, to the Weyerhaeuser Timber Company, being particularly the old ferry landing at this place. The Parks Superintendent advised that the area is situate within Simpson State Park and that heretofore he has objected to disposing of it because it contains a landing dock for pleasure boats; however, he would have no objections to conveying the property to the Weyerhaeuser Timber if a sufficient amount can be secured for it to pay for acquisition and development of another landing place. Commissioner Chandler pointed out that the Weyerhaeuser Timber Company owns the property on both sides of this tract and needs the area in connection with its business. In his estimation, the property is more valuable to this private enterprise than it is to the state. The matter was discussed at some length, but a decision with respect thereto was deferred until a future meeting.

Mr. J. W. DeSouza, Assistant Counsel, presented a list of properties needed for various highway improvements throughout the state for which options have been obtained. Following careful consideration of each item in the list and the amount of the individual option, the Commission approved the options and authorized acquisition of each tract on such basis. The resolution attached hereto, marked EXHIBIT "A", which by this reference is made a part hereof with like effect as though extended herein, was thereupon adopted by the Commission by unanimous vote.

The following notes refer to items appearing in the above resolution marked EXHIBIT "A":

* Item No. 14281, Block 85, Salem - A. N. Bush property: The Commission approved this settlement, it being understood that the property is being acquired in behalf of the Board of Control which has agreed to see that the State Highway Fund is reimbursed later on for the full amount of the purchase price.

** Items Nos. 14198, 14200, 14203, 14202 and 14199, representing properties in Block 86, Salem, the proposed site of the State Highway Department Office Building: The Commission authorized closing the options at the stated prices and instructed the Chief Counsel to give immediate notice to the tenants to vacate the premises within six months. The Chief Counsel was authorized to condemn the four remaining properties. (See resolution marked EXHIBIT "B1".)

*** Item No. 11902-A, B. A. Kliks: The Commission approved payment of $12,000 for this property and instructed the Chief Counsel to acquire it by condemnation, as previously authorized, in the event that Mr. Kliks will not accept such sum as payment in full.

In this connection the Commission also discussed the acquisition of additional right of way for the West Slope-Beaverton Section of the Tualatin Valley Highway. In the discussion it was brought out that part of the right of way is needed for sidewalk and footpath construction. The question arose whether or not the Commission previously had authorized the building of such facilities. In view thereof, the Commission deferred, until its next meeting approval of the right of way purchases involved in this project and instructed the Engineer to render a written report on this subject at that time.

Also considered in the discussion of right of way purchases was a proposal to acquire a tract of land containing 0.89 acre on the southerly side of the Columbia River Highway opposite the entrance to Bonneville Dam. The Assistant Counsel advised that this property is owned by S. E. Anderson and Emon Chaloupa, who have given the state a six month's option to purchase this property for the sum of $6,500. The Engineer advised that the property is needed as right of way for the proposed improvement of the highway at this location although construction is not contemplated in the immediate future. The Commission deferred action on this purchase and instructed the Assistant Counsel to bring it to the Commission's attention again one month before the option expires.

The Commission also discussed a report from the Chief Counsel regarding the right of way situation in the town of Gold Beach, Curry County. It appears that the people of this town are unwilling to give the state options for their property unless the options contain a definite date when construction of the highway through this place will be undertaken; moreover, the people are requiring exorbitant sums for moving buildings. In one instance the owner of a service station demands an amount equal to the cost of building a new modern service station, notwithstanding that the one he now has is an old one. The Chief Counsel advised that he cannot recommend to the Commission acceptance of the options under those conditions, nor can he approve the amounts that are being demanded for moving the buildings. He recommended that a study be made to ascertain whether or not the highway could be constructed on a right of way 60 feet wide rather than 80 feet, as is proposed. The Commission appeared favorably inclined in that regard but took no action to that end; however, decided, in view of the circumstances, that construction of this project should be deferred for the time being.

The Assistant Counsel also presented a list of properties that are needed in connection with state highway improvements but concerning which he has been unable to secure satisfactory settlements by negotiation. He presented a list of such properties, together with the offer that he recommended be made for each parcel in the event it is necessary to acquire the property by condemnation, as follows:

		Recommended Offer
CAPITOL SITE, BLOCK 86		
14201	Elizabeth E. Noonan	$ 18,500.00
14204	Sarah Rise and Bernice M. Rise	11,000.00
14197	Floyd C. Crabtree	22,000.00
14197A	Floyd C. Crabtree	15,000.00
DELMAR-CHINA CAMP CREEK SECTION OF THE OREGON COAST HIGHWAY		
14105	William C. Morris and Leona Morris or Ervin Simon and Edna Simon	50.00
DENNY CREEK SECTION OF THE KLAMATH LAKE SECONDARY HIGHWAY		
13302	John Meek	150.00
MONUMENT-HAMILTON SECTION OF THE KIMBERLY-LONG CREEK HIGHWAY		
14260	Jerry T. Vickers	25.00
GUNNELL ROAD-ROBERTSON BRIDGE SECTION OF THE ROGUE RIVER LOOP HIGHWAY		
13991	Frank Hussey	15.00
JOHNS-WOLF CREEK SECTION OF THE PACIFIC HIGHWAY		
14324	J. A Jacques Heirs	800.00
JOHNS-MACKIN GULCH SECTION OF THE PACIFIC HIGHWAY		
14291	Amy Gray	Amount unknown

Following careful consideration of each item the Commission authorized condemnation of the several tracts at the recommended offers and thereupon adopted by unanimous vote the attached resolutions marked EXHIBITS "B1" and "B2" with respect thereto, which resolutions by this reference are made a part hereof with like effect as though extended herein.

February 2, 1948

In this connection the Assistant Counsel also presented a list of properties that are needed as extra right of way to accommodate footpath construction along the Albany-Corvallis Highway between the Children's Farm Home and Garden Road. A question arose in the minds of the Commission whether or not, when it approved construction of this sidewalk project, it also authorized the acquisition of additional right of way. In view of this question the Commission deferred action on the matter until its next meeting. The Engineer was instructed to furnish the Commission with a written report on the subject in the meantime.

The Assistant Counsel presented an offer from Mr. Owen Cook to purchase, for the sum of $250, an old farmhouse and outbuildings located on property acquired by the Commission from the United States of America as a source of materials to be used for the improvement of the Pacific Highway West in Benton County. He advised that these buildings were acquired without cost to the state and that he considered the state would be fortunate if someone would pay $25 to wreck them. He recommended acceptance of Mr. Cook's offer. The Chief Counsel concurred. The Commission approved the recommendation unanimously.

The Assistant Counsel presented a request from Mr. Henry S. Thompson, Weston, Oregon, to purchase a small tract of land containing 1.12 acres adjacent to the Weston-Elgin Secondary Highway, in Umatilla County, which tract is located opposite highway Mile Post 9.3. He explained that Mr. Thompson desires this property in order to obtain access to the highway. He advised that the matter has been discussed with the Engineer and the Chief Counsel, both of whom recommend approval of Mr. Thompson's request. The Commission authorized the sale of this property at a price to be fixed by the Right of Way Department.

The Commission discussed a letter from the City Council of Mill City inquiring if the city could purchase a small parcel of state-owned land about 1 1/2 miles west of the town of Mill City which the city wishes to use as a regulated dumping area. The Engineer advised that this tract is located on the north side of the North Santiam River and is a portion of a 29-acre tract which the Highway Department originally acquired as a gravel pit; however, the portion the city wants contains no gravel materials, hence, is of no value for road purposes. He recommended the sale to the City of Mill City, of three acres in the southeast corner of the state's property for the sum of $200, which is the value set by the Right of Way Department. The Commission approved the recommendation unanimously.

The Commission discussed a request from Mr. George Short, Redmond, to purchase an old state-owned gravel pit, containing 4.32 acres of land, situate in the NW¼ NW¼, Section 21, Township 15 South, Range 13 East, W. M., Jefferson County. The Assistant Counsel advised that the tract has been investigated by the Engineering Department, and it has been determined that all of the gravel available has been removed from the site and that the property is no longer of any value for highway purposes. He recommended sale of the property to Mr. Short for the sum of $225, subject to an easement

for a pipeline which the City of Redmond has been maintaining across the property. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

A letter was presented from Mr. Arthur R. Kirkham, Chairman of the Recreational Resources Committee of the Portland Chamber of Commerce, transmitting a typewritten outline of a policy adopted by the St. Helens Pulp and Paper Company with respect to preservation of timber strips along the highways. According to this policy, the company has inaugurated and is maintaining a sustained-yield program for the orderly harvesting of the mature crop of timber adjacent to the highways in order to retain the younger and immature growth so as to make a suitable and attractive vista or background in all cases, except where the contour of the terrain is such as to necessitate clear cutting, thus leaving a fringe of timber which would enhance the beauty of the country through which the highways pass. Mr. Kirkham suggests that the Highway Commission take action to curb and stop depredations committed by "gyppo" operators who are desecrating highway roadsides by cutting all standing timber they own or control. The Commission decided unanimously not to take the initiative in this matter but to act when cases are brought to its attention by the State Parks Superintendent and the Engineer. The Commission ordered that Mr. Kirkham be thanked for the information submitted and for his interest in these matters.

Consideration was given by the Commission to the application of Anna C. Foegeding, Crescent Lake, Oregon, to repurchase a portion of a tract of land which she sold to the State Highway Commission a few years ago for use as a gravel pit. Mrs. Foegeding offers to pay $500 for this tract, which contains 20 acres of land. The Engineer advised that all of the gravel intended to be used from this site has been obtained and that it is of no further value for highway purposes. He recommended that it be sold to Mrs. Foegeding for the amount of $500, which is the appraised value of the property. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Commission discussed and approved an easement agreement with Fred Afalter, et al., providing for use of a detour road across the property of these people as may be necessary in connection with construction of a new bridge over the Salmon River on the Oregon Coast Highway a short distance north of the town of Otis. The consideration involved is $1. (The agreement was signed by the Commission on the following day.)

The Engineer presented for the Commission's consideration a form of easement, granting to the Southern Pacific Company, its successors and assigns, exclusive right to use for railroad purposes, certain property adjacent to the Oregon Coast Highway between the south city limits of the City of North Bend and the north city limits of the City of Coos Bay. This easement is a grant of certain encroachment privileges to the company and is a continuation of the privileges heretofore given by Coos County. He explained that prior to reconstruction of the highway at this point the railroad occupied by franchise property under the control of Coos County, but upon construction of the new highway the state assumed control of all of the

right of way, including that newly acquired and that formerly occupied by and used as a county road. The easement to the Southern Pacific Company, he said, is merely a transfer of the encroachment privileges heretofore granted the company by the county but which are now under the control of the State Highway Commission. He recommended approval of the conveyance. The Commission approved the recommendation by unanimous vote. (The easement was signed by the Commission on the following day.)

The Commission also had under consideration approval of two bargain and sale deeds and one quitclaim deed, conveying unto the City of Portland title to parcels of property acquired by the Commission during the wartime period for three access-road projects, particularly relating to N. Burghart Street in the suburb of St. Johns, N. Swift, Olympia and Walker Streets, and Going Street in Swan Island, in the City of Portland. It was explained that execution of these three deeds by the Commission would place in the control of the city title to the property on these three access projects. It was further explained that the right of way represented therein was acquired by the State Highway Department on behalf of the Federal Government, which has paid all costs in connection therewith and that the three sections are city streets not on the State Highway System and are maintained by the city, which now requests that title to the right of way be transferred to the city. It was pointed out that the deeds of conveyance contain provision for the city to have jurisdiction over the streets subject to the rights, if any, of the United States and that the City of Portland assumes all liability which the Government may have against the state because of the purchase of this property. The Commission approved the transfer by unanimous vote. (The three deeds referred to were signed by the Commission on the following day.)

The Commission recessed for luncheon at twelve o'clock noon and the meeting reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Mr. Irving T. Erickson, representing the Jewell Ice Cream Company, St. Helens, appeared before the Commission regarding the widening of the Lower Columbia River Highway in front of the creamery establishment owned by himself and his two brothers, Charles D. and Walter S. Erickson, both of whom were also present. Mr. Erickson stated that he has only two questions of importance to ask the Commission, one being whether or not the Commission definitely will take their land at the price set by the court in condemnation proceedings and the other being whether or not the Commission is willing to consider an arrangement that might be effected between his architect and an architect employed by the Commission, or if the Commission is determined to pay no more than $15,000 for the property as previously tendered by the Commission's Chief Counsel. Mr. Erickson advised that their plant is inadequate for the coming season's business, and their problem is will they be required to rebuild their entire plant or will they be allowed to make alterations in their present plant to fit the highway improvement. He requested an early answer because, he said, delay in improving their facilities is going to cost them considerable money. He was informed that reports received by the Commission indicate that the additional right of way is a necessity at this

location, and such being the case, it is the Commission's intention to take the property unless the amount set by the court as the purchase price is entirely out of reason, and the Commission is not in position at the present time to make any more definite statement concerning that feature. He was also informed that the Commission has no desire to take the company's property, or the property of anyone else, for a highway improvement, but sometimes that is necessary, and if a satisfactory agreement cannot be reached as to the price to be paid for the property by negotiation, then the Commission feels it is only fair to the people of the entire state that condemnation be resorted to in order to acquire it.

As to Mr. Erickson's inquiry whether or not the Commission is willing to increase the amount of its offer, Chairman Banfield advised that the Commission is relying on the Chief Counsel for advice in that regard. The Chief Counsel advised that his offer of $15,000 for the property was what he considered fair at the time the offer was made and was based on figures and estimates furnished him; however, with subsequent information that he has received, he can nowconscientiously recommend an offer of $20,000. Mr. Erickson suggested a conference between Mr. Erickson's architect and an architect employed by the Commission in an effort to arrive at an amount that would be satisfactory to both parties. The Chief Counsel stated his willingness to arrange such a conference if the Commission is willing. As the result of further discussion the Commission voted unanimously in favor of such a conference of architects and referred the matter to the Chief Counsel to handle, with instruction to report back to the Commission the results of the conference.

The Chief Counsel reported the status of the acquisition of right of way for the improvement of the Oregon Coast Highway through the town of Port Orford, Curry County, which involves an arrangement with the City Council concerning the deadending of several city streets where they intersect the highway. He advised that he has been unable to reach a satisfactory agreement with the city with respect to the matter of deadending the streets; however, he believed that if the state would agree to leave open several of those streets, the project could go forward. The Engineer advised that the original plan was to deadend these streets in order to control access to the highway and to eliminate traffic hazards. He pointed out that some of the intersections are automatically deadended because of physical reasons and gave as his thought that perhaps it would be possible to modify the plans to accommodate the city in this regard. He was instructed by the Commission to give the matter further study. He and the Chief Counsel were also instructed to report their findings to the Commission at the next meeting.

The Commission had under discussion a report from the Chief Counsel concerning the use of the flight strip adjacent to the Beaverton-Aurora Secondary Highway near the town of Aurora by certain groups as a field to conduct "hot rod" racing meets in which from 75 to 100 cars of a particular type compete. The Chief Counsel advised that when this flight strip is used for such purpose it cannot be used for aircraft emergency landings or for the normal taking off or landing of aircraft of any type for any purpose. This has

resulted in numerous complaints and requests being filed that the Highway Commission assume control of the area so that it can be kept free and safe for the purpose originally intended. He further stated that a question has been raised with respect to where or in what agency the power is vested to police the area and particularly as to the Highway Commission's authority in regard thereto. He recited the history of this field, advising that, pursuant to provisions of the legal authority vested in the Commission, an arrangement was made with the Public Roads Administration whereby the state acquired the real property needed for this flight strip with the understanding that it would be reimbursed by the Federal Government for monies expended for that purpose. Such reimbursement has been made, he said, but the state still holds title to the property; however, in his opinion, such title is held in trust for the United States of America. He gave as his opinion that, in view of the circumstances, the Highway Commission has the authority and is under obligation to close the field to the activity of those who desire to use it for "hot rod" competition. He recommended that the Commission act on its authority and close the field for such purpose. The Commission considered that this matter was entirely a legal matter and referred it back to the Chief Counsel to handle in the manner which he considers right and proper. The Chief Counsel was instructed to report back to the Commission whatever action he takes with respect thereto.

In this connection the Chief Counsel advised that in some instances small airplanes are not equipped to "take off" without the assistance of a motor-powered vehicle, such as an automobile. In such cases, he said, as soon as the plane has started the automobile is driven off the runway and left there until it is needed to start another plane. It was his thought that it would be satisfactory to allow the operation of an automobile on the strip in such cases and that these cases should be reported to the Civil Aeronautics Association for its approval, and he so recommended. The Commission approved the suggestion and referred the matter back to the Chief Counsel to handle.

The Chief Counsel brought up for discussion the matter of the sale of fractional Lots 3 and 4, Block 28, Nasburg's Addition to Coos Bay, bids for which were received by the Commission on December 15, 1947, in Salem. He recalled that all of the bids were rejected by the Commission at that time because they were considerably lower than the appraised value as established by the Right of Way Department. He also said that he personally inspected this property during a recent visit to Coos Bay and is now of the opinion th that the Commission should sell the property for a consideration of $1,000 or $1,200, particularly since the state's investment in the property amounts to only $300; moreover, the state is buying additional property in that vicinity, and if the Commission will not take less than $2,000. which is the appraised value as set by the Right of Way Department, then it will fix the selling price on the property it has to buy, so the state will be the loser in the long run. He advised that the property is not needed for highway purposes and gave as his opinion that the best interests of the state could be served if the property were sold to Mr. Karl Nichols, the high bidder, for the sum of $1,000 or $1,200. The Commission by unanimous vote approved the sale of the property to Mr. Nichols for $1,200.

The Commission discussed a request from the Huntington Rubber Mills, Portland, to purchase two small parcels of property, one of which lies adjacent to S. W. Miles Court and is 5.7' x 42.5'. and the other, 6' x 110', lies within the right of way of S. W. Macadam Street. The Chief Counsel advised that the strip along S. W. Miles Court is owned by the state but that which lies within S. W. Macadam Street is city-owned. The state-owned parcel, he said. is of no value for state highway purposes and could be sold if the Commission so desires; however, the other tract, which is the larger of the two, in his estimation, should not be disposed of by the city because it is needed to control access to the highway at this point. He recommended sale of the strip along S. W. Miles Court and that a letter be directed to the City of Portland requesting that it not make any transfer of the property within S. W. Macadam Street. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously. (Subsequent to this action of the Commission, further investigation reveals that the state no longer owns the strip along S. W. Miles Court, previously having deeded it to the City of Portland, so it is not under the control of the State Highway Commission.)

The Chief Counsel reported matters concerning the "smelt sand" controversy at Yachats and particularly referred to his written report to the members of the State Highway Commission dated January 9, 1948, and a subsequent letter dated January 12, 1948, on the same subject. He stated briefly that the beach was the property of the state when the state was admitted to the Union, but subsequently, fragments aggregating about 23 miles of frontage were sold to private individuals by former state authorities, although in two instances, one at Gearhart and the other at Yachats, areas were recaptured by the state through the Highway Commission. He gave as his thought that the only way the Commission could ultimately dispose of this unfortunate controversy is for the Commission to authorize an investigation of all parts of the beach to determine the areas which could be used for one purpose and those which could be used for other purposes, keeping in mind the interest that the public has in them, and then adopt a policy definitely outlining just what it will or will not do with respect to the several areas. He gave as his opinion that unless the Commission has a complete picture of the entire beach frontage and adopts such a policy it cannot intelligently pass on requests for special privileges on these beaches. The Commission discussed this matter briefly but deferred action thereon pending a conference on the following day with delegations which are interested in the subject. (See ahead for additional paragraph on this subject.)

The Chief Counsel presented for the Commission's consideration a redraft of the preliminary agreement with Wasco County, Oregon, by its County Court, and the State of Washington, by its Toll Bridge Authority, for a cooperative study of facts -- legal, engineering and financial -- with respect to the proposed construction of a toll bridge across the Columbia River in the vicinity of The Dalles, Oregon. According to the agreement, the estimated cost of such study is $24,000, which cost is to be paid $8,000 by Wasco County, $8,000 by the State of Washington, and $8,000 by the State of Oregon. The Chief Counsel pointed out that this agreement has already been approved and signed by the Wasco County Court. Following discussion, the Commission by

unanimous vote approved the agreement as prepared. (Eight copies of this agreement were signed by the Commission on the following day.)

The Chief Counsel brought into the discussion the matter of relieving the State of Washington from paying taxes on property it owns on the Oregon side of the Longview Bridge, which bridge the state of Washington recently purchased. He advised that the Washington legislature some time ago passed a law which relieved The Dalles City from payment of taxes on property it owns in the State of Washington and uses as the city's airport and the state is now inquiring whether or not Oregon will waive the payment of approximately $14,000 annually in taxes on the Oregon approach to the Longview Bridge. He said that about the only thing the State Highway Commission could do in the matter is to recommend to Columbia County that it recognize the state's sovereign rights and relieve the State of Washington from payment of taxes on this property. The Commission took no action on the matter.

There was brought to the attention of the Commission a resolution adopted by the Association of Oregon Counties at its annual meeting on November 21, 1947, paying tribute to the late I. M. Schannep, former county judge of Umatilla County, former member and past president of the Association, and a member of the legal staff of the State Highway Department, and expressing sympathy to the members of his family and the legal staff of the Highway Department. The Commission expressed appreciation for the sentiments expressed therein.

A petition was presented from residents and property owners of Oceanlake and vicinity requesting the promulgation of an order by the State Highway Commission, under authority of Chapter 493, Oregon Laws 1947, prohibiting the building of bonfires on the beach closer than 20 feet to the banks and also prohibiting trespassing by the general public on ocean banks of private property. The Commission deferred action on this matter pending adoption of a policy with respect to the use of ocean beach areas under its control.

The ASsistant Counsel, Mr. De Souza, reported an offer from the Balsiger Motor Company, to sell to the state for the sum of $37,500 property that is desired by the Commission as right of way for the Klamath Falls-Malin Highway north of Sixth Street, Klamath Falls, together with property lying to the east of the right of way. He recalled that Mr. Balsiger originally set a tentative figure of $11,550 for the property and later on raised his price to $17,500, but it now appears that he is not satisfied with such amount. In the discussion of this matter it was brought out that the highway could be routed in another location, in view of which, the Commission unanimously voted not to accept Mr. Balsiger's latest figure. The Engineer was instructed to make a further study of the matter and render a complete report at a future date.

In the discussion of this matter the Chief Counsel advised that all right of way matters, street closures, etc. with respect to the proposed construction of the First Avenue-Esplanade Section of the Klamath Falls-Malin

Highway which have delayed the contracting of this project are now clarified and, insofar as the Legal and Right of Way Departments are concerned this project may be advertised for bids at any meeting the Commission desires. In view of this information the Commission instructed the Engineer to prepare this project for bids to be received at its next regular meeting.

The Chief Counsel also brought up for discussion the matter of charging utility companies for the privilege of attaching their facilities to the Interstate Bridge between Portland and Vancouver. He advised that since 1937 the Pacific Telephone and Telegraph Company has been paying an annual fee for this privilege under agreement with Multnomah County, Oregon, and Clark County, Washington, the original owners of the bridge, notwithstanding that a new agreement was not executed when this bridge was taken over by the two states. The $420 fee for the year 1948 has been tendered. Fifty percent of this fee belongs to the State of Washington. He pointed out that in March 1947 the Commission adopted a general policy that no rental charge should be made to utilities for the use of state highway bridge structures unless the state is caused additional expense for maintenance by reason of the occupancy of the bridge by these facilities. The question arises, he said, whether or not the Commission intended this policy to apply to the Interstate Bridge as well as to the other bridges throughout the state. Chairman Banfield advised that when the Commission discussed this matter at its meeting on March 14, 1947, it had in mind only one bridge structure, that being the bridge over the Willamette River at Albany on which the Portland Gas & Coke Company desired to maintain a pipeline, and it was not the intention of the Commission to relieve any utility company from continuing to pay fees they had paid in the past; however, since the matter has come up again the Commission will give consideration to any recommendation the Engineer and the Chief Counsel may offer for the future, but as to whether or not the utility companies are to be relieved of the charge for maintaining their facilities on the Interstate Bridge will depend on the attitude of the authorities of the State of Washington. The Chief Counsel was thereupon instructed to contact the Washington authorities with regard thereto and to report back to the Commission.

The Engineer reported the results of an investigation authorized by the Commission some time ago to determine the cost to improve a short section of the Oregon Coast Highway in the town of Rockaway, as requested by the City Council. He advised that the desired work consists of paving a section two blocks (450 feet) long, which improvement he estimated would cost about $3,000, including the installation of necessary drainage, 220 feet of curb, excavating and reshaping the roadbed shoulders, and widening the roadbed surface to the curb line. He advised that this is a meritorious project and recommended its approval and that the expense be charged to the Minor Betterment Contingency Fund contained in the 1948 Budget. The Commission approved the recommendation by unanimous vote, subject to the condition, however, that the expense of construction of curbs and sidewalks shall be borne 100 percent by the city.

Pursuant to the Commission's instructions, the Engineer presented a report on the status of the Warm Springs Highway between Wapinitia Junction

near Bear Springs and the junction with The Dalles-California Highway at Madras. He pointed out that all of the grading work has been contracted and all of the surfacing and oiling has been contracted with the exception of the seven-mile section at the north end of the project which is estimated to cost $220,000 and is scheduled for improvement as a Forest Highwat Project in the Third Year Forest Highway Program if the Public Roads Administration and the Forest Service approve the schedule. He pointed out that a meeting with these two governmental agencies cannot be held until funds for the Third Year Forest Highway Program have been appropriated by Congress. He also advised that the bridge over Mill Creek, which is estimated to cost about $378,000 remains to be constructed. The total estimated cost of the entire undertaking, he said, is $2,420,000, of which amount approximately $600,000 has not been contracted. The Commission ordered the report filed.

The Commission discussed the written report of Assistant State Highway Engineer W. C. Williams, dated January 26, 1948, on the subject of interstate bridges across the Snake River between Weiser, Idaho, and Nyssa, Oregon. (See report in general files for details.) Briefly, the Engineer advises that there are four existing structures -- Weiser Bridge, Payette Bridge, Ontario Bridge, and Nyssa Bridge -- that the Weiser and Payette Bridges are being maintained by the State of Idaho and the Ontario and Nyssa Bridges are being maintained by the State of Oregon. It appears that no formal agreement exists between the two states covering these maintenance features, in view of which the Engineer suggests a consummation of such an agreement, in writing, so as to avoid any misunderstandings that otherwise might arise. It was his thought that such maintenance agreement should cover maintenance of existing structures only and not the replacement of any of them, particularly pointing out that damage recently occurred to the Weiser Bridge which necessitated placing a 10,000 pound maximum load limit on this structure. Arrangement between the two states for the construction of any new structure, he said, should be formulated on an entirely different basis than a maintenance agreement. The Chief Counsel advised that he is now preparing a form of agreement covering the maintenance feature and particularly providing therein that it does not cover the replacement of any structure, which matter will be covered by a separate agreement. The Commission took no action on this matter.

The Engineer brought up for discussion a request from the City of Tillamook for the installation of a stop and go signal at the intersection of Second Avenue and Third Street (state highway routes), in Tillamook. The Traffic Engineer, he said, investigated this matter immediately after the request was made and recommended to the city that, in lieu of stop and go lights, the city should designate parallel streets for one-way street routing pending the construction of the Tillamook-Pleasant Valley section of the Oregon Coast Highway, which provides for such one-way routing. The City Council, he said, took the matter under advisement and at its Council meeting on January 5 decided not to install the temporary one-way street plan. The Traffic Engineer's investigation, he added, does not reveal that the installation of stop and go lights at this intersection is particularly needed

now, so, for this reason and for the further reason that it is anticipated that bids will be called early this spring for the construction of the Tillamook-Pleasant Valley Section, he recommended that the city's request be denied as the matter will correct itself when this job is completed. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion an agreement with Mr. Max Rosen, Milwaukie, Oregon, for filling in and landscaping a small area of state highway right of way in front of his establishment known as "Fireside Dinners" on the east side of the Pacific Highway East about one-half mile south of the town of Milwaukie. He recalled that this matter first came before the Commission in March of 1947, and the Commission at that time approved the request on the condition that Mr. Rosen would perform the development work in conformity with the ideas and desires of the State Highway Engineer and the State Parks Superintendent, including the planting of certain shrubbery. A recent inspection by the Highway Department's Landscape Engineer, he said, reveals that Mr. Rosen has completed the grading work as specified but has not carried out instructions with regard to planting the area, and as a result, the area is being used for parking purposes, contrary to the original understanding. He requested instructions. The Commission instructed the Engineer and the Chief Counsel to follow through on this matter and see that the area is blocked off so as to close it entirely to the parking of vehicles if Mr. Rosen will not fulfill his part of the agreement.

The Commission discussed briefly and ordered filed the Engineer's written report dated January 14, 1948, on the status of insurance coverage on the ferry boat "Gunnell Ferry" which the Commission acquired some time ago through trust agreement executed by George F. Gunnell and Genevieve Gunnell, the General Casualty Company of Seattle, and the State Highway Commission.

The Engineer reported the amount of damage which resulted to the State Highway System during the first week in January when severe storms occurred causing floods which adversely affected all major streams west of the Cascade Range. He estimated the cost to repair the damage at $274,835, which amount includes $120,000 to repair the bridge over the South Umpqua River on the Pacific Highway about 12 miles south of Roseburg. He advised that a certain amount of damage to highways by floods was anticipated prior to the adoption of the 1948 Budget, and work orders in the amount of $76,090 had been approved to take care of this expense, which leaves a balance of $198,745 needed to repair the rest of the damage. This amount, he said, would be taken from the contingency fund contained in the 1948 Budget, but it will entirely exhaust that fund, so it very likely will be necessary to provide additional funds for contingency purposes. He said the repair of the damage to the South Umpqua River Bridge is now under way and that approximately $30,000 has been spent in connection with the work. He anticipated that the coffer dam, which is necessary in order to facilitate the repairs, will be completed and the area drained by the first of October. He asked the Highway Commission to approve this project. The Commission indicated its approval, however deferred a definite decision pending completion of the coffer dam

and the draining of the water from the area. The Commission expressed a desire to inspect the project when the work has progressed to that point and instructed the Engineer to notify the Commission well in advance so it can arrange to be present to view it at that time.

The Commission discussed with the Engineer the bids received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts, as follows, the action of the Commission with respect to each project being by unanimous vote.

"Austin Junction-Forest Boundary and Brogan Hill-Brogan Sections of the John Day Highway, in Baker, Grant and Malheur Counties; 20.5 miles of re-oiling. J. C. Compton Co., McMinnville, submitted the low bid for this project at $20,245. The second low bid was submitted by Cunningham & Smiley, of Portland, at $20,901. There were four higher bids. The Commission has awarded this contract to the low bidder, J. C. Compton Co.

"Gunnell Road-Robertson Bridge Section of the Rogue River Loop Secondary Highway, in Josephine County; 4.57 miles of grading, surfacing, and oiling. M. L. O'Neil & Son, Eugene, submitted the low bid for this work in the amount of $132,956. The next low bid was that of Erland & Blickle, Vancouver, Washington, at $139,803. There were nine higher bidders. The Commission has awarded this contract to the low bidder, M. L. O'Neil & Son.

"Troutdale Overcrossing of the Union Pacific Railroad tracks on the Columbia River Highway, in Multnomah County. The bid of Birkemeier & Sarcmal, Portland, at $42,750 was the low bid received for this job. Lindstrom Bros., Portland, submitted the next low bid at $44,100. There were seven higher bidders. The contract has been awarded to the low bidder, Birkemeier & Saremal, at the bid price.

"Barbur Boulevard-Boones Ferry Road Section of the West Portland-Hubbard Highway, in Multnomah and Washington Counties; 0.89 mile of grading and 3.76 miles of paving. Parker Schram Co., Portland, submitted the low bid for this work at $239,213, based on the use of asphalt. They submitted no bid based on the use of tar. Warren Northwest, Inc., Portland, submitted the next low bid at $241,681, based on the use of asphalt. They also submitted no bid based on the use of tar. There were two higher bidders. The Commission has deferred the award of this contract pending satisfaction of certain conditions. The bids have been referred to the Engineer with authority to award the contract to the low bidder when these conditions have been satisfied.

"Wasco-Grass Valley Rock Production Project on the Sherman Highway, in Sherman County. Lofts & Son, Hood River, submitted the low bid for this work in the amount of $14,898.30. They qualified their bid by stating that they would not accept this award unless also awarded the contract for construction of the Kent-Cow Canyon Junction Rock Production Project. E. H. Itschner Co., Molalla, submitted the next low bid

in the amount of $16,500. This contractor also stated that he would not accept the award of this project unless also awarded the contract for the Kent-Cow Canyon Project. There were five higher bidders. Inspection of the bids received for the Kent-Cow Canyon Junction Rock Production Project reveals that Lofts & Son are also the low bidders for this work. Their combination bid on both projects was also the low one received. In view thereof, the Commission has awarded the Wasco-Grass Valley Rock Production Project to Lofts & Son at their bid price.

"Kent-Cow Canyon Junction Rock Production Project on the Sherman Highway, in Sherman and Wasco Counties. Lofts & Son, Hood River, submitted the low bid for this work in the amount of $18,704. They qualified their bid by stating that they would not accept the award of this contract unless also awarded the contract for the Wasco-Grass Valley Project. E. H. Itschner Co., Molalla, submitted the next low bid at $19,320. This company also stated its refusal to accept the award of this contract unless also awarded the contract for the Wasco-Grass Valley Project. There were five higher bidders. Due to the fact that the firm of Lofts & Son was low bidder for both projects, individually as well as in combination, the Commission has awarded the contract to Lofts & Son at their bid price."

The Engineer reported the results of preliminary surveys for improvement of the Pacific Highway East (Union Avenue) between Columbia Boulevard and the intersection with the Pacific Highway West (Denver Avenue), Portland. He advised that Union Avenue carries an extremely large volume of traffic, and it is difficult to arrive at a plan which would handle this traffic and at the same time serve the various access roads because of the prohibitive cost, but the plan that has been prepared, he believed, would adequately serve the situation and not be prohibitive in cost, considering the territory through which the improvement must be made, and could be built in stage construction so that immediate benefits could be realized upon completion of each section. He pointed out that Union Avenue is now a three-lane highway carrying 20,000 cars daily and that considerable building development is contemplated along this thoroughfare, particularly in the vicinity of Gertz Road, which will augment the traffic volume. Much of this extra traffic, he said, will enter Union Avenue, and, in order to provide for the proper connections, it is planned to construct traffic separation structures at several points--Gertz Road Junction, Portland Meadows Racetrack, Portland Speedway, Bridgeton Road, and at the intersection of Denver and Union Avenues as requested by the Portland Livestock Association. He estimated the total cost of the project at approximately $1,200,000, of which amount about $107,000 represents the cost of right of way. In addition to the grade separation structures, he said, the contemplated improvement provides for the widening of Union Avenue for four lanes of traffic and the construction of parking lanes on each side. He exhibited a map showing an outline of the proposed plan. In the discussion of this matter Chairman Banfield remarked that the Commission does not have funds available to finance construction of the project at this time; however, he gave as his opinion that right of way for it should be acquired now before further development takes place. Commissioners Schaupp and Chandler

concurred, whereupon the Engineer was instructed to furnish the Right of Way Department with right of way descriptions at once. The Chief Counsel was instrusted to negotiate for the acquisition of the properties and to render a progress report thereon at the next meeting of the Commission.

The Commission had under discussion a written report from the Engineer dated January 23, 1948, on the matter of (1) allowing State Highway Department employees who are paid on an hourly basis certain holidays with pay, (2) authorizing step increases in salary for hourly-paid employees who are eligible under the rules and regulations of the Civil Service Commission, (3) approving increases in salaries and wages of other employees (see letter in general files for details). The report was discussed at considerable length, during which Chairman Banfield expressed the attitude of the Commission by stating that the Commission wants to look at this matter fairly because it realizes that the employees need salary increases, but the Commission is not in favor of automatically raising the salaries of everyone employed in the highway organization. The Commission looks with favor, he said, on granting salary increases to employees who merit them and will approve such increases if properly recommended. Commissioners Schaupp and Chandler indicated their approval of the Chairman's remarks. As a result of discussion the Commission referred the matter back to the Engineer with instructions to again go over the list of employees and submit another containing only the names of those whom he recommends for step increases under the Civil Service ruling. Such list is to be prepared on a merit rating basis, particularly on the capability of the employee to perform the duties of his position. His report is to be submitted at the next meeting of the Commission, when the Commission will take action on all of the subjects covered by the Engineer's report of January 23. It was understood that whatever action the Commission may take in the matter will be retroactive to January 1, 1948.

The Commission also discussed the Engineer's report on his investigation of the substitute route for the Crooked River Highway heretofore proposed by a Crook County delegation headed by Mr. A. R. Bowman, in order to avoid an expenditure of approximately $500,000 to rebuild the present highway around the U. S. Reclamation Bureau's proposed dam in Crooked River near the junction of the Crooked River Highway with the Crooked River-Paulina Secondary Highway. According to this report, the proposed route follows along the Comb's Flat County Road, southeasterly from Prineville, a distance of about 16 miles to a connection with the Crooked River-Paulina Secondary Highway, thence along this secondary highway a distance of about 28 miles to a point near Camp Creek, where it leaves the state highway and extends in a southerly direction up Camp Creek and across flat country to a connection with the Central Oregon Highway at approximately Mile Post 75.0, this latter section being about 42 miles in length. The report reveals that the Crooked River Highway will be inundated for a distance of 4.63 miles south of the dam site and a section of the Crooked River-Paulina Secondary Highway 9.55 miles in length will also be flooded; further, that it will cost about $408,000 to rebuild the Crooked River Highway around the dam site and about $68,000 to recondition the Comb's Flat road for use by secondary highway traffic, a total of $476,000. Compared with this total the estimated cost to recondition and

gravel the connecting road between the Crooked River-Paulina and Central Oregon Highways is $423,000, however, to this amount should be added the cost (estimated at $68,000) to recondition the Combs Flat Road which will have to be used in either case, or a total of $491,000; in other words the estimated cost to provide the new route is only $15,000 more than that to rebuild the Crooked River Highway.

In the discussion of this matter the Engineer pointed out that there is a possibility the Reclamation Bureau will contribute the sum of $100,000 toward the cost of the project, that being the value they place on the roads that will be inundated. He also reported information to the effect that if the Highway Commission will not cooperate in the project the Reclamation Bureau probably will relocate the dam farther upstream where its value for irrigation purposes would be far less than if it were constructed on the presently-proposed location.

In reply to an inquiry from the Commission as to what position the Commission would be in if it assumed this entire obligation as requested, the Chief Counsel advised that, ordinarily, when the Federal Government builds a reclamation project, or any other project which destroys a highway facility, it usually replaces such facility, but it appears in this instance that the Government is reluctant to incur this expense, and the county, in order to secure both the highway and the dam project, is asking the state to assume the government's obligation with respect to the highway. He added that if the Commission should spend state highway funds for this purpose and by so doing would handicap a highway project in some other part of the state, then the Commission would be placing itself in a position where it could be enjoined by some dissatisfied resident. The discussion further brought out that the state already has an investment of $403,000 in the present Crooked River Highway which would be lost if the present road were abandoned for the other; moreover, the Commission would be required to spend about $491,000 in order to make the substitute road usable. It was also brought out that the present Crooked River Highway is a primary highway. The Chief Counsel advised that inasmuch as this is a primary highway the Commission does not have the authority to abandon it as it has in the case of a state secondary highway. The Commission took no action in the matter but deferred it pending conference on the subject with a delegation from Prineville on the following day. (Mr.A. R. Bowman appeared before the Commission on the following day and, among other things, stated it is his understanding that the U. S Reclamation Bureau has $100,000 available to contribute toward the cost of improving the new route. The Commission at that time referred the matter back to the Engineer for further study and report at the next meeting. With respect to the Reclamation Bureau's $100,000, the Commission stated that it must have a letter from the Reclamation Bureau definitely committing such sum to this project.)

Pursuant to instructions of the Commission at the previous meeting, the Engineer reported arrangements that have been made to have a responsible assistant on duty in the office of the Maintenance Engineer, in Salem, each Saturday morning from eight to twelve throughout the winter season to dispense detailed information on road conditions during the weekends. The Commission approved the arrangement by unanimous vote.

The Engineer asked the Commission to confirm the telephonic authority previously given him to enter into an agreement with the County Court of Washington County for the maintenance of Walker County Road, which the State's contractor, Porter W. Yett, needs to use in connection with the transportation of surfacing materials required for his contract for surfacing and paving the North Plains-Barnes Road Section of the Sunset Highway. It appears that the Washington County Court has recently posted reduced load limits on a large number of county roads, including the Walker Road, and unless some such an arrangement for the use of this road is perfected, the contractor will be unable to complete this contract with the Highway Commission during the 1948 season. The cost to main this road for the next four months he said, is estimated at $3,000. The Commission approved the arrangement by unanimous vote. (An agreement with Washington County covering the matter was signed by the Commission on the following day.)

The Commission had under discussion a proposed agreement with the City of Portland covering four cooperative projects, as follows:

(1) Improvement of Columbia Street pursuant to a one-way traffic plan between 19th Avenue and Harbor Drive; estimated cost, $80,000, which is to be divided between the city and the state on an equal basis, pursuant to previous oral understanding;

(2) Installation of traffic signals on Fourth Avenue and Sixth Avenue; estimated cost, $18,000;

(3) Installation of traffic signals on Union Avenue at East Clay Street and at East Stark Street; estimated cost, $10,000;

(4) Installation of traffic signals on Front Avenue at its intersections with Salmon Street and with Morrison Street, estimated cost, $7,500.

The Commission discussed all four projects at some length but deferred action thereon pending a conference with City Commissioner William A Bowes, as suggested by the Chief Counsel.

There were presented to the Commission a number of communications requesting construction of the uncompleted section of the Wilson River Highway between Glenwood and the Sunset Highway Junction at North Plains. The Secretary was instructed to reply to these requests that the Commission does not have funds available at the present time to construct this project and does not know what funds are to be available in the future because Congress has not made an appropriation for federal aid for highway improvements; also that the committee appointed by the 1947 Legislature to make a study of highway matters in this state is now holding hearings on the subject and just what effect the committee's report will have on future highway construction is a matter of conjecture; further, the Commission cannot obligate anticipated funds for future construction but will be glad to consider this project along with others in the formulation of future construction programs and will instruct the Engineer to analyze the project in the meantime.

The Engineer brought up for discussion the petition of Coos County residents for the improvement of the intersection of the Sanford Heights County Road with the Oregon Coast Highway about one-half mile west of the city limits of Coquille. He advised that this is a Minor Betterment Project and is estimated to cost $2,200; moreover, it is one of the projects which he recommended for construction during 1948 and for which provision has been made in the 1948 Minor Betterment Budget. He requested authority to proceed with the improvement. The Commission approved the request by unanimous vote.

The Engineer requested confirmation of the telephonic authority previously given him by the Commission to obligate an expenditure of $20,000 for surfacing and paving necessary to widen the Columbia River Highway adjacent to McNary Dam, Umatilla County, for four lanes of traffic. He explained that the U. S. Army Engineers allege and that he concurs, that the construction of McNary Dam will cause serious traffic congestion on a section of the Columbia River Highway through the McNary Dam townsite and that the widening work is required in order to relieve the situation. The Army Engineers, he said, have offered to do the grading work, which is estimated to cost $7,000, provided the state will later apply the surfacing and pave the widened section. The Commission approved the project by unanimous vote.

The Commission discussed a request from the Aurora Women's Club for sidewalk or footpath construction along the Beaverton-Aurora Secondary Highway between Aurora and the Aurora Grade School. The Engineer advised that this matter has been investigated by the Traffic Engineer who has determined that it will require about 2,000 feet of footpath construction, estimated to cost approximately $2,000, and will require the acquisition of a small amount of right of way, costing about $100. He further stated that it is the recommendation of the Traffic Engineer, in which he concurs, that the request be denied, there being no apparent reason to justify the expense. The Commission approved the recommendation.

The Commission considered and denied a request from the Burlingame-Fulton Park Community Club, Portland, that provision be made for pedestrian traffic on either side of Barbur Boulevard from Terwilliger Boulevard Junction to Miles Street, particularly for the benefit of school children who attend the Fulton Park School. It was the opinion of the Commission that this is strictly a city matter.

The Commission also denied a request from the City Council of the City of Empire, Oregon, for sidewalk and curb construction along the Cape Arago Secondary Highway in the City of Empire and the further request for construction of a guard rail along the highway fronting the Holden property on South Broadway because the Engineer's report on the subject disclosed that the expense is not justified.

The Commission had under discussion a report from the Engineer on the request of the School Board of Lakeview, the Lake County Chamber of Commerce, and Mr. Howard F.Beachler, Lakeview, for footpath construction along the

Klamath Falls-Lakeview Highway near the Lakeview city limits for the protection of school children and other pedestrians. It appears from the report that the highway has a 22-foot paved surface with about seven-foot shoulders, but the shoulders become wet and muddy during inclement weather so that pedestrians are obliged to walk on the pavement. It also reveals that the traffic volume consists of approximately 3,260 vehicles during each 24 hour period and an average of 132 pedestrians during the same period, most of whom are school children. During the period 1940 to date, the report indicated one pedestrian has been killed and four pedestrians injured while walking along this section of highway. The Engineer advised that the proposed footpath would be about 0.55 mile in length and is estimated to cost $1,550. He recommended approval of the project and that the expense be paid from the contingency reserve funds set up in the 1948 Budget. The Commission approved the recommendation unanimously and so ordered.

The Commission discussed a letter from the S. E. Portland Chamber of Commerce requesting that Foster County Road, which extends in a southeasterly direction from the City of Portland, be designated a state highway. The Engineer recalled that this matter had the attention of the Highway Commission several months ago and at that time the Commission denied the request; however, the origin and destination survey conducted in Portland reveals that the Foster Road route is of much more importance now than it was formerly considered. He suggested that the project might be kept in mind and given a priority rating second to the Sullivan Gulch project, notwithstanding that there is no money immediately in sight to finance the improvement were the road placed on the State Highway System. The Commission denied the request.

The Commission discussed a letter from the John Day Junior Chamber of Commerce, requesting the reconstruction of the John Day Highway between the towns of Mt. Vernon and John Day. The Engineer advised that this is a meritorious project and recommended that it be given a high priority rating in preparation of the next construction program. The Commission approved the recommendation.

A letter was presented from the Parkrose Chamber of Commerce expressing appreciation for the improvements being made to Sandy Boulevard (Columbia River Highway) in the Parkrose District and requesting additional improvements to this thoroughfare between 107th and 122nd Streets. The Engineer recalled that the work now under way consists of widening and construction of curbs between 82nd Street and 99th Street, at a cost of $84,000, and advised that to continue the improvement as requested by the Chamber of Commerce would cost an additional $60,000. The Commission decided unanimously not to do the extra work.

The Engineer requested authority to extend Contract No. 2932 awarded to Mr. Tom Lillebo and covering repairs to the Umpqua River Drawbridge fenders which were damaged during the floods of 1945. He advised that this contract was awarded to Mr. Lillebo on August 26, 1947, and was only recently completed; however, payment of the final estimate has not been made. He explained that the dolphins and fenders of this structure were considerably damaged by high water and floods occurring during January 1 to January

7, 1948, necessitating additional repairs which he estimated would cost about $5,600, including engineering and contingencies. It was his thought that the logical thing to do would be to extend Mr. Lillebo's present contract to include this work, and he so recommended. The Commission approved the recommendation unanimously.

A letter was presented from the County Court of Grant County, urging construction this year of an oiled surface on the Dixie Pass Section of the John Day Highway. The Engineer advised that this job is estimated to cost $125,000 and that it is contemplated to do the work as a Forest Highway Project, for which there are no funds at the present time. The Secretary was instructed to inform the County Court of the status of Forest Highway revenues and to state that the project will be done just as soon as Forest Highway Funds are made available.

The Commission discussed a letter from the Washington Toll Bridge Authority, requesting that the Oregon State Highway Commission assume a portion of the expense of maintaining and operating the toll bridge which spans the Columbia River between Longview, Washington, and Rainier, Oregon, which bridge recently was acquired by the State of Washington. Following discussion, motion was made by Commissioner Schaupp that the matter be laid on the table for lack of information. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of the 1946 State Tax Street Funds that they received in 1947 and that the plans of the projects which they expect to finance with such funds have been examined and found satisfactory:

Canyon City	Gearhart	Sumpter
Gaston	Sodaville	Wallowa

He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto marked EXHIBIT "C" which resolution by this reference is made a part hereof with like effect as though extended herein.

The Commission had under discussion the matter of apportioning to the cities and towns of the state a certain percentage of state highway revenues as required by Chapter 425, Oregon Laws 1947. The Engineer submitted a list of the cities and towns that are eligible for the funds under discussion showing opposite each city and town the amount which each is legally entitled to receive. Following discussion the Commission approved the apportionment of funds as disclosed by the Engineer and thereupon by unanimous vote, upon motion of Commissioner Chandler which was seconded by Commissioner Schaupp, adopted the attached resolution with regard thereto marked EXHIBIT "D" which resolution by this reference is made a part hereof with like effect as though extended herein.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning.

Portland, Oregon
February 3, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
W. C. Williams, Acting State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
M. H. Hawke, Chief Auditor
G. W. Neuner, Assistant Counsel
H. B. Glaisyer

Bids for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

RECONSTRUCT FERRY SLIPS AT ASTORIA IN CLATSOP COUNTY AND MEGLER, IN PACIFIC COUNTY, WASHINGTON

STATE PROJECT

General Constr. Co., Portland	$ 20,858.15
Larson & Palberg Co., Astoria	29,847.00

PACIFIC HIGHWAY IN DOUGLAS AND JOSEPHINE COUNTIES

JOHNS-MACKIN GULCH SECTION

Babler Bros., Portland	$ 292,796.00
Edwin C. Gerber, Oregon City	306,409.00
Homer G. Johnson, Portland	309,793.75
J. C. Compton Co., McMinnville	311,933.00
J. N. & M. J. Conley, Portland	323,032.75
Rogers Constr. Co., Portland	327,068.00
E. C. Hall Co., Portland	331,158.00
O. C. Yocom, McMinnville	333,375.00
McNutt Bros., Eugene	384,763.50

14594

OREGON COAST HIGHWAY IN LINCOLN COUNTY

CONSTRUCT BRIDGE OVER SALMON RIVER

Tower Sales & Erecting and Walder & Kenworthy, Portland	$ 82,505.00
Tom Lillebo, Reedsport	86,372.50
C. J. Eldon, Portland	88,422.00
Birkemeier & Saremal, Portland	98,775.00

SANTIAM HIGHWAY IN LINN COUNTY

LEBANON SECTION

Warren Northwest, Inc., Portland	$125,631.00
Perkins Bros., Portland	130,661.00
Denton Constr.Co., Portland	134,954.00
Ramsey Constr. Co., Corvallis	136,659.30
Heavy Hauling Co., Astoria	141,540.20

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

BRISTOL UNDERCROSSING AND TROUTDALE GRADE SEPARATION

Walder & Kenworthy, Portland	$ 47,420.50
Birkemeier & Saremal, Portland	47,740.00
Lindstrom Bros., Inc., Portland	50,210.00
Hawkins & Armstrong, Seattle, Wn.	55,908.00
C. J. Eldon, Portland	57,484.00
E. C. Hall Co., Portland	58,300.00

WASCO-HEPPNER SECONDARY HIGHWAY IN SHERMAN COUNTY

WEST COTTONWOOD CANYON SECTION

Gerald Miller, Portland	$ 46,012.00
Vernie Jarl, Gresham	48,338.00
Stevenson Constr. Co., Salem	52,730.00
Hauser Constr. Co., Portland	57,454.50
Dobyns & Webb, Salem	59,327.00
C. J. Eldon, Portland	79,021.00
Heavy Hauling Co., Astoria	98,719.00

OLD OREGON TRAIL IN UMATILLA COUNTY

PENDLETON SECTION

Grimstad & Vanderveldt, Astoria	$ 118,156.50
Porter W. Yett, Portland	119,800.50
E. C. Hall Co., Portland	123,275.00
Denton Constr. Co., Portland	127,238.00
Warren Northwest, Inc., Portland	127,892.38
Heavy Hauling Co., Astoria	134,146.00

WALLOWA LAKE HIGHWAY IN UNION COUNTY

ELGIN-BOSWELL RANCH SECTION

E. C. Hall Co., Portland	$ 321,822.50
Babler Bros., Portland	321,840.00
Peter Kiewit Sons' Co., Longview, Wn.	323,855.25
O. C. Yocom Co., McMinnville	333,610.00
Goodfellow Bros., Wenatchee, Wn.	343,600.00
Rogers Constr. Co., Portland	345,115.00
A. H. Saxton & Sons, Corvallis	345,720.50
Heavy Hauling Co., Astoria	349,899.00
Natt McDougall Co., Portland	353,278.00
Inter City Sand & Gravel Co., Eugene	357,011.00
Triangle Constr. Co., Boise, Idaho	398,383.75

Mr. Willis West, Attorney, Portland, appeared before the Commission at the head of a delegation consisting of about 50 residents of Yachats who protest the removal of smelt sand from the ocean beach at Yachats. The following persons representing the Oregon Agate and Mineral Society were also present but took no part in the discussion: Rev. Byron Travis, Portland, and A. W. Hancock, Portland

Mr. West urged the Commission to cancel the permit heretofore issued to Mr. L. M. Christensen, permitting him to remove beach sand at this location because of the disastrous effects it will have on the propagation of smelt. He alleged that the sand that was taken for use in connection with construction of the Alsea Bay Bridge had not been replaced as was predicted, and a bare shelf of rock remains; consequently, the smelt now spawn in the location where Mr. Christensen's sand-removal operations are under way. He gave as his opinion that unless the Highway Commission stops removal of the sand, the smelt will leave and this attraction will be lost for all time. He questioned the Commission's legal authority to issue the permit in the first instance because it was granted prior to enactment of the 1947 law covering the use of the ocean beaches. It was his thought that the Highway Commission had no control over the situation but that jurisdiction rested in the State Land Board, also that when the Highway Commission authorizes removal of smelt sand or the interference with the propagation of fish, it also interferes

with the common right of fishery. He pointed out that the permit as issued contains no consideration and gave as his opinion, in view thereof, that the permit would not hold up in the courts. Mr. West presented additional oral arguments in support of his request for the cancellation of Mr. Christensen's permit. He filed with the Commission the following material: Resolution from Yachats Grange No. 809, resolution from Yachats Chamber of Commerce, editorial from the Bend Bulletin, letter from North Lincoln Agate Society, letter from Oregon Agate and Mineral Society, petition signed by 200 residents of Yachats, and pictures showing the beach area where the smeltsand is being removed, all of which supported the protest against removal of sand from this beach area.

Chairman Banfield advised the group that the Commission would take no action whatsoever on Mr. West's request until it had consulted with its Chief Counsel, so they need not expect an answer at this meeting. The Chief Counsel later advised the Commission that if the permit issued by the Commission to Mr. Christensen is invalid, it is not invalid on the grounds stated by Mr. West.

Mr. L. M. Christensen, Yachats, also was present with regard to this subject. He exhibited a permit that was granted him by the State Highway Commission in October 1946, permitting him to remove sand from this beach for five years except during the smelt-spawning season, which lasts for several months in the summer. Mr. Christensen advised that on the strength of this permit he has made an investment of about $9,000 in equipment to carry on his operations, however, did not exercise any rights under the permit for a year after receiving it, in fact, has not sold even one yard of the sand up to date although he has stockpiled 150 cubic yards which he expected to sell to local residents at cost, which would be about $1.50 to $1.75 per cubic yard, compared with $6.70 per cubic yard for sand delivered from Fogarty Creek near Newport. Mr. Christensen pointed out that he owns a 1,125 foot frontage on the ocean at this point and people, in order to reach the smelt sand, must pass over his property. He read aloud a letter from Mr. George Govro, who secured some 40,000 cubic yards of sand from this location several years ago for use in connection with the construction of the Alsea Bay Bridge at Waldport. According to this letter Mr. Govro made certain tests to determine the quantity of sand that might be available at this location and found an inexhaustible supply. Mr. Christensen offered to return his permit to the Commission if it so desired but he wished it understood that he is not being forced to do so because of this controversy. This concluded the conference on this subject.

A delegation from Clatskanie representing the Lower Columbia River Highway Association and consisting of State Representative Manley Wilson, of Warren; State Representative Ed H. Condit, Westport; Judge Guy Boyington, County Judge of Clatsop County, Astoria, and Mr. Arthur Steele, President of the Association, and publisher of the Clatskanie Chief, Clatskanie, appeared before the Commission regarding the further improvement of the Columbia River Highway. Mr. Wilson headed the group and introduced the speakers. Mr. Steele mentioned that several people had been killed on this highway due entirely to the condition of the highway and not because of reckless driving or through any fault of their own. He declared that the highway has not had any major

improvement since 1919 and is obsolete for present traffic. He requested the reconstruction of the 40 mile-section between St. Helens and Bugby Loops. In reply to an inquiry of Commissioner Schaupp as to the cost involved and whether or not the matter had been presented to the Legislative Interim Committee, which is now studying highway matters, Mr. Steele stated that he did not know the cost but that the subject had been discussed with the Interim Committee. Judge Boyington recalled that requests for this project had been made years ago and the people were promised a continuing program but during the last few years nothing has been done and they did not press their requests because they thought it best to wait the completion of the Sunset Highway. He gave as his thought that now is the time to proceed with the improvement and urged fair consideration by the Commission. The Engineer advised that plans are ready for the Little Jack Falls Section and that bids would be called for construction of this section, approximately 3.6 miles in length, between Rainier and Goble as soon as the right of way is acquired. Chairman Banfield advised the delegation that state money has been allocated for this section and that it would be spent there unless the people desire some other project, but that lack of funds prohibits undertaking any additional work at the present time. He assured the delegation that every effort would be made to prepare the Little Jack Falls project for bids to be received at the March meeting of the Commission. Judge Boyington also mentioned that the County Court is now preparing a deed conveying to the state title to County lands on Tillamook Head and that it would be delivered to the Commission shortly without cost.

Mr. A. R. Bowman, Prineville, came before the Commission regarding the rerouting of the Crooked River Highway so as to avoid reconstruction of the present highway around a proposed dam in Crooked River which the U. S. Bureau of Reclamation contemplates building. He repeated arguments for such rerouting as expressed at a previous meeting with the Commission and in addition thereto advised that if the State Highway Commission will not approve the rerouting or assume the expense of reconstructing the present highway, the probability is that the Bureau of Reclamation will build the dam on another site further upstream, on the North Fork of the Crooked River, where it will not serve irrigation purposes as will a dam constructed at the lower site. The route proposed by Mr. Bowman extends southeasterly from Prineville along what is known as the Combs Flat County Road to a place known as the Shorty Davis Ranch on the Crooked River -Paulina State Secondary Highway, thence follows the secondary highway to Camp Creek, which is about ten miles west of Paulina,and then leaves the secondary highway in a southerly direction and extends to a junction with the Central Oregon Highway at a point approximately twelve miles west of Gap Ranch. Mr. Bowman advised that he has received information from the Bureau of Reclamation that the Bureau will contribute $100,000 toward the cost of reconstructing such route.

It was pointed out to Mr. Bowman that, according to the Engineer's investigation, it will cost $450,000, or more, to make the proposed route usable; moreover, the state has approximately $400,000 already invested in the present route which would be lost were it abandoned as a state highway. It was also pointed out that were the Commission to spend gas tax money for this purpose it would be more or less subsidizing construction of the dam, which would not be exactly fair to the other people of the state who pay this tax and who are entitled to have the money spent strictly for road building

purposes. The Chief Counsel advised that inasmuch as the Crooked River Highway is a primary state highway the State Highway Commission does not have authority to abandon it as in the case of a secondary highway, and it could be taken off the State Highway System only by action of the legislature; so in the event the Commission should see fit to build the other road, it would still have to maintain the present road until the legislature acted. Following further discussion, the Commission agreed to give the matter further study and thereupon instructed the Engineer to recheck his estimates of cost to improve the proposed route and report his findings at the next meeting of the Commission. Mr. Bowman was informed that before any action is taken the Commission must have definite assurance, in writing, from the Bureau of Reclamation that it will contribute $100,000 toward the cost of improving the new route.

Mr. Fred Cheatham, City Engineer of Springfield, appeared before the Commission and requested a traffic and engineering study for a proposed bypass route for the McKenzie Highway through the town of Springfield, particularly along South "A" Street between Mill Street and 10th Street. He presented a resolution from the City Council requesting such investigation. He stated that he had had a previous conference with the State Highway Engineer regarding this matter and was informed that he could not make the survey unless authorized to do so by the Commission, hence his appeal at this time. He further stated that although no definite commitments have been made, indications are that the city will acquire the necessary right of way. The Engineer stated that the city had been told by Mr. Baldock that a survey would be necessary but that such a survey, estimated to cost between two and three thousand dollars, would have to be approved by the Commission. The Commission decided that, inasmuch as the previous discusssion of the matter was between city officials and the State Highway Engineer, Mr. R. H. Baldock, who is now absent, the matter would be held up until he returns and the request would be placed on the agenda for the March meeting.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same members present and participating.

Mr. J. L. Franzen, City Manager, Salem, appeared before the Commission and requested the installation of a "stop and go" traffic light at the intersection of Pacific Highway East (N. Capitol St.), Silverton Road and Highland Ave. in North Salem on the same cooperative basis as was approved for the signal installation in the Hollywood District. Chairman Banfield recalled that when the Commission approved the installation in the Hollywood District it was with the understanding that the city would report to the Commission the effect the signal has on traffic congestion but to date this report has not been received. There followed a general discussion of the proposed installation but action on the matter was deferred pending an investigation and report by the Engineer.

Mr. Elmo Smith, Mayor, and Mr. J. Dwyer Bennett, Councilman, representing the City Council of Ontario, appeared before the Commission regarding the improvement of certain industrial streets in their city that are not on the state highway system. Mr. Smith was spokesman. He advised that the city has a program

of improvement of about 100 blocks of city streets which they plan to finance with city funds as far as possible, but their main project is the improvement of East Second Street which now carries a large volume of industrial traffic with much more in prospect due to construction of a new mill adjacent to this street. The city, he said, is not financially able to maintain this particular street, so they are asking the Highway Commission to assist, using the "City Account Funds" made available to the Commission under the provisions of Chapter 425, Oregon Laws 1947. He said that the city is equipped to do a portion of the work such as preparation of the base if the State Highway Commission will provide the oil surfacing; moreover, the city will contribute from $1,500 to $2,000 of city funds toward the costs involved, depending, of course, on the requirements of the Commission in that regard. Chairman Banfield explained that the Commission has $250,000 available under the City Account Fund to distribute among the smaller cities and towns of the state under the provisions of the law referred to, and the Commission wants to aid these cities and towns in the improvement of their street facilities to the best of its ability; however, because of the limited amount of funds available and the necessity to distribute the funds equitably throughout the state, there is a limit to the amount the Commission can allocate to any particular city or town. In the event the Commission should approve this project, he said it would be with the understanding that it is the city's major project and that the city could not return next year and ask for additional funds. Mr. Bennett assured the Commission that the East Second Street improvement is their major project and if the Commission will assist with this project the city will take care of the balance of its streets. He urged an early decision in the matter so, if approved, the work can be done within the next 90 days, before extreme heavy hauling is begun over this street. He was advised by the Commission that the request would be taken under consideration, and, if it is approved, it would be on the condition that the city would contribute to the cost involved.

Further consideration of the matter was given by the Commission following the departure of this group during discussion of projects submitted by the Engineer as eligible for the "City Account Funds". The Engineer presented a list of projects,as follows, involving $194,616 of state funds, $90,028 of city cooperative funds, and $13,750 of funds to be provided by property owners, which list he suggested as a partial program for the total amount of $250,000 state funds available:

See next two pages for program

CITIES - 0 TO 2,000 POPULATION

County	City	Population	Estimated Cost to State	Estimated Cost to City	Estimated Cost to Property Owners	Total Estimated Cost	Length in Miles
Coos	Bandon	1,004	$ 1,214	$ 40	$ - - -	$ 1,254	.355
Washington	Beaverton	1,492	7,255	650	4,250	12,155	.65
Linn	Brownsville	960	15,000	8,11[illegible]	- - -	23,110	.86
Jackson	Central Point	1,156	15,000	3,000	- - -	18,000	.54
Washington	Cornelius	781	1,045	300	- - -	1,345	.37
Wasco	Dufur	392	4,812	- -	- - -	4,812	.295
Coos	Eastside	887					
Clackamas	Estacada	673					
Umatilla	Freewater	1,041	5,607	- -	- - -	5,607	.50
Tillamook	Garibaldi	899	3,920	300	- - -	4,220	.495
Clatsop	Gearhart	614					
Linn	Harrisburg	860					
Polk	Independence	1,608	8,530	- -	- - -	8,530	.25
Umatilla	Milton	1,849	11,101	5,580	- - -	16,681	.21
Coos	Myrtle Point	1,613	15,000	5,724	- - -	20,724	.77
Douglas	Oakland	593	852	- -	- - -	852	.38

(Con't)

City	Type of Project	Remarks Description of Proposed Improvement
Bandon	Cooperative	State to reseal, City to Patch.
Beaverton	Cooperative	State to lay oil mat. City to blade, etc. Property owners to pay for curbs
Brownsville	Cooperative	State to remove bad spot, rebase and lay new asphaltic concrete, and replace part of street with oil mat. City to pay for drainage and base rock.
Central Point	Cooperative	State to remove sheet asphalt, place B-3 bituminous macadam, and patching. City to take care of drainage.
Cornelius	Cooperative	State to patch and reseal. City to provide drainage.
Dufur		State to widen and place oil mat.
Eastside		Recommend no work in 1948.
Estacada		Recommend no work in 1948.
Freewater		State to widen and place oil mat.
Garibaldi	Cooperative	State to place crushed rock and blade streets. City to drain and ditch.
Gearhart		Recommend no work in 1948.
Harrisburg		Recommend no work in 1948.
Independence		State to raise grade on one block, widen and re-oil balance.
Milton	Cooperative	State to cut and fill, install culvert. City to fine grade and surface.
Myrtle Point	Cooperative	State to lay asphaltic concrete. City to pay share.
Oakland		State to patch and reseal.

(Con't)

County	City	Population	Estimated Cost to State	Estimated Cost to City	Estimated Cost to Property Owners	Total Estimated Cost	Length in Miles
Lincoln	Ocean Lake	557	$ - -	$ - -	$ - -	$ - -	-
Coos	Powers	762	7,248	2,700	- -	9,948	.53
Douglas	Reedsport	1,979	1,403	- -	- -	1,403	.76
Douglas	Riddle	622	15,000	14,924	- -	29,924	.64
Lincoln	Siletz	582	2,417	1,810	- -	4,227	.515
Marion	Stayton	1,353					
Malheur	Vale	1,374					
Yamhill	Willamina	886					
			$115,404	$ 43,138	$ 4,250	$162,792	8.12

CITIES - 2,000 TO 5,000 POPULATION

County	City	Population	Estimated Cost to State	Estimated Cost to City	Estimated Cost to Property Owners	Total Estimated Cost	Length in Miles
Harney	Burns	2,566	$ 9,521	$ 2,850	$ 500	$ 12,871	1.405
Lane	Cottage Grove	2,626					
Polk	Dallas	3,579	8,267	1,875	- -	10,142	.98

(Con't)

City	Type of Project	Remarks Description of Proposed Improvement
Ocean Lake		Recommend no work in 1948
Powers	Cooperative	State to widen portion, patch and re-oil. City to provide drainage and culverts
Reedsport		State to patch and reseal
Riddle	Cooperative	State to grade, base rock, and place asphaltic concrete, drainage. City to pay share.
Siletz	Cooperative	State to drain and lay culvert pipes. City to place rock and blade.
Stayton		Recommend no work in 1948
Vale		Recommend no work in 1948
Willamina		Recommend no work in 1948

City	Type of Project	Remarks Description of Proposed Improvement
Burns	Cooperative	State to patch and place oil mat. City to grade and rock. Property owners to furnish culvert pipe.
Cottage Grove		Recommend no work in 1948
Dallas	Cooperative	State to place oil mat and asphaltic concrete. City to re-base portion and drain.

(Con't)

County	City	Population	Estimated Cost to State	Estimated Cost to City	Estimated Cost to Property Owners	Total Estimated Cost	Length in Miles
Lake	Lakeview	2,466	$ 12,151	$ 9,191	$ 3,000	$ 24,342	.36
Lincoln	Newport	2,019	2,628	2,740	- -	5,368	.20
Malheur	Ontario	3,551	7,645	1,931	- -	9,576	1.39
Clackamas	Oswego	2,445					
Linn	Sweet Home	2,141	15,000	4,862	- -	19,862	.77
Tillamook	Tillamook	2,751	9,000	10,000	6,000	25,000	.635
Polk	West Salem	2,005	15,000	13,441	- -	28,441	.305
			$ 79,212	$ 46,890	$ 9,500	$ 135,602	6.045
	TOTAL		$194,616	$ 90,028	$13,750	$ 298,394	14.165

February 3, 1948

City	Type of Project	Remarks Description of Proposed Improvement
Lakeview	Cooperative	State to reshape, place rock base, and oil mat. City and property owners to place curbs and storm drainage and one-half cost of rock base.
Newport	Cooperative	State to widen and place oil mat. City to construct curbs.
Ontario	Cooperative	State to grade, surface and oil mat. City to install culverts and drainage and pay costs of grading, surfacing.
Oswego		Recommend no work in 1948
Sweet Home	Cooperative	State to place asphaltic concrete. City to provide drainage and base rock.
Tillamook	Cooperative	State to place asphaltic concrete pavement. City to grade, place base rock. Property owners to place storm sewers, curbs, driveways, etc.
West Salem	Cooperative	State to place asphaltic concrete pavement. City to base rock, place curbs and drainage.

The Engineer advised that the projects listed have been carefully checked on the ground by Highway Department engineers, and verbal agreements have been effected with the city authorities pending consideration and approval of the projects by the Commission. He recommended approval of the projects and that authority be granted him to enter into formal agreements with the cities on the basis of the oral arrangements. Following careful consideration of this matter the Commission unanimously approved the projects as recommended. The Engineer and the Chief Counsel were authorized and instructed to proceed at once to secure agreements with the cities and towns concerned, and to expedite the matter as much as possible. The Engineer was authorized to proceed with the contracting of the work as soon as the agreements have been executed.

Chairman Banfield brought up for discussion the construction of the proposed railroad grade separation structure on the Baker-Unity Highway in the City of Baker. The Chief Counsel reported that he is endeavoring to clear up the right of way features of this project and expects to have that taken care of shortly, and that he is trying to get additional cooperation from the railroad company and expects to have that matter settled soon also. The Engineer advised that the plans for the project have been prepared and the project can go forward as soon as right of way and legal matters have been cleared up. The Commission ordered the matter expedited and authorized the contracting of the project as soon as the legal and right of way matters have been clarified.

Chairman Banfield also inquired into the matter of the proposed exchange of roads with Umatilla County as previously requested by the Umatilla County Court. He recalled that when the court appeared before the Commission it was understood that a definite answer would be given this year. The Engineer advised that the information for his report has been assembled and that the report will be submitted in the near future. He and the Chief Counsel were instructed to expedite their reports on this subject.

A letter was presented from the City of Astoria, requesting the widening of Taylor Avenue westerly from Bay Street and also requesting the improvement of the highway in the east end of Astoria in order to relieve traffic congestion caused by the establishment of the Tongue Point Naval Base. The Engineer advised that a preliminary engineering study will have to be made of this matter before he can make an intelligent report on it. He estimated the cost of such study at $500 and suggested that he be authorized to proceed with it at odd times when an engineer can be spared for the purpose. The Commission approved the suggestion by unanimous vote on the condition that it will not be necessary to take personnel away from other jobs to make this investigation. It was the feeling of the Commission that it should help out in matters of this kind if it will not handicap other work.

The Commission by unanimous vote confirmed the oral approval heretofore given for increasing the amount of Postwar Forest Highway Funds programmed for improvement of the Alsea Highway Project No. 6-A1, E8 from $250,000 to $340,000, such transfer being of Federal Funds only, in order to expedite this forest highway improvement.

The Engineer brought up for discussion the matter of improving the Minam Hill-Wallowa Section of the Wallowa Lake Highway with state forces rather than by contract. He advised that this is one of the jobs included in the Special Major Betterment Program for 1948 and because of the nature of the work, which is scattered over several miles of highway, it is difficult to contract and very likely can be done much cheaper with state forces. He requested authority to perform the work on a state-force basis. The Chief Counsel advised that it would be legal for the Highway Commission to do the work in such manner because it is in the nature of minor betterment. Following discussion the Commission approved the Engineer's request by unanimous vote.

In this connection, and for similar reasons, the Engineer also requested authority to undertake with state forces the improvement of the Oregon Coast Highway south of Port Orford, which is also one of the projects included in the Commission's Special Major Betterment Program for 1948. The Commission approved the request by unanimous vote.

The Commission discussed with the Engineer the bids received at the morning session for construction of state highway projects and by unanimous vote took action as publicly announced at 3:00 p.m. by Chairman Banfield, as follows:

"Reconstruction of ferry slips at Astoria and Megler, Clatsop County. The Commission received two bids for this job, the low bid being submitted by General Construction Co., Portland, at $20,858.15. The other bid was submitted by Larson and Palmberg Company, Astoria, at $29,847. The Commission has awarded the contract to the low bidder, General Construction Co.

"Grading, surfacing, and furnishing crushed rock in stockpiles on the Johns-Mackin Gulch Section of the Pacific Highway in Douglas and Josephine Counties. Babler Bros., Portland, submitted the low bid for this work at $292,796. The next low bid was submitted by Edwin C. Gerber, Oregon City at $306,409. Seven higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder, Babler Bros., when certain conditions have been satisfied.

"Construction of a 260-foot reinforced concrete and steel girder viaduct over the Salmon River on the Oregon Coast Highway in Lincoln County. Tower Sales & Erecting Co. and Walder & Kenworthy, Portland, submitted the low bid for this job at $82,505. The next low bid was submitted by Tom Lillebo, Reedsport, at $86,372.50. Two higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder, Tower Sales & Erecting Co. and Walder & Kenworthy, when certain conditions have been satisfied.

"Grading, paving and construction of a reinforced concrete bridge on the Lebanon Section of the Santiam Highway, in Linn County. The Commission received five bids for this work, the low bid being submitted by Warren Northwest, Inc., Portland, at $125,631. The next low bid was submitted by Perkins Bros., Portland, at $130,661. The contract has been awarded to the low bidder, Warren Northwest, Inc., at its bid price.

"Bristol Undercrossing and Troutdale Grade Separation structures on the Columbia River Highway, in Multnomah County. The Commission received six bids for this work. The low bid was submitted by Walder & Kenworthy, Portland, at $47,420.50. Birkemeier & Sarcmal, Portland, submitted the second low bid at $47,740. The contract has been awarded to the low bidder, Walder & Kenworthy.

"Grading the West Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway, in Sherman County. The Commission received seven bids for this work, the low bid being submitted by Gerald Miller, Prineville, at $46,012. Vernie Jarl, Gresham, submitted the second low bid at $48,338.00. The contract has been awarded to the low bidder, Gerald Miller.

"Grading and paving on the Pendleton (18th Street-First Street) Section of the Old Oregon Trail, in Umatilla County. The Commission received six bids for this work, the low bid being submitted by Grinstad & Vanderveldt, Astoria, at $118,156.50. The second low bid was submitted by Porter W. Yett, Portland, at $119,800.50. The Commission has rejected all bids for this job.

"Grading, surfacing, and furnishing crushed rock in stockpiles on the Elgin-Boswell Ranch Section of the Wallowa Lake Highway, in Union County. E. C. Hall Co., Portland, was the low bidder for this work at $321,822.50. Babler Bros., Portland, submitted the second low bid at $321,840. Nine higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder, E. C. Hall Co., when certain conditions have been satisfied."

The Commission discussed a telegram from the Bandon Road Committee to Governor John H. Hall requesting immediate action by the State Highway Commission in improving the Seven Devils Road from Coos Bay to Bandon and construction of a bridge across the Coquille River at Bullards. The Commission considered that, inasmuch as this is a county road, it has no obligation in connection with this road or bridge structure and instructed the Secretary to so inform the Bandon Road Committee, sending a copy of the communication to Governor Hall.

The Engineer reported that, pursuant to authority previously given him by the Highway Commission, he has awarded contracts as follows, the conditions of the awards having been satisfied:

Construction of Sandy River Bridge on Columbia River Highway, Multnomah County; contract awarded to low bidder, General Construction Company, on December 31, 1947.

Grading and oil mat surfacing on the Carlton-Chehalem Creek Section of the Carlton-Chehalem Creek County Road, Yamhill County; contract awarded on December 31, 1947, to low bidder, Frank M. Parsons.

Construction of Crooked River Bridge on Ochoco Highway, in Crook County; contract awarded on December 31, 1947, to Perkins Bros., the low bidders.

Grading and oil mat surfacing on the Crooked River Section of the Ochoco Highway, Crook County; contract awarded on December 31, 1947, to the low bidder, Vernie Jarl.

Silver Lake-Harvey Creek and Harvey Creek-Chewaucan River Rock Production Projects on the Fremont Highway, in Lake County; both contracts awarded to the low bidder, F. L. Somers, on January 2, 1948.

Grading and oil mat surfacing, overcrossing structure, and production of crushed gravel for the Adrian-Homedale Section of the Nyssa-Adrain Highway, Malheur County; contract awarded on January 16, 1948, to J. A. Terteling & Sons, low bidders.

Meacham Sanding Materials Project on the Old Oregon Trail, Umatilla and Union Counties; contract awarded on January 23, 1948, to the low bidders, Holmes Bros.

The Commission by unanimous vote confirmed the awards as reported.

The Engineer reported that the relocation survey for the Monument - Hamilton Section of the Kimberly-Long Creek Secondary Highway, in Grant County, has been completed and asked the Commission to approve it as the permanent route of such highway section. After due consideration of the report of the Engineer with respect to the survey under discussion, the Commission approved and adopted the survey, by the adoption, by unanimous vote, of the resolution marked EXHIBIT "E", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Commission considered the following requests for extensions of time within which to complete highway contracts.

R. A. Heintz Construction Company, Contract No. 2844 for grading and topping the Johns-Glendale Junction Section of the Pacific Highway in Douglas County, requested an extension of time of 152 days, from October 31, 1947, to March 31, 1948, within which to complete this job. They alleged that a two months' delay in awarding the contract due to

right of way troubles, and the extremely wet fall weather prevented completion of the work within the specified time limit. The Engineer advised that the awarding of the contract was delayed fifty days and further delays were caused by right of way disputes and adverse fall weather conditions; however, the state incurred no extra expense by reason thereof except perhaps a small amount for engineering supervision. He recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Struss & McCoy, Contract No. 2859 for furnishing crushed rock in stockpiles for the John Day Rock Production project on the John Day, Beech Creek, Pendleton-John Day, and John Day-Burns Highways, in Grant County, requested an extension of time of 152 days, from December 31, 1947 to June 1, 1948, within which to complete this job. They alleged that breakdown of the crusher equipment had prevented completion of the job within the specified time limit. The Engineer advised that the contract was awarded November 26, 1946, but the contractor did not start setting up his plant until May 2, 1947; also that production output since that time has not been up to expectations. He recommended that the extension of time requested be granted to June 1, 1948, but that the contractor be assessed engineering costs incurred by the state subsequent to December 31, 1947. The Commission approved the extension of time to June 1, with penalty, as recommended by the Engineer.

Kuckenberg Construction Company, Contract No. 2874 for construction of ramps at the west end of the Ross Island Bridge on the Pacific Highway West, in Multnomah County, requested an extension of time of 120 days, from December 31, 1947, to April 30, 1948, within which to complete this job. They stated that, inasmuch as this contract was awarded to them in conjunction with Contract No. 2873, they considered it advisable to synchronize the job schedule for both projects, and as a result construction of the Ross Island Bridge ramps was delayed until the fall and winter months. The Engineer advised that it was logical that the construction of the ramps be delayed as weather and ground conditions more seriously affected the other contract, No. 2873. He recommended, in view thereof, that the extension of time requested be granted without penalty. There was presented from the Public Roads Administration a letter concurring therein. The Commission granted the extension of time to April 30, 1948, without penalty.

Warren Northwest, Inc., Contract No. 2897 for re-grading and paving the Milwaukie-Estacada Section of the Clackamas Secondary Highway, in Clackamas County, requested an extension of time of 242 days, from October 31, 1947 to June 30, 1948, within which to complete this work. They alleged that their failure to complete the job within the specified time limit was due to excessive rains during the month of October which prevented the application of asphaltic and concrete surface. The Engineer advised that the contractor had made every effort to complete

the job within the specified time but was forced to discontinue operations in October because of bad weather conditions. The traveling public, he said, has not been inconvenienced. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the extension of time to June 30, 1948, without penalty.

VaDare Construction Company, Contract No. 2908 for construction of the Stillwell Bridge over Trask River on the Tillamook-Netarts Secondary Highway, in Tillamook County, requested an extension of time of 181 days, from December 31, 1947 to July 1, 1948, within which to complete this job. They alleged that lack of capable skilled labor, extreme difficulties encountered in excavation, and failure to locate critical materials for cofferdams prevented completion of the contract within the specified time limit. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He recommended that the extension of time requested be granted without penalty. The Commission unanimously approved the time extension to July 1, 1948, without penalty.

Johnson-Sterner Corp., Contract No. 2926 for construction of a bridge over Deep Creek on the Milwaukie-Estacada Section of the Clackamas Secondary Highway, in Clackamas County, requested an extension of time of 120 days, from December 31, 1947, to May 1, 1948, within which to complete this job. They alleged that their delay in completing this job on time was due to slow delivery of steel handrail sections; however, they anticipated that the structure will be completed except for painting, and ready for traffic by December 31, 1947. The Engineer advised that as of January 9, 1948, the bridge was completed with the exception of painting the handrail and removal of the detour bridge. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission by unanimous vote approved the extension of time to May 1, 1948, without penalty.

Lindstrom Bros., Contract No. 2942 for construction of a bridge over Rock Creek on the Milwaukie-Estacada Section of the Clackamas Secondary Highway, in Clackamas County, requested an extension of time of 90 days, from December 31, 1947 to March 31, 1948, within which to complete the project. They alleged that delay in awarding the contract and bad weather prevented completion of the job within the specified contract time limit. The Engineer advised that this is one of the Timber Access Road projects for which the awarding of the contract was held up for a considerable length of time pending approval by the Federal authorities; however, after the contract was awarded the contractor made as good time as could be expected. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission granted the extension of time to March 31, 1948, without penalty.

The State Highway Commission, in passing on contractor's requests for extensions of time within which to complete the contracts as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the time limits specified.

The Engineer was instructed, hereafter, when submitting his written recommendations to the Commission prior to its regular meetings, to assign a number to each one so it can be identified easily when brought up for discussion at the meetings.

The Engineer reported that contracts Nos. 2772 and 2901 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report, with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported, and by unanimous vote adopted the resolution marked EXHIBIT "K", attached hereto and by this reference made a part hereof with like effect as though extended herein.

The Engineer requested authority to construct the following Bridge Minor Betterment jobs:

Extend five 2 x 4 R. C. box culverts	$ 2,000.00
Replace decayed untreated timber cattle passes or small timber bridges with pipe culverts-18 structures involving all five divisions of the state	23,000.00
Extend bridge two additional spans untreated timber, MP 7-217.59	2,000.00
Install steel channel shear rail for the protection of Applegate River Bridge on the Redwood Highway 7 miles west of Grants Pass	3,000.00
Replace 186 lineal feet untreated timber trestle over Skipanon Slough on the Warrenton Secondary Highway with 36" pipe culvert and fill	10,000.00
Widen two bridges on Pacific Highway between Wilbur and Sutherlin	10,000.00
Total	$ 50,000.00

He estimated the cost of the work at $50,000 and advised that funds to pay the expense are provided in the 1948 Minor Betterment Budget. The Commission unanimously approved all of the projects listed; however, instructed the Engineer hereafter to submit requests of this nature to the Commission further in advance of its meeting dates to allow the Commission time to analyze them before the meeting.

The Commission considered a request from the City of Klamath Falls that something be done to relieve the pedestrian traffic hazard on South Sixth Street. Commissioner Schaupp stated that he had discussed this matter with Mr. Tom Edwards, District Maintenance Superintendent at Klamath Falls, and that remedial measures are now being studied. The Secretary was instructed to so inform the City of Klamath Falls.

The Commission considered a suggestion from the Klamath County Chamber of Commerce that informational signs be erected on state highways at designated crosswalks notifying autoists that pedestrians have the right of way at such locations. The Engineer recommended that, inasmuch as the control of traffic at designated crosswalks is a matter of law enforcement by the cities, the suggestion be denied. The Commission approved the Engineer's recommendation and instructed the Chief Counsel to write the Klamath County Chamber of Commerce, stating the action taken and the reasons therefor.

Consideration was given by the Commission to a copy of a letter from Forrest E. Cooper, Attorney, Lakeview, addressed to Mr. Ed Turnbull, Chairman, Highway Committee, Eugene Chamber of Commerce, regarding the Sprague River Road in the Klamath Indian Reservation, in which it was suggested that the State Highway Commission initiate action for the improvement of this road. Commissioner Schaupp stated that he discussed this matter with Mr. Cooper and advised him that the Commission definitely would not take the initiative in the matter. The Engineer advised that he had no new data on funds available for a project of this sort. No action was taken by the Commission.

The Commission considered and ordered filed a letter from the Astoria Chamber of Commerce protesting the Commission's action at the December, 1947, meeting regarding the proposed acquisition of Fort Stevens as a State Park.

The Commission considered adoption of a resolution extending Federal Aid Secondary Highway No. 245, a county road in Douglas County, to include a part of the former route of the Pacific Highway. The Engineer explained that this road consisted of an abandoned section of the Pacific Highway, extending from Glendale Junction northerly a distance of 7.38 miles, to a connection with the relocated Pacific Highway near Azalea. He stated further that Douglas County will maintain the section, but the County Court wants it designated as an extension of Federal Aid Secondary Highway No. 245, and, if the Commission approves, the County Court will request approval of the Public Roads Administration. Action on this resolution was deferred until the next Commission meeting pending a report from the Chief Counsel on legal features involved.

The Commission by unanimous vote approved the payment of 1948 membership dues in the American Association of State Highway Officials, amounting to $450.

The Commission discussed and, upon recommendation of the Engineer, approved a request from the Tillamook County Court that the existing bridge over Three Rivers on the Oregon Coast Highway at Hebo, be given to Tillamook County when it is replaced by a new structure.

The Commission confirmed the oral authority previously given the Engineer to purchase equipment costing $325,000, as follows, being equipment listed in his letter of January 9, 1948, to the Commission:

Maintenance Department

5 Waukesha engines)	$ 9,000.00
2 F. W. D. engines)	
60 Light trucks for paving crews	144,000.00
5 Motor Patrol graders	40,000.00
2 Baughman 7 cu. yd. sanders	2,000.00
10 Front-end tractor loaders - paving crews	40,000.00
10 Asphalt heaters for paving crews	16,000.00
7 light passenger cars	10,500.00
17 Station wagons - survey crews	22,000.00
8 Pickups	9,000.00
	$ 292,500.00
Engineering equipment for construction department	1,200.00
Office equipment and furniture	5,900.00
Testing laboratory equipment	18,000.00
Traffic engineering equipment	2,400.00
Maintenance station equipment	5,000.00
Total	$ 325,000.00

The Commission also authorized the Engineer to purchase additional equipment, estimated to cost $272,000, as follows, being equipment listed in the Engineer's letter of January 27, 1948, to the Commission:

Maintenance Department, for road equipment

20 cars at $1,500	$ 30,000.00
10 Pickups	11,000.00
10 Light Trucks	24,000.00
2 Power Shovels	26,000.00
4 Air Compressors	20,000.00
1 Boiler	1,200.00
2 Dozers	3,000.00
1 Diamond Drill	2,500.00
5 Pull Graders	10,000.00
2 concrete mixers	900.00
17 Power Mowers	25,500.00
1 Paving Plant	20,000.00

Maintenance Department, for road equipment (Con't)

2 Pumps	$ 1,000.00
2 Retorts	15,600.00
2 Tractors	16,000.00
3 Power Saws	2,100.00
2 Snogos	34,000.00
3 Weed Sprayers	1,500.00
Repair Shop Equipment	20,000.00
Radio Equipment	5,000.00
Sign Shop Equipment	2,000.00
Legal Department, office equipment	700.00
	$ 272,000.00

The Commission considered an arrangement with the Myrtle Creek Telephone Company covering disposal of 44.79 miles of telegraph line facilities formerly owned by the Postal Telegraph Cable Company along the Pacific Highway in southern Oregon. The Company offered $1,567.65, payable $250.00 down and the balance by July 1, 1948, for such material. The Engineer advised that if this sale is approved it will dispose of all the remaining pole line facilities acquired from the Postal Telegraph Company. He recommended approval of the sale. The Chief Counsel concurred. The Commission approved the arrangement unanimously. (The contract of sale with the Myrtle Creek Telephone Company was signed later in the day).

A letter was presented from the Sweet Home Chamber of Commerce requesting that the designation of the North Santiam and the Santiam Highways be clarified on the Commission's road condition report, as issued weekly, so as to avoid confusion that exists when these highways are referred to by name.

The Chamber of Commerce suggests that these highways be referred to by their route number, U. S. Route No. 20 and State Route No. 222 rather than by name. The Commission instructed the Engineer to so clarify the road report.

The Commission considered an agreement with the Marion County Court providing for abandonment to the county of two short sections of the Pacific Highway East between Illahee and Stelwer Hill where the Highway has been permanently constructed on other alignment. The Engineer explained that these sections had been reconstructed a few years ago but the presentation of the agreement had been delayed until the section from Stelwer Hill to Albany had been completed. The Commission approved and, later in the day, signed the agreement.

The Commission considered the abandonment of portions of the old route of the Tiller-Trail Secondary Highway which no longer are of value for state highway purposes since the highway has been realigned. After due consideration the Commission by unanimous vote adopted the attached resolution

abandoning such areas, which resolution is marked EXHIBIT "F" and by this reference is made a part hereof with like effect as though extended herein.

The Commission also considered the abandonment of a portion of the Hope-Derry Ranch Section of the Vale-West Secondary Highway which is no longer of value for highway purposes because of construction of the highway on other alignment. The Engineer presented a map showing the old and new locations. After due consideration the Commission by unanimous vote adopted the attached resolution with respect to the disposition of the areas, which resolution is marked EXHIBIT "G" and by this reference is made a part hereof with like effect as though extended herein.

The Commission considered a letter from the Joseph Chamber of Commerce requesting that the Enterprise-Lewiston Highway be renamed as "Chief Joseph Trail," which name, they stated, was chosen as the result of a contest. The Engineer advised that Oregon, Washington, and Idaho all have different names for this highway and various other parties, also, have suggested renaming the highway. The Commission decided unanimously to retain the present name of this highway, "Enterprise-Lewiston Highway."

The Engineer presented a request from the City of Milton for authority to install, at city expense, a yellow and red blinker light at the intersection of South Main and Frazer Streets. The Engineer advised that a previous request for a signal at this point was denied by the Commission because the Traffic Engineer, in his report on the subject, declared it unnecessary in order to control traffic; however, the city still wants it to the extent that it is willing to install it at the city's cost and expense if the Commission will permit the installation. He recommended approval of the request subject to the condition that the signal is installed in conformity with state specifications and that the city will assume the maintenance of the light. The Commission approved the recommendation unanimously.

The Commission discussed a request from the City of Hillsboro for installation of two flashing beacons on the Tualatin Valley Highway at the intersections of Dennis Street and Oak Street with the Tualatin Valley Highway, in Hillsboro. The Engineer advised that three traffic lights previously have been installed in Hillsboro, and, in addition, the intersection at 10th Avenue and Base Line Road has been channellized. He recommended that the request be deferred for a few months in order to determine the effect of the installations that have been completed. The Commission unanimously approved the Engineer's recommendation.

The Engineer presented a request from the Southern Pcific Company for state cooperation in the installation of two flashing signals at the grade crossing of the Southern Pacific Tracks and the Albany-Lyons Secondary Highway at Crabtree, in Linn County. He stated that there have been five accidents at this crossing since 1941, two of which resulted in fatalaties. He recommended approval of the request on the condition that the state's cooperation shall be limited to 50 per cent of the cost of the entire installation, which is estimated at $4,150, and that the Railroad Company shall maintain the signals after they are installed. Action on this matter was deferred

by the Commission pending investigation and report from the Chief Counsel.

The Commission considered a request from "Gladstone Builders" for designation of a 35 mile-per-hour speed limit on U. S. 99E between Gladstone and Portland, and a 25 mile-per-hour speed limit within the City of Gladstone. The Engineer advised that the Pacific Highway East between Portland and Oregon City is constructed on a four-lane standard, designed to accommodate reasonably high speed traffic. He recommended that the petition be denied on the basis that the requested speed limitation would materially reduce vehicular capacity of the highway. The Commission unanimously approved the Engineer's recommendation.

The Engineer reported on a petition received from residents of Planerville, a suburb of Redmond, for the designation of a maximum speed of 25 miles per hour on The Dalles-California Highway through this district. He advised that Planerville is approximately one mile south of Redmond and that there is no improved frontage lying between the towns; further, that an investigation by the Traffic Engineer does not reveal sufficient roadside culture to warrant a 25 mile-per-hour zone. He recommended that the request be denied. The Commission unanimously approved the Engineer's recommendation.

The Engineer reported that numerous requests had been received for a speed-control zone on the Oregon Coast Highway through Wecoma, Ocean Lake, Delake, Nelscott, Taft and Cutler City. He stated that an investigation by the Traffic Engineer shows that the section in question which extends from mile point 125.06 to mile point 130.8, a distance of 5.74 miles, is almost a continuous residential and business area, and that during the past six years there has been a total of 260 accidents on this section which makes it one of the worst sections on this highway. He recommended that the existing 25 mile-per-hour speed limit through Ocean Lake be extended 0.35 mile southerly to include the section past Delake School; that a 25-mile-per-hour speed limit be ordered within the city limits of Taft, a distance of 0.39 mile; and that the balance of the section be zoned for a speed limit of 35 miles per hour. The Commission unanimously approved the speed limits as recommended by the Engineer with the stipulation that signs clearly warning motorists of a reduced speed zone ahead be placed at each end of each zone. The Commission thereupon by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT "H" and is by this reference made a part hereof with like effect as though extended herein.

The Commission confirmed a 50 per cent reduced load limit ordered by the Engineer on the Monmouth Secondary Highway, effective January 8, 1948, which was made necessary by extremely heavy rainfall during the month of December and the fore-part of January, and thereupon by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT "I" and is by this reference made a part hereof with like effect as though extended herein.

The Engineer requested authority to impose a 50 per cent reduced load limit on the entire length of the John Day-Burns Highway beginning on or about February 15, 1948. He advised that this highway is subject to severe

damage when the frost is leaving the ground in the spring if loads are not subjected to control, and that in the past it has been found necessary to impose load restrictions for a short time during the spring months. After due consideration of this matter, the Commission authorized the reduced load limit, as requested, and thereupon adopted the resolution which is attached hereto, marked EXHIBIT "J" and by this reference made a part hereof, with like effect as though extended herein.

The Commission considered rescinding the two percent tolerance allowed haulers of petroleum products during the war-time period. The Chief Counsel advised that the tolerance was allowed by the Commission at the request of the Army Air Corps and the Director of Defense Transportation to facilitate the movement of petroleum products from California to the Army Cantonments at Camp White and at Camp Abbott, but that conditions are now such that it no longer is required. He recommended, in order to keep the record straight, that the Commission now rescind its resolution of January 11, 1944. The Engineer concurred in the recommendation. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto, marked EXHIBIT "L", and which by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the Bend Chamber of Commerce urging immediate construction of the North Santiam Highway on permanent alignment on the north side of the North Santiam River between Mill City and Mehama, Marion County. The Engineer advised that this project is estimated to cost $750,000 but it will not involve purchase of any right of way because that has been acquired by Marion County. He further stated that the project is not included in any construction program to date. The Commission denied the request for lack of funds.

The Commission discussed briefly and referred to the Engineer for investigation and report a request from the City of Warrenton for the improvement of secondary state highways recently designated by the Commission within this city.

The Engineer presented a request from the Portland Gas and Coke Company for a 30-day extension of a permit, heretofore authorized by the Commission at its December meeting, granting to contract haulers certain special privileges in the transportation of liquid petroleum products from

California to Portland for the Portland Gas and Coke Company. The Engineer advised that the permit referred to granted a special overweight concession for a 30-day period that expired on January 31, 1948; however, the shortage of heating gas in the Portland area still continues, and railroad tank cars are still not available. He recommended that the present permit be extended 30 days as requested. The Commission unanimously granted the extension as recommended.

The Commission considered the cancellation of a log hauling permit issued to Harold H. McGee, Springfield, Oregon. The Engineer recalled that this matter had been considered by the Commission at its meeting on December 29 and 30, 1947, and that the Commission at that time ordered an itemized statement of all violations committed by Mr. McGee. He presented a list of such violations covering the years 1945, 1946 and 1947 together with a tabulation showing that McGee paid fines and court costs totaling $1,381.45, of which amount $1,155.35 had been assessed during the calendar year 1947. He also pointed out that Mr. McGee's permit had been cancelled in September 1945, for overloading and for refusal to allow his loads to be weighed when requested by the weighmasters. This permit, he said, was reinstated in October, 1945, based on Mr. McGee's letter to the State Highway Commission dated October 2, 1945, which stated in part, "in the future I shall, to the best of my ability, keep my loads to within the limits prescribed by law and shall submit to weighing whenever requested to do so". The Engineer recommended that Mr. McGee's permit be again cancelled on the basis of his poor record during 1947. The Commission approved the recommendation by unanimous vote and so ordered.

In this connection the Commission instructed the Engineer, hereafter to submit a complete report of violations in cases where he intends to recommend cancellation of a permit.

The Commission considered a form of permit and the adoption of a policy with respect to issuance locally of single - movement emergency transportation permits. The Engineer recalled that this subject previously had been discussed by the Commission at its December 1947, meeting, and that in November 1947, a group representing the heavy-hauling interests had appeared before the Commission requesting certain changes. Two conferences with officers and officials of the haulers have been held since that time, he said, the last one, in January 1948, resulting in agreement among the haulers as to what they really wanted. The Engineer explained briefly the recommendations which he and the Chief Counsel had determined upon, as outlined in the Engineer's letter of January 30, 1948, addressed to the State Highway Commission. (See letter in general files for details.) Commissioner Schaupp gave as his understanding that the Commission is primarily interested in protection of the highways and the issuance of permits to haulers with the least amount of delay and "red tape". Following discussion the Commission tentatively approved the recommendation and thereupon instructed the Chief Counsel to consult with the Engineer with respect to details and then prepare the regulations in the form of a resolution for adoption by the Commission at its next meeting.

The Commission also considered the adoption of permit forms covering construction of pole lines, telephone cables and conduits, and pipe lines upon state highway rights of way, and the granting of authority to the Director of Permits and his assistant to sign permits of this type. Specimen copies of the several forms were presented for the Commission's inspection. TheChief Counsel and the Engineer recommended adoption of the new forms for use hereafter in granting permits of this type. The Commission by unanimous vote approved the new permit forms but deferred for future consideration the matter of authorizing either the Director of Permits or the Utilities Permit Engineer to sign such permits, which function is handled by the Commission's Secretary under previous authorization from the Commission.(A copy of each of the above-mentioned permits is filed in the office of the State Highway Commission under the heading "Special Matters" as No. 26.)

The Commission also considered the granting of authority to the Director of Permits and the Permit Supervisor to sign Group I and Group II Emergency Transportation Permits. Action on this matter was deferred.

The Commission considered naming the ferry that operates across Coos River at a place known as Enogren Crossing. The Engineer advised that a number of local people have suggested that this vessel be named "Charles Enogren" in honor of a pioneer of that district. He recommended that the ferry be so named. The Commission unanimously approved the recommendation and instructed the Chief Counsel to prepare an appropriate resolution covering the matter.

The Commission discussed and unanimously approved the Engineer's request that authority be granted First Assistant State Highway Engineer W. C. Williams to attend a conference sponsored by the Highway Research Board at Salt Lake City during the first week in March, 1948. Mr. Williams has been asked to give a paper on the subject "Economics of Low Cost Roads in the Rocky Mountain Area and Plains State," and his expenses will be paid by the Research Board.

The Commission considered retaining in state service Mr. Roy V. Hollenberg, Requisition Supervisor, until January 1, 1949. The Engineer advised that Mr. Hollenberg will reach retirement age in March, 1948, and at the present time the Auditor does not have an employee in his organization who is capable of taking over Mr. Hollenberg's duties, particularly those which have to do with freight rates and tariff schedules. He recommended that Mr. Hollenberg be retained on the payroll until January 1, 1949 to allow time to train a replacement employee. The Commission unanimously approved the recommendation.

The Engineer advised that Mr. Paul Van Scoy, Division Engineer at La Grande, has resigned, effective April 15, 1948, so it will be necessary to appoint someone to take his place. He presented for the Commission's consideration a list of engineers selected in order of merit rating to replace Mr. Van Scoy, including Mr. C. H. Armstrong, former District Maintenance Engineer at Pendleton and now Assistant Maintenance Engineer at Salem, and Mr. E. F. Chidsey, Resident Engineer at La Grande,for this appointment. In the discussion the Engineer pointed out that Mr. F. D. Eason, Division Engineer, in

charge of the Salem district, has also reached retirement age and must be replaced on January 1, 1949. He suggested, in view thereof, that it would be logical and advisable to appoint Mr. Chidsey Division Engineer, as replacement for Mr. Van Scoy, and Mr. Armstrong as replacement for Mr. Eason. He recommended approval of such appointments, which, he said, have been made on the basis of merit and as the result of consultation among the members of the staff, due consideration also having been given to age of the employee and his length of service with the State Highway Department.

Chairman Banfield stated as his opinion that inasmuch as the selections have been recommended on the basis of merit, the Commission should not interfere in the selection of individuals for promotion, as that function, in his estimation, is a departmental responsibility. The Commission unanimously approved both appointments as recommended by the Engineer, upon motion by Commissioner Chandler which was seconded by Commissioner Schaupp.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, March 22 and 23, 1948. The Secretary was instructed to make the usual arrangements to hold the meeting in the Green Room of the Imperial Hotel. (The meeting date was advanced later to Thursday and Friday, March 11 and 12, 1948.)

Messrs. A. B. Daisley and Frank McCully, representing the Joseph Chamber of Commerce, appeared before the Commission regarding the renaming of the Enterprise-Lewiston Highway. Mr. McCully was spokesman. He advised that the Chamber of Commerce has just completed a contest for a suitable and official name for this highway, in which numerous civic groups from Oregon, Idaho, and Washington participated. The majority, he said, favor the name "Chief Joseph Trail" because it is suitable from a historical standpoint and because it follows closely the old Indian trails across the Grand Ronde River to the Lewiston country in Idaho. He asked the Commission to approve such name for this highway so they can proceed with their plans to dedicate it with appropriate ceremonies next spring. Chairman Banfield advised that it is the established policy of the Commission to refer to the Oregon Historical Society all matters of a historical nature, so if that is the background of the request, such procedure will have to be followed. Commissioner Schaupp suggested no change in the present name of this highway but that the group consider the erection of markers along the route bearing the desired wording, as was done by a group which was behind the movement to rename certain highways in Western Oregon the "Applegate Trail". He offered a motion to that effect which carried by the unanimous vote of the Commission, it being understood, however, that the group would secure the Oregon Historical Society's approval of the wording for the markers.

The Commission considered a letter from the Oregon State Employees Association requesting reconsideration of the matter of authorizing payroll deductions to pay premiums to the West Coast Life Insurance Company for group insurance coverage for employees and their families. Commissioner Schaupp stated that to his knowledge the plan as proposed by the Association provides excellent coverage but is limited to members of the Association. The auditor, Mr. Malcolm Hawke, advised that the group insurance plan offered by the State

Employees Association is a better plan than that offered by the California-Western States Company in that it provides coverage for the employee's wife and children; moreover, the rates for the service rendered are slightly lower than those of the other company. He stated, however, that there is no room left on the accounting machines to insert another deduction in addition to the O. P. S., M. H. A., and C. W. S. deductions now carried. Chairman Benfield stated that if the association contract were made available to all State Highway Department employees rather than to Association members only, it would reduce the Commission's objections. The Commission by unanimous vote again denied the request.

The Engineer brought up for discussion a proposed agreement with the U. S. Army Engineers covering construction of an overpass structure on the Willamette Highway over the Southern Pacific Company's railroad tracks a short distance east of Pleasant Hill, Lane County. He advised that a revision of the Southern Pacific Company's facilities is necessitated by construction of the Lookout flood control dam and because the structure is on a state highway, the Army Engineers prefer that its design and construction be handled by the State Highway Department. The agreement, he said, provides for such procedure and that the Federal Government will reimburse the state for the full amount of its expense in connection therewith. He recommended approval of this arrangement and execution of the agreement so that bids for the structure can be received by the Commission at its next regular meeting in order to expedite construction of the structure so that it will be available for public use in the fall of 1948. The Commission approved the recommendation unanimously and thereupon signed the agreement.

The Commission considered and signed agreements etc. as follows:

Agreement with Mac Wilkins, Cole & Weber, covering services to be rendered in connection with the Highway Commission's Travel Bureau.

Agreement with Wasco County and the State of Washington covering the proposed construction of a toll bridge across the Columbia River near The Dalles.

Agreement with Washington County covering the use of the Beaverton-Cedar Mills Road, the Walker Road, and the Cornell Road by Porter W. Yett in connection with construction of the Sunset Highway.

Agreement with Marion County Court providing for abandonment of two short sections of Pacific Highway East, between Illahee and Steiwer Hill.

Agreement with U. S. Corps of Engineers covering proposed advance of $50,000 of State Highway Funds to finance construction of levees and channel-improvement work in the Walla Walla River.

Agreement with City of Creswell covering installation of a flashing beacon at the intersection of the Pacific Highway and Oregon Street.

Easement agreement with Fred Afalter, et al for a detour road for use during construction of new bridge over Salmon River at Otis, Lincoln County.

Agreement with Federal Government (U.S. Army Engineers) providing for construction of an overpass over the Southern Pacific Company's tracks on the Willamette Highway east of Pleasant Hill, Lane County.

Project Agreement with P. R. A. covering Clear Lake-Forest Boundary Sec., Warm Springs Highway, Wasco County.

Project Agreement with P. R. A. covering East Diamond Lake Junction-Lobert Sec. of The Dalles-California Highway, Klamath County.

Project Agreement wtih P. R. A. covering West Unit, Sheep Creek Hill Sec. of the Little Sheep Creek Highway, Wallowa County.

Project Agreement with P. R. A. covering Crane-Princeton Sec. of the Diamond Valley Highway, Harney County.

Project Agreement with P. R. A. covering Roseburg-Marks Ranch Sec. of the North Umpqua Highway, Douglas County.

Three deeds conveying unto the City of Portland several parcels of right of way acquired during wartime period to permit construction of access road to shipyards.

Deed conveying unto Mrs. Anna C. Foegeding 20 acres of land in Klamath County.

Lease conveying to Southern Pacific Co. certain encroachment privileges heretofore granted to the Company by Coos County between North Bend and Coos Bay.

Construction, Survey and Exploration Permit, U. S. Government, re traffic control on US 730 adjacent to the housing and dam site work area of McNary Dam, Umatilla County.

Contract of Sale with J. U. McGuire, disposing of telegraph line facilities formerly owned by Postal Telegraph Cable Co. on Pacific Highway in Southern Oregon.

There being no further business to come before the Commission at this time the meeting adjourned at 5:00 p.m.

T. H. Banfield
Chairman

Acting State Highway Engineer

A. W. Schramm
Commissioner

Secretary

Commissioner

February 3, 1948

EXHIBITS "A" THROUGH "K"

Minutes of February 2 and 3, 1948

EXHIBIT "A"

Minutes of February 2 and 3, 1948

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CAPITOL GROUNDS

*14281- Bush, A. N.
Capitol Grounds
+ Option expires
April 5, 1948

		$
Blk. 85-	10,890 sq.ft. at $1.50 (Lot 1)	16,335.00
	2,310 sq.ft. at $1.00 (14 ft. Lot 2)	2,310.00
	3,564 sq.ft. at 85¢ (27 ft. Lots 9,10)	3,029.40
	5,430 sq.ft. at 85¢ (back Lots 3,4)	4,615.50
		26,289.90

(Con't)

FEB 2 1948

EXHIBIT "A"

Minutes of February 2 and 3, 1948

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CAPITOL GROUNDS

		$
*14281- Bush, A. N. Capitol Grounds + Option expires April 5, 1948		
Blk. 85-	10,890 sq.ft. at $1.50 (Lot 1)	16,335.00
	2,310 sq.ft. at $1.00 (14 ft. Lot 2)	2,310.00
	3,564 sq.ft. at 85¢ (27 ft. Lots 9,10)	3,029.40
	5,430 sq.ft. at 85¢ (back Lots 3,4)	4,615.50
		26,289.90

(Con't)

FEB 2 1948

EXHIBIT "A" (Con't)

CAPITOL GROUNDS (CON'T) * *

14281- Bush, A. N.

House- 5,714 sq.ft. at $8 - $45,712.00				
71.4% depreciation on 62 year old house- $32,638.00				
Less Additional 10%	1,307.00			
		33,945.00		
Today's house value		$11,767.00		
Shed (Lots 3,4)		400.00		
Caretaker's house (Lots 9,10)		750.00		
Heating plant (Lots 9,10)		2,150.00		
Compromise to settle	2,643.10	$ 17,710.10	$44,000.00	Parker

The grantor reserves elevator, electric fire place, boiler, pump in use, ventilator system, including fan and motor, small house in rear, personal bath tub, carpets, curtains and drape rods, 3 light fixtures, cabinets and china closets and bookcases.

+ Option approved by Board of Control January 27, 1948

14198- Worth, H. R.
Capitol Grounds
Option expires
May 19, 1948

Blk 86-

	$	$	
8,610 sq.ft. at $1.75 sq.ft.	15,067.50		
12-room house	9,392.00		
Garage	540.50	25,000.00	"

14200- Hartman, Catherine M.
Capitol Grounds
Option expires
May 19, 1948

Blk 86-

4,100 sq.ft. at 85¢ sq.ft.	3,485.00		
5-room house, garage	4,515.00	8,000.00	"

FEB 2 1948

EXHIBIT "A" (Con't)

CAPITOL GROUNDS (Con't)

14203- Waters, Margaret M.
Capitol Grounds
Option expires
May 20, 1948

Blk.86-

	$	$	
7,920 sq.ft. at $1.50 sq.ft.	11,880.00		
10- room house	21,620.00	33,500.00	Parker

14202- Eyre, D. W.
Capitol Grounds
Option expires
March 17, 1948

Blk.86-

9,720 sq.ft. at $1.15 sq.ft.	11,178.00		
House	18,680.00		
Garage	1,142.00	31,000.00	"

(Grantor to retain crystal chandelier, wall fixtures, shrubs, bulbs)-

14199- Turner, Arvilla M.
Capitol Grounds
Option expires
July 23, 1948

Blk.86-

10,890 sq.ft. at $ 1.00 sq.ft.		10,890.00		
House	$21,060.00			
Garage-6 car	2,640.00			
	23,700.00			
Depreciation	11,590.00	12,110.00	23,000.00	"

FEB 2 1948

EXHIBIT "A" (Con't)

SUNDIAL ROAD-TROUTDALE SECTION - COLUMBIA RIVER HIGHWAY

11902-A Kliks, B. A. ***
Right of way

	$	$	
1.05 acres at $650.00		682.50	
1.278 acres at $650.00 less		817.50	
7-room house		7,000.00	
Barn		3,000.00	
Compromise		500.00	12,000.00 Parker

OREGON CITY-NEW ERA SECTION - PACIFIC HIGHWAY

14167- Portland Area Council Boy Scouts of America
Right of way
Option expires
June 14, 1948

0.14 acre at $200.00	28.00	28.00	Benson

MOLALLA-COLTON SECTION-WOODBURN-ESTACADA HIGHWAY

14328- Clackamas County
Stock pile

1.03 acres	00.00	00.00	Skelton

HOOD RIVER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

14320- Reils, Frederick W.
Easement

Perpetual easement for power line for traffic lights	75.00	75.00	Benfield

14321- Cove, Loland C. and Bertha E. Cove
Easement

Perpetual easement for power line for traffic lights	10.00	10.00	"

CORVALLIS SECTION - PACIFIC HIGHWAY

14289- City of Corvallis
Easement

0.87 acre for easement purposes	00.00	00.00	McChesney

FEB 2 1948

EXHIBIT "A" (Con't)

PLEASANT HILL-LOST CREEK SECTION - WILLAMETTE HIGHWAY

14225- Appling, D. B., Mary C Appling, Lula McMaster, Lena M. Gartin
Channel Change

0.67 acre for channel change easement	$ 00.00	$ 00.00	Lytle

ROSEBURG-DIXONVILLE SECTION - NORTH UMPQUA HIGHWAY

13154-A Neal, A. M. and Hattie Neal
Right of way
Option expires
March 21, 1948

107 sq.ft. 30 foot strip for roadway to be constructed by the State	1.00	1.00	Norlin

TYEE-SUTHERLIN SECTION - ELKTON - SUTHERLIN HIGHWAY

13947- Grubbe, Meridith D. and Vida V. Grubbe
Right of way
Option expires
March 26, 1948
(CORRECTION)

0.84 acre	00.00		
0.85 acre at $100.00	85.00		
0.21 acre at $100.00	21.00		
170 rods fence at $2.00 rod	340.00		
Notary fee	1.00	447.00	Haskin

Previous report:

0.21 acre not included
$1.00 notary fee not included

FEB 2 1948

EXHIBIT "A" (Con't)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY

14114-	Willard, Etta Smith and Grant U. Willard, and Roy Smith and Bebe Smith Right of way Option expires July 6, 1948			
	2.20 acres at $250.00	$ 550.00	$	
	1.0 acre at $900.00	900.00		
	Allowance for buildings: Tavern, residence, gasoline station, outbuildings, chickenhouse, or barn, pump house	9,650.00	11,100.00	Berry Mayhew
14140-	Ruble, J. W. and Pearl C. Ruble Right of way Option expires July 14, 1948			
	0.89 acre at $250.00	222.50	222.50	"
14141-	Yoakum, Edwin D. and Olive K. Yoakum Right of way Option expires July 7, 1948			
	5.20 acres at $250.00	1,300.00		
	Allowance-139 plus rods wire fence at $4.00 rod (mesh)	558.00		
	Allowance- 50 fruit trees $10 ea	500.00		
	Allowance- damage 5 acre at $100 acre	500.00		
	Moving house, garage, estimated	3,500.00	6,358.00	"
14127-	Campbell, Lillie M. Right of way Option expires July 1, 1948			
	7.81 acres at $80.00	624.80	624.80	"

(Con't)

FEB 2 1948

EXHIBIT "A" (Con't)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY (CON'T)

14250- Samuelson, S. E. and Arlyn G. Samuelson Right of way Option expires July 9, 1948				
	0.25 acre at $200.00	$ 50.00	$ 50.00	Berry Mayhew
14123- Schoonover, Gordon L. and Evelyn M. Schoonover Right of way Option expires July 6, 1948				
	0.50 acre at $200.00	100.00		
	Allowance-removal wood/shed	150.00		
	State to level building site and remove house, estimated	1,500.00	1,750.00	"
14119- Manfull, Steve and Ivy Bell Manfull Right of way Option expires July 20, 1948				
	0.25 acre at $200.00	50.00		
	Allowance-damages-too close-taking garden orchard space	150.00	200.00	"
14337- Ortman, William H. and Julia Ortman Right of way Option expires July 21, 1948				
	0.40 acre at $200.00	80.00	80.00	"

EXHIBIT "A" (Con't)

CANYONVILLE-JOHNS SECTION - PACIFIC HIGHWAY

14275- Johns, E L. and L. S. Johns
Right of way
Option expires
July 21, 1948

	$	$	
0.21 acre at $50.00	10.50		
Allowance-loss access to new highway	39.50	50.00	Haskin

14274- Douglas County
Right of way

1.75 acre	1.00	1.00	"
Private access- Station 540+00			

JOHNS-WOLF CREEK SECTION - PACIFIC HIGHWAY

14284- Winkelman, Pirley and Mabel D. Winkelman
Quarry
No option taken

5.46 acres	500.00	500.00	Norlin

14283- Allen, Leo Mayhew and Jonnie Grace Allen
Quarry and plant site
Option expires
July 20, 1948

1.0 acre at $120.00 (quarry)	120.00		
2.0 acres at $200.00	400.00		
2.96 acres including 0.18 acre haul road easement, uncleared pasture, $100 acre	296.00		
48 rods at $3.00 rod	144.00		
4 posts at $10.00 each	40.00		
Compromise to settle	200.00	1,200.00	"
Plus fencing			

GARDINER SUMMIT-TAHKENITCH SECTION - OREGON COAST HIGHWAY

10287- Sparrow, Margaret B.
Right of way
Option expires
July 13, 1948

4.20 acres at $10.00	42.00	42.00	Gardiner

EXHIBIT "A" (Con't)

SALMON RIVER BRIDGE-OTIS SECTION - OREGON COAST HIGHWAY

14327- Affalter, Kathleen, Fred Affalter, Vivian Lomatta and Marvin Lomatta
Easement

	$	$	
2 parcels - bridge easement-	00.00	00.00	Gardiner

RAINER-GOBLE SECTION - LOWER COLUMBIA RIVER HIGHWAY

10843- Columbia County
Right of way

0.50 acre at $1.00	1.00	1.00	McChesney

10838- Columbia County
Right of way

5,000 sq.ft.	1.00	1.00	"

10841- Welter, Paul and Bessie H. Welter
Right of way
Option expires
July 6, 1948

0.39 acre	00.00	00.00	"

10846- Kenney, M. A. and Elizabeth H. Kenney, and Glen E. Kibbe and Louise F. Kibbe
Right of way
Option expires
July 19, 1948

0.71 acre	1.00	1.00	"

GUNNELL ROAD-ROBERTSON BRIDGE SECTION - ROGUE RIVER LOOP HIGHWAY

14322- Ripley, Mae
Right of way
Option expires
July 5, 1948

0.53 acre at $100.00	53.00		
18 rods fence at $2.00 rod	36.00	89.00	Haskin

(Con't)

FEB 2 1948

EXHIBIT "A" (Con't)

GUNNELL ROAD-ROBERTSON BRIDGE SECTION-ROGUE RIVER LOOP HIGHWAY (CON'T)

13989- Payne, C. S. and Malinda S. Payne
Right of way
Option expires
July 12, 1948

	$	$	
1.0 acre at $100.00	100.00		
2.29 acres at $50.00	114.50		
1,710 ft. piling stumpage at 5¢ ft.	85.50		
20,000 feet fir stumpage at $5 M	100.00	400.00	Haskin

14323- White, Logan B. and Laura C. White
Right of way
Option expires
July 5, 1948

0.93 acre at $40.00	37.20	37.20	"

13987- Ripley, Ralph W. and Lavina M. Ripley
Right of way
Option expires
July 5, 1948

3.0 acres at $30.00	90.00		
0.50 acre at $100.00	50.00		
110 rods fence at $	220.00		
1 gate	35.00	395.00	"

13994- Kelly, Laurence P. and Dorothy M. Kelly
Right of way
Option expires
July 19, 1948

0.79 acre at $350.00	276.50		
Severance- 0.18 acre at $350.00 43% of $63	27.09	303.59	"

PRINEVILLE SECTION-PRINEVILLE-OCHOCO HIGHWAY

14285- Morris, Earl J. and Alice C. Morris, and W. L. Buckley and Edna Buckley
Embankment materials
Option expires
June 12, 1948

2.07 acres at $10.00	20.70	20.70	Gerdiner

FEB 9 1948

EXHIBIT "A" (Con't)

CRANE-PRINCETON SECTION - DIAMOND VALLEY SECONDARY

12823- Thompson, Carrie H.
Right of way
(CORRECTION)

	$	$	
1.45 acres at $10.00		14.50	
320 rods fence at $1.00		320.00	334.50 Benson

Previous report:

285 rods fence- $285.00

LOWER KLAMATH LAKE SECTION - LOWER KLAMATH HIGHWAY

13546- Wise, Harvey E. and Vivian Sheets Wise
Stock pile
Option expires
July 5, 1948

0.42 acre at $60.00	25.00	25.00 Witt

PAISLEY VALLEY FALLS SECTION - FREMONT HIGHWAY

14311- Brattain Brothers
Stock pile
Option expires
July 21, 1948

3.67 acres at $49.00 plus	180.00	180.00 Chandler

MORROW COUNTY-STANFIELD SECTION - BOARDMAN-STANFIELD HIGHWAY

13490- Correa, Frank Sr.
Easement

1.13 acres at $486.73	550.00	550.00 Neuner

(Construction and mainterance of flood control dyke)

FEB 2 1948

14635

EXHIBIT "A" (Con't)

ELGIN-BOSWELL RANCH SECTION -WALLOWA LAKE HIGHWAY

11425- Parsons Brothers
Right of way
Option expires
July 26, 1948
(REVISED OPTION

	$	$
11.56 acres at $150.00	1,734.00	
Allowance- severance damages inconvenience for mail, bus service, etc.	5,000.00	
Allowance-lieu leveling cuts and fills of old road bed after materials have been removed	2,266.00	9,000.00 Cozad

State Work:

Fence entire distance both sides with 36" heavy gage woven wire, 3 strands barbed wire on top, steel posts 1 rod apart	1,335.00
Provide stock guards at intersection private road to house, both sides new located highway	450.00
Provide entrance road to farm buildings west side barn lots distance about 1/4 mi., fence required west side	1,630.00
Remove gravel and surfacing from present highway; exact amount to be determined time of construction	00.00
Pipe small spring across highway for stock water, 3/4 in. pipe about 3 or 4 hundred feet	510.00
	3,925.00

State not required to provide stock under-pass, and grantor is to remove all old fencing-

FEB 2 1948

EXHIBIT "A" (Con't)

WEST COTTONWOOD GRADE SECTION - WASCO-HEPPNER HIGHWAY

14253- Roos, William and Mary Roos
Right of way
Option expires
July 5, 1948

	$	$	
0.17 acre at $10.00	1.70	1.70	Benfield
State to remove any fence			

14254- Burrell, Estate Bart
Right of way
Option expires
July 11, 1948

6.23 acres	1.00	1.00	"
State to remove any fence			

14257- Burres, J. S.
Right of way
Option expires
July 7, 1948

1.43 acres	1.00	1.00	"
State to remove fences, **			
State to construct cattle pass			

** Private and Government land

MONUMENT-HAMILTON SECTION - KIMBERLY-LONG CREEK HIGHWAY

14263 - Batty, Lewis C.
Right of way
Option expires
June 28, 1948

5.10 acres at $5.00	25.50		
1.75 acres at $100.00	175.00		
1,119 plus rods woven wire fence at $1.50 rod to be removed by owner-allowance	1,829.50	2,030.00	Cozad

FEB 2 1948

EXHIBIT "A" (Con't)

MONUMENT-HAMILTON SECTION - KIMBERLY-LONG CREEK HIGHWAY (CON'T)

14266- Hinton, F. E.
Right of way
Option expires
July 4, 1948

	$	$	
17.10 acres at $5.00		89.00	
1.0 acre at $100.00		100.00	
951 rods fencing-allowance $1 rod		951.00	1,140.00 Cozad

SHELTON RANCH-FLORA JUNCTION SECTION -LEWISTON-ENTERPRISE HIGHWAY

14286- Clark, G. C. and Harold W. Smiley
Quarry and stock pile
Option expires
July 13, 1948

4.06 acres at $40.00	162.40	162.40	"
State to reestablish existing fence			

FOOTNOTE:

* 14281- A. N. Bush, acquisition of property in Block 85, Salem. See page 14572 in the minutes for discussion of this item.

** Capitol Grounds- Block 86, Salem. See page 14573 in the minutes for discussion of this item.

*** 11902- B. A. Kliks, acquisition of right of way. See page 14573 in the minutes for discussion of this item.

EXHIBIT "B1"

Minutes of February 2 and 3, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission is empowered and authorized under the laws of the State of Oregon to construct and maintain in Salem, Oregon, an office building for the use of the Highway Department, which said building must be located on a site approved by the Oregon State Board of Control; and

WHEREAS, Block 86 of the Original Plat of the City of Salem, Marion County, Oregon, has been selected, with the approval of the Oregon State Board of Control, as the site upon which to construct an office building for the use and accommodation of the State Highway Commission and the State Highway Department; and

WHEREAS, the Highway Commission has acquired by agreement with the owners most of the properties located in said block and needed as a site for the construction of said building, but there are four properties which the Commission has been unable to acquire by agreement; and

WHEREAS, the properties and the respective owners thereof concerning which and with whom agreements have not been reached are as follows:

Property, owned by Elizabeth E. Heenan, described as follows:

Lot Eight (8) of Block Eight-six (86) of the City of Salem, in the County of Marion and State of Oregon, according to the map or plat of the said City of Salem filed in the office of the Recorder of Conveyances for the County of Marion aforesaid;

Property, owned by Sarah Rise and Bernice M. Rise, described as follows:

Beginning at the northeast corner of Lot 10, Block 86 of Salem, Marion County, Oregon, and running thence southerly along the west line of an alley 92 feet; thence westerly and parallel with the northerly line of said block 45 feet; thence northerly and parallel with the west line of said alley 92 feet to the south line of Center Street; thence easterly along the south line of Center Street 45 feet to the place of beginning;

Property, owned by Floyd C. Crabtree, described as follows:

Beginning at the southeast corner of Lot 2, Block 86, Salem, Marion County, Oregon; thence westerly along the southerly line of

EXHIBIT "B1" (Con't)

said lot 165 feet to the southwest corner of said lot; thence northerly along the westerly line of said lot 50 feet; thence easterly and parallel with the southerly line of said lot 165 feet to the easterly line of said lot; thence southerly along the easterly line of said lot 50 feet to the place of beginning;

Property, owned by Floyd C. Crabtree, described as follows:

Beginning at the northwest corner of Lot One (1), Block Eight-six (86), Salem, Oregon, as the same appears upon the duly recorded plat thereof in the office of the County Recorder for Marion County, Oregon; running thence southerly along the east side of the alley 82 feet; thence easterly parallel with Center Street 60 feet; thence northerly parallel with the alley 82 feet to the south line of Center Street; thence westerly along the south line of Center Street 60 feet to the place of beginning, being parts of Lots One (1) and Two (2) in Block Eight-six (86) in Salem, Oregon;

and

WHEREAS, in the judgment of the Commission it is necessary that title to said properties be acquired and taken in the name of the State of Oregon, by and through its State Highway Commission, for use in connection with the construction and maintenance of said proposed office building; and

WHEREAS, the Commission has had said properties appraised by its regular appraisers with respect to their reasonable cash market value, and the Commission after due and deliberate consideration has found it advisable to instruct its Chief Counsel to offer to the owners of said respective properties the amounts of said appraisals;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the real properties above described are needed and necessary and ownership and title thereto must be acquired for use in connection with the construction and maintenance of an office building for the accommodation and use of the Highway Commission and the Highway Department;

2. That J. M. Devers, Assistant Attorney General and Chief Counsel for the Oregon State Highway Commission, is hereby authorized and instructed to negotiate further with the owners of said properties for the acquisition of the same for the purpose herein stated, and in connection with said negotiations said Counsel is authorized to offer to Elizabeth E. Heenan for a warranty deed conveying to the State of Oregon, by and through its State Highway Commission, the real property above described and owned by Elizabeth E.

EXHIBIT "B1" (Con't)

Heenan, free and clear of all encumbrances, including the 1947-1948 taxes, the sum of $18,500.00; and is likewise authorized, in connection with said negotiations, to offer to Sarah Rise and Bernice M. Rise for a warranty deed conveying to the State of Oregon, by and through its State Highway Commission, the real property above described and owned by Sarah Rise and Bernice M. Rise, free and clear of all encumbrances, including the 1947-1948 taxes, the sum of $11,000.00; and is likewise authorized, in connection with said negotiations, to offer to Floyd C. Crabtree for a warranty deed conveying to the State of Oregon, by and through its State Highway Commission, the real property above described and owned by Floyd C. Crabtree, free and clear of all encumbrances, including the 1947-1948 taxes, the sum of $22,000.00 for the parcel of real property first above identified as owned by Floyd C. Crabtree and the sum of $15,000.00 for the parcel of real property second above identified as owned by Floyd C. Crabtree;

3. In the event Counsel is unable to acquire said properties, or any one of the same, by agreement on the basis of the above specified considerations and appraisals, then Counsel is authorized to institute and prosecute condemnation actions for the purpose of acquiring said property or properties for the purpose herein set forth;

4. That if condemnation proceedings are found to be necessary, then such proceedings shall be instituted and prosecuted in the name of the State of Oregon, by and through its State Highway Commission, or in the name of the State of Oregon, by and through its State Board of Control, as may be approved and directed by the Attorney General of the State of Oregon;

5. That in the event said properties, or any of them, must be acquired by the exercise of the power of eminent domain, then J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is authorized and empowered to make such stipulation, agreement, or admission in connection with the trial or court procedure connected with or prosecuted for the acquisition of said properties, or any interest therein, as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners;

6. This resolution shall be entered in full in the minutes and records of this Commission as of the second day of February, 1948.

FEB 2 1948

14641

EXHIBIT "B2"

Minutes of February 2 and 3, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of road-building materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway. and or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by William C. Morris, et al., which property is located in Government Lot 9 ($NW\frac{1}{4}$ of the $SW\frac{1}{4}$) of Section 2, Township 27 South, Range 13 West, W. M., Coos County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as

FEB 2 1948

EXHIBIT "B2" (Con't)

file R 14105, which property is being acquired for right of way purposes in connection with the Oregon Coast Highway. *

Real property owned by John Meek, which property is located in the northeast quarter (NE¼) and the southeast quarter (SE¼) of Section 25, Township 36 South, Range 6 East, W. M., Klamath County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 2 and 3, Parcel No. 2 being acquired for right of way purposes in connection with the Klamath Lake Secondary Highway and Parcel No. 3 being acquired for the purpose of securing roadbuilding materials therefrom for use in connection with said highway, which property is identified in the records of the Highway Commission as file R 13302; *

Real property owned by Jerry T. Vickers, which property is located in the southeast quarter (SE¼) of the northeast quarter (NE¼) of Section 12, Township 9 South, Range 27 East, W. M., Grant County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 14260, which property is being acquired for right of way purposes in connection with the Kimberly-Long Creek Highway; *

Real property owned by Frank Hussey, which property is located in Lot 9 of the southwest quarter (SW¼) of Section 36, Township 35 South, Range 7 West, W. M., Josephine County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 13991, which property is being acquired for right of way purposes in connection with the Rogue River Loop Highway; *

Real property owned by the heirs of J. A. Jacques, which property is located in the southeast quarter (SE¼) of the northeast quarter (NE¼) of Section 35, Township 32 South, Range 6 West, W. M., Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 14324, which property is being acquired for the purpose of securing roadbuilding materials therefrom for use in connection with the Pacific Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties,

EXHIBIT "B2" (Con't)

and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the second day of February, 1948.

FOOTNOTE:

* The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 100 under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

FEB 2 1948

EXHIBIT "C"

Minutes of February 2 and 3, 1948

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Canyon City	$ 625.75
Gaston	667.87
Gearhart	639.79
Sodaville	198.56
Sumpter	842.36
Wallowa	1,680.71

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Canyon City - Washington Street

Gaston - Church Street, Park Street

Gearhart - 6th Street

Sodaville - Fisher Street, Vine Street, Alder Street

Sumpter - West High Street, East High Street, West North Street, Granite Street, Auburn Street, Austin Street, Mill Street, Cracker Street

Wallowa - Pine Street, Spruce Street, 2nd Street, 3rd Street, 4th Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named

EXHIBIT "C" (Con't)

respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 2nd day of February, 1948.

FEB 2 1948

EXHIBIT "D"

Minutes of February 2 and 3, 1948

RESOLUTION

WHEREAS, by the enactment of Chapter 425, Oregon Laws 1947 the legislature in section 2 of said act provided as follows:

"Section 2. Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year.";

AND, WHEREAS, the legislature by section 3 of the said act provided as follows:

"Section 3. Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities.";

AND WHEREAS, the moneys which have been credited to the state highway fund by the State Treasurer covering the period of January first to

FEB 2 1948

EXHIBIT "D" (Con't)

December thirty-first, inclusive, of the year 1947, which funds have accrued from sources designated in said legislative act, amount to $26,633,287.93 and are derived from funds accruing from the following sources:

Section 115-135, O. C. L. A. (motor vehicle license fees)	$ 4,949,150.25
Section 15, Chapter 413, Oregon Laws 1945 (gasoline tax)	18,473,988.99
Section 115-528, O. C. L. A., and Section 29, Chapter 467, Oregon Laws 1947 (motor carrier fees)	2,996,797.52
From fines and penalties collected for violations of the motor vehicle and transportation laws	213,351.17
	$ 26,633,287.93

AND, WHEREAS, the ten percent of the $26,633,287.93, which is available for appropriation to the cities and towns amounts to $2,663,328.79; and

WHEREAS, after withdrawing the sum of $250,000.00 as provided in said act, which sum is to be administered by the State Highway Commission within the meaning of Section 3 of said Chapter 425, Oregon Laws 1947, there remains a balance of $2,413,328.79, which balance is, in response to the command of said statute, to be distributed among the cities of the State; each city being entitled to receive such share of said balance as its population bears to the total population of the cities; and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 425, Oregon Laws 1947, the State Highway Commission has determined upon an apportionment of said funds among the several cities and towns of the State as shown in the tabulation given below;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and affirmatively voting, as follows:

1. That the Commission does hereby find and declare that the funds made available for distribution among the cities of the State pursuant to said law should be and are allocated and apportioned to the cities named below in the amounts set opposite the names of the respective cities:

EXHIBIT "D" (Con't)

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	5,654	$24,176.99
Ashland	4,744	20,285.75
Astoria	10,389	44,424.26
Baker	9,342	39,947.19
Bandon	1,004	4,293.19
Beaverton	1,492*	6,379.92
Bend	10,021	42,850.66
Burns	2,566	10,972.44
Canby	1,236*	5,285.24
Central Point	1,156*	4,943.16
Coos Bay	5,259	22,487.94
Coquille	3,327	14,226.54
Corvallis	8,392	35,884.91
Cottage Grove	2,626	11,229.00
Dallas	3,579	15,304.11
Elgin	1,175*	5,024.40
Enterprise	1,709	7,307.83
Eugene	20,838	89,105.08
Forest Grove	2,449	10,472.13
Freewater	1,041*	4,451.41
Gladstone	1,910*	8,167.32
Grants Pass	6,028	25,776.25
Gresham	2,724*	11,648.06
Heppner	1,419*	6,067.77
Hermiston	2,107*	9,009.71
Hillsboro	3,747	16,022.49
Hood River	3,280	14,025.56
Independence	1,608	6,875.95
Jacksonville	1,011*	4,323.12
Junction City	1,415*	6,050.66
Klamath Falls	16,497	70,542.59
La Grande	7,747	33,126.84
Lakeview	2,466	10,544.83
Lebanon	2,729	11,669.44
McMinnville	3,706	15,847.17
Medford	11,281	48,238.52
Mill City	1,223*	5,229.65
Milton	1,849*	7,906.48
Milwaukie	5,146*	22,004.74
Molalla	1,236*	5,285.24
Monmouth	1,072*	4,583.96
Mount Angel	1,279*	5,469.11
Myrtle Point	1,613*	6,897.33

FEB 2 1948

EXHIBIT "D" (Con't)

City	Population	Amount
Newberg	2,960	$ 12,657.21
Newport	2,019	8,633.42
North Bend	4,262	18,224.68
Nyssa	2,448*	10,467.86
Ontario	3,551	15,184.38
Oregon City	6,124	26,186.75
Oswego	2,445*	10,455.03
Pendleton	8,847	37,830.53
Portland	203,596**	870,593.99
Prineville	2,358	10,083.01
Rainier	1,183	5,058.61
Redmond	2,164*	9,253.45
Reedsport	1,979*	8,462.37
Roseburg	4,924	21,055.45
St. Helens	4,304	18,404.27
Salem	30,908	132,165.26
Seaside	2,902	12,409.20
Sheridan	1,504*	6,431.23
Silverton	2,925	12,507.55
Springfield	3,805	16,270.51
Stayton	1,353*	5,785.54
Sutherlin	1,300*	5,558.91
Sweet Home	2,141*	9,155.10
The Dalles	6,266	26,793.96
Tillamook	2,751	11,763.51
Toledo	2,288	9,783.69
Union	1,398	5,977.97
Vale	1,374*	5,875.34
Vernonia	1,420*	6,072.04
Warrenton	1,916*	8,192.98
West Linn	2,165	9,257.73
West Salem	2,005*	8,573.55
Woodburn	2,200*	9,407.39
	504,877	$2,158,897.41

* Population as determined by actual count made under supervision of Secretary of State.

** 2/3 of 1940 census, as provided in Chapter 425, Oregon Laws 1947.

FEB 2 1948

EXHIBIT "D" (Con't)

II. Cities of Populations Less Than 1,000

City	Population	Amount
Adams	169	$ 722.66
Amity	545	2,330.47
Antelope	90	384.85
Arlington	609	2,604.14
Athena	754*	3,224.17
Aumsville	244*	1,043.37
Aurora	243*	1,039.09
Banks	247	1,056.19
Barlow	52	222.36
Bay City	538*	2,300.53
Boardman	110	470.37
Bonanza	233	996.33
Brownsville	960*	4,105.04
Butte Falls	339	1,449.59
Canyon City	312	1,334.14
Canyonville	787*	3,365.28
Carlton	964*	4,122.15
Cascade Locks	703	3,006.09
Cave Junction	243*	1,039.09
Chiloquin	741	3,168.58
Clatskanie	708	3,027.47
Coburg	456	1,949.90
Columbia City	327	1,398.28
Condon	918*	3,925.45
Cornelius	781*	3,339.62
Cove	321	1,372.62
Creswell	622*	2,659.73
Culver	181*	773.97
Dayton	635*	2,715.31
Dayville	136	581.55
Donald	186*	795.35
Drain	986*	4,216.22
Dufur	392	1,676.23
Dundee	209	893.70
Eagle Point	451*	1,928.51
Eastside	887*	3,792.89
Echo	454*	1,941.34
Empire	707*	3,023.19
Estacada	673*	2,877.81
Fairview	305	1,304.21
Falls City	715	3,057.40
Florence	605*	2,587.03
Fossil	532	2,274.88

FEB 2 1948

EXHIBIT "D" (Con't)

City	Population	Amount
Garibaldi	899*	$ 3,844.20
Gaston	333	1,423.94
Gearhart	614*	2,625.52
Gervais	332	1,419.66
Glendale	557	2,381.78
Gold Beach	569*	2,433.09
Gold Hill	638*	2,728.14
Granite	86	367.74
Grass Valley	204	872.32
Haines	377	1,612.08
Halfway	416	1,778.85
Halsey	305	1,304.21
Hammond	422	1,804.51
Harrisburg	860*	3,677.43
Helix	183*	782.52
Hines	677	2,894.91
Hubbard	501*	2,142.32
Huntington	949*	4,058.01
Imbler	182	778.25
Ione	262	1,120.33
Island City	177	756.87
Jefferson	479	2,048.25
John Day	962*	4,113.59
Jordan Valley	274	1,171.65
Joseph	593	2,535.72
Juntura	167	714.11
Lafayette	560*	2,394.61
Lexington	223	953.57
Lonerock	46	196.70
Long Creek	238	1,017.71
Lostine	204	872.32
Madras	795*	3,399.49
Malin	535	2,287.71
Manzanita	219*	936.46
Maupin	267	1,141.71
Merrill	648	2,770.90
Mitchell	219	936.46
Monroe	311	1,329.86
Monument	118	504.58
Moro	309	1,321.31
Mosier	216	923.63
Myrtle Creek	714*	3,053.13
Nehalem	247	1,056.19
North Powder	376	1,607.81
Oakland	593*	2,535.72

FEB 2 1948

EXHIBIT "D" (Con't)

City	Population	Amount
Oakridge	991*	$ 4,237.60
Oceanlake	557*	2,381.78
Paisley	237	1,013.43
Philomath	876*	3,745.85
Phoenix	641*	2,740.97
Pilot Rock	478*	2,043.97
Port Orford	755	3,228.44
Powers	762*	3,258.38
Prairie City	701*	2,997.54
Richland	254	1,086.13
Riddle	622*	2,659.73
Rockaway	952*	4,070.83
Rogue River	474*	2,026.86
St. Paul	183	782.52
Sandy	660*	2,822.22
Scappoose	502*	2,146.60
Scio	438*	1,872.93
Scotts Mills	227	970.67
Shaniko	55	235.18
Sherwood	563*	2,407.44
Siletz	582*	2,488.68
Sisters	656*	2,805.11
Sodaville	99	423.33
Stanfield	566*	2,420.26
Sublimity	280	1,197.30
Summerville	80	342.09
Sumpter	420	1,795.96
Talent	381	1,629.19
Troutdale	211	902.25
Tualatin	238*	1,017.71
Turner	554*	2,368.95
Umatilla	370	1,582.15
Waldport	630	2,693.93
Wallowa	838	3,583.36
Wasco	303	1,295.65
Weston	498	2,129.49
Wheeler	259	1,107.51
Willamina	886*	3,788.61
Yamhill	418	1,787.40
Yoncalla	378*	1,616.36
	59,501	$ 254,431.38

*Population as determined by actual count made under supervision of Secretary of State.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of February 2, 1948.

FEB 2 1948

14653

EXHIBIT "E"

Minutes of February 2 and 3, 1948

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

Monument-Hamilton Section of the Kimberly-Long Creek Secondary Highway in Grant County.

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above-mentioned section of state highway, together with the maps, which for identification purposes bear the map file No. 6B-25-17 and 18, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the third day of February, 1948.

FEB 3 1948

14654

EXHIBIT "F"

Minutes of February 2 nd 3, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate a section of the Tiller-Trail Secondary Highway, otherwise designated as State Highway No. 230 in Douglas County; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as originally located are eliminated and will no longer be needed for highway purposes for the service of people living thereon or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the units or sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Tiller-Trail Secondary Highway known as the Day's Creek-Tiller Section, which begins at Highway Engineer's Station 379+84 on the new route and ends at Highway Engineer's Station 1234+63.8 of the new route, has been completed and has been made available for travel, and, therefore, the section of the old route herein defined and described as Unit "A" is no longer a part of the route of the Tiller-Trail Secondary Highway and is, therefore, eliminated therefrom.

2. That part of the sections of the old route of the Tiller-Trail Secondary Highway lying outside the established right of way of the relocated highway, which for the purpose of this resolution is identified as Unit "A" and is more particularly described as follows:

FEB 3 1948

EXHIBIT "F" (Cont'd.)

Unit "A"

Beginning at State Highway Engineer's Station 521+50 of the new route of the Tiller-Trail Secondary Highway in the Southwest quarter (SW¼) of the Northeast quarter (NE¼) of Section 22, Township 30 South, Range 4 West, W.M.; thence northwesterly via the former route of the Tiller-Trail Secondary Highway to State Highway Engineer's Station 533+50 of the relocated Tiller-Trail Secondary Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 22, Township 30 South, Range 4 West W.M.

shall be and hereby is abandoned as part of said highway and hereafter shall be under the jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine, or may permit said right of way to revert to the proper abutting owners.

3. There is attached hereto and made a part hereof a white print on which there is shown colored in brown the section of the old route of the Tiller-Trail Secondary Highway herein designated as Unit "A" which unit pursuant to the terms of this resolution is eliminated as a part of the right of way as now located. All other portions of the old highway between the aforesaid Station 379+84 and Station 1234+63.8 are to be retained by the Highway Commission for highway right of way and for other highway or other public purposes and uses.

4. That this resolution be entered in the minutes and records of the Highway Commission and a certified copy thereof delivered to the County Court and to the County Clerk of Douglas County.

FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 175, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

14656

EXHIBIT "G"

Minutes of February 2 and 3, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate a section of the Vale-West Secondary Highway, otherwise designated as State Highway No. 451, in Malheur County; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as originally located are eliminated and will no longer be needed for highway purposes for the service of people living thereon or communities served thereby; and

WHEREAS, the State Highway Commission and the County of Malheur entered into an agreement dated November 19, 1947, in which there is set forth the disposition which is to be made of certain portions of the right of way of the then location when the highway is completed over the new location and thrown open to travel. The new location or section has been completed and is now open to traffic; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the units or sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION as follows:

1. That the section of the Vale-West Secondary Highway known as the Hope-Derry Ranch Section, which begins at Highway Engineer's Station 87+38 on the new route and ends at Highway Engineer's Station 397+30 of the new route, has been completed and made available for travel, and that the sections of the old route herein defined and described as Units "A", "B", "C","D","E","F", and "G" shall no longer be part of the route of the Vale-West Secondary Highway but shall be eliminated therefrom.

2. Those parts of the sections of the old route of the Vale-West Secondary Highway lying outside the established right of way of the relocated highway which for the purpose of this agreement are identified as Units "E" and "G" and are more particularly described as follows:

FEB 3 1948

14657

EXHIBIT "G" (Cont'd.)

Unit "E"

Beginning at State Highway Engineer's Station 302+00 of the relocated Vale-West Secondary Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 20, Township 18 South, Range 44 East, W.M.; thence Easterly via the former route of the Vale-West Secondary Highway to State Highway Engineer's Station 307+00 in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 20, Township 18 South, Range 44 East, W.M.

Unit "G"

Beginning at State Highway Engineer's Station 341+40 of the relocated Vale-West Secondary Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 29, Township 18 South, Range 44 East, W.M.; thence Easterly via the former route of the Vale-West Secondary Highway to State Highway Engineer's Station 347+80 of the relocated Vale-West Secondary Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 28, Township 18 South, Range 44 East, W.M.

shall be and hereby are abandoned as parts of said state highway, but said units shall nevertheless be a public highway and shall be maintained as such under the jurisdiction of said County Court pursuant to said agreement dated November 19, 1947.

3. Those parts or sections of the old route of the Vale-West Secondary Highway lying outside the established right of way of the relocated highway, which for the purpose of this agreement are identified as Units "A", "B", "C", "D", and "F" and are more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 816+00 of the Central Oregon Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 5, Township 19 South, Range 44 East, W.M.; thence Northwesterly via the former route of the Vale-West Secondary Highway to State Highway Engineer's Station 96+70 of the relocated Vale-West Secondary Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 5, Township 19 South, Range 44 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 126+00 of the relocated Vale-West Secondary Highway on the line between the Southeast quarter ($SE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 6,

FEB 3 1948

EXHIBIT "G" (Cont'd.)

Township 19 South, Range 44 East, W.M., and the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 5, Township 19 South, Range 44 East, W.M.; thence Northerly via the former route of the Vale-West Secondary Highway to State Highway Engineer's Station 132+20 of the relocated Vale-West Secondary Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 6, Township 19 South, Range 44 East, W.M.

Unit "C"

Beginning at State Highway Engineer's Station 180+00 of the relocated Vale-West Secondary Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 31, Township 18 South, Range 44 East, W.M.; thence Northwesterly via the former route of the Vale-West Secondary Highway to State Highway Engineer's Station 188+50 of the relocated Vale-West Secondary Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 31, Township 18 South, Range 44 East, W.M.

Unit "D"

Beginning at State Highway Engineer's Station 226+50 of the relocated Vale-West Secondary Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 25, Township 18 South, Range 43 East, W.M.; thence Northerly via the former route of the Vale-West Secondary Highway to State Highway Engineer's Station 250+00 of the relocated Vale-West Secondary Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 25, Township 18 South, Range 43 East, W.M.

Unit "F"

Beginning at State Highway Engineer's Station 306+10 of the relocated Vale-West Secondary Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29, Township 18 South, Range 44 East, W.M.; thence Easterly via the former route of the Vale-West Secondary Highway to State Highway Engineer's Station 311+50 of the relocated Vale-West Secondary Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 29, Township 18 South, Range 44 East, W.M.

shall be and hereby are abandoned as parts of said highway and hereafter shall be under the jurisdiction and control of the County and may be

EXHIBIT "G" (Cont'd.)

vacated or kept by the County for such public use as the County may determine.

4. There is attached hereto and made a part hereof a white print on which there are shown colored in red the sections of the old route of the Vale-West Secondary Highway herein designated as Units "E" and "G", which units pursuant to the terms of this agreement are to be eliminated from the route of the Vale-West Secondary Highway and maintained by the County, and shown colored in brown are the sections of the old route of the Vale-West Secondary Highway herein designated as Units "A", "B", "C", "D", and "F", which units pursuant to the terms of this agreement may be vacated by the County. There are also shown on said map colored in green the rights of way or real properties which are to be retained by the Highway Commission for highway right of way and for other highway or other public purposes and uses. *

5. That this resolution be entered in the minutes and records of the Highway Commission and a certified copy thereof delivered to the County Court and to the County Clerk of Malheur County.

FOOTNOTE:

*The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 176, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

FEB 3 1948

EXHIBIT "H"

Minutes of February 2 and 3, 1948

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of statehighways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320,O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

FEB 3 1948

14661

EXHIBIT "H" (Con't)

Name of highway . . . Oregon Coast Highway . . . . . .

Highway number: . . . No. 9 . . . . . Route number: . . . US 101 . . . . .

Location of Termini		Established Speed
M. P. 125.06 (north of Wecoma)	to M. P. 125.72 (n. limits Ocean Lake)	35 miles per hour
M. P. 126.56 (s. limits Ocean Lake)	to M. P. 126.91 (Devils Lake Outlet)	25 miles per hour
M. P. 126.91 (Devils Lake Outlet)	to M. P. 129.85 (n. limits Taft)	35 miles per hour
M. P. 129.85 (n. limits Taft)	to M. P. 130.24 (s. limits Taft)	25 miles per hour
M. P. 130.24 (s. limits Taft)	to M. P. 130.80 (s. of Cutler City)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

FEB 3 1948

EXHIBIT "I"

Minutes of February 2 and 3, 1948

ORDER REDUCING MAXIMUM LOAD LIMIT

on the

MONMOUTH STATE SECONDARY HIGHWAY

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state Highway, to-wit;

MONMOUTH SECONDARY STATE HIGHWAY NO. 194

AND, WHEREAS, the above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

AND, WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said road was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of the said highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

FEB 3 1948

14663

EXHIBIT "I" (Cont'd.)

The maximum weights which shall apply to the following highway, to-wit:

MONMOUTH STATE SECONDARY HIGHWAY NO. 194 from Monmouth to Kings Valley Secondary Highway No. 191 in Polk County,

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four-hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three-hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed fifty (50) percent of the maximum limit set by law for any one axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394 O.C.L.A., shall be in full force and effect from the 8th day of January, 1948 until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the County Court of Polk County and a like copy to the County Clerk of Polk County, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this third day of February, 1948.

FEB 3 1948

EXHIBIT "J"

Minutes of February 2 and 3, 1948

ORDER REDUCING MAXIMUM LOAD LIMIT

on the

JOHN DAY-BURNS STATE PRIMARY HIGHWAY

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

JOHN DAY-BURNS STATE PRIMARY HIGHWAY NO. 48

AND WHEREAS, the above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highway during the spring months when the frost is leaving the ground, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced during such period;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon said road during the spring months shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said road was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highway that the maximum total weight of load and vehicle which shall be permitted upon said road during the spring period commencing February 15, 1948, shall be reduced so as to comform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

The maximum weights which shall apply to the following highway, to-wit:

14665

EXHIBIT "J" (Cont'd.)

JOHN DAY-BURNS STATE PRIMARY HIGHWAY NO. 48 from John Day in Grant County to Burns in Harney County

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed fifty (50) percent of the maximum limit set by law for any one axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394 O.C.L.A., shall be in full force and effect from the 15th day of February, 1948, until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Grant County and a like copy to the county clerk of Harney County, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this third day of February, 1948.

FEB 3 1948

EXHIBIT "K"

Minutes of February 2 and 3, 1948

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2772 with Sound Construction and Engineering Company for grading on the Berger Ranch-Barnes Road Section of the Sunset Highway in Washington County, completed September 26, 1947.

Contract No. 2901 with Tom Lillebo for Bridge Construction on the Depot Slough on the Corvallis-Newport Highway in Lincoln County completed January 22, 1948.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

FEB 3 1948

EXHIBIT "L"

Minutes of February 2 and 3, 1948

R E S O L U T I O N

WHEREAS, the Commission, on January 11, 1944, passed a resolution providing, for the duration of the war, a two per cent tolerance on the maximum gross load capacity of vehicles carrying petroleum; and

WHEREAS, the war emergency is ended and no good reason appears for the continuance of such tolerance, and Chapter 266, Oregon Laws, 1943, has expired by operation of law,

NOW, THEREFORE, Be It and It Hereby is Resolved by this Commission, all members being present and affirmatively voting as follows:

1. That the action taken by this Commission on January 11, 1944, with reference to the two per cent tolerance in the load limits of vehicles carrying petroleum products, be and the same hereby is rescinded.

2. That a certified copy of this resolution be given to the Superintendent of State Police, and to all weighmasters.

3. That this resolution be entered in the minutes and records of this Commission, as of February 3, 1948.

Portland, Oregon
March 11, 1948

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Malcolm H. Hawke, Chief Auditor
George W. Neuner, Assistant Counsel
H. B. Glaisyer, Secretary

Bids for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

NORTH POWDER RIVER COUNTY ROAD IN BAKER AND UNION COUNTIES

NORTH POWDER RIVER BRIDGE SECTION

Snook Bros., Corvallis	$ 31,480.00

PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

OREGON CITY-NEW ERA SECTION

	Using Asphalt	Using Tar
Warren Northwest Inc., Portland	$ 657,071.50	- - -
Goodfellow Bros. Inc., Wenatchee, Wn.	704,630.50	- - -

SUNSET AND FISHHAWK FALLS HIGHWAYS IN CLATSOP COUNTY

ELSIE ROCK PRODUCTION PROJECT

Jod Wilson, Seaside			$ 25,297.00
E. H. Itschner Co., Molalla	(1)	(4)	26,925.00
A. H. Saxton & Sons, Corvallis			28,730.00
R. O. Dail, Portland	(1)		31,785.00
O. C. Yocom Co., McMinnville	(2)		33,591.00
Natal Logging Co., Clatskanie	(1)	(3)	33,813.50

(1) Bidder will accept award of this project only in combination with Klaskanine Summit-Jewell Rock Production Project.

(2) Bidder will make lump sum reduction of $1,800.00 for award of both projects.

(3) Bidder will make lump sum reduction of $1,000.00 for award of both projects.

(4) Bidder will not accept projects totaling over $170,000.00.

NEHALEM SECONDARY HIGHWAY IN CLATSOP COUNTY

KLASKANINE SUMMIT-JEWELL ROCK PRODUCTION PROJECT

Jod Wilson, Seaside			$ 29,200.00
Natal Logging Co., Clatskanie	(1)		30,300.00
R. O. Dail, Portland	(1)		32,500.00
A. H. Saxton & Sons, Corvallis			33,000.00
E. H. Itschner Co., Molalla	(1)	(2)	33,500.00
O. C. Yocom Co., McMinnville			34,000.00

(1) Bidder will accept award of this project only in combination with the Elsie Rock Production Project.

(2) Bidder will not accept projects totaling more than $170,000.00.

OREGON COAST HIGHWAY IN CURRY COUNTY

PAINT FOUR BRIDGES

Antonsen Painting Co., Tacoma, Wn.	$ 11,900.00
E. L. Watson, Tacoma, Wn.	15,968.00
Tri-State Painting Co., Portland	16,000.00
A. H. Barbour & Son, Portland	29,814.00

ELKTON-SUTHERLIN SECONDARY HIGHWAY IN DOUGLAS COUNTY

YELLOW CREEK-CALAPOOYA CREEK SECTION

	Using Asphalt	Using Tar
C. J. Eldon, Portland	$ 355,492.00	$ - - -
K. F. Jacobsen & Co., Portland	368,891.00	- - -
McNutt Bros., Eugene	393,660.50	- - -
Leonard & Slate, Oregon Ltd., Portland	432,409.00	- - -
Guy F. Atkinson, Portland	449,070.00	- - -

KLAMATH FALLS IN KLAMATH COUNTY

ALTERATIONS TO BEARDSLEY BUILDING

Angelo Doveri, Klamath Falls	$ 18,375.00

ATHENA-HOLDMAN SECONDARY HIGHWAY IN UMATILLA COUNTY

CAMPBELL RANCH-GERKING SCHOOL SECTION

T. W. Thomas, Portland	$ 185,051.50
A. H. Saxton & Sons, Corvallis	188,175.00
Babler Bros., Portland	189,017.00
Newport Constr. Co., and Kern & Kibbe, Portland	191,566.00
Inter City Sand & Gravel Co., Eugene	192,507.00
Edwin C. Gerber, Oregon City	194,233.00
J. N. & M. J. Conley, Portland	198,966.00
E. C. Hall Co., Portland	200,748.00
O. C. Yocom Co., McMinnville	201,357.50
Goodfellow Bros., Inc., Wenatchee, Wn.	203,090.00
Morrison & Fisher, Walla Walla, Wn.	207,922.00
Heavy Hauling Co., Astoria	212,613.25
Peter Kiewit Sons' Co., Longview, Wn.	218,131.50
J. D. Shotwell, Tacoma, Wn.	233,373.90

STARKEY SECONDARY HIGHWAY IN UNION COUNTY

MEADOWBROOK-RED BRIDGE SECTION

Roy Norquist, Sweet Home	$ 39,869.00
La Grande Concrete Pipe Co., La Grande	43,000.00
Groesbeck & Hickson, Eugene	45,735.00
Geo. E. Corliss, Ontario	46,241.00
T. W. Thomas, Portland	47,506.00
Inter City Sand & Gravel Co., Eugene	55,265.50
Heavy Hauling Co., Astoria	57,592.50
Rogers Constr. Co., Portland	58,834.00
Stevenson Constr. Co., Salem	61,606.00
Natt McDougall Co., Portland	64,269.50
J. N. & M. J. Conley, Portland	65,973.00
Erland & Blickle, Vancouver, Wn.	71,594.00
C. T. Malcolm & Co., Portland	84,473.00

March 11, 1948

ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY

WASHINGTON STATE LINE-FLORA JUNCTION SECTION

E. H. Itschner Co., Molalla *	$ 164,679.00
A. H. Sexton & Sons, Corvallis	173,082.25
J. R. Taggart and Co., Inc., Fossil	184,249.00
Baulne & Frieske, Spokane, Wn.	186,385.75
Newport Constr. Co., and Kern & Kibbe, Portland	186,735.00
J. N. & M. J. Conley, Portland	187,002.00
Max J. Kuney Co., Spokane, Wn.	194,209.00
Rogers Constr. Co., Portland	202,829.00
J. D. Shotwell, Tacoma, Wn.	249,151.00
Peter Kiewit Sons' Co., Longview, Wn.	266,284.50

* Bidder will not accept award of projects totaling more than $170,000.00.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following matters:

1. Renewal of juniper wayside agreements with the U. S. Department of the Interior, Bureau of Land Management, along the following state highway sections:

Central Oregon Highway between Horse Ridge and Bend
McKenzie Highway between Sisters and Redmond
Ochoco Highway between Redmond and Prineville

The Parks Superintendent advised that the present agreement with respect to the Bend-Horse Ridge Section expires on March 20, 1948, and that the agreement with respect to the other sections expires on July 23, 1948. He recommended approval of a one-year extension of each of these agreements. The Commission approved the recommendation by unanimous vote. (Field agreements covering the matter were executed by the Commission on the following day.)

2. Proposed lease of additional Government lands located in The Cove State Park: The Parks Superintendent recommended the leasing of such lands from the Soil Conservation Service of the Department of the Interior under the provisions of the Recreational Act. He advised that these lands are located within the borders of The Cove State Park and are needed in connection with operation of the park. He also advised that no cost is involved and that the acquisition of the areas will provide additional frontage on the Metolius, Deschutes, and Crooked Rivers. The Commission approved the recommendation unanimously.

3. Renewal of a lease with Mr. J. H. Turner covering the grazing of 40 head of sheep in Cape Sebastian State Park: The Parks Superintendent advised that Mr. Turner has been granted this privilege for

several years, for which he has paid the sum of 50 cents per head per year. He recommended approval of the extension for another year on the same basis. The Commission unanimously approved the recommendation.

4. Acquisition of property from Clatsop County as an addition to Ecola State Park at Tillamook Head: The Parks Superintendent reported receipt of a deed from the county conveying an 80-acre tract of land at this location, pursuant to previous agreement and understanding. He recommended acceptance of the deed by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto marked EXHIBIT "A" and by this reference made a part hereof with like effect as though extended in full herein.

5. Report on the death of Mr. George Geisendorfer, former owner of Cascadia State Park: The State Parks Superintendent reported that Mr. Geisendorfer, from whom the Commission acquired Cascadia State Park, passed away a short time ago. He recalled that as part consideration for the purchase of the area the Commission was required to pay Mr. Geisendorfer $50 monthly during his lifetime, which payments now cease. The Commission took no action on the matter.

6. Request of Mr. King Sweet to maintain binoculars on the seawall at Depoe Bay: The Parks Superintendent recommended that the request be denied because it not only would establish an undesirable precedent but would also have a tendency to attract crowds which very likely would result in the creation of a serious traffic hazard at this popular resort. The Commission approved the recommendation unanimously.

In this connection the Engineer reported a request from Mr. Stanley Allyn for permission to construct a platform on state highway right of way adjacent to the Depoe Bay Bridge for the accommodation of the general public and to provide access facilities to the ticket office of "Tradewinds Trollers", which he owns. He exhibited a drawing showing the plan of the platform and explained details. He gave as his belief that such a platform would not detract from the appearance of the highway or be objectionable in any way, provided it is maintained properly, and he recommended approval of Mr. Allyn's request on the condition that he will construct the platform in accordance with plans and under the supervision of the State Highway Department and will maintain it in accordance with instructions he may receive from this Department, with the understanding that if he fails to do so the state may remove the platform without the assumption of any liability whatsoever. The Chief Counsel advised that the Commission has authority to grant this request if it so desires. He gave as his opinion that if the platform is properly constructed and maintained and if the general public which uses it is properly safeguarded, it will prove to be a facility which will contribute greatly to the enjoyment of tourists who use the coast highway and who enjoy watching the fishing boats enter and leave Depoe Bay. He concurred in the Engineer's recommendation.

In the discussion Chairman Banfield expressed his feeling that it would be satisfactory to grant this permit, if the state does not incur

any liability either now or later on with regard to it. Commissioner Schaupp expressed himself similarly. As the result of this discussion the Commission approved the recommendation by unanimous vote, subject to the conditions mentioned by the Engineer and also subject to the condition that the applicant will furnish public liability insurance in the amount of $50,000 and $100,000 to indemnify and save harmless members of the Highway Commission, its employees and agents, in the event that an accident should occur by reason of the operation of such platform. The Chief Counsel was instructed to prepare an appropriate form of permit covering the matter.

7. Suggestion of the Oregon Coast Association regarding prohibiting overnight camping in state parks: The Parks Superintendent presented a letter from the Association urging "that the law prohibiting overnight camping in state parks and along our highways be enforced by our State Police". He requested instructions, however, pointed out that it has never been the practice of the Commission to allow overnight camping in state parks. As a result of discussion the Commission ordered that the Oregon Coast Association be informed that the Commission has not in the past and is not now permitting overnight camping in its park facilities, neither has the Commission authorized any such use of its wayside tracts, and if the Association knows of cases where such use of the state's property is being made, it should call them to the attention of the State Police, which has power and whose duty it is to act in the premises.

8. Offer of Mrs. H. O. Mansfield, St. Helens, to sell to the state a tract of land in St. Helens for park purposes: The Parks Superintendent advised that the Mansfield tract consists of about 50 acres of land, for which she is asking the sum of $30,000. The tract is located within the city limits, he said, and is a beautiful area; however, it does not fit into the state park picture because of its location. He recommended that the offer be declined. The Commission approved the recommendation unanimously.

9. Acquisition of Sunset Bay Park area from Coos County for state park purposes: The Parks Superintendent advised that, pursuant to instructions from the Commission at the previous meeting, he has discussed with the Coos County Court the restrictions contained in the deed as previously submitted and now has received a new deed which contains only one restriction, which is that the area must be used for state park and recreational purposes; otherwise, it reverts back to the county. The Chief Counsel advised that he has examined this deed carefully and, in his estimation, it now meets the Commission's requirements. Both he and the State Parks Superintendent recommended acceptance of the deed. Motion was made by Commissioner Chandler that the deed be accepted on the basis of the recommendation. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

In this connection the Parks Superintendent advised that a Mr. L. A. Smith, Coos Bay, Oregon, has made application to operate a

concession in this park, including provision for a pony circle, a boat house, and boat rentals. As a consideration for this privilege, he said, Mr. Smith will pay $200 up to $2,000 intake and ten percent for all additional intake in excess of $2,000 per season. The Commission decided unanimously not to grant Mr. Smith's request on the basis of his application, however, instructed the Parks Superintendent to prepare and submit a plan for the operation of this area on a concession basis in the event he wishes to allow use of this park in such manner.

10. Status of acquisition of Rogue River O. & C. Lands by exchange for Jackson County lands: The Parks Superintendent reported that an exchange of these properties involving some 320 acres and the payment of $1,600 to Jackson County has been completed pursuant to authority previously given by the Commission. He explained that the 320 acres consists of four tracts of land located between Trail and Prospect. The Commission approved the report.

11. Offer of Mr. L. M. Christensen to deed to the state one acre of ocean frontage at Yachats: The Parks Superintendent presented Mr. Christensen's offer, which, he said, is in the nature of a gift. He explained that the one acre consists of small fragments of land lying between the existing park road and the ocean beach just south of the Yachats River at Yachats. The question arose in the minds of the Commission whether or not the deed of conveyance would contain provision that would obligate the state to police the area and to do other things that might be required to stop the dumping of rubbish and debris on the beach frontage as is now being done by some people. The Commission decided unanimously not to accept the property unless it is deeded to the state unconditionally.

12. Proposal of Brookings-Harbor Chamber of Commerce that the state acquire a small park area situate on the ocean beach at Brookings: The Parks Superintendent advised that this matter was before the Commission previously and the proposal submitted at that time was turned down because the area is small and because it would cost a considerable amount of money to construct a roadway into the property; moreover, the state now owns a park of 141 acres about one mile north of Brookings which has a 3/4 mile frontage on the ocean and is available and accessible to the general public. He recommended that the offer be declined. The Commission approved the recommendation unanimously. (A delegation from Brookings which was scheduled to appear before the Commission on the following day concerning this subject was not present because of the illness of one of its members.)

13. Request of the State Forester for permission to construct a forestry headquarters in Wallowa Lake State Park: The Parks Superintendent recommended approval of this request on the condition that the building be erected in the park in a location acceptable to him. The Commission approved the recommendation.

14. Proposed sale of burned timber along the Wilson River Highway near McNamar's Camp: The Parks Superintendent advised that the State

Forester is now selling some timber along this highway and has offered to include in the sale burned timber belonging to the State Highway Department if the Highway Commission so desires. He advised that there are about 285 M-FBM of this timber which the State Forester believes he can sell for at least $2 per thousand; in fact, he will not sell it at a lesser rate. The Parks Superintendent recommended acceptance of the offer. The Commission by unanimous vote authorized the Parks Superintendent to negotiate the sale of this timber.

15. Employment of State Park Supervisors: The Parks Superintendent requested authority to employ two division supervisors to act as field superintendents in state park matters. He advised that provision has been made in the 1948 Budget for the employment of five such supervisors, but he is asking for authority to employ only two of them at the present time. The Commission by unanimous vote approved the employment of two supervisors as a temporary expedient, it being understood that employment of three additional supervisors will be considered at a future time.

16. Report on cost to survey boundaries of certain state parks: The Parks Superintendent submitted a list of state parks which he wishes to have surveyed in order to determine the boundary lines, as follows:

STATE PARKS DEPARTMENT
LIST OF PROPOSED SURVEYS AND
ESTIMATED COST OF EACH

			Miles	
Clatsop	Bradley	Med.	0.5	$ 50.00
	Tillamook Head	R & Br	10.0	1,500.00
Coos	Golden and Silver Falls	R & Br	2.0	300.00
Curry	Harris Beach	Med.	1.5	150.00
Deschutes	Peter Skene Ogden	Open	3.0	150.00
	Bend Forest Wayside	Open	1.0	50.00
	Lava River Caves	Open	1.5	75.00
	Elkton Tunnel	R & Br.	2.5	375.00
	Camas Mountain	Med.	3.0	300.00
	Canyon Creek	Med.	2.0	200.00
Jefferson	The Cove	Open	20.0	1,000.00
Josephine	Stage Coach Pass	R & Br.	2.5	375.00
	Makin Gulch	R & Br.	6.0	900.00
Klamath	Collier Memorial	Med.	3.0	300.00
Lane	Neptune	R & Br.	6.0	900.00
	Darlingtonia	Med.	1.0	100.00
	Hendricks Bridge	Med.	1.0	100.00
	Ben & Kay Dorris	R & Br.	1.0	150.00
	Jennie B. Harris	Med.	0.5	50.00
Lincoln	H. B. Van Duzer	R & Br.	9.0	1,350.00
	Boiler Bay	R & Br.	1.0	150.00
	Rocky Creek	R & Br.	1.0	150.00
	Devil's Punch Bowl	Open	0.5	25.00
	Yaquina Bay	Open	0.5	25.00

LIST OF PROPOSED SURVEYS (Con't)

			Miles	
Lincoln	Lincoln Ocean Waysides	Med.	6.0	$600.00
	Seal Rock	Med.	0.5	50.00
Marion	North Santiam	Med.	0.5	50.00
Polk	Holman	Med.	1.0	100.00
	Helmick	Med.	1.0	100.00
Tillamook	Short Sand Beach	R & Br.	15.0	2,250.00
	Cape Lookout	R & Br.	3.0	450.00
Umatilla	Ukiah-Dale	Med.	7.0	700.00
Wallowa	Wallowa Lake	R & Br.	3.0	450.00
Wheeler	Shelton	Med.	10.0	1,000.00
	Painted Hills (picnic area)	Med.	1.0	100.00
Yamhill	Williamson	Med.	0.5	50.00
			128.5	$14,625.00

(Open - Little or no brush $ 50.00)
(Med. - Rolling terrain, light brush $ 100.00)
(R & Br. - Rough and heavy brush $ 150.00)

He estimated the total mileage of boundary line to be established at 128.5 miles and the cost to conduct the surveys at $14,625. He requested authority to arrange with the Engineer to have the surveys made. The Commission instructed him to present to the Engineer a list of the proposed surveys arranged in the order of their importance. The Engineer was instructed to check the cost estimates and report back to the Commission when final instructions will be given.

Messrs. Evan E. Peterson, City Manager, and H. Oscar Gulovsen, City Recorder, representing the City of Coos Bay, appeared before the Commission regarding an exchange of properties along the water front in the City of Coos Bay. Mr. Peterson was spokesman. He gave as his understanding that it would be necessary for the State Highway Commission to acquire additional right of way for the proposed improvement of the Oregon Coast Highway southerly from the improvement that is now under way by contractor Porter W. Yett in their city, including land owned by the city and property which lies between the highway location and the water front. He advised that the city is willing to deed a right of way to the state across the city-owned land, but in exchange therefor would like the state to deed to the city some of the water front property so the city can develop it as dockage sites for small boats and otherwise beautify the premises. He exhibited a map showing the areas under discussion and pointed out that the section the city is particularly interested in extends from Central Avenue to Ferry Street. He requested favorable consideration by the Commission in the matter of exchanging those properties and suggested that someone be given authority to act for the Commission to effect the exchange.

Commissioner Chandler explained that the right of way mentioned by Mr. Peterson is that required in connection with construction of the proposed northbound traffic lane, all of which is within the city limits, and is just south of the Porter Yett contract. He pointed out that the construction of this project has not been authorized by the Commission and

advised that the city's primary motive in proposing the exchange of properties is to protect the city's interests and to provide for beautification of the water front. The Commission expressed a desire to cooperate with the city insofar as is possible, however, not to the extent that it would authorize someone to approve exchanges on behalf of the Commission. The Engineer was thereupon instructed to furnish the Right of Way Department with descriptions of the properties needed by the state for right of way and other purposes, and the Chief Counsel was authorized to negotiate exchanges and report the results thereof to the Commission, when final action will be taken.

The Assistant Counsel, Mr. J. W. DeSouza, presented for the Commission's consideration a list containing recommended offers of settlement for properties that are needed as right of way for various highway improvements throughout the state and for other purposes, together with options obtained for each tract. This matter was discussed thoroughly by the Commission, each individual settlement being given careful consideration. As a result thereof the Commission approved the acquisition of the properties at the amounts stated in the options and by unanimous vote adopted the attached resolution with regard thereto marked EXHIBIT "B" which by this reference is made a part hereof with like effect as though extended in full herein.

The following notes refer to the above-mentioned resolution titled EXHIBIT "B":

* The Commission approved the amounts of the options secured for the acquisition of right of way for the cooperative project on the Pacific Highway in the City of Eugene on the condition that the City of Eugene approves, in writing, the settlements as listed and will also approve, in writing, the settlements previously negotiated and the purchases previously made for right of way required for this project.

** Item No. 14074, acquisition of right of way and easement from George and Gladys I. Klemsen for the Oregon City-New Era Section of the Pacific Highway East: This settlement was approved by the Commission upon assurance from the Chief Counsel that the Commission has authority to prohibit southbound traffic from crossing the northbound traffic lanes in order to enter the Klemsen property.

In this connection the Chief Counsel reported on a proposed settlement with Mr. Durwood Criteser for right of way needed for the Oregon City-New Era improvement. It appears that the Criteser property is situate near the summit of the New Era Hill and that improvement of the highway will involve the construction of a retaining wall which will cost about $12,000. Mr. Criteser does not want to sell his property, and the state cannot condemn it because it is not all needed for the highway improvement. The Chief Counsel advised that an option in the amount of $10,000 was obtained from Mrs. Criteser covering the entire tract; however, Mr. Criteser was not present at the time the negotiations were carried on and upon his return he advised that he previously refused an offer of $11,000 for his holdings, but he is willing to sell for $10,000 if the Highway Commission will let him retain possession of his house, which he proposes to move to another location; moreover, he is willing to pay $300 for this house. The Chief Counsel

recommended, in view of the circumstances, that the Commission could afford to let Mr. Criteser have the house without charge, particularly in view of the saving of $12,000 that would accrue because it would not be necessary to build the retaining wall. The Commission approved the recommendation unanimously.

+Right of way needed in connection with sidewalk construction on the West Slope-Beaverton Section of the Tualatin Valley Highway: The Commission approved the settlements listed on advice from the Engineer that the sidewalks are being constructed only as replacements of existing sidewalks.

The Assistant Counsel was instructed hereafter to include in his reports on the status of right of way acquisition full information with respect to right of way required for each project. The Engineer was instructed hereafter to include in his estimates of cost to construct any particular project every conceivable item of expense including construction, right of way, landscaping, etcetera, so that when the Commission allocates a certain sum for the project it will know that every item of expense is provided for and it will not be necessary to increase the allocation later on. The Engineer pointed out that in order to comply with this instruction it will be necessary to make surveys in advance. He requested authority to proceed with making such surveys. He was instructed by the Commission to report to it a list of the proposed surveys in this category. The Commission will then give definite instructions whether or not to proceed with the surveys.

*** Items Nos. 14338, 14339, 14340, and 14341, acquisition of right of way needed for widening the Oswego-Oregon City Section of the Oswego Highway: The settlements as listed were approved by the Commission by unanimous vote on assurance from the Engineer that this will complete acquisition of extra right of way insofar as it concerns the portion of highway already reconstructed. The Engineer advised that if and when this highway is further improved it will be necessary to acquire additional right of way.

++ Items Nos. 14318 and 14319, acquisition of right of way needed for sidewalk construction along the Children's Home-Garden Road Section of the Albany-Corvallis Highway: The Commission approved the settlements as listed on assurance from the Engineer that no further right of way acquisitions are needed for this purpose.

**** Item No. 11208, acquisition of house and lot in the City of Arlington: The Commission approved this purchase, it being the understanding from the report of the Engineer that the house is needed as a headquarters for State Police officers and radio, and that the Department of State Police will pay rental for the use of the premises.

***** Item No. 4380, Agate Beach Inn property: The Commission approved payment of $7,000 for right of way and easement as disclosed in the resolution; however, the Chief Counsel reported later in the session

that complications had arisen because the property is encumbered by two mortgages, a first mortgage being held by the original owners of the property and the second by a resident of Albany. It appears that the second mortgage is being foreclosed, and there is a possibility that the state will have to pay out an additional sum in order to satisfy this mortage unless the holders of the first mortgage will satisfy the account. It also appears that the holders of the first mortgage are two olderly women, who reside in the State of California and who are not in the best of health, so it probably will be necessary to send someone to California to discuss the matter with them personally. The Chief Counsel requested authority for Mr. Ray Landon of the Right of Way Department to go to California at state expense for this purpose, if necessary, and also to negotiate a settlement with the second mortgagee. The Commission approved the requests by unanimous vote. The Chief Counsel was instructed to report back the results of these renegotiations.

In the discussion of the properties listed in the above-mentioned right of way resolution the Commission also considered the following matters:

(1) Acquisition of right of way needed for improvement of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway in Tillamook County: The Assistant Counsel presented options for properties that are needed for this improvement, and explained that the settlements do not include right of access. The Commission considered that this section of highway is of such importance that access thereto should be limited. In view thereof, the settlements were referred back to the Right of Way Department to renegotiate acquisition of right of access.

The discussion of this matter revealed an uncertainty whether or not the Commission previously had authorized securing of right of access in connection with other projects of this nature. Chairman Banfield gave as his opinion that the Commission had previously ordered acquisition of limited access on any new highway project, such action, as he recalled, having been taken about two years ago. In any event, hereafter such limited access should be acquired in connection with any new highway improvements. The Secretary was instructed to search the records to ascertain whether or not the Commission previously had made an order in this regard.

(2) Acquisition of right of way needed in connection with the construction of the Front Street Project in the City of Portland, particularly that required of Vernon B. Barnes, for which an option in the amount of $41,500 has been obtained, and that required from Margaret M. Spencer for which a right of way option in the amount of $105,000 has been acquired. The Commission deferred action on these two purchases pending a complete check up of the finances in cooperation with the City of Portland for right of way for the entire Front Street Project and a report as to how much more right of way is needed and the estimated cost thereof.

(3) Question of acquiring right of way for improvement of the Pacific Highway East at its intersection with Chemawa County Road about five miles north of Salem: The Engineer advised that the property in question is located in a wye connection at this intersection and that the owner has been offered the sum of $2,500 for the property, which consists of 0.071 acre of land, but because of its particular location, the owner wants the State Highway Department to have the first refusal of it. He pointed out that the amount asked by the owner is at the rate of approximately $35,000 per acre; however, he advised that undoubtedly, if the state does not acquire it, someone else will and will use it for commercial purposes, and if a building were constructed thereon, it would create an extremely hazardous condition. The Commission decided unanimously not to purchase property for such figure.

(4) Acquisition of right of way from Ben D. Larkin for use in connection with construction of the proposed underpass in the City of Baker: The Commission deferred action on this purchase pending the execution of waivers of claims for damages and until a complete report is rendered on all right of way matters concerning this project.

(5) Acquisition of a gravel pit from Neil Searles and C. H. Booth on the West Ranch-Summerville Section of the Island City-Summerville Highway, Union County: In the discussion of this matter it was pointed out that the owners want to retain grazing rights on the property and that the option has been based on such a surmise. The Commission was disinclined to acquire the property on such basis because of the possibility of future complications arising out of it and referred the matter back to the Right of Way Department to renegotiate on a "no-restriction" basis.

The meeting recessed at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and took the following action thereon by unanimous vote:

North Powder River Bridge Section of the Baker-Unity Highway, in Baker and Union Counties. The Commission received only one bid for this job which proved satisfactory, but the award of the contract was held up pending approval by the Public Roads Administration. The bid was referred to the Engineer with authority to award the contract to the bidder if and when the Public Roads Administration approval has been obtained.

Grading and paving the Oregon City-New Era Section of the Pacific Highway East, Clackamas County. The Commission deferred the award of this contract pending an agreement with the Western Union Telegraph Company with respect to the re-establishment of its facilities along this highway. Bids received were referred to the Engineer with authority to award the

contract to the low bidder when a satisfactory arrangement has been made with the telegraph company and it has the approval of the Highway Commission.

The Commission awarded to Jed Wilson, Seaside, the contract for the Elsie Rock Production Project on the Sunset and Fishhawk Falls Highways, in Clatsop County, and the contract for the Klaskanine Summit-Jewell Rock Production Project on the Nehalem Secondary Highway, in Clatsop County.

The bid of Antonsen Painting Company, Tacoma, Washington, for cleaning and painting four bridges on the Oregon Coast Highway, in Curry County, was accepted by the Commission and the contract awarded to this company.

Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin Secondary Highway, in Douglas County--grading, surfacing, and oiling. The Commission deferred the award of this contract pending approval by the Public Roads Administration of the low bid received therefor. The bids were referred to the Engineer with authority to award the contract to the low bidder when this condition has been satisfied.

Remodeling the Beardsley Building, Klamath Falls. The Commission received one bid for this project, which appeared to be satisfactory; however, the award of the contract was deferred pending approval by Mr. Beardsley, owner of the building. The matter was referred to the Engineer and the Chief Counsel to discuss with Mr. Beardsley.

Grading, surfacing, and oiling the Campbell Ranch-Gerking School Section of the Athena-Holdman Secondary Highway, Umatilla County. The Commission awarded this contract to the low bidder, T. W. Thomas.

Grading and roadbed topping on the Meadowbrook-Red Bridge Section of the Starkey Secondary Highway, in Union County. The Commission awarded this contract to the low bidder, Roy Norquist, Sweet Home, at his bid price.

Surfacing and oiling the Washington State Line-Flora Section of the Enterprise-Lewiston Highway, in Wallowa County. The Commission awarded this contract to the low bidder, E. H. Itschner Co., Molalla, at its bid price.

At 3:00 p.m. Chairman Banfield announced the Commission's action with respect to these awards, as follows:

"North Powder River Bridge Section of the Baker-Unity Highway, in Baker and Union Counties. Construction of a reinforced concrete viaduct and 0.25 mile highway roadbed. The Commission received only one bid for this job, being that of Snook Bros., Corvallis, at $31,480. The award of the contract has been deferred, and the bid has been referred to the Engineer with authority to award the contract to Snook Bros. when approved by the Public Roads Administration.

"Grading and paving the Oregon City-New Era Section of the Pacific Highway East, in Clackamas County. Warren Northwest, Inc., Portland, submitted the low bid for this work at $657,071.50, based on the use of asphalt. Goodfellow Bros., Inc., Wenatchee, Washington, submitted the only other bid, in the amount of $704,630.50, based on the use of asphalt. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Warren Northwest, Inc., when a satisfactory agreement has been reached with the Western Union Telegraph Company with respect to the re-establishment of its facilities.

"Elsie Rock Production Project on the Sunset and Fishhawk Falls Highways, in Clatsop County. Jed Wilson, Seaside, submitted the low bid for this work in the amount of $25,297. E. H. Itschner Co., Molalla submitted the next low bid in the amount of $26,925. This company stated it would not accept the award of this contract unless also awarded the contract for the Klaskanine Summit-Jewell Rock Production Project; moreover, it would not accept at this meeting projects totaling more than $170,000. There were four higher bidders. A study of the bids received for the Klaskanine Summit-Jewell Rock Production Project revealed that of Jed Wilson to be low on such project also, in view of which, the Commission has awarded the contract for the Elsie Rock Production Project to Mr. Wilson at his bid price.

"Klaskanine-Summit-Jewell Rock Production Project on the Nehalem Secondary Highway, in Clatsop County. Jed Wilson, Seaside, was the low bidder for this project at $29,200. Natal Logging Co., Clatskanie, was the second low bidder at $30,300. They stated their refusal to accept the award of this contract unless also awarded the contract for the Elsie Rock Production Project. There were four higher bidders. The Commission has awarded this contract to the low bidder, Jed Wilson, at his bid price.

"Cleaning and painting four bridges over Winchuck River, Chetco River Floras Creek, and Sixes River on the Oregon Coast Highway, in Curry County. Antonsen Painting Co., Tacoma, Washington, submitted the low bid for this work in the amount of $11,900. E. L. Watson, Tacoma, Washington, submitted the next low bid for this work in the amount of $15,968. There were two higher bids. The Commission has awarded the contract to the low bidder, Antonsen Painting Co., at its bid price.

"Grading, surfacing, and oiling the Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin Secondary Highway, in Douglas County. C. J. Eldon, Portland, submitted the low bid for this work in the amount of $355,492, based on the use of asphalt. K. F. Jacobsen & Co., Portland submitted the next low bid in the amount of $368,891, based on the use of asphalt. There were three higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, C. J. Eldon, when approved by the Public Roads Administration.

"Remodeling the Beardsley Building in Klamath Falls. The Commission received only one bid for this job, being that of Angelo Doveri, Klamath Falls, in the amount of $18,375. This bid has been referred by the Commission to the Engineer with authority to award the contract to Mr. Doveri if and when Mr. Beardsley, the owner of the building, approves. The matter has been referred to the Engineer and the Chief Counsel to discuss with Mr. Beardsley.

"Grading, surfacing, and oiling the Campbell Ranch-Gerking School Section of the Athena-Holdman Secondary Highway, in Umatilla County. The low bid for this work was submitted by T. W. Thomas, Portland, at $185,051.50. A. H. Saxton & Sons, Corvallis, submitted the next low bid in the amount of $188,175. There were 12 higher bidders. The Commission has awarded the contract to the low bidder, T. W. Thomas, at his bid price.

"Grading and roadbed topping on the Meadowbrook-Red Bridge Section of the Starkey Secondary Highway, in Union County. Roy Norquist, Sweet Home, submitted the low bid for this work in the amount of $39,869. La Grande Concrete Pipe Co., La Grande, submitted the next low bid in the amount of $43,000. There were 11 higher bidders. The Commission has awarded the contract to the low bidder, Roy Norquist, at his bid price.

"Surfacing and oiling the Washington State Line-Flora Section of the Enterprise-Lewiston Highway, in Wallowa County. The low bid for this work was submitted by E. H. Itschner Co., Molalla, at $164,679. Mr. Itschner qualified his bid by stating that he would not accept the award at this meeting of projects totaling more than $170,000. A. H. Saxton & Sons. Corvallis, submitted the next low bid in the amount of $173,082.25. There were eight higher bidders. The Commission has awarded the contract to the low bidder, E. H. Itschner Co., at its bid price."

The following persons representing the Morrison-Knudsen Co., contractors for the construction of the Arthur Street Grade Separation Structure on S. W. Front Street in Portland, Multnomah County, State Highway Contract No. 2767, were present in regard to the contractor's claim for additional compensation in connection with this project: Senator Irving Rand, attorney; Mr. Louis A. Peacock, Vice President of the company; and Mr. Wallace B. Curtis, engineer for the company. Mr. Rand advised that the company has received a letter from the State Highway Engineer dated February 24, 1948, with respect to the company's claim, but information contained therein is not entirely clear, and they want an opportunity to discuss the claim with the Highway Commission. He advised that this is a serious matter and the company is going to press its claim to the limit, however, stated that the company is willing to negotiate the matter or arbitrate it, or will do anything within reason which the Commission might suggest. Mr. Curtis advised that the Engineer's reply to their claim is not satisfactory. He also stated that the company was required to do work beyond

the limits of the specifications and was handicapped in its operations because numerous things which were to have been done by the state when the contract was awarded, such as moving public utilities and buildings, and back filling work, were not done until later; in fact, some of the work has not even been accomplished to date, which threw their whole program of operation out of "kilter". He also expressed willingness to arbitrate the matter and suggested the appointment of a board for this purpose, one member of which should be an engineer.

Chairman Banfield advised that the Commission has received the Engineer's report on this subject but has not had an opportunity to discuss it, however, may do so at this meeting. Mr. Rand reiterated that the claim is a meritorious one and that they do not feel it should be given a "brush off" by the Commission. He was assured by Chairman Banfield that it would not be handled in that manner, but that the Commission would be obliged to act on the reports and recommendations of the Engineer and the Chief Counsel. (The matter was discussed further on the following day, at which time the Commission decided unanimously not to allow the claim as presented except that it would approve payment of items recommended by the Engineer and the Chief Counsel. The Commission also decided it would not arbitrate the matter. The Chief Counsel was instructed to prepare a letter notifying the company of the action taken, which letter is to be signed by the Secretary in behalf of the Commission.)

The Engineer reported developments in connection with the proposed bridge construction on McNary Dam which is to be constructed by the Army Engineers across the Columbia River near the town of Umatilla. He advised that the latest information is that the Army Engineers are recommending against the construction of a bridge on the dam because of the cost involved. It appears that the bridge was originally estimated to cost about $3,400,000 and that the Army Engineers now allege that it cannot be constructed for less than $5,400,000; moreover, they further allege that the state can build a bridge for $3,400,000 at a location downstream near the town of Paterson. The Engineer advised that a bridge could be constructed at the alternate location, but in that case it would have to be paid for with state funds, whereas the bridge constructed on the dam would be paid for by the Federal Government from funds appropriated for such specific purposes. If the state is obligated to finance the bridge, he said, it will be many years before it can be constructed because there are no funds available to allocate to it. He suggested the Commission send a telegram to Mr. W. H. Lynch, Division Engineer, Public Roads Administration, re-affirming its previous decision that a bridge on the dam is economically feasible and is needed to connect the highway systems of the States of Oregon and Washington. It was the thought of the Commission that everything possible should be done to secure the Federal funds for this project. The Commission thereupon by unanimous vote approved transmitting the following telegram to Mr. Lynch:

"W. H. Lynch, Division Engineer
U. S. Public Roads Administration
Broadway-Oak Building
Portland, Oregon

Portland, Oregon
March 11, 1948

The Oregon State Highway Commission reaffirms its decision of two years ago that a bridge across the McNary Dam is economically feasible and needed to connect Oregon and Washington Road Network, believes that failure to build this structure will cause public criticism and therefore insists that this bridge be built to carry out the intent of the Congress to utilize such dams as foundations for highway bridges.

R. H. Baldock,
Oregon State Highway Commission"

The Assistant Counsel presented a list of properties that are needed in connection with state highway improvements but concerning which he has been unable to secure satisfactory settlements by negotiation, together with the offer that he recommended be made for each parcel in the event it is necessary to acquire the property by condemnation, as follows:

		Recommended Offer
YELLOW CREEK-HAMILTON RANCH SECTION OF THE [illegible]-SUTHERLIN HIGHWAY		
13789A	A. O. Kobbe, et al.	$ 908.00
13789	A. O. Kobbe, et al.	2119.10
14218	A. O. Kobbe, et al.	323.00
MYRTLE CREEK-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY		
14307	Glen W. Dodge	650.00
WEST RANCH-DRY CREEK SECTION OF THE ISLAND CITY-SUMMERVILLE HIGHWAY		
14335	Robert L. Berry and Helen A. Berry	250.00

Following careful consideration of each item, the Commission authorized condemnation of the several tracts at the recommended offers and thereupon adopted by unanimous vote the attached resolutions marked EXHIBITS "C1" and "C2"; with respect thereto, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Assistant Counsel, Mr. DeSouza, presented the offer of Mr. W. W. Harris to purchase state-owned property on the Salmon River Highway between Ft. Hill and Valley Junction. He advised that the tract consists of property previously purchased from Mr. Harris and property acquired from Mr. Turnidge and that Mr. Harris has offered to pay $350 for it. The Engineer advised that the property is needed for highway purposes and recommended that it not be sold. The Commission approved the recommendation.

The Commission also discussed the matter of sale to Mr. John Sumich of a parcel of land containing 0.32 acre adjacent to the Rain Rock-Blachly Section of the Siuslaw Highway, in Lane County. In the discussion of this matter it was pointed out that the tract originally purchased by the Commission contained 0.44 acre and that Mr. Sumich is offering to pay $300 for the portion he wants. The Engineer advised that the property is not needed for state highway purposes and recommended acceptance of the offer and that the balance of the area, amounting to 0.12 acre, be conveyed to Lane County for right of way for a connecting road between the state highway and a county road lying north of the property. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The matter of sale to the Weyerhaeuser Timber Company of a 2.2-acre tract of land situate in Simpson Park, North Bend, was brought up for discussion, but action thereon was held pending personal inspection of the premises by the members of the Commission.

The Commission had under discussion the matter of deeding to the Mountain States Power Company a small tract of land situate on the Santiam Highway in the City of Lebanon. It appeared from the discussion that because of the proposed highway improvement in Lebanon, a canal owned by the company at this place has to be changed, and the company is willing to make the change if the state will furnish the land for it. It also appears that there is no further consideration involved except that of maintaining the canal where it lies within the highway right of way. The Commission approved the deeding of this property to the Mountain States Power Company. (The deed of conveyance was executed by the Commission on the following day.)

The Commission discussed the proposed sale of a portion of some state-owned property in the town of Freewater which the state obtained by reason of a street vacation. The Engineer advised that the property in question is cut off from the highway by a high fill and is of no value for highway purposes; in fact, it is of value only to the adjacent property owner. He pointed out that in 1945 the Commission deeded a portion of the street to the Seventh Day Adventist Church, and, insofar as he can see, there is no particular reason for not deeding the balance of the street to the owner of the adjoining property, a Mr. A. T. Little, and he so recommended. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Commission also discussed the matter of disposing of some state-owned property adjacent to the Steiwer Hill-Santiam River Section of the revised location of the Pacific Highway East, being a portion of farm property acquired from Hudson D. Reeves. The Engineer advised that the area contains about 42.48 acres, all of which lies west of the highway right of way, and that he has received a number of inquiries from prospective purchasers. The property is of no particular value to the State Highway Department, he said, and he recommended that it be sold as the result of competitive bidding. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the matter of sale to the City of Bandon of a small tract of state-owned land situate adjacent to the Oregon Coast Highway where it crosses through Block 10 of Woodland Addition to Bandon. He advised that there have been several inquiries concerning this property, the most recent of which has been from the City of Bandon which wishes to acquire this property to make it available for business development. He pointed out that the highway north from this property has already been widened to a total width of 60 feet between curbs, but southerly thereof the existing highway consists of only two 11-foot traffic lanes. At some future time, he said, it undoubtedly will be necessary to widen the southerly section to conform with the section on the north and such being the case, in his estimation, it would be inadvisable to dispose of the property now. He recommended that the state retain title to the property, at least until the ultimate improvement of the highway through Bandon has been completed. The Commission approved the recommendation unanimously.

A request was presented from Mr. Carl Trued, Glide, Oregon, that the Highway Commission purchase from him right of way that is needed for a proposed revision of the Little River-Lonerock Section of the North Umpqua County Road, particularly where it crosses his land between Highway Engineer's Stations 858+67 and 886+64. It appears that Mr. Trued desires to subdivide his property but does not wish to interfere with the proposed reconstruction of the highway. The Engineer recalled that the Commission some time ago authorized the purchase of a small parcel of right of way from another owner in this vicinity, and he pointed out that while the improvement of this particular section is not included in any existing construction program it will have to be improved in the not too distant future, so, in his estimation, now is an opportune time to purchase the additional right of way before subdivisions are made which will increase the cost materially. He recommended that the Right of Way Department be authorized to negotiate purchase of the right of way from Mr. Trued, and beyond, to a connection with the right of way previously acquired at Highway Engineer's Station 905+0. Following discussion, the Commission authorized negotiations to obtain options for the right of way between the points mentioned. The Engineer was instructed to furnish the Chief Counsel with right of way descriptions.

A letter was presented from Mr. Harvey W.Wells, President of the Hayden Island Amusement Company, Portland, inquiring as to purchase from the Highway Commission of about four square feet of space at each of two locations near the entrance to Jantzen Beach Park on which to maintain neon signs featuring the famous Jantzen swimming girl and directing traffic to Jantzen Beach, and also requesting permission to maintain two bus stop shelter buildings on the highway right of way at two additional locations in this vicinity for the accommodation of people who live on Hayden Island and use the busses twice daily. Mr. Wells advises that when the original right of way was negotiated at this point he was instructed by his board of directors to secure an easement for the use of the property by the company before deeding the land to the state; however, that feature was overlooked.

The Engineer recalled that the company deeded to the state, without cost, the areas lying within the various traffic interchanges adjacent to the highway improvement. The property was acquired, he said, in order to forestall industrial developments within the areas which would interfere with sight distance and create traffic hazards. He pointed out that the points at which the company wishes to erect the sign are outside the normal width right of way, so any signs erected thereon would not create a hazardous condition. He recommended that the Commission quitclaim to the company two small parcels, each about ten feet square, to allow the company to erect and maintain its signs as in the past, it being his belief that it would be preferable to deed the property back to the company rather than to grant the company permission to maintain signs on state-owned property, which is contrary to the law.

As to the shelter huts, the Engineer expressed the opinion that if they were constructed to proper standards and were located in a manner that would not prove detrimental to traffic, they would not be objectionable but would be a general public convenience. He recommended that the company be given permission to maintain these bus shelters on the property under those conditions. The Commission deferred action on the matter pending a detailed report by the Engineer on the entire transaction with the amusement company. Such report is to include information as to how much property was donated to the state by the company, how much the state has spent in the company's interests at this location, and what work has been done.

The Commission had under discussion a proposed agreement with the Weyerhaeuser Timber Company relating to relocating the Southern Pacific Company's railroad tracks, relinquishing access to the Oregon Coast Highway and deeding certain property to the company abutting this highway between North Bend and Coos Bay. The agreement recites that the state is in the process of relocating the Oregon Coast Highway between the cities of Coos Bay and North Bend, whereby it is planned to construct a modern highway facility to adequately serve transportation needs on the highway as well as the immediate territory, also, that the corporation which owns a manufacturing plant in proximity to the highway facility is concerned with the problem of off-street parking of motor vehicles of its employees and customers; further, that the corporation has agreed to cooperate with the state in planning a means of ingress to and egress from its plant so the capacity of the highway will not be impaired, that the state has made designs for a highway facility which provides a safe means of ingress to and egress from the plant to minimize hazards to the highway traffic, and that the state and the corporation have agreed to cooperate in the design of the highway facility so that the best interests of both can be served. In the discussion of this matter it was explained that in order to effect the plan it will be necessary for the state to deed to the company three small parcels of land, and for the company to grant a waiver of access to the highway at all points except at Oregon Avenue and Lewis Street. It was also explained that the company has agreed to pay the sum of $3,517.79 for the three parcels of land which conveyance is to act as consideration by the company in waiving its access rights. Further details of the transaction were explained by the Engineer and the Chief Counsel, both of whom recommended approval of the agreement as prepared. The Commission approved the recommendation unanimously.

(For full particulars with respect to this matter, see Miscellaneous Contract and Agreement No. 1021 on file in the office of the State Highway Commission, Salem. The agreement and the deed referred to therein were both signed by the Commission on the following day.)

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
March 12, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, State Highway Commissioner
Ben R. Chandler, State Highway Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Auditor
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

OREGON COAST HIGHWAY IN COOS COUNTY

CLEAN AND PAINT McCULLOCH BRIDGE OVER COOS BAY

J. S. Morris Co., Berkeley, Calif.	$ 41,840.00
Tri-State Painting Co., Portland	47,800.00
Hall & Wols, Portland	62,500.00
A. H. Barbour & Son, Portland	71,000.00

KIMBERLY-LONG CREEK SECONDARY HIGHWAY IN GRANT COUNTY
MONUMENT-HAMILTON SECTION

A. H. Saxton & Sons, Corvallis		$ 156,286.25
Inter City Sand & Gravel Co., Eugene	(1)	168,959.30
Vernie Jarl, Gresham		186,263.00
D. F. McKenzie, Salem		187,074.25
Goodfellow Bros. Inc., Wenatchee, Wn.		187,540.00
Heavy Hauling Co., Astoria	(2)	189,740.75
J.N. & M.J. Conley, Portland		191,961.00
Babler Bros., Portland		196,378.00
Peter Kiewit Sons' Co., Longview, Wn.		200,413.50
Grimstad & Vanderveldt, Astoria		208,213.50

(1) Bidder will not accept projects totaling more than $350,000.
(2) Bidder will not accept projects totaling more than $380,000.

MAINTENANCE BUILDING AT HOOD RIVER IN HOOD RIVER COUNTY
CONSTRUCT BUILDING

	Alternate "A" (Frame Constr.)	Alternate "B" (Masonry Blocks)
R. H. Jones, Hillsboro	$ 12,619.00	$ 15,269.00
Eric Enquist, Troutdale	15,956.00	- - -
Lorentz Bruun Constr. Co., Portland	16,843.00	18,230.60
Rushlight Automatic Sprinkler Co., Portland	18,087.00	17,917.00

KLAMATH FALLS-MALIN HIGHWAY IN KLAMATH COUNTY
KLAMATH FALLS (1st Ave.-Esplanade St.) SECTION

Rogers Constr. Co., Portland	$ 361,108.00
M. P. Butler, Seattle, Wn.	422,698.80

WILLAMETTE HIGHWAY IN KLAMATH AND LANE COUNTIES
McCREDIE SPRINGS-LITTLE DESCHUTES RIVER ROCK PRODUCTION PROJECT

N. A. Toole Constr. Co., Ontario		$ 49,875.00
Rogers Constr. Co., Portland		50,400.00
F. H. McEwen, Eugene		51,169.00
A. H. Saxton & Sons, Corvallis	(2)	53,900.00
F. L. Somers, Klamath Falls	(1)	54,600.00
P. B. Doherty & Son, Portland		65,800.00

(1) Bidder will not accept projects totaling over $340,000.00
(2) Bidder is a subcontractor on two other projects and is bidding on two additional projects. If he is awarded the Monument-Hamilton project and is to be subcontractor on two projects he will not accept award of this project.

March 12, 1948

14691

WARNER SECONDARY HIGHWAY IN LAKE COUNTY
FREMONT JUNCTION-MUD CREEK SECTION

M. L. & C. R. O'Neil, Cresvell	(1)		$ 135,210.00
Inter City Sand & Gravel Co., Eugene	(2)		138,657.00
Rogers Constr. Co., Portland	(1)		139,524.50
F. L. Somers, Klamath Falls	(1)	(3)	154,442.00
Peter Kiewit Sons' Co., Longview, Wn.			159,103.00
Heavy Hauling Co., Astoria	(4)		160,269.50

(1) Bidder will accept this project only in combination with Mud Creek-Drake Creek Project.
(2) Bidder will not accept projects totaling more than $350,000.
(3) Bidder will not accept projects totaling more than $340,000.
(4) Bidder will not accept projects totaling more than $380,000.

WARNER SECONDARY HIGHWAY IN LAKE COUNTY
MUD CREEK-DRAKE CREEK SECTION

Inter City Sand & Gravel Co., Eugene	(4)	(2)	$ 163,597.80
M. L. & C. R. O'Neil, Cresvell	(1)		179,243.00
F. L. Somers, Klamath Falls	(1)	(5)	180,660.20
Heavy Hauling Co., Astoria	(6)	(3)	187,215.00
Peter Kiewit Sons' Co., Longview, Wn.	(1)		197,130.00
Rogers Constr. Co., Portland	(1)		201,243.00

(1) Bidder will accept this project only in combination with the Fremont Junction-Mud Creek Project.
(2) Lump Sum reduction of $4000 if also awarded Fremont Junction-Mud Creek Project.
(3) Lump Sum reduction of $5000 if also awarded Fremont Junction-Mud-Creek Project.
(4) Bidder will not accept projects totaling more than $350,000.
(5) Bidder will not accept projects totaling more than $340,000.
(6) Bidder will not accept projects totaling more than $380,000.

COMBINATION BIDS FOR ABOVE TWO PROJECTS

(1) Fremont Junction-Mud Creek Section of the Warner Secondary Highway.
(2) Mud Creek-Drake Creek Section of the Warner Secondary Highway.

	(1)	(2)	Reduc.	Comb.bid.
Inter City Sand & Gravel Co.	$138,657.00	$163,597.80	$4,000.00	$298,254.80
M. L. & C. R. O'Neil	135,210.00	179,243.00	- - - -	314,453.00
F. L. Somers	154,442.00	180,660.20	- - - -	335,102.20
Rogers Constr. Co.	139,524.50	201,243.00	- - - -	340,767.50
Heavy Hauling Co.	160,269.50	187,215.00	5,000.00	342,484.50
Peter Kiewit Sons' Co.	159,103.00	197,130.00	- - - -	356,233.00

March 12, 1948

WILLAMETTE HIGHWAY IN LANE COUNTY
PLEASANT HILL OVERCROSSING

R & M. Constr. Co., Central Point	$ 72,110.00
R. H. Jones, Hillsboro	75,700.00
McNutt Bros., Eugene	78,450.00
Lindstrom Bros., Inc., Portland	80,850.00
Eric Enquist, Troutdale	85,651.00
Archie R. Averill, Portland	90,475.00
Alan Yonker, Portland	90,860.00
Lockyear & White, Inc., Seattle, Wn.	92,355.00

OREGON COAST AND THREE RIVERS HIGHWAYS IN TILLAMOOK COUNTY
HEBO ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis	$ 27,500.00
O. C. Yocom Co., McMinnville	34,500.00

OLD OREGON TRAIL IN UMATILLA COUNTY
PENDLETON (18th St.– 1st St.) SECTION

Grimstad & Vanderveldt, Astoria	$ 118,981.50
T. W. Thomas, Portland	122,768.50

SUNNYSIDE-UMAPINE SECONDARY HIGHWAY IN UMATILLA COUNTY
UMAPINE-SUNNYSIDE SECTION

Pendleton Sand & Gravel Co., Pendleton	$ 4,920.25
J. C. Compton Co., McMinnville	5,575.00
Morrison & Fisher, Walla Walla, Wn.	6,423.00
Babler Bros., Portland	6,850.00

The Commission again discussed the claim of Morrison-Knudsen Company, Inc. in connection with its contract for the construction of the Arthur Street Overcrossing on S. W. Front Avenue, Portland. The Commission unanimously decided neither to approve the claim as presented nor to submit the claim for arbitration as suggested by the contractor's representatives; however, the Commission indicated that it would approve allowances as may be recommended by the Engineer and the Chief Counsel. The Chief Counsel was instructed to prepare a letter for the Secretary to sign, notifying the contractor of the action taken.

Mr. James Frankland, Acting Regional Forester, appeared before the Commission regarding the installation of permanent steel rail type cattle guards at three locations on state highways in Grant County with particular

reference to such an installation at the south boundary of the Malheur National Forest on the Pendleton-John Day Highway north of Burns. He asked the Commission to grant a permit for such permanent type of guard which would be less costly than fence construction and would prevent range cattle from roaming the highways and becoming a hazard to highway travel. The Engineer stated that he did not favor the steel rail type as frost and ice on the rails would create a hazard to motorists. It was his thought that a painted type of cattle guard would be just as effective in controlling cattle and suggested that Mr. Frankland try out this type of guard. Mr. Frankland was agreeable to experimenting with the painted type guard and stated that if it does not prove successful he probably will renew his request for the other type.

Mr. Wm. J. Baer, Chairman of the Highway Committee, Bend Chamber of Commerce appeared before the Commission in the interests of the Century Drive Secondary State Highway and of The Dalles-California Highway north of the Willamette Highway junction. He inquired first as to what had become of the $55,000 heretofore allocated for improvement of the Century Drive Highway. He gave as his understanding that this money was transferred to the Columbia River Highway and urged that it be replaced. He was informed by the Engineer that the funds of which he spoke are forest road funds which have not yet been released by Congress and that no transfer has been made. Mr. W. H. Lynch, Division Engineer of the Public Roads Administration, who was present, confirmed the statement.

Mr. Baer then requested the improvement of The Dalles-California Highway north of the Willamette Highway junction. He declared that the present connection between these two highways is very unsatisfactory and and relegates The Dalles-California Highway to a secondary highway status. He urged the improvement of the intersection so as to place both highways on a comparable basis, and he also urged the general improvement of The Dalles-California Highway north from the junction to Bend, alleging that the section between the junction and Crescent is in extremely bad condition, the road surface being badly broken up and the shoulders narrow and rough. The Commission took no action on the matter.

Mr. Baer also urged the completion this year of the Warm Springs Highway. He demanded immediate action to that end. He was informed by Chairman Banfield that every effort is being made to expedite work on the Warm Springs Highway, even to the extent of borrowing funds from the Ochoco Highway to finance the work, which is all that the Commission can do under the circumstances.

County Judge C. L. Allen, Deschutes County, and County Commissioners A. E. Stevens and E. E. Varco appeared before the Commission regarding the improvement of several roads in Deschutes County. Judge Allen acted as spokesman. He presented a statement and maps showing the amount and

kind of work Deschutes County has performed during the last two years, and a petition signed by numerous residents in the Bend area requesting the surfacing of a section of the Powell Butte State Secondary Highway northerly from its junction with the Alfalfa County Road a distance of 2.1 miles, to the junction with the Butler Market Road near the Bend airport. This section, Judge Allen stated, is not surfaced at the present time although it serves a populous area. He advised that the county would reshape, grade, and place a pit run gravel surfacing to a depth of eight inches on this section, at a total estimated cost of $25,600, and is asking the state to construct an oil mat surface thereon, which he estimated would cost about $5,510. In exchange for this county improvement Judge Allen suggested that the state improve 3.8 miles on the Terrebonne-Smithrock-Pine Creek road, a Federal Aid Secondary county road, which he estimated would cost about $30,000. Judge Allen stated that the county preferred that the state assume responsibility for the Smithrock road improvement because of the nature of the work which should be done by state contract rather than by county crews. The delegation was requested to submit their requests in writing outlining these oral proposals in detail. The Engineer was instructed to render a report on the subject when such written request has been received.

Judge Allen also urged the improvement of the Cascade Lakes Highway (Century Drive Secondary State Highway). He advised that this road presently is only partially improved, 8 miles being surfaced on the easterly end and 8 miles graded at the other end, but the section in between is in very bad condition. He urged the surfacing of this section this year, it being a section of the highway leading to the popular Elk Lake recreational area.

W. H. Lynch, Division Engineer, Public Roads Administration, who was present, pointed out that this improvement was proposed as a Forest Highway project, but Congress did not make a sufficient appropriation, so it and other similar projects could not go forward as planned; however, the project is still in the program and will be constructed when funds are made available to finance it.

Chairman Banfield again requested that the County Court present its requests in writing as soon as possible so the Engineer can prepare a report for consideration by the Commission at its next meeting.

Mr. Jack Maris, member of the Canyonville City Council, appeared before the Commission with three requests. (1) Widen the pavement full width between curbs on the Pacific Highway in Canyonville. He advised that the city has constructed curbs, gutters, and sewers along this highway for a distance of 1,514 feet, the distance between curbs being approximately 60 feet, and now wants the state to pave the unsurfaced area between the curbs and the existing pavement. (2) Change the present connection of the Tiller-Trail Secondary Highway with the Pacific Highway. He stated that the present connection is dangerous, being on a 90° angle, and inadequate for the traffic it bears and suggested a new connection on Third Street which would remedy this condition. (3) Request for footpath construction in the north part of Canyonville for the benefit of pupils attending their public

schools and Canyonville Bible Academy. He stated that the school children are forced to go onto the highway surface at some points and advised that all they are asking is permission to install a footpath at the city's expense. Mr. Maris was requested by the Commission to submit his requests in writing. The Engineer was instructed to prepare reports for the Commission's consideration.

Mr. J. A. Plebuch, Aberdeen, Washington, appeared before the Commission regarding the retention on the State Highway System of the old Columbia River Highway route near Little Jack Falls, when the highway has been reconstructed at this location. He advised that he owns the land abutting on the highway at this point, which he said is a very scenic spot, and asked the Commission to retain the old highway for its scenic value. Chairman Banfield advised that present plans are to contract the Little Jack Falls improvement next month and that the Engineer and the Parks Superintendent have recommended abandonment of the old highway route. The request was denied.

The Chief Counsel presented for the Commission's consideration a resolution designating US99 East and West between Portland and Junction City as the "Blue Star Drive" in honor of World War II service men and women. The Commission by unanimous vote adopted the resolution which is attached hereto and marked EXHIBIT "D" and by this reference made a part hereof with like effect as though extended herein.

The Chief Counsel presented for the Commission's consideration a request from Mr. Roy Cannon, Multnomah County Superintendent of Schools, that his cabin, situate on the Alsea Highway near Tidewater, be raised about three feet so it will be above high water level. He explained that the cabin was moved to its present location to accommodate a highway improvement but was reestablished at too low an elevation and, as a consequence, now is endangered by high water and logs drifting in with the tide. He recommended that the state go back and raise the house, as requested, which would solve the problem. The recommendation was unanimously approved by the Commission, and it was so ordered.

The Commission considered a request from a Mr. Horn, Florence, Oregon, for permission to salvage logs left by the tide on the beach. The Chief Counsel explained that the logs in which Mr. Horn is interested, are short ones, probably suitable only for tie mills, and there is no way to determine who owns them. He recommended that the request be denied, because in his estimation, a permit of this sort should not be granted to one particular individual. The recommendation was unanimously approved by the Commission.

The matter of pay roll deductions for payment of premiums for group insurance furnished by the West Coast Life Insurance Company covering State Highway Department employees, as previously was requested by the Oregon State Employees Association, had the attention of the Commission. The Chief Counsel advised that the statute authorizes the Commission to make deductions for one company, but leaves it to the Commission's discretion whether or not deductions shall be allowed for more than one company.

In a brief discussion of this matter the Engineer and the Chief Counsel pointed out that the Association has an agreement with the life insurance company which provides that only members of the Association may secure the insurance; they advised, however, that the plan offered by the West Coast Life Insurance Company has some benefits which are better than the company for which deductions are now allowed. Chairman Banfield expressed himself in favor of allowing this extra deduction if the insurance were made available to all state employees, rather than to members of the Association only. Commissioner Schaupp and Commissioner Chandler expressed themselves similarly, whereupon motion was made by Commissioner Chandler, seconded by Commissioner Schaupp, that the Commission reaffirm its previous action in this matter denying the request for insurance pay roll deductions unless the benefits accrue to all employees. The motion carried by the unanimous vote of the Commission.

The matter of collecting an annual fee from the utility companies that maintain facilities on the Interstate Bridge between Portland and Vancouver was considered by the Commission. The Chief Counsel explained that in most instances where utilities use state highway bridges no fee is collected, and that the establishment of the payment of a fee on the Interstate Bridge was an outgrowth of the time when the bridge was controlled by the two counties in Washington and Oregon, but no formal agreement has been executed since the bridge was taken over by the two states. He further stated that he had consulted with Washington State officials concerning the matter as previously instructed by the Commission, and as a result received a letter from Smith Troy, Assistant Attorney General of the State of Washington, saying that it is their highway department's desire to continue collecting the fee from the telephone company, which it appears now is the only company that occupies the structure, and suggesting that he continue his efforts to secure an adequate agreement between the two state departments and the company. The Commission decided to continue to charge the fee and instructed the Chief Counsel to prepare such an agreement with the telephone company.

The Commission considered a request from the State of Washington that the State of Oregon assist in the maintenance of the Oregon approach to the Longview Bridge across the Columbia River. The matter was laid on the table for future consideration .

The Chief Counsel reported an inquiry from tenants of the "Barnes" property, Salem, as to when they have to vacate the premises. He advised that this property is located in Block 86 where it is planned to build the proposed Highway Department Office Building, although it was purchased by the Board of Control. Chairman Banfield recalled that at a previous meeting the Commission decided to give the tenants six-months notice to move, which means that they would have to vacate the premises about four months from now. The Chief Counsel suggested that the tenants might be placed on a 30-day notice plan. The suggestion was unanimously approved by the Commission.

The matter of renewing the lease agreement with Mr. Ralph S. Wohlgren for concession privileges in Silver Creek Falls State Park had the attention of the Commission. The Chief Counsel recommended that the present

agreement be extended for another year at the same rate. The Parks Superintendent concurred in this recommendation. The Commission approved the recommendation unanimously; however, the Parks Superintendent was instructed to render a complete report on the past year of operation.

A delegation from Newberg, headed by Senator Eugene Marsh of McMinnville, appeared before the Commission in opposition to the plan to reroute the Hillsboro-Silverton Secondary Highway along College Street and Fourth Street through the City of Newberg. Appearing with Senator Marsh were C. A. Hodson; Levi Pennington, ex-Officio President, Pacific College; Emmett Gulley; Dr. Ralph W. Van Vanlin, dentist; Ted Francis; and W. S. Allen, former County Commissioner, all of Newberg. Senator Marsh exhibited a map showing the present and proposed routings of this highway and advised that if the plan as proposed is carried out it will mean that highway traffic will be routed along the best residential street in this town, the destruction of many fine shade trees, and the creation of additional hazards to school children and others who have to cross College Street daily in going to and from school, and to the business district; moreover, it will devaluate a good residential district. He advised that the members of the delegation are property owners along the College Street route who are strongly opposed to the proposed plan and who suggest as an alternate proposition that the highway be routed along Meridian Street, two blocks east of College Street, which is now paved to a width of 36 feet and, in their estimation, will serve the purpose equally well or even better than the College Street route. Dr. Levi Pennington stated that aside from the destruction of residential values he is concerned with the preservation of human life, for the safety of the many children who walk along College Street daily going to and from school. He pointed out also that on College Street there are four large churches that draw large gatherings on Sundays with resultant increase in pedestrian traffic on those days. If the route is moved to Meridian Street, he said, these situations could be avoided. He asked to Commission to say to the Newberg City Council, who initiated the College Street route, that such routing is wrong.

Chairman Banfield advised that the State Highway Commission did not initiate the proposed change but approved it at the request of the Newberg City Council, so it is a matter for the City Council to decide if the project should go forward as planned or some other street improved. He pointed out that the Commission has appropriated a certain amount to finance the improvement along College Street, so if eventually the routing is changed to Meridian Street, the improvement of which is more costly, it will be up to the city to provide funds to pay the increased costs. In reply to Mr. Pennington's suggestion that the Commission tell the City Council that the College Street routing is wrong, Chairman Banfield stated the Commission could not do that because the city initiated the project and the Commission has simply been carrying out the wishes of the City Council. It is the responsibility of the Citizens of Newberg to contact the City Council in that regard, and if the Council will advise the Commission that it has changed its mind about the project, the Commission will eliminate it from the program and spend its funds elsewhere. He concluded the conference by stating that the Commission would discuss the matter further among themselves.

The Commission recessed for luncheon at 12:00 o'clock noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Commission had under discussion the matter of increasing salaries and wages of State Highway Department employees, particularly the Engineer's letter on the subject, dated March 8, 1948, which contains six recommendations to take care of the immediate employment emergency. The Engineer reviewed the situation orally, advising that he had discussed the matter with the Civil Service Board and the Budget Director, by whom the recommendations have been approved. He asked the Commission to approve all of the recommendations, notwithstanding that the salary increases shown therein are insufficient, as a temporary expedient, until a further adjustment can be effected. The Chief Counsel gave as his opinion that the Commission can disregard the finding of the Civil Service Board if the Board's rulings impair the Commission's ability to function properly, and in that case the Commission can establish its own salary and wage rates. He advised that the Attorney General concurs in that opinion. In a lengthy discussion of this matter, which followed, it was pointed out that the salaries and wages now being paid to Highway Department employees are much lower than those being paid for like services in adjoining states, which are offering special inducements to attract men from Oregon, so salaries will have to be increased if the Commission expects to carry out its construction program properly and satisfactorily. It is a case, not only of being unable to attract new employees but also of retaining the services of present employees. The question also arose whether or not the Commission should adopt the Engineer's recommendations, as presented, as a temporary expedient, and attempt to secure the approval of the Civil Service Board for more adequate salary increases, or should the attempt to secure more satisfactory rates be made without the adoption of the temporary plan. As the result of considerable discussion the Commission decided unanimously in favor of the adoption of the Engineer's recommendations as appear in his letter of March 8, 1948, a copy of which is attached hereto, marked EXHIBIT "Q" and by this reference made a part hereof with like effect as though extended in full herein, it being understood that the new rates will be retroactive to January 1, 1948. The Commission also decided unanimously to make a further attempt to secure the approval of the Civil Service Board and the Budget Director to further increases in the salary and wage rates, because definitely those now set up are wholly inadequate. The Engineer and the Chief Counsel were instructed to follow the matter through with the Civil Service Board and the Budget Director. In the event a satisfactory agreement cannot be reached then the Commission will discuss the matter with the Governor and the Board of Control.

The Commission discussed a brief submitted by Mr. A. R. Bowman, Prineville, in support of his previous request for rerouting the Crooked River Highway around the proposed dam in Crooked River. Commissioner Schaupp gave as his understanding that $100,000 of Reclamation Bureau money is all the cooperation that has been offered in connection with this project and advised, if such is the case, that he could not see how the state could approve the project when there are no state funds available to pay the entire balance. The Engineer advised that he recently inspected the proposed new route from Prineville to a junction with the Central Oregon Highway, and found portions

of the route uttorly impassable. He also said that his previous estimate of $450,000 as the cost to rock surface the road for all weather travel is absolutely the minimum and the probability is that it would cost more than such sum The Chief Counsel suggested, if the Commission saw fit, that the Crooked River Highway might be left on the State Highway System, then. if the dam is built, and the highway blocked, that the Legislature be requested to remove it as a primary highway. The Engineer suggested that Crook County might assume half of the estimated $450,000 inasmuch as $100,000 is already available from the Bureau of Reclamation. No action was taken by the Commission on this matter pending a response from the county on the suggestion contained in Chairman Banfield's acknowledgement of Mr. Bowman's brief.

Mr. Bowman appeared before the Commission later in the day, accompanied by Mr. Kenneth Sawyer, Chairman of the Committee on Agriculture of the Portland Chamber of Commerce, and Mr. W. D. B. Dodson, also of the Portland Chamber of Commerce, regarding this subject. Mr. Bowman repeated statements previously expressed in behalf of the project, particularly mentioning that all they are asking is a road as good as the existing one - a road that can be furnished for $100,000. Mr. Sawyer read aloud and presented a statement endorsing the project from a state-wide standpoint. He suggested, if the Commission cannot see its way clear to approve the project at this time, that final action be deferred pending further study, looking for a compromise proposition.

Mr. Dodson stated that he had spent 30 years trying to get this dam located which he felt is essential to the welfare of the people of central Oregon to utilize the waste lands for which the proposed dam would provide irrigation. (See additional paragraphs ahead.)

A delegation from Marion and Polk Counties, consisting of:

Grant Murphy, Marion County Judge, Salem
Herman Van Well, Polk County Judge, Dallas
W. E. Knower, Polk County,Commissioner, Salem
H. H. Brant, Polk County Commissioner, Independence
E. L. Rogers, Marion County Commissioner, Salem
Roy J. Rice, Marion County Commissioner, Salem,
T. J. Permus, hardware and International Harvester dealer, Independence
Dr. M J. Butler, dentist, Independence
Dr. Geo C. Knott, M.D., Independence
Jas. Hart, Ford Motor Co., Independence
Sen. Dean Walker, Hop grower, Independence

appeared before the Commission regarding construction of a proposed bridge across the Willamette River at Independence. Grant Murphy, Marion County Court Judge, and Herman Van Well, Polk County Judge, acted as spokesmen. Judge Murphy pointed out that at the time the agreement between the state and the two counties was executed, the estimated cost of the bridge was $600,000.

but now, according to the State Highway Engineer, it is going to cost $900,000. Marion County, he said, still wants the bridge built and is willing to pay its share of the additional expense but suggests, in view of the possibility that costs will lower, that the taking of bids be deferred until about the first of next year if that can be done without sacrificing present proposals or commitments. Judge Van Well stated that his county agrees with the statement as presented by Judge Murphy, provided the counties will not lose priority on materials by deferring construction, if not, then Polk County would like the project deferred until January, 1949. However, if the Highway Commission feels that construction of the bridge should proceed at once then Polk County will agree. Chairman Banfield advised that this matter could be decided now if the county attitudes are known. The state, he stated, has the money set aside and the Commission is ready and willing to proceed on the basis of the original agreement at any time. He further stated that the Commission has no objections to delaying construction if that is the desire of the counties, but the time of building is to be determined by the wishes of the counties and the Engineer's judgment. Commissioner Chandler suggested that the project be advertised for bids to be received at the April 1948 meeting of the Commission to determine just how much the bridge is going to cost; the counties could then decide whether or not they wanted to accept them or defer construction to a later date. Following further discussion Chairman Banfield advised that the Commission wants to comply with the wishes of the two counties and if both county courts will direct letters to the Commission stating definitely and clearly when they want the Commission to advertise the project for bids, the Commission then can take action. Both county courts agreed to send such letters and it was understood that bids would be received at the April meeting, if the counties so desired. No further action was taken by the Commission pending receipt of letters from the counties advising the action they wished taken in the matter.

Dr. P. A. Loer, Chamber of Commerce representative; Gus Herr, President of the Chamber of Commerce; Robert Borland, and Gid Smith, Jr., businessmen; all of Silverton, comprised a delegation representing the City Planning Commission, which appeared before the Commission regarding the location of the Salem-Silverton county road in Silverton. Dr. Loer exhibited a map and explained that the proposed new construction on the Silverton road extends only as far as McLain Street. He asked the Commission to acquire right of way for a proposed extension from that point to a connection with the Hillsboro-Silverton Secondary Highway because the property is about to be developed and it will be much more difficult and costly to acquire later on. The Engineer advised that the proposed new construction ends about a mile west of Silverton and that from there on into Silverton only a reconnaisance survey has been made. He stated further that it would be necessary for the Commission to grant authority for a survey of the new route before the right of way could be secured. Dr. Loer was informed that the Commission is not in position to take action now, but his request will be given due consideration when additional information is forthcoming. The Engineer was thereupon authorized and instructed to investigate the matter and report back to the Commission at its next meeting.

A delegation representing the North Tillamook County Chamber of Commerce appeared before the Commission and urged the construction of a "Cut-Off" Highway extending from Elsie on the Wolf Creek Highway southwesterly to a junction with the Necanicum Highway, approximately three miles north of the Tillamook County line. Mr. Jim Kelly, Secretary of the North Tillamook County Chamber of Commerce, headed the group which included John Aschim, Secretary, Tillamook Chamber of Commerce; John Shibel, Neahkanie; Leo Mead, Nehalem; Ed Winkle, Neahkanie; Al Thompson, County Commissioner; Irving Savin; President, Tillamook Chamber of Commerce, Tillamook; Charles Ross, President, Oregon Coast Association; Franklin E. Knight, President, N. Tillamook Chamber of Commerce.

Mr. Kelly read aloud and presented to the Commission a brief containing a petition signed by 455 residents and property owners of the district, and other information in support of their oral request. Others speaking in behalf of the project were Messrs. Aschim, Schibel, Mead and Thompson. They pointed out that residents on the Necanicum Highway are handicapped by the very crooked condition of the road and that it would be a great aid in the development of the area if the proposed "cut off" is adopted. They pointed out that there are two logging roads already built one at each end of the proposed "cut off", which could be used for a distance of six miles and the use of which would eliminate about six miles of new construction. Mr. Aschim advised that North Tillamook County has developed rapidly during the last few years and the road is worthy of the Commission's serious consideration. Mr. Schibel read aloud and presented a written endorsement from the Neah-kah-nie Community Club. Mr. Mead reviewed past history of the Sunset Highway and this "cut off" road. He alleged that they were led to believe by a former Highway Commission that this short cut would be built; in fact, were given that promise. They requested a location survey, an estimate of cost and construction at the earliest possible time. Chairman Banfield advised that the estimated cost of this project is about $1,600,000 according to a check made several years ago. He also stated the minutes of the Commission meetings had been checked and nothing can be found therein to indicate that a previous Highway Commission had made any definite commitment or promise with respect to this road. The present Highway Commission, he said, is in no position to finance the project, because it is only one of many projects in the same category, and there is not enough money to go around. He added that this is the first time this project has been before this commission and that the Commission would discuss it.

The Commission discussed with the Engineer the bids received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts, as follows, the action of the Commission with respect to each project being by unanimous vote:

"Clean and paint all structural steel below roadway on the McCullough Bridge over Coos Bay on the Oregon Coast Highway, in Coos County. J. S. Morris Co., Berkeley, California, submitted the low bid for this project at $41,840. The second low bid was submitted by Tri-State Painting Company, Portland, at $47,800. There were two higher bidders.

The Commission has awarded this contract to the low bidder, J. S. Morris Co., at its bid price.

"Monument-Hamilton Section of the Kimberly-Long Creek Secondary Highway, in Grant County. 8.27 miles of grading, surfacing, and oiling. A. H. Sexton & Sons, Corvallis, submitted the low bid for this work, in the amount of $156,286.25. The next low bid was submitted by Inter City Sand & Gravel Co., Eugene, at $168,959.30. There were eight higher bidders. The Commission has awarded this contract to the low bidder, A. H. Sexton & Sons, at their bid price.

"Construct maintenance building at Hood River, in Hood River County. R. H. Jones, Hillsboro, submitted the low bid on this job at $12,619, using Alternate "A", frame construction. Eric Enquist, Troutdale, submitted the next low bid, using Alternate "A", at $15,956. There were two higher bidders. The contract has been awarded to R. H. Jones, the low bidder, at his bid price, using Alternate "A", frame construction.

"Klamath Falls (1st Ave.-Esplanade St.) Section of the Klamath Falls-Malin Highway, in Klamath County. 1.8 miles of grading and bituminous macadam surfacing, two reinforced concrete bridges, and 0.1 mile of Portland cement concrete pavement. Rogers Const. Co., Portland, submitted the low bid for this work at $361,108. The second, and only other, bid was submitted by M. P. Butler, Seattle, Wn., at $422,698.80. The contract has been awarded to Rogers Construction Company, the low bidder, at its bid price.

"McCredie Springs-Little Deschutes River Rock Production Project on the Willamette Highway, in Klamath and Lake Counties. Furnish approximately 17,500 cu. yds. of crushed rock in stockpiles. N. A. Toole Const. Co., Ontario, submitted the low bid for this job at $49,875. Rogers Const. Co., Portland, submitted the second low bid at $50,400. Four higher bids were received. This contract has been awarded to the low bidder, N. A. Toole Const. Co., at its bid price.

"Fremont Junction-Mud Creek Section of the Warner Secondary Highway, in Lake County. 4.92 miles of grading and 12.7 miles of rock or gravel surfacing. The low bid for this work was submitted by M. L. & C. R. O'Neil, Creswell, at $135,210. The bidder, however, has qualified his bid by stating that he will accept this project only in combination with the Mud Creek-Drake Creek project. The second low bid was submitted by the Inter City Sand & Gravel Co., Eugene, at $138,657. This bid has been qualified by a statement that the bidder will not accept projects at this meeting totaling more than $350,000. There were four higher bids received. (See next job for award)

"Mud Creek-Drake Creek Section of the Warner Secondary Highway, in Lake County. 8.46 miles of grading and rock surfacing. Inter City Sand & Gravel Co., Eugene, submitted the low bid for this work at $163,597.80. Its bid has been qualified by a statement that they will not accept projects at this letting totaling more than $350,000; however, they will

allow a lump sum reduction of $4,000 if also awarded the Fremont Junction-Mud Creek project. The second low bid was submitted by by M. L. & C. R. O'Neil, Creswell, at $179,243. Four higher bids were received. Considering the combination bids submitted for both jobs and the qualifying statements of the bidders, Inter City Sand & Gravel Co. is the low combination bidder at $298,254.80. The second low combination bid was submitted by M. L. & C. R. O'Neil at $314,453. There were four higher combination bids. The contracts for the Fremont Junction-Mud Creek Section, and the Mud Creek-Drake Creek Section of the Warner Secondary Highway have been awarded to the low combination bidder, Inter City Sand & Gravel Co., at their combination bid price.

"Pleasant Hill Overcrossing on the Willamette Highway, in Lane County. R. & M. Construction Co., Central Point, submitted the low bid at $72,110. The second low bid was submitted by R. H. Jones, Hillsboro, at $75,700. There were six higher bidders. All bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Hobo Rock Production Project on the Oregon Coast and Three Rivers Highways, in Tillamook County. A. H. Saxton and Sons, Corvallis, submitted the low bid for this job at $27,500. The second low, and only other, bid was submitted by O. C. Yocom Co., McMinnville, at $34,500. The contract has been awarded to the low bidder, A. H. Saxton & Sons, at their bid price.

"Pendleton (18th St.-1st St.) Section of the Old Oregon Trail, in Umatilla County. 1.13 miles of grading and paving. Grimstad & Vandervoldt, Astoria, submitted the low bid for this job at $118,981.50. The second low, and only other bid was submitted by T. W. Thomas, Portland, at $122,768.50. The contract has been awarded to the low bidder, Grimstad & Vandervoldt, at their bid price.

"Umapine-Sunnyside Section of the Sunnyside-Umapine Secondary Highway, in Umatilla County. 5.45 miles of resiling. Pendleton Sand & Gravel Co., Pendleton, submitted the low bid for this work at $4,920.25. The second low bid was submitted by J. C. Compton Co., McMinnville, at $5,575. Two higher bids were received. The contract has been awarded to the low bidder, Pendleton Sand & Gravel Co., at its bid price."

Mr. W. A. Dickson, representing Erickson Bros., of St. Helens, appeared before the Commission regarding the amount to be paid for a small strip of the Erickson's property that is needed for widening the Columbia River Highway in St. Helens. He stated that the cost of remodeling the creamery plant, if the state acquires the additional right of way, will be approximately $44,000, and in addition they lose 900 square feet of area, while the cost of the remodeling work they now have under way is between $6,000 and $8,000. He contended that the Ericksons will have as good a plant with the expenditure of $6,000 to $8,000 as they would have if they spent $44,000 on the basis of not using the right of way in question. The

difference between the two amounts represents their damages, so they are asking for $35,000. The Chief Counsel stated he had offered to settle with the Ericksens for $25,000, which, in his judgment, is adequate, as the Ericksens will have a better plant. He pointed out that if the Ericksens had built as first planned they would have had to use the highway right of way in connection with their business, which not only is contrary to law but is an infringement on the rights of the general public and would create a dangerous situation for highway traffic, which very likely would have forced the Commission to take restrictive action on the use of state right of way for parking, etc. The Commission deferred action on the matter pending discussion among themselves.

Mr. William R. Meiners, Umatilla County Commissioner, appeared before the Commission regarding a proposed exchange of certain county roads in Umatilla County. He advised that the county has spent approximately $60,000 for improvement of the Thorn Hollow Road, a Federal Aid Secondary Highway, and would like to have that road eliminated from the Federal Aid Secondary System and the Helix-Holdman road designated in its place. He offered county cooperation in the amount of $13,000 and agreed to furnish needed right of way and to remove fences at county expense. The Engineer exhibited a map showing the roads under discussion and advised that neither road is included in the present three year construction program, so if the Commission decides to approve the county's request and improve the Helix-Holdman Road, the work would have to be done as a major betterment project. He estimated the cost to improve the road to a satisfactory standard at $150,000. The Commission took the matter under advisement.

The Engineer reported on the installation of a traffic signal at the intersection of the Pacific Highway and Sixth Street in Junction City heretofore requested by Senator Angus Gibson. He estimated the cost of the signal at $4,000 and advised that the Traffic Engineer has investigated the request and recommends that the signal be installed, provided the City of Junction City will pay the customary one-half of the cost and furnish the electrical energy to operate it. The Commission unanimously approved the recommendation.

Mr. A. R. Bowman, Prineville, appeared before the Commission at this time relative to his previous request for a revision in the Crooked River Highway to by-pass a dam site proposed by the U.S. Bureau of Reclamation. Appearing with Mr. Bowman were Mr. Kenneth Sawyer, Chairman of the Committee on Agriculture of the Portland Chamber of Commerce, and Mr. W. D. B. Dodson, also of the Portland Chamber of Commerce. Mr. Bowman reiterated arguments presented previously in support of his request and particularly advised that all they want is as good a road as the one they now have -- as serviceable a road as they can get for $100,000.

Mr. Sawyer read aloud and filed with the Commission a letter expressing the attitude of the Portland Chamber of Commerce with respect to this matter The Portland Chamber of Commerce, he said, is interested in the project from the standpoint of developing the state as a whole. He suggested, if the Commission cannot see its way clear now to approve the project, that final action be deferred pending further studies with the view of reaching an agreement later on that would be satisfactory to all concerned.

Chairman Banfield pointed out that an engineering investigation reveals that a $100,000 expenditure will only start the required improvement

and will only invite trouble. He further advised that if the dam is built and the present highway inundated the Highway Commission will ask replacement of the road, and while he has not yet discussed the matter with the other Commissioners, it is his feeling that the Commission will not permit the establishment of the dam at the point desired without an understanding with respect to the highway problem. He suggested that Mr. Bowman arrange for cooperation in the amount of $250,000 toward the highway expense, then, he said, the Highway Commission will reconsider the matter. He pointed out that, in addition to the expense involved, it will be necessary to remove the present road from the State Highway System, which will require action by the Legislature.

Mr. Dodson stated that the Portland Chamber of Commerce has been trying for 20 years to get this dam; also, that it feels it is the duty of the State of Oregon to assist in getting additional acreage under irrigation so it can be utilized.

This matter was discussed further, but no agreement was reached, Chairman Banfield concluding the conference by stating that, in his estimation, if the people want this improvement it will be up to them to contribute half of the expense to reestablish the highway; however, the Commission will discuss it among themselves.

The Engineer reported on a previous request for the installation of a flasing red signal at the intersection of the Tualatin Valley Highway and Wheeler Avenue in the town of Aloha. He advised that, pursuant to the Commissions' instructions, another investigation has been made of the conditions at this point, including the possibility of relocating the highway around the town and of removing the "kinks" in the present alignment, and it has been found economically impractical to change the location. The investigation also reveals, he said, that conditions have changed since his last report, and there now appears full justification for a traffic-actuated signal. He estimated the cost of the installation at $3,500 and recommended approval of the project which, he said, would have to be paid 100% by the state because Aloha is an unincorporated town. The Commission unanimously approved the Engineer's recommendation.

The Commission discussed a request from the City of Salem for additional traffic signals on the Pacific Highway in Salem, particularly at its intersection with "D" St; Market St; and Fairgrounds Road. The Engineer advised that investigation reveals that signals at these points are a necessity, and he recommended approval of all three installations, which he estimated would cost a total of $11,000, provided the city will pay fifty percent of the initial expense, will maintain the signals, and will furnish the electrical energy needed to operate them. The Commission approved the recommendation unanimously.

The matter of providing additional office space at highway headquarters in Roseburg, Coquille, and Meachan was considered by the Commission. The Engineer recalled that during 1947 tentative plans had been

made to enlarge the Roseburg Division office headquarters and the Coquille District Maintenance headquarters, and since that time the housing facilities at Meacham have become inadequate. He recommended that four additional rooms be added to the Roseburg office building and that an additional heating plant be installed at this place to take care of additional maintenance and engineering employees who have been assigned to the Roseburg area. He estimated the cost to provide such facilities at $12,000. He also recommended the addition of two rooms to the existing building at Coquille to provide room for expanded operations, at an estimated total cost of $5,000. He further recommended the purchase of a two story, seven room cottage and six 50'x 100' lots for the sum of $2,000 to provide additional housing facilities at Meacham. In regard to the Meacham situation, he explained that the acute shortage of personnel at that location is due primarily to the lack of housing facilities. The Commission unanimously approved the three projects as recommended by the Engineer at a total estimated cost of $19,000.

The Engineer reported that he had been contacted by officials of the City of Springfield regarding the adoption of a by-pass route on the McKenzie Highway through Springfield. He recalled that this matter was presented to the Commission at the February 1948 meeting by the City Engineer, but action was deferred at that time pending his return from Washington, D.C. He advised that it is not possible to make an adequate recommendation unless the Commission wishes to spend about $1,500 for a survey. Commissioner Schaupp remarked that numerous similar requests have been received and gave as his opinion that surveys of this nature should not be undertaken unless absolutely necessary because of the shortage of engineering personnel. The request was denied due to increased construction and a lack of personnel.

The Engineer reported the results of bids received in Salem on March 1 for the sale of a building in Pendleton and on March 8 for sale of used equipment at Salem, Coquille, Klamath Falls and La Grande. Bids received for sale of the building in Pendleton were as follows:

J. G. Denny, Pendleton $202.00

This was the only bid received. The Engineer recommended that the bid be rejected as too low and that the building be turned over to the Maintenance Department for portable use at Ukiah. The Commission unanimously approved this recommendation.

In the matter of the sale of used equipment at Salem, Coquille, Klamath Falls, and La Grande, the Engineer recommended that the equipment be sold to the high bidder, in each instance, as shown in EXHIBIT "E" attached hereto and by this reference made a part hereof with like effect as though extended herein. The Commission approved the Engineer's recommendation unanimously and so ordered.

The Engineer brought up for discussion the matter of contracting construction of the Salmon River Bridge on the Oregon Coast Highway at Otis, bids for which were received by the Commission at the previous meeting. He advised that a satisfactory bid was submitted by Tower Sales & Erecting Company and Walder & Kenworthy, jointly, but because of a request from the Public

Roads Administration that certain changes be made in the design of the structure, the Commission deferred the award of the contract and referred the bids to him with authority to make the award if the bidder would accept the contract under revised plans. The low bidder, he said, was contacted, and it appears now that they will not accept the job on the revised plan at the unit prices quoted in their proposal. In view thereof, he recommended rejection of the bid and that the project be re-advertised for new bids. The Commission approved the recommendation unanimously.

The Engineer reported that, pursuant to authority heretofore granted him by the Commission, he has awarded contracts, bids for which were received at the meeting on February 2 and 3, 1948, the conditions of the awards having been satisfied. He requested the Commission's confirmation of the awards as follows:

> Grading and paving the Barbur Boulevard-Boones Ferry Road Section of the West Portland-Hubbard Highway, Multnomah and Washington Counties; bids received February 2, contract awarded February 10 to Parker-Schram Co., low bidder.
>
> Grading and bituminous macadam surfacing and stock-piling rock on the Johns-Mackin Gulch Section of Pacific Highway, in Douglas and Josephine Counties; bids received February 3, contract awarded February 9 to Babler Bros., low bidder.
>
> Grading, oil-mat surfacing and stockpiling rock on the Elgin-Boswell Ranch Section of the Wallowa Lake Highway, Union County; bids received February 3, contract awarded February 16 to E. C. Hall Co., low bidder.

The Commission approved the awards as reported by unanimous vote.

The Engineer brought up for discussion the matter of revising the major betterment program adopted by the Commission at its meeting on January 5, 1948, by substituting improvement of the "Flinn Bridge" over Mary's River on the Alsea Highway for the reconstruction of the Mary's River Bridge at Noon Station on the Corvallis-Newport Highway. He advised that a recent inspection reveals that the "Flinn Bridge" is in far worse condition than the other, and if the substitution of the project is not approved it will be necessary to spend approximately $7,700 this year for replacement of untreated timber approach spans. He estimated the cost of reconstructing "Flinn Bridge" at $55,000, which is the same amount that has been set up for reconstruction of the bridge at Noon Station. He recommended the substitution of the project, which would eliminate the need to spend $7,700 this year for repairing the "Flinn Bridge". The Commission approved such substitution of the project by unanimous vote.

A letter was presented from the County Court of Klamath County requesting that the state take over and assume maintenance of the South Poe Valley Road, approximately 10 miles in length, from the town of Olene to a

connection with the Malin-Poe Valley Road which is now being improved. Because of lack of time, the Commission deferred discussion of this matter until its next meeting.

A letter was presented from the Safety Committee of the Grants Pass Lions Club requesting construction of either chains or a fence, preferably a fence, along both sidewalks on what is known as the "Cave Man Bridge" across the Rogue River in Grants Pass as a safeguard to pedestrians, and also requesting installation of a sign at each end of the bridge requiring bicyclists to dismount and walk across the bridge in the pedestrian lanes. The Committee advises that a young man was killed recently on this structure; that the bridge is very narrow for the amount of traffic using it, much of which is children crossing to and from the city park, and that pedestrians are prone to step down onto the highway into vehicular traffic while crossing this structure. It was their thought that a fence constructed along the walk is needed as pedestrian protection. The Engineer advised that this matter has been investigated, and the cost to construct a suitable steel handrail is estimated at approximately $9,000 based on 1,100 feet of handrail at $8.00 per foot. The investigation also reveals, he said, that the fatality referred to by the Committee is the first one that has occurred since the bridge was constructed in 1931, and that in this particular instance the person killed was a bicyclist who rode his bicycle into the side of a truck. The records do not indicate, he said, that there is any more hazard on this bridge than on hundreds of others throughout the state, in view of which, he recommended that the request be denied. In the discussion of this matter the Chief Counsel advised that he has received numerous complaints concerning the hazards on this bridge structure, particularly that children climb on the trestles. In view of this information, the Commission deferred action and referred the matter back to the Engineer to make further investigations covering the features mentioned by the Chief Counsel and to report his findings.

The Commission had under discussion the matter of paying assessments for the improvement of certain streets in Albany bordering on the State Highway Department's Maintenance Headquarters at this place. The Engineer advised that the city has made an assessment against the state's property in the total amount of $1,628.33 for improvements consisting of construction of curbs and gutters and gravel surfacing on Sixth Street and on Burkhart Street which streets lie on two sides of the state's premises. He declared that the Sixth Street improvement affords no benefit to the state highway property because there is no gate or entrance to the property from that street; however there is an entrance to the state's tract from Burkhart Street and the state derives sufficient benefit from the improvement to justify the payment of the assessment for the improvement of that street, which amounts to $620.73. He recommended payment of the assessment for the improvement on Burkhart Street but that the assessment on Sixth Street be denied. The Commission approved the recommendation unanimously.

A letter was presented from The Booth-Kelly Lumber Company, Eugene advising that on February 8, 1948, the Public Utilities Commissioner made an order permitting the company to construct a private logging road across the

Springfield-Creswell Secondary Highway No. 222 near Springfield, Lane County, and inquiring whether or not it would be possible for State Highway Department forces to install this crossing for the company if the company will pay all of the expense incident thereto. The Engineer advised that he has had this matter investigated, and it appears necessary to raise the grade of the highway for about 240 feet. The cost to do the work, he said, including grading, construction of an asphaltic concrete pavement, contingencies, etc., is estimated at $1,500. He further stated that there is sufficient equipment in the vicinity of Springfield to assign to the work and recommended that the company's request be granted on the condition that the work is done at a time when it will not interfere with state work. The Commission approved the recommendation unanimously.

A petition was presented from citizens of Lane County residing in the vicinity of Globe and Richardson, requesting that the resurfacing project now under way on the Richardson-Eugene Secondary Highway between Elmira and Globe be extended to Richardson. The petitioners allege that the present road is in very bad condition and cannot be maintained properly without improvement and does not adequately serve the large volume of traffic which uses it, much of which is log-hauling traffic. The Engineer estimated that a satisfactory improvement would cost about $120,000. He advised that the project is not included in any approved program and there are no funds immediately available to finance the work. The Commission denied the request.

Communications were presented from Mayor M. J. Rutherford, Enterprise, Byron W. Henry, Secretary of the Enterprise Chamber of Commerce; and Fred W. Mastrude, Chairman of the Roads and Highway Committee of the Wallowa County Farm Bureau, urging improvements to the railroad underpass structure n on the Wallowa Lake Highway at Minman where the highway passes under the Union Pacific Railroad tracks. The petitioners represent that the roadway through this underpass is too narrow for the safe passing of trucks and busses, that the vertical clearance is too low, and that the visibility is limited in both directions at the underpass because it is located in the middle of a curve. The Engineer advised that a hazardous condition does exist at this place and the need for the improvement has long been recognized. He estimated that to replace the structure and at the same time improve the alignment would necessitate an expenditure of from $45,000 to $50,000. He pointed out that the project is not in any approved program and suggested that it be given consideration in the preparation of the next construction program. The Commission denied the request for immediate undertaking, however, indicated that it would consider the project in the formulation of its next program.

The Commission discussed a letter from the City of Umatilla, requesting state aid in the construction of concrete curbs along 6th Street in Umatilla, route of the Columbia River Highway. The Commission was advised that because of the McNary Dam Project it has been necessary for the city to improve its water system and make other improvements, which are taking all the funds the City has available and as a result, the city cannot finance many other civic improvements which should be undertaken, including

construction of curbs and sidewalks. In view of the circumstances, the Highway Commission is requested to aid the city by constructing curbs along 6th Street. Action on this matter was deferred by the Commission. The Engineer was instructed to investigate the request and render a detailed report on how much it will cost to do what the city asks.

There was presented for the Commission's consideration a letter from the Roseburg Chamber of Commerce, requesting reconsideration by the Commission of its action on the city's previous request for improvement of the Pacific Highway north of the Roseburg city limits. The Engineer recalled that the city previously requested an investigation to determine what is necessary to relieve the traffic condition existing at this place, that the Commission approved the request, and that an investigation was made and a report rendered at the previous meeting. This report, he said, revealed that a four-lane highway, costing about $250,000, would be required to remedy the situation and the city was so informed; however, it now appears that they are not satisfied with the report and are asking the Commission to approve an inferior improvement. He gave as his thought that if the improvement is needed it should be done properly rather than as a partial project, as the city requests, and he so recommended. The Commission approved the recommendation unanimously and instructed the Engineer to so inform the Chamber of Commerce.

A letter was presented from the Powers Lions Club requesting improvements to the Powers Secondary Highway, including the raising of the grade along certain sections so it will not be flooded during each high water period. The Engineer advised that this matter has been investigated, and it has been found that the sections involved aggregate a total of about 1,400 feet of highway and that it would cost about $8,000 to raise the grade above the ordinary high water level, including construction of an oil mat surface. He further advised that this is a meritorious project and recommended that it be given favorable consideration in programming the balance of $1,250,000 of funds budgeted for special state major betterment projects, the work to be done in 1949. The Commission approved the recommendation.

The Commission discussed a petition from residents and taxpayers of the Jasper-Pleasant Hill area, Lane County, requesting the improvement and oiling of the Springfield-Creswell State Secondary Highway No. 222 between the towns of Jasper and Pleasant Hill. The Engineer advised that an investigation reveals that to reconstruct this section of highway to permanent status, including bituminous macadam surfacing and base, so that it will withstand heavy log-hauling traffic will cost about $120,000 or about $40,000 per mile for the three-mile section involved. This particular section of highway, he said, carries an average daily traffic of about 300 vehicles, about 20 percent of which are logging trucks. He pointed out that the project is not included in any approved construction program. The Commission denied the petition because of lack of funds to finance the work.

The Engineer requested the Commission's specific approval of the following projects, funds for which were authorized by the Commission in the 1948 Budget under the heading "Expenditures for Capital Outlays" and the subheading "Construction of Buildings and Improvements":

Stockpile sites	
Fencing and construction of 2 sand storage bunkers	$ 5,975.00
Maintenance stations	
Miscellaneous improvements such as gas pumps, water supply, gates, fencing, etc. at 13 locations	3,800.00
Truck scales	
Improvement of approaches to scales at 3 locations	1,000.00
Park roads	
Twelve projects, the largest of which is included at the request of the State Parks Superintendent, totaling	22,600.00
GRAND TOTAL	$ 33,375.00

The Engineer presented betterment work orders covering each of the projects in detail and recommended approval of the expenditures. The Commission approved the recommendation by unanimous vote. (For details of the expenditures authorized in each of the above-mentioned work orders, see copies of the work orders on file in the office of the State Highway Commission in Salem, being State Highway Department Budgets File No. 2c.)

The Engineer also presented a list of Minor Betterment Projects, totaling $307,565, for performance during the 1948 season. He explained details in connection therewith and advised that funds to finance them have been provided in the Minor Betterment Budget for 1948. He requested approval of the projects and authority to proceed with the improvements. Following discussion the Commission approved the request by unanimous vote. (For details of this work see copies of the work orders on file in the office of the State Highway Commission, Salem, being State Highway Commission Budgets File No. 2b.)

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1946 State Tax Street Funds which they received in 1947 and that the plans of the projects proposed to be financed with such funds have been examined and found satisfactory:

Athena	Coburg	Pilot Rock	Sherwood
Chiloquin	Falls City	Prairie City	

He recommended approval of the plans by the Commission. The Commission

approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto marked EXHIBIT "F" which by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from Mr. E. C. Hart, Mohawk, Oregon, for improvement of the "Mohawk Highway" in Lane County. The Engineer advised that the highway referred to is a county road under the jurisdiction of the Lane County Court; that it is on the Federal Aid Secondary Highway System, but no money has been provided for its improvement. He further stated that the road is rough and the alignment very poor, but the Lane County Court has never requested that it be reconstructed in the immediate future. The Commission ordered that Mr. Hart be informed of the status of the road and that there are no monies available to finance the improvement that he requests.

The Commission discussed a request from the City of Milton for state cooperation in solving a drainage problem at the south end of Main Street in Milton City, involving drainage waters from the state highway and adjoining land south of Milton. The Engineer advised that the Oregon-Washington Highway enters Milton in the southern part of the town on a descending five percent grade, following a gulch which drains approximately 1,500 acres of low rolling hill country. This gulch, he said, carries considerable water from water spouts in the summer months and from melting snow during the winter season. Along with the water is considerable silt and debris which enters the highway drainage system at the south end of Main Street. Correction of the condition, he said, is partly the obligation of the city, although it is primarily a problem for the State Highway Department to solve, inasmuch as the entire run-up from the gulch is taken into the highway drainage system before being disposed of. This condition, he said, has been thoroughly investigated and corrective measures are estimated to cost approximately $17,400, divided as follows: $4,000 for construction of check dams by state forces; $13,400 for interception of flood waters at the intersection of Main and Frazier Streets and the carrying of such waters along Frazier Street in a 36-inch concrete pipe to a slough which carries the discharge from a hydro-electric plant into the Walla Walla River. This latter work, he said, will be performed by the City of Milton if the state will contribute $8,600 toward the expense. He recommended approval of the project, the state's portion of which totals $12,600, as a Minor Betterment Project. Following discussion the Commission approved the recommendation unanimously and ordered that the matter be covered by appropriate agreement between the city and the state.

The Commission discussed the following requests for extensions of time within which to complete highway contracts:

Warren Northwest, Inc., Contract No. 2738 for grading and paving the South Unit of the Steiwer Hill-Albany Section of the Pacific Highway East, in Linn County, requested an additional extension of time of 243 days, from September 30, 1947, to May 31, 1948, within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to inability to secure

dry lumber for guardrail, which delayed construction of that facility and the painting of it. The Engineer advised that the Contractor was delayed in completing the guardrail due to unsuitable weather for curing and painting the rails. The traveling public, he said, has not been inconvenienced by the delay because the highway has been in continuous use. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Warren Northwest, Inc., Contract No. 2739 for grading and paving the North Unit of the Steiwer Hill-Albany Section of the Pacific Highway East, in Marion County, requested an additional extension of time of one day, from September 30 to October 1, 1947, within which to complete this job. They attributed their failure to complete the project within the previously-extended time limit to delay caused by a cement shortage and difficulty in securing box cars for cement deliveries. The Engineer advised that the overrun in the time limit could be attributed entirely to delays in cement shipments. He recommended, in view of the circumstances, that the additional extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Berke Bros., Contract No. 2790 for grading the Spencer Creek-Agate Beach Section of the Oregon Coast Highway, in Lincoln County, requested an additional extension of time of 67 days from October 1 to December 6, 1947, within which to complete this job. The Engineer advised that the surfacing of the Spencer Creek-Agate Beach Section, including a small amount of grading at the north end of the job, was being done under a separate contract by Mr. Lloyd Calkins, and since the work was closely tied in with Berke Bros.' grading job, it seemed desirable for Berke Bros. to do the small amount of grading work that came under the Calkins contract, and arrangements were effected to take care of it in that manner. Such arrangement, he said, necessarily deferred Berke Bros.' work on their own contract so that it extended into the early fall rainy season making it impossible to complete the project within the specified time. The arrangement for the grading work, he said, was to the state's best interests, and in view thereof, he recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

M. C. Lininger & Sons, Contract No. 2860 for furnishing crushed rock in stockpiles for the Siskiyou Junction-Long Prairie Creek Section of the Green Springs Highway, in Jackson and Klamath Counties, requested an extension of time of 80 days, from August 31, to November 19, 1947, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the fact that they were prevented from starting the work as soon as they expected because of unanticipated overruns on the rock

crushing contract which they had with the U. S. Forest Service. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He further stated that when the contractor started on his state job he completed it expeditiously so that the state did not incur any extra expense for engineering supervision. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Archie R. Averill, Contract No. 2872 for construction of a concrete viaduct over Spencer Creek on the Oregon Coast Highway near Newport, Lincoln County, requested an additional extension of time of 34 days, from November 15 to December 19, 1947, within which to complete this job. He alleged that the overrun in time limit was caused by his being required to do extra work that was not in the contract. The Engineer advised that the Commission, at its meeting on October 21, 1947, granted Mr. Averill an extension of time from September 30 to November 15, 1947 without penalty within which to complete this job, with the understanding, however, that if the project was not completed by November 15 the contractor would be required, as a penalty, to reimburse the state for all engineering costs incurred in connection with the job subsequent to November 15. He recommended, in view of this condition, that the extension of time now requested be granted but that Mr. Averill be charged with the engineering expense incurred subsequent to November 15, 1947. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

L. R. Kauffman, Contract No. 2914 for rock production on the Alsea Highway and the Alsea-Deadwood Secondary Highway, in Benton and Lincoln Counties, requested an additional extension of time of 70 days, from January 31 to April 10, 1948, within which to complete this job. He attributed his failure to complete the project within the previously-extended time limit to inclement weather and breakdown of his equipment. The Engineer advised that Mr. Kauffman experienced serious mechanical trouble with his rock-crushing equipment and had it not been for this trouble he would have completed his contract within the specified time. The traveling public, he said, has not been inconvenienced by the delay because the materials Mr. Kauffman is manufacturing will not be needed until next summer's oiling and paving season. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

The State Highway Commission, in passing on contractor's requests for extensions of time within which to complete the contracts as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the time limits specified.

The Engineer reported that contracts Nos. 2739, 2790, 2872, 2929, and 2935 have been completed according to the requirements of the contracts or

modifications thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the contracts as reported and authorized final payment in connection with each. The Commission by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "G" and by this reference made a part hereof with like effect as though extended herein.

The Chief Counsel presented a form of resolution with respect to naming the Coos River Ferry "Charles Enegren" Ferry in honor of Mr. Charles Enegren, a pioneer of the district, pursuant to action taken by the Commission at the previous meeting. The Commission approved and adopted the resolution as prepared, by unanimous vote, which resolution is attached hereto, marked EXHIBIT "H", and by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the Commission's contract with Babbidge & Holt covering the operation of the Astoria-Megler Ferry expires on May 31, 1948. He requested authority to advertise for bids for continuation of this service after May 31. The Commission approved the request by unanimous vote.

In this connection the Engineer inquired as to the length of time the new contract should run. The Commission ordered that the specifications provide for one year's operation with the privilege of extending the time if the Commission so desires.

The Commission discussed the Engineer's written report dated March 8, 1948, on the purchase of hull and machinery and protection and indemnity insurance for the ferry "M. R. Chessman". This report gives quotations for insurance purchased in the American market and also in the London market and points out that a comparison of the rates shows them to be identical, the only difference being in the various combinations of plans as to the amount of the franchise or deductible amounts against claims. (For details of this report see Engineer's report dated March 8, 1948, in general files.) It appears from the report that Plan 1-A carries the highest premium rate --$13,938; also that under this plan the P. & I. coverage carries only a $250 deductible clause for all claims, which is the same as is presently in force on ferry boats "Tourist No. II" and "Tourist No. III". It also appears that the premium for the hull and machinery coverage is based on a $1,000 particular average franchise for all claims, but not deductible, for which an additional premium of $920 is charged over and above the cost of Plan 2-A, which is based on a $1,000 deductible charge. Plan 2-A was also discussed, and it appears that the only difference between these two plans is the extra charge for the non-deductible provision. It was the thought of the Commission that full coverage should be purchased, and accordingly, the Commission voted unanimously to purchase the insurance under Plan 1-A, totaling $13,938. The Commission also decided unanimously that the insurance should be purchased in the American market through the Oregon Association of Insurance Agents, represented by Jewett, Barton, Leavy & Korn, who have been designated by the Association as its servicing agent.

The question whether or not to purchase excess protection and indemnity coverage on this vessel, as is now carried on "Tourist No. II" and "Tourist No. III", making a total coverage of $500,000 on each vessel, was also discussed. The Engineer advised that he has received no direct quotation for furnishing such coverage, but he estimated that it would cost approximately $800 annually. The Commission deferred a decision in this matter until later.

Consideration was given by the Commission to the abandonment of a portion of the Umatilla-Hermiston Section of the Old Oregon Trail, in Umatilla County, where this highway has been reconstructed on other alignment. The Engineer advised that the new highway has been completed and is now used by traffic and that the old highway no longer is of value for state highway purposes. He recommended abandonment of the old route. The Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "I", which by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also discussed abandonment of a portion of the old route of the North Santiam Highway between Gates and Niagara, Marion County. The Engineer advised that since the completion of the new highway between these points the old route no longer is of value for state highway purposes. He recommended abandonment of the old route by the Commission in favor of Marion County. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with regard thereto marked EXHIBIT "J", which by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion and recommended a change in the signal installation on the Salem-Dallas Highway at its intersection with the Salem-Dayton Secondary Highway, in West Salem. He advised that the signal presently installed at this intersection consists of a flashing beacon, which, while it somewhat improves traffic conditions, does not permit adequate access to the Salem-Dallas Highway from the secondary highway; moreover, the existing speed-control signal is conducive to rear-end collisions on the Salem-Dallas Highway and causes unnecessary delay to traffic. He pointed out that an average of 15,537 vehicles enter this intersection daily, of which 13,286 are on the Salem-Dallas Highway and 2,252 are from the secondary highway. He recommended that a semi-actuated traffic signal be installed as a substitute for the existing one, including a push-button attachment for the convenience of pedestrians. He estimated the cost of such an installation at about $2,500, which, he said, would have to be paid for entirely with state funds because the intersection is of two state highways outside the city limits of West Salem; further that the cost would have to be charged to the Minor Betterment Contingency Fund. The Commission approved the recommendation unanimously.

A resolution was presented from the City of Oregon City designating the intersection of 7th Street and Washington Street as a stop street at all four entrances and requesting concurrence by the Commission in order to meet the legal requirements. The Engineer advised that 7th Street is the route of

the Cascade State Secondary Highway, so in order to legalize the proposed signal installation it will be necessary for the State Highway Commission to adopt a companion resolution. An investigation of the conditions obtaining at this intersection, he said, has been made by the Traffic Engineer who recommends, in the interests of traffic, that this intersection be designated as a four-way stop, on the condition that the city will erect and maintain the necessary signs. The Engineer advised that he concurs in the recommendation. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "K" which by this reference is made a part hereof with like effect as though extended herein.

The Engineer rendered a status report on the matter of installing a grade crossing signal on N. W. Front Avenue, Portland, at a point where the spur track of the Northern Pacific Terminal Company crosses this thoroughfare. He recalled that on February 28, 1941, the Commission authorized installation of this signal, which was estimated to cost $733, at the expense of the state, using Federal funds; however, it was not installed because of the war work-stoppage order and in the meantime all of the Federal funds were absorbed in other grade-crossing jobs. At its meeting on October 21, 1947, he said, the Commission again authorized this installation, with the understanding that the cost to the state would not exceed the original $733 commitment. Such information was conveyed to the Northern Pacific Terminal Company which has asked reconsideration by the Commission because the present estimate to install the signal is $1,219, and the company is asking the state to assume the entire expense. He recommended denial of the request on the basis that the signal will be of material benefit to the company which, in view thereof, should assume the cost over and above the $733 that the Commission has agreed to pay. He further recommended that if the railroad company will not accept such proposition the state pay to the company $733 and take possession of the materials which the company has purchased for the purpose and which can be used at some other point on the State Highway System. The Commission approved the recommendation by unanimous vote.

The Commission had under discussion a letter from the Brookings-Harbor Chamber of Commerce concerning the formulation of a highway lighting district along US101 through the town of Brookings. Accompanying the letter was a copy of a petition directed to the Curry County Court requesting approval of this district, a copy of the district's by-laws, and a picture illustrating the type of luminaire proposed for the installation. The Chief Counsel advised that, according to the statutes, the petition must first have the approval of the county court because the county court is the tribunal which has to do with the creation of the district, but after the district has been formed it must then submit its plans and specifications to the Highway Commission for its approval before beginning construction of the project on the state highway. He advised that insofar as he knew the county court has not acted on the petition, so there appears to be nothing for the State Highway Commission to do at the present time. He mentioned, however, that he had discussed this matter with the Engineer and that they

are both of the opinion that the project has merit. The Commission decided unanimously, in view of this report, to defer action on the matter pending the order of the county court with respect to the petition.

Pursuant to instructions from the Commission at the previous meeting the Chief Counsel presented a form of resolution covering the subject of parking of vehicles on state highway right of way in the town of Brookings. Following discussion the Commission unanimously approved the resolution as prepared, a copy of which is attached hereto, marked EXHIBIT "L", and by this reference made a part hereof with like effect as though extended in full herein.

The Engineer reported a hazardous condition existing on the Pacific Highway East (US99E) in front of the Piggly Wiggly Store at Courtney Road one mile south of the town of Milwaukie due to the congestion of traffic at this point and the volume of fast-moving highway traffic. This matter, he said, has been called to his attention by the Oregon State Police who suggest, in the interests of safety, the establishment of a "no parking" zone for a distance of about 300 feet at this location. The matter has been investigated by the Traffic Engineer, he said, who recommends the establishment of such a zone on both sides of the highway between Highway Engineer's Stations 240+45 and 243+55, which will eliminate a hazard which now exists to the many cars entering and leaving the Piggly Wiggly parking lot and to the pedestrians who park their cars on the opposite side of the highway and must cross it to gain access to the store. He advised that he concurs in the recommendation that a "no parking" zone be established between these stations. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "M" which by this reference is made a part hereof with like effect as though extended herein.

The Engineer requested authority for Mr. Manley Robison, Director of the Travel Information Department, to attend, at state expense, a tourist conference which is to be held in Pullman, Washington, during April 4 to 7, 1948. He estimated that Mr. Robison's expense would not exceed $56.50. He also requested authority for Mr. Carl W. Jordan, Assistant Director of the Travel Information Department, to attend, at state expense, travel shows in Oakland and Los Angeles, California, during the period March 26 to April 22, 1948, where he will maintain exhibits on behalf of the State of Oregon. He estimated Mr. Jordan's expense would amount to about $409.70. The Engineer pointed out that the Advisory Board on travel matters has approved the expenditure in both instances. The Commission unanimously approved both requests subject to further approval by Governor Hall.

The Secretary presented a certificate from the U. S. Marine Corps, expressing appreciation for contributions made by the State Highway Commission toward national defense in granting leaves of absence to State Highway Department employees to attend active duty training with the U. S. Marine Corps Reserve. The Commission accepted the certificate with thanks and ordered it properly filed in the Department records.

Letters were presented from Mr. W. W. Balderree, President, and Mr. F. M. Sercombe, Secretary, of the Oregon State Bar Association, requesting that the State Highway Commission place some of its advertising in the American Bar Association Journal between now and the Association's annual meeting in Seattle in September, it being their thought that such advertising would create a desire in its members to attend the convention. The Commission ordered these communications referred to the Advisory Board on travel matters for its recommendation.

The Chief Counsel reported receipt of an application from Mr. William R. Blake, Portland, for permission to operate a popcorn wagon on state park property at Sandy, Oregon, during the time that smelt are running in the Sandy River. He advised that Mr. Blake has offered to pay $100 rental fee for this privilege. He also reported receipt of an application from Mr. Paul Mumpower, through his attorney, Mr. John R. Latouretto, Portland, for permission to erect a structure at the east end of the Troutdale Bridge for the purpose of renting dip nets and selling smelt during the progress of the smelt run in the Sandy River. The Chief Counsel recommended against granting these privileges, however, suggested that if such facilities are needed for public convenience the Commission might erect its own shelters and sell concessions as the result of competitive bidding. Mr. W. C. Williams, 1st Assistant State Highway Engineer, gave as his opinion that if Mr. Blake and Mr. Mumpower are granted these privileges it will create unfair competition unless the Commission would also grant similar privileges to others who request them. The State Highway Engineer recommended the denial of all applications for such privileges.

In the discussion that followed Chairman Banfield raised the question as to whom these people interfere with. He gave as his thought that perhaps it would be satisfactory to grant a permit to the first person who requested one, but that the Commission is not obligated to grant a permit to everyone. He also gave as his belief that it would be a "real policing job" to try to keep everyone off the state's property. As the result of this discussion the Commission referred the matter back to the Engineer, the Chief Counsel and the Parks Superintendent to confer and work out a solution, with the understanding that if these people are allowed the use of the state's property and it develops that a hazard is created, they should be ordered off the premises, with police assistance if necessary.

The Engineer reported that Mr. J. F. Waller, Chief Reconnaissance Engineer for the State Highway Department, will reach retirement age in May of this year. He advised that Mr. Waller has been with this Department for 18 years and is an exceptionally well qualified engineer, particularly in the type of work he is doing; further, that there is no one connected with the Highway Department available to replace Mr. Waller at this time. He recommended approval of the retention of Mr. Waller in the state's service for another year's time. The Commission approved the recommendation unanimously with the understanding that the Engineer will start immediately to train someone to take Mr. Waller's place at the expiration of this one-year period.

In this connection the Commission instructed the Engineer to submit to the Commission, at once, a report on how many employees will reach retirement age between now and the first of January 1949.

The Engineer asked the Commission to confirm for the record the telephonic authority given him to post the following highways for 50-percent reduced load limits: McKenzie Highway between the Forest Boundary and Belknap Springs, East Diamond Lake Secondary Highway from its junction with the Crater Lake North Secondary Highway to the junction with The Dalles-California Highway, Crater Lake North Secondary Highway from its junction with the East Diamond Lake Secondary Highway to Diamond Lake. The Commission approved such postings and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "N" which by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also asked the Commission to confirm for the record the telephonic authority given him to increase the weight allowed on the Nashville-Blodgett Section of theEddyville-Blodgett Secondary Highway, in Lincoln County. The Commission approved such increased weight allowance and thereupon by unanimous vote adopted the attached resolution relative thereto naked EXHIBIT "O" which by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that, in conformity with telephonic authority given him by the Commission, he posted the Walton-Cedar Creek Section of the Richardson-Eugene Secondary Highway for a maximum gross weight of 20,000 pounds, effective February 20, 1948; also, that on March 1, 1948, because of improved conditions the signs were removed and legal loading was restored. He asked the Commission to confirm for the record the authority given for posting reduced load limits on this highway. The Commission approved the request by unanimous vote. The Commission also approved action of the Engineer in restoring the legal weight limit on this highway as of March 1, 1948.

The Commission had under discussion the log-hauling violations committed by Mr. Harold H. McGee, Springfield, Oregon, in operating this service over state highways in the vicinity of Eugene, particularly the Engineer's letter to the Commission dated March 10, 1948, outlining the violations in detail and including a record of such violations for the years 1945, 1946, and through 1947 to date. The Engineer recalled that the Commission at its meeting on February 2 and 3, 1948, had this matter under discussion and at that time canceled Mr. McGee's permit on a permanent basis, and the Public Utilities Commissioner was requested to take up Mr. McGee's P.U.C. plates; however, subsequent thereto, because of certain circumstances, the request was temporarily withdrawn pending a further review of Mr. McGee's record. He submitted for the Commission's consideration Mr. McGee's petition, prepared by his attorney, Mr. Hale G. Thompson, Eugene, for the restoration of his permit so as to permit him to continue log-hauling operations without interruption. In this petition Mr. McGee agrees to cooperate with the State Highway Department to the fullest extent and to make every effort to avoid the violation of any rule, regulation, or statute pertaining to his operation. The Engineer pointed out that Mr.

McGee's statement that hereafter he will cooperate with the Highway Department and will haul legal loads is identical with the statement made in his letter to the Commission dated October 2, 1945, which was the basis on which the Commission restored Mr. McGee's permit which was canceled at that time. He recommended that the Commission confirm the action taken at its meeting on February 2 and 3 canceling the permit, with this exception -- that instead of canceling it on a permanent basis, Mr. McGee be ruled off the road for a period of 30 days. Following considerable discussion the Commission approved the recommendation by unanimous vote and so ordered. (For further details on this matter see Engineer's letter to the Commission dated March 10, 1948, and other exhibits in the general files, Salem.)

Due to another engagement, Commissioner Chandler excused himself from the meeting at this time but returned later in the session.

The Commission discussed briefly and ordered filed the Engineer's report on Weighmaster operations for the month of January, 1948.

The Engineer brought up for discussion a request from the U. S. War Department that it be allowed to improve the channel of Amazon Creek beneath Bridge No. 2050 on the Richardson-Eugene Secondary Highway No. 220 in the City of Eugene. He advised that this matter has been given careful study and, in his estimation, the contemplated improvement not only will be of advantage to the Army as a flood-control feature, but will also be beneficial to the state in draining the highway. He presented a form of agreement prepared by the War Department covering the matter and pointed out that all costs, including future maintenance expense, will be paid by the Federal Government. He recommended approval of the request and execution of the agreement. The Commission approved the recommendation unanimously. The agreement was signed later in the session.

A letter was presented from the Central Lincoln People's Utility District, Newport, Oregon, requesting an extension of time on the temporary permit heretofore issued by the State Highway Commission authorizing the district to maintain a power line on the Coos Bay Bridge (McCullough Bridge) pending construction of a cable crossing under the structure. The District points out that this permit expires on April 7, 1948, and that it has changed its plans with respect to the construction of the cable crossing in that it now plans to secure Bonneville power from its Reedsport-Glasgow line. Because this new arrangement will not be completed until October 1949 the District requests an extension of its present permit for a period of 19 months, allowing its facilities to remain on the bridge structure for that length of time. The Engineer recommended, in view of the circumstances, approval of this request. The Commission approved the recommendation.

The Commission had under discussion matters pertaining to the issuance of emergency transportation permits, particularly a form of resolution with respect thereto which was prepared by the Chief Counsel in collaboration with the Engineer. The Commission was assured by the Engineer and the Counsel that the provisions of the resolution conform with the

Engineer's letter to the Commission concerning the subject dated January 30, 1948. With this assurance the Commission approved and adopted the resolution which is attached hereto and marked EXHIBIT "P" and which by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to purchase three 3,000 gallon semi-trailer tanks for assignment to Eastern Oregon oiling crews. He estimated the total cost involved at $12,000. The Commission approved the request.

The Engineer also requested authority to purchase two Buick automobiles, one for assignment to Mr. W. W. Stiffler, 2nd Asst. State Highway Engineer, and the other to the Division Engineer located at La Grande. He estimated the total cost involved at $4,500. The Commission approved the request.

In this connection the Engineer pointed out that a new seven-passenger automobile is needed for the Commission's use in making inspection trips throughout the state, the Buick that is now being used for this purpose being old and not satisfactory for the purpose. He requested authority to purchase a new car. The Commission approved the request by unanimous vote with the understanding that cars of different makes are to be considered and that the color of the car shall not be black.

The Engineer brought up for discussion a proposed agreement with the Southern Pacific Company and Jackson County with respect to remodeling the Tolo Overcrossing on the Pacific Highway south of Ashland. He advised that this overcrossing was constructed by Jackson County years ago and now is too narrow to satisfactorily care for the traffic which passes under it; in fact, a dangerous condition exists. He recommended approval of this agreement and construction of the project which would be paid for jointly by the railroad company, the county, and the state. The Commission approved the recommendation unanimously. The agreement was signed later in the session.

The Commission discussed a written report from the Engineer dated March 8, 1948, concerning the cutting of timber by a Mr. Louis Eisele, Gaylord, Oregon, on state highway property adjacent to the Powers Secondary Highway about 15 miles south of the Coos Bay-Roseburg Highway. It appears that Mr. Eisele purchased property adjacent to a state-owned stockpile site at this location and understood at the time that he was also purchasing the state's property and accordingly, cut the timber standing thereon, consisting of 29,640 board feet of second growth Douglas fir and 5,800 board feet of white fir, for a total of 35,264 feet of timber, log scale. The Engineer advised that this matter was discussed with Mr. N. S. Rogers, State Forester, who estimates the value of this timber at $6 per thousand FBM and who gave as his thought that the Highway Commission should secure such amount from Mr. Eisele. The Engineer also stated that Mr. Eisele is willing to pay $5 per thousand board feet for the timber and has deposited with the Commission checks totaling $176.30. He further stated that investigation reveals that Mr. Eisele has a good reputation in his vicinity and apparently the error was not deliberate. He recommended, in view thereof, that no penalty be imposed upon him but that he be charged $6 per thousand for the timber taken and that he be required to furnish a $500 bond to insure clean up of the premises and restoration of the hauling

road after the timber has been hauled out. The Commission approved the recommendation unanimously.

There was brought up for discussion by the Commission the matter of adopting a state-wide system of throughway highways. Action on this matter was deferred until Commissioner Chandler is present.

There was also presented a newspaper editorial from the Astorian-Budget with respect to removal of smelt sands from the ocean beach at Yachats. The Commission, without comment, ordered this filed in the Department records.

The Commission had under discussion the setting of a date for its next regular meeting for receiving bids and by unanimous vote decided to hold such meeting in Portland on Monday and Tuesday, April 19 and 20, 1948. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Commission, upon recommendation of the Engineer and the Chief Counsel approved and later signed a quitclaim deed conveying unto John P. Stobie and wife 0.062 acre of land situate adjacent to the McKenzie Highway in Lane County.

The Commission considered an offer from Rev. William F. Morse, Seaside, to sell to the state some lots which he owns in Wi-ne-ma Subdivision adjacent to the Oregon Coast Highway about one mile south of Oretown, in Tillamook County. It appears that Rev. Morse has an option to purchase this property but cannot finance the deal unless the state will purchase the portion thereof that will be needed as right of way when the highway alignment is revised at this point. The Engineer exhibited a map showing the location of the property and the proposed highway revision. He advised that Rev. Morse's option expires on April 1, 1948, and that he offers to sell the right of way to the state at the rate of $150 per lot in order to prevent the property getting into the hands of someone who will use it for purposes adverse to those of his church, which maintains a boys camp on adjoining property. The Engineer advised further that the lots are so located that they can be used to advantage in the revised location of the highway, and he recommended that they be purchased for the sum quoted. The Commission approved the purchase by unanimous vote.

The Engineer brought up for discussion the matter of widening the right of way of the Oregon Coast Highway for a short distance in the northern part of Depoe Bay where Mr. Vere H. Loucks plans to make improvements to his property. He advised that Mr. Loucks has about a 150-foot frontage on the east side of the highway and that it would be necessary to purchase from him a strip about ten feet wide in order to provide a uniform width right of way along this section. Mr. Loucks, he said, is going to do considerable building and remodeling work and has asked that an agreement be reached with respect to this right of way matter so he can make his plans accordingly. It was the Engineer's thought that this right of way should be purchased now before Mr. Loucks starts his improvements, and he requested authority to furnish the Right of Way Department with descriptions and authority for the Right of Way Department to negotiate the purchase of the property. The Commission approved the requests unanimously.

The Chief Counsel brought up for discussion the matter of sale of excess real properties owned by the State Highway Department. He advised that the present practice is to bring those matters to the attention of the Commission as they arise; however, because of the mass of detail work connected with each transaction, it sometimes works a hardship on the Department. He suggested that it would be helpful if the Commission would order the sale of real property only twice a year, once in the spring and once in the fall. The Commission approved the suggestion by unanimous vote.

A letter was presented from the City Council of Bonanza, Oregon, requesting the improvement of a county road which extends northerly from Bonanza to a junction with the Klamath Falls-Lakeview Highway over Maxwell Hill. The Engineer advised that this is a Federal Aid Secondary Highway; but no funds have been appropriated to improve it. He suggested that the City Council be informed that no provision has been made in the Commission's construction program to improve the road but that the Commission will consider it, along with others submitted by the Klamath County Court, when future construction programs are planned. The Commission approved the suggestion and so ordered.

The Commission discussed a request from the City Council of Richland for construction of an oiled footpath along the Baker-Homestead Highway from Richland to Eagle Valley Union High School. The Engineer advised that an investigation has been made of this request, and it has been found that approximately 1,100 feet of footpath will have to be constructed. The investigation also reveals, he said, that approximately 130 pedestrians and 755 vehicles pass along this section daily, and because the width of the oil surface of the highway is only 18 feet wide, there is a considerable hazard to students of the school. He recommended, in view of existing conditions that the Commission authorize the construction of a footpath, which he estimated would cost about $800, and that the expense be charged to the Minor Betterment Contingency Fund. The Commission approved the recommendation.

The Engineer requested authority to make a location survey of the section of the Oregon Coast Highway extending southerly from the Rogue River Bridge to the north end of the location heretofore adopted by the Commission in the northerly part of the town of Gold Beach. He advised that Mr. Collier Buffington, Gold Beach, who owns property at this place, plans to sell portions of it, and if he does, it is quite certain that building development will follow which raises the question whether or not such development will interfere with the state's ultimate plans for rerouting the highway at this point. He estimated the cost of a complete survey at approximately $1,000. The Commission approved the request by unanimous vote.

The Commission had under discussion a resolution passed by the Lake County Court on March 4, 1948, offering to contribute county funds in the amount of $10,000 toward the cost of construction of a portion of the Warner Secondary Highway between the Fremont Highway junction and Drake Creek, bids for which construction work were received by the Commission at this meeting, if the amount of the low bid received by the Commission for this work exceeds the amount of funds the Commission has allocated for this project. The Secretary was instructed to thank the County Court for its offer and to advise the Court

that the Commission does not need the county funds because a satisfactory bid was received for the work and the contract has been awarded.

The Commission had under discussion a proposed agreement with the State of Idaho covering the maintenance of four interstate bridges across the Snake River at Weiser, Payette, Ontario, and Nyssa. Following careful consideration of the provisions thereof the Commission approved and signed the agreement as prepared.

Commissioner Ben R. Chandler returned to the meeting at this time.

The Commission also had under discussion a proposed agreement with contractors Leonard & Slate, Oreg. Ltd. for the removal of slide materials which have accumulated on the floor of the Oneonta Borrow Pit on the Upper Columbia River Highway, Multnomah County. The Engineer advised that this work is necessary in order to provide proper drainage of the facilities that have been installed by the Highway Department at this location. He estimated that there are 15,000 cubic yards of materials to be removed and that the cost would amount to about $1 per cubic yard, or about $15,000. These materials, he said, would be placed in stockpile for use by the Public Roads Administration for riprapping and embankment slopes in connection with their contract for the construction of the Wahkeena Creek-Dodson Section of this highway. Leonard & Slate, Oreg. Ltd., he said have equipment available at this time to perform the work, as they have a subcontract on the government project, and he gave as his thought that the state could save considerable money in arranging with this contractor to do the work while the equipment is available nearby. The Commission approved the arrangement by unanimous vote and thereupon signed the agreement.

The Engineer discussed with the Commission the provision that has been made by the architects for the new State Office Building for a service driveway into this building. He exhibited a sketch showing the driveway as planned which enters the building from Capitol Street, route of the Pacific Highway East, and which, if constructed at such location, will create a hazardous condition for traffic along this heavily-traveled thoroughfare. The same kind of entrance, he said, has been planned by the architects for the Highway Department Office Building which would increase the hazard. It was his thought that this should be called to the attention of the architects and some other provision made for driveway entrances and exits on Chemeketa and Court Streets. He advised that he is bringing this matter to the attention of the Commission at the request of the Board of Control because the driveway entrances to both buildings must be identical in order to provide for harmony. Chairman Banfield suggested that it would be more attractive if the service driveway for each building were constructed so that traffic enters and leaves the buildings on Chemeketa Street. Commissioners Schaupp and Chandler expressed their approval of this suggestion whereupon the Engineer was instructed to take up the matter with the Board of Control and explain the reasons why the Highway Commission feels that the entrances should be from Chemeketa Street rather than from Capitol Street.

The Chief Counsel brought up for discussion an agreement with the Union Pacific Railroad Company providing for encroachment on railroad property adjacent to the Nyssa-Adrian Highway in Malheur County south of the town of Adrian. He said that the railroad company wishes to eliminate from the second line in Section 1 of the agreement the words "donate, convey and confirm," which will not adversely affect the state's interests. He recommended that the request be granted and suggested that, since the agreements have already been executed by the Commission, it would be quite satisfactory for the Commissioners to place their initials in the margin opposite this section from which the three words have been deleted. The Commission approved the recommendation and thereupon initialed the agreements at the place indicated by the Chief Counsel.

The Commission discussed briefly matters pertaining to the South Umpqua River Bridge on the Pacific Highway near Dillard, Douglas County, which was severely damaged by high water in the early part of January 1948. The Commission expressed a desire to inspect the damaged pier fender personnally as soon as the work has progressed to the point where conditions are right for such inspection. The Engineer was instructed to keep the members of the Commission advised relative thereto. He was also instructed to render a written report on the failure of the structure.

The settlement with Ericksen Brothers for right of way needed in front of their creamery in St. Helens was again discussed briefly by the Commission. The Chief Counsel was authorized and instructed to proceed with the condemnation proceedings to acquire the extra right of way if the owners refuse to accept the sum of $25,000 heretofore offered them by the Commission for the property.

The Commission considered, approved, and signed agreements, etc. as follows:

Agreement with W. O. Condray covering lease for road materials on the Johns-Glendale Section of the Pacific Highway, Douglas County.

Agreement with Martin Peterson, Florence, Oregon, extending a previous agreement authorizing Mr. Peterson to remove discard or reject materials at Cape Quarry on the Oregon Cost Highway near Cape Creek, Lane County. (See Miscellaneous Agreement No. 847)

Bargain and sale deed conveying unto Sherman Woodruff and wife property situate in the City of Eugene.

Lease and permit agreement with Herman and Fleta A. Hoflich covering parcel of land on the Tidewater Section of the Alsea Highway, Lincoln County, needed for quarry purposes.

Ground lease and permit agreement with Maurice and Esther Anderson covering lease of quarry site on the Alsea Highway, in Lincoln County, needed for the improvement of the Tidewater Section of this highway.

14727

Quitclaim deed conveying unto Rae S. Evans 0.6 acre of land adjacent to the Alsea Highway in Lot 5, Section 32, T. 13 S., Range 10 W. W. M., Lincoln County.

Bargain and sale deed conveying unto Lora E. and Robert S. Baughman right of access to and from the Willamette Highway from their abutting land in Lane County.

Quitclaim deed conveying unto Will[illegible]. Colvard three parcels of land situate on the Love Bridge-Black Fr[illegible] Section of the Baker-Homestead Highway, in Baker County.

Bargain and sale deed conveying unto Twin Oaks Company a small parcel of land, being fractional Block 18 of the original plat of Eugene.

Agreement with Weyerhaeuser Timber Co., providing for the removal of road materials from a parcel of company-owned land in the SW¼ SW¼ of Sec. 1, T. 38 S., Range 7 E., W.M., Klamath County.

Quitclaim deed conveying unto John P. Stobie a small parcel of land formerly used as a stockpile site in connection with the improvement of the McKenzie Highway in the SW¼ of Sec. 13, T. 16 S., Range 5 E., W. M., Lane County.

Bargain and sale deed conveying unto the Mountain States Power Company a small parcel of land situate on the Santiam Highway in the City of Lebanon to be used as a canal channel change.

Bargain and sale deed conveying unto Henry S. Thompson property situate in the SW¼ SE¼ of Sec. 26, T. 4 N., Range 36 E., W.M., Umatilla County.

Agreement with Leonard & Slate, Oreg. Ltd., contractors, covering the removal of loose slide materials accumulated on the floor of Oneonta Borrow Pit on the Upper Columbia River Highway, Multnomah County.

Agreement with the State of Idaho covering the maintenance of four interstate bridges across the Snake River.

Supplemental agreement with the Southern Pacific Company and Jackson County relative to widening the Tolo Overcrossing on the Pacific Highway, in Jackson County.

Agreement with Weyerhaeuser Timber Co. relative to the relocation of the Southern Pacific Company's tracks, the relinquishment of access, and the deeding of certain property to the company abutting the Oregon Coast Highway between North Bend and Coos Bay, Coos County.

Bargain and sale deed conveying unto Weyerhaeuser Timber Co., property situate in Coos County pursuant to the above-mentioned agreement.

March 12, 1948

Permit granting to the U. S. War Department authority to improve the channel of Amazon Creek beneath State Highway Bridge No. 2050 on the Richardson-Eugene Secondary Highway, in Eugene, Lane County.

Field agreements with the U. S. Dept. of Interior providing for the protection of juniper wayside along the Central Oregon Highway between Bend and Horse Ridge, along the Ochoco Highway between Redmond and Prineville, and along the McKenzie Highway between Sisters and Redmond.

The meeting adjourned at 5:30 p.m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

EXHIBITS "A" THROUGH "Q"

Minutes of March 11 and 12, 1948

EXHIBIT "A"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, Clatsop County, acting by its County Court, the members of which are Honorable Guy Boyington as County Judge, and Honorable A. Zundel and Honorable Myron E. Jones as County Commissioners, have by bargain and sale deed conveyed to the State of Oregon, by and through its State Highway Commission, approximately 112 acres of land and has hereby made the same available without cost to the general public for park and recreational purposes; and

WHEREAS, the members of the Oregon State Highway Commission, speaking for the citizenry of the State, acknowledge with appreciation the contribution thus made by the members of the County Court of Clatsop County to the people of the State of Oregon;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE COMMISSION, all members being present and affirmatively voting:

1. That the deed now delivered by Honorable Guy Boyington to the Highway Commission by which the grantors have conveyed to the State of Oregon, by and through its State Highway Commission, approximately 112 acres of land for park and recreational uses, be and said deed hereby is gratefully accepted for and on behalf of the people of the State of Oregon.

2. That said deed which has already been recorded in the Deed Records of Clatsop County be filed in the permanent records of the State.

3. That the Superintendent of State Parks hereby is instructed to add said acreage to the other properties which constitute and are designated State park and recreational areas, and that said property be developed and used for park and recreational purposes as are other like park properties owned by the State.

4. That the Highway Commission hereby expresses for the people of Oregon a sincere thanks and appreciation for the generous gift made by Clatsop County through its County Court.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the 11th day of March, 1948, and a correct copy mailed by the Secretary to Honorable Guy Boyington, and a like copy to the Chamber of Commerce in the City of Astoria.

MAR 11 1948

14730

EXHIBIT "B"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

PACIFIC HIGHWAY --- CITY OF EUGENE --- COOPERATIVE PROJECT

*13388-	City of Eugene Right of way Option expires July 13, 1948			
	1.67 acres	$ 00.00	$ 00.00	Collins
*13386-	Beymer, Oren O. and Irene G. Beymer Right of way Option expires August 16, 1948			
	2,655 sq.ft. at 80¢ sq.ft.	2,124.00		
	Allowance-wrecking building, moving materials therefrom	3,000.00		
	Damage-cutting down area, inconvenience	2,000.00	7,124.00	"
	No access Grantor to build retaining wall lieu giving easement			

(Con't)

MAR 11 1948

EXHIBIT "B" (Con't)

RAINIER-GOBLE SECTION - COLUMBIA RIVER HIGHWAY (CON'T)

13704- Kelley, Charles M. and Ida L. Kelley
Right of way
Option expires
September 8, 1948

	$	$	
4.73 acres at $200		946.00	
4.70 acres at $100.00		470.00	
26 fruit trees at $15 each		390.00	
1100 ft. 1¼"pipe - 28¢ ft.		308.00	
1100 ft. ditch-dig, plow-lay pipe		186.00	
State to fence right of way, approximately 400 rods			
Allowance - moving barn, house, garage, chicken house	2,200.00	4,500.00	McChesney

AGATE BEACH-NEWPORT SECTION - OREGON COAST HIGHWAY

14374- Owen, A. L. and Edith Owen, and Noah E. Ferguson and Maude G. Ferguson
Easement
No option taken

600 sq.ft. for slope easement	1.00	1.00	Landon

4383- Briggs, Harold G. and Doris Briggs
Right of way
Option expires
August 22, 1948

6,715 sq.ft. at 15¢ sq.ft.	1,007.25		
30 foot slope easement-reserves right to build thereon	00.00	1,007.25	"

14222- Lisi, Agostino and Frances Lisi
Easement
Option expires
August 26, 1948

5 foot slope easement - temporary	1.00	1.00	"
State not to disturb curb, flower bed			
State to construct concrete steps			
Owner reserves right to build on land given for easement purposes			

(Con't)

MAR 11 1948

EXHIBIT "B" (Con't)

RAINIER-GOBLE SECTION - COLUMBIA RIVER HIGHWAY (CON'T)

10847-	Lee, John Alden and Charlotte L. B. Lee Right of way and quarry site Option expires May 30, 1948			
	10.0 acres at $40.00	$ 400.00	$ 400.00	McChesney
10852-	Plebuch, John and Hriso J. Plebuch Right of way Option expires August 27, 1948			
	4.46 acres at $50.00	223.00	223.00	"
13705-	Thompson, Cecil C. and Ada J. Thompson Right of way Option expires August 15, 1948			
	* 1.50 acres at $200.00	300.00		
	* 0.48 acre at $100.00	48.00		
	90 rods new fence at $1.50 rod	135.00		
	Allowance-fruit trees	145.00		
	Allowance- moving garage, chickenhouse, rabbit hutches	240.00	868.00	"
	* From right of way State to except strip of land 15x25 feet, east side, for grantor's use.			
13707-	Thayer, H. W. and Elba H. Thayer Easement			
	0.041 acre - detour road -	1.00	1.00	"
13709-	Robinson, Lloyd B. and Bernice L. Robinson Easement			
	0.044 acre at $200.00 - detour road	8.80		
	4 shade trees at $5.00 each	20.00	28.80	"

(Con't)

EXHIBIT "B" (Con't)

PACIFIC HIGHWAY --- CITY OF EUGENE --- COOPERATIVE PROJECT (CON'T)

*14013-	Springfield Mill & Grain Co.			
	Right of way			
	Option expires			
	August 2, 1948	$	$	
	6,335 sq.ft. at 75¢ sq.ft.	4,751.25		
	Allowance-removing, re-establishing large warehouse (est'd Lammers)	2,500.00		
	Damage-loss 25 feet trackage, cutting down area	500.00	7,751.25	Collins

Condemnation - authorized payment of $7,000.00

*14018-	Lane County			
	Right of way			
	Option expires			
	August 18, 1948			
	30,000 sq.ft. at 40¢ sq.ft.	12,000.00		
	12,800 sq.ft. at 50¢ sq.ft.	6,400.00		
	Allowance-garage, repair shop	5,000.00		
	Allowance-oil house, shed, oil room	1,600.00	25,000.00	"
	Owner to remove garage from right of way			

PACIFIC HIGHWAY --- CITY OF EUGENE --- EAST BROADWAY PROJECT

*11128-	Pendarvis, H. W. and Ella May Pendarvis			
	Right of way			
	Option expires			
	August 19, 1948			
	818 sq.ft. at 50¢ sq.ft.	409.00	409.00	"
	State to replace sidewalks			
	Waiver of access			

*11433-	Irish-Swartz Investment Company			
	Right of way			
	Option expires			
	August 19, 1948			
	100 sq.ft. at 50¢ sq.ft.	50.00		
	Waiver of access	250.00	300.00	"
	Owner may construct sidewalk outside curb			

(Con't)

MAR 11 1948

EXHIBIT "B" (Con't)

PACIFIC HIGHWAY --- CITY OF EUGENE --- EAST BROADWAY PROJECT (CON'T)

*21433-C	Evans, Cordelia Right of way Option expires August 19, 1948			
	1,587 sq.ft. at 50¢ sq.ft.	$ 793.50		
	Waiver of access	250.00	1,043.50	Collins
	Owner may construct sidewalk outside curb			
*12013 -	Coca Cola Bottling Company of Eugene Right of way Option expires August 19, 1948			
	408 sq.ft.	00.00		
	Waiver access entire block	500.00	500.00	"
	Owner may construct sidewalk outside curb			

RAINIER-GOBLE SECTION - COLUMBIA RIVER HIGHWAY

13706 -	Chase, H. J. Right of way Option expires August 6, 1948			
	0.15 acre at $100.00	15.00		
	A strip of land 50 feet wide, lying between old right of way and new, given in exchange for two parcels of land lying west new relocated highway (File #13707) - State to convey		15.00	McChesney
10849 -	Furer, Walter A. and Verna V. Furer Right of way Option expires August 9, 1948			
	6.77 acres at $60.00	406.20	406.20	"

(Con't)

MAR 11 1948

EXHIBIT "B" (Con't)

RAINIER-GOBLE SECTION - COLUMBIA RIVER HIGHWAY (CON'T)

10845-B	Welter, Ethel May (Mae) Right of way Option expires August 10, 1948			
	2.54 acres at $75.00	$ 190.50	$	McChesney
	114 rods fence at $1.50 rod	171.00	361.50	
10845-B	Welter, Ethel Mae (May) Easement Option expires August 10, 1948			
	2.86 acres - easement - temporary	1.00	1.00	"
10845-A	Welter, J. R. Easement Option expires August 10, 1948			
	8.0 acres - easement - temporary	1.00	1.00	"
10843 -	Neer, Michael D. and Dorothy D. Neer Right of way Option expires July 25, 1948			
	0.50 acre at $100.00	50.00	50.00	"
13707 -	Thayer, H. W. and Elba H. Thayer Right of way Option expires August 6, 1948			
	0.96 acre at $100.00	96.00		
	0.06 acre - exchange for roadway to old highway	00.00		
	Allowance - new water system (estimated to cost $1300)	1,104.00	1,200.00	"

(Con't)

April 1948

14736

EXHIBIT "B" (Con't)

RAINIER-GOBLE SECTION - COLUMBIA RIVER HIGHWAY (CON'T)

13708- Robinson, Chas H. and Annie A. Robinson
Right of way
Option expires
August 5, 1948

	$	$	
0.42 acre at $200.00		84.00	
0.06 acre - exchange for same acreage File #13707, State to convey		00.00	
27 rods fence to be removed, new posts, at $1.50 rod		40.50	
Allowance-walnut, pear, yew tree		45.00	169.50 McChesney

13713- Williamson, H. R. and Arlene E. Williamson
Right of way
Option expires
August 6, 1948

0.20 acre at $200.00		40.00	
36 rods new fence at $1.50 rod		54.00	
Allowance - lawn, flowers		20.00	114.00 "

10845-A Wolter, J. R.
Right of way
Option expires
August 10, 1948

4.02 acres at $100.00		402.00	
204 rods new fence at $1.50 rod		306.00	
Allowance- barn to be removed from R/W		200.00	
Allowance- milk house-remove from R/W		100.00	1,008.00 "

13709- Robinson, Lloyd B. and Bernice L. Robinson
Right of way
Option expires
August 6, 1948

0.075 acre at $200.00		15.00	
Trees -		35.00	50.00 "

MAR 11 1948

(Con't)

EXHIBIT "B" (Con't)

AGATE BEACH-NEWPORT SECTION - OREGON COAST HIGHWAY (CON'T)

4380- Agate Beach Inn *****
Right of way and easement
Option expires
September 5, 1948

	$	$	
9,709 sq.ft. at 10¢ sq.ft.	970.90		
State to convey 2,000 sq.ft. at 6¼¢ sq.ft.- credit	125.00		
	845.90		
Allowance-loss corral, and damages	2,000.00		
Allowance- loss woodshed, new driveway	2,000.00		
Allowance-loss garage, lieu moving	1,000.00		
Allowance- new septic tank	1,000.00		
Allowance-loss rock walls, shrubbery, flowers, etc.	154.10	7,000.00	Landon

14221-A Schneider, John and Alice Schneider
Slope easement
Option expires
September 4, 1948

20 foot slope easement	00.00	00.00	"

OREGON CITY-NEW ERA SECTION - PACIFIC HIGHWAY

** 14074- Klemsen, George and Gladys I. Klemsen
Right of way and easement
Option expires
June 1, 1948
(CORRECTION)

1,381 sq.ft. at 20¢ sq.ft.	276.20		
Allowance- moving shrubbery, supervision moving, loss business during moving, Neon gas sign	655.00		
Slope easement on 3 lots	50.00		
Moving buildings-low bid	9,066.00	10,047.20	Benson

Previous report: Moving buildings, estimated at $8,000.00

MAR 11 1948

14738

EXHIBIT "B" (Con't)

MIDDLE GROVE-SILVERTON SECTION - SALEM-SILVERTON COUNTY ROAD

14433- Schaffers, Joseph J. and Leona M. Schaffers Right of way Option expires September 4, 1948				
	3,050 sq.ft. at 1¢ sq.ft.	$ 30.50	$ 30.50	Witt
14370- Vanderbeck, Antoinette Right of way Option expires September 8, 1948				
	3,710 sq.ft. at 1¢ sq.ft.	37.10	37.10	"
	State to rebuild roadway into property			

WEST SLOPE-BEAVERTON SECTION - TUALATIN VALLEY HIGHWAY

+13697- Weed, Thurlow Right of way Option expires July 16, 1948				
	10,585 sq.ft. at 5¢ sq.ft.	529.25		
	Damages-replatting lots, etc.	200.00		
	18 trees at $5.00 each	90.00		
	12 bushes at $2.50 each	30.00		
	10 spanish broom at $2.50 each	25.00		
	10 snowberry trees at $2.50 each	25.00		
	12 spirea bushes at $2.50 each	30.00		
	Estimated cost moving office building, grading area	3,000.00	3,929.25	"
+13694- Albino, Frank and Cathrina Albino Easement for right of way				
	1,359 sq.ft.	12.50	12.50	"
+14342- Kolley, James A. and Pearl Kelley Easement for right of way				
	1,283 sq.ft.	12.50	12.50	"

MAR 11 1948

(Con't)

EXHIBIT "D" (Con't)

WEST SLOPE-BEAVERTON SECTION - TUALATIN VALLEY HIGHWAY (CON'T)

14179- Parrish, Lawrence E.
Slope Easement
(CORRECTION)

100 sq.ft. slope easement	$ 12.50	$ 12.50	Witt

Previous report: 100 sq.ft. slope easement $ 10.00

+13694-A Redfield, H. C. and Leanor Redfield
Slope easement

500 sq.ft. slope easement	10.00	10.00	"

+13696- Tatlock, Ruth Filley, and Rufus and Lillian Filley
Slope easement

2,265 sq.ft. slope easement	25.00	25.00	"

CLACKAMAS-BORING SECTION - CLACKAMAS-BORING COUNTY ROAD

10742- Telford, Wallace R.
Storage site

3 year lease for oil storage on 1.0 acre at $60.00 per year	180.00	180.00	Parker

PRINGLE CORNER-McMINNVILLE SECTION - PACIFIC HIGHWAY WEST

13529- Kulczyshi, Barney F.
Hauling road
easement

9,180 sq.ft. at 1¢ plus sq.ft. State to fence	100.00	100.00	Witt

14303- Kreiger, Peter J. and Pauline Kreiger
Channel Change Easement
Have easement

5,100 sq.ft. - for channel change easement State to fill old channel from new Fencing to be taken care of by contractor, keeping cattle off highway	10.00	10.00	"

MAR 11 1948

EXHIBIT "B" (Con't)

FIR GROVE SECTION-ALBANY-INDEPENDENCE HIGHWAY

14360/1- Arnold, Harry Lee
Right of way
Option expires
September 1, 1948

	$	$	
4.44 acres at $150.00	666.00		
214 rods fence at $2.00 rod	428.00		Haskins
Gate at $20.00	20.00	1,114.00	

14347- Oakley, J. A. and Burl A. and Ora Beatrice Oakley
Right of way
Option expires
September 3, 1948

0.62 acre at $200.00	124.00		
4 filbert trees-$10 each	40.00		
40 rods fence at $1.50 rod	60.00	224.00	"

14350- Gilchrist, Albert F.
Right of way
Option expires
September 7, 1948

0.35 acre at $200.00	70.00		
Damages	20.00	90.00	"

14352- Sadle, Frank J. and Hazel E. Sadle
Right of way
Option expires
September 7, 1948

0.31 acre at $200.00	62.00	62.00	"

14351- Handley, G. H. and Beulah M. Handley and F. L. and Laura Florence McKay
Right of way
Option expires
September 7, 1948

0,16 acre at $200.00	32.00		
2 apple trees at $20.00 each	40.00	72.00	"

EXHIBIT "B" (Con't)

TREHARNE-SUNSET CAMP SECTION - VERNONIA-SUNSET CAMP HIGHWAY

14271- Sunset Logging Company and Sunset Development Company
Right of way
Option expires
August 1, 2948

	$	$	
2.96 acres at $15.00	44.40	44.40	Witt

14268- Miller, C. R. and R. A. Peterson
Right of way
Option expires
August 4, 1948

1.23 acres at $25.00	30.75		
73 rods fence at $2.00 rod	146.00	176.75	"

14272- Sunset Logging Company
Right of way
Option expires
July 30, 1948

1.32 acres at $15.00	19.80	19.80	"

14269- Jensen, Richard Nel
Right of way
Option expires
July 27, 1948

0.251 acre at $40.00	10.00	10.00	"

OSWEGO-OREGON CITY SECTION - PORTLAND-OREGON CITY HIGHWAY

14338- Deardorff, Willard G. - Trustee ***
Right of way
Option expires
August 4, 1948

23,522 sq.ft. at $0.045 plus	1,080.00	1,080.00	Gardiner

14340- Meade, Kate E. and Eugene Meade ***
Right of way
Option expires
July 8, 1948

1,742.4 sq.ft. at 5¢ sq.ft.	87.12	87.12	"

(Con't)

EXHIBIT "B" (Con't)

OSWEGO-OREGON CITY SECTION - PORTLAND-OREGON CITY HIGHWAY (CON'T)

14341- Dalo, George C. and Marcella Dale *** Right of way Option expires July 8, 1948				
	871.2 sq.ft. at 5¢ sq.ft.	$ 43.56	$ 43.56	Gardiner
14339- Phillips, George S. and Monica Phillips *** Right of way Option expires September 3, 1948				
	1,306.8 sq.ft. at 5¢ sq.ft.	65.34	65.34	"

TROUTDALE SECTION - COLUMBIA RIVER HIGHWAY

11959- Knox, Hazen B. Easement				
	0.42 acre - easement (overpass) -	150.00	150.00	Parker

CHILDREN'S HOME-GARDEN ROAD SECTION - ALBANY-CORVALLIS HIGHWAY

14319- School District #37, Benton County++ Easment				
	0.14 acre- permanent sidewalk easement	00.00	00.00	Gardiner
14318- Robison, R. O. and Minnie E. Robison++ Footpath right of way				
	0.38 acre at $360.00	136.80		
	73 rods woven wire fence at $2.00 rod	146.00	282.80	"

TONGUE POINT SECTION - COLUMBIA RIVER HIGHWAY

9186-C City of Astoria Right of way				
	0.57 acre and 3,500 sq.ft.	00.00	00.00	McCheaney

EXHIBIT "B" (Con't)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY

14109- Cook, Wendell W. and Joan L. Cook Right of way Option expires July 21, 1948		$	$	
	1.18 acres at $200.00	236.00		
	Allowance- garage, barn pump house	239.75		
	Allowance- damages, too close highway	192.25		Berry Mayhew
	Plus new well, estimated	750.00	1,418.00	Reeder
14116- Thomas, Edward E. and Helen Thomas, Myrtle Griffith, Harry M. Douglas and Myrtle P. Douglas Right of way Option expires July 21, 1948				
	0.09 acre at $200.00	18.00	18.00	"
14113- Pember, Estate Emma E. Right of way Option expires August 4, 1948				
	0.16 acre at $200.00	32.00		
	Allowance- damages	43.00	75.00	"
14118- Paschal, J. H. and Leona Paschal Right of way Option expires August 4, 1948				
	0.16 acre at $200.00	32.00		
	Allowance- trees, rose bushes	39.00		
	Allowance- damages	300.00	371.00	"
14130- Martin George W. and Mae B. Martin Right of way Option expires May 12, 1948				
	2.25 acres at $75.00	168.75	168.75	"

(Con't)

MAR 11 1948

EXHIBIT "B" (Con't)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY (CON'T)

14107- Coos County Right of way				
	Lots 1,3,6, 1/2 lot 4, Block 16, Town of Coaledo, Oregon 17,500 sq.ft.	$ 1.00	$ 1.00	Berry Mayhew Reeder
14120- Hinds, Ruth H. Right of way Option expires July 25, 1948				
	0.29 acre at $350.00	101.50		
	Allowance- shrubs, rose-bushes and small fruit trees	48.50		
	Allowance- too close highway etc.	250.00	400.00	"
14121- Walton, G. Carl and Charlotte Walton Right of way Option expires July 25, 1948				
	0.09 acre at $200.00	18.00		
	Allowance- family berry patch, fruit trees, front hedge of small fir trees	132.00		
	Allowance- damage account too close highway, etc.	150.00	300.00	"
14117- Douglas, Harry M. and Myrtle P. Douglas, and Edward W. Thomas and Helen Thomas Right of way Option expires July 21, 1948				
	0.16 acre at $200.00	32.00		
	State is to pay for moving garage, also re-establish driveway, relocate cess-pool, estimated $250.00	250.00	282.00	"

(Con't)

MAR 11 1948

EXHIBIT "B" (Con't)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY (CON'T)

14132- McMahan, James and G. Carmichael McMahan Right of way Option expires August 3, 1948				
	3.00 acres at $300.00	900.00		
	3.52 acres at $200.00	704.00		
	Allowance-House	2,880.00		
	Allowance- barn, chicken house, woodshed, smoke house	766.00		
			5,250.00	Berry Mayhew Reeder
14133- Mackan, Glen and Celia Mackan Right of way Option expires May 17, 1948				
	2.32 acres at $200.00	464.00		
	33 rods fence at $2.00 rod	66.00	530.00	"
14230- Neff, James and Emelia Neff Right of way Option expires August 4, 1948				
	1 lot (7500 sq.ft.)	25.00	25.00	"
14232- Reichert, M. R. Right of way Option expires August 9, 1948				
	2 lots (5,000 sq.ft.) 2 lots (6,230 sq.ft.)	50.00	50.00	"
14231- Ferrey, Flora M. and James L. Ferrey Right of way Option expires August 9, 1948				
	2 lots (12,128 sq.ft.) 1 lot (5,000 sq.ft.)	75.00	75.00	"

(Con't)

14716

EXHIBIT "B" (Con't)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY (CON'T)

14235-	Lapp, John and Leonie Lapp Right of way Option expires August 9, 1948			
	2 lots (3,250 sq.ft.) 1/2 lot (2,500 sq.ft.)	$ 45.00	$ 45.00	Berry. Mayhew Reeder
14129-	Chapman, J. W. Right of way Option expires August 5, 1948			
	1.11 acres at $135.00	149.85	149.85	"
14127-	Campbell, Lillie Right of way Option expires August 6, 1948			
	6.98 acres at $89.00	621.22	621.22	"
14233-	Chard, Martha V. and Orville Chard Right of way Option expires August 10, 1948			
	Fractional 3 lots (2,077 sq.ft.)	25.00	25.00	"
14115-	Ney, Luman F. and Friedl B. Ney Right of way Option expires August 13, 1948			
	0.09 acre	25.00	25.00	"

(Con't)

MAR 11 1946

EXHIBIT "B" (Con't)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY (Con't)

14128- Bishop, Dewey and Lucille Bishop, and State Land Board
Right of way
Option expires
August 4, 1948

	$	$	
2.83 acres at $310.00	877.30		
Allowance- severance damages 6.75 acres- $210.00 acre 50 %	708.75		
Allowance- moving chicken house	50.00		
Allowance- berry patch, garden space, planted bulbs, assorted fruit trees, moving 300 ft. water pipe, clothes line, etc.	489.00		Berry Mayhew
Allowance- barn	864.00	2,989.05	Reeder

14229- Ness, Kittel and Blanche Ness
Right of way
Option expires
August 4, 1948

1.47 acres at $300.00	441.00		
7 1/2 lots (36,000 sq.ft.)	75.00		
Allowance house	3,798.00		
Allowance- garage,	512.00		
Allowance- chicken house	48.00		
Allowance- 3-room house	504.00		
Allowance- outbuildings	32.00		
Allowance- 20 fruit trees at $17 each	340.00	5,750.00	"

14097- Miller, Arnold H. and Rose J. Miller
Right of way
Option expires
July 27, 1948

1.50 acres at $300.00	450.00		
Allowance- outbuildings	400.00		
Allowance- loading dock	400.00		
Allowance- damages- too close highway, taking building site, garden	2,350.00	3,600.00	"

(Con't)

MAR 11 1948

EXHIBIT "B" (Con't)

DELMAR-CHINA CAMP CREEK SECTION - OREGON COAST HIGHWAY (CON'T)

14236-	Donovan, George W. Right of way Option expires August 25, 1948			
		$	$	
	4,500 sq.ft. approx.	50.00		
	Allowance- 4-room house	2,040.00		
	Allowance- garage	80.00		Berry
	Allowance- outbuilding, 5 fruit trees	80.00	2,250.00	Mayhew Reeder
14234-	Butler, Charles R. and Geraldine Butler Right of way Option expires August 24, 1948			
	48,729 sq.ft. at 2½ ¢ sq.ft.	1,218.20		
	Allowance- 7-room house	3,584.00		
	Allowance- store building	1,276.80		
	Allowance- chicken house (dwelling)	1,190.00		
	Allowance- outhouse	31.00		
	Allowance- driveway, myrtle trees, fruit trees, etc.	200.00	7,500.00	"

TIDEWATER SECTION - ALSEA HIGHWAY

12645-	Wirth, George and Frances Wirth Right of way Option expires March 23, 1947 (CORRECTION)			
	0.385 acre at $1,000.00	385.00		
	Allowance- trees, shrubs	205.00		
	Moving buildings, etc.- low bid (which includes excavation 1,500 yards earth)	4,950.00		
	Moving heating plant	244.20	5,784.20	McChesney

Previous report:

Moving heating plant $244.20 not included -

MAR 11 194[illegible]

EXHIBIT "B" (Con't)

GUNKEL ROAD-ROBERTSON BRIDGE SECTION - ROGUE RIVER LOOP HIGHWAY

13991- Ford, Robert E., Lester S., Gwladys E. and Lester P. Ford Right of way				
	5/6 interest in 0.93 acre at $60.00 per	$ 46.50	$ 46.50	Haskin

TILLER-DREW SECTION - TILLER-TRAIL HIGHWAY

13752- Douglas County Right of way Option expires August 25, 1948				
	0.74 acre	1.00	1.00	Benfield
13748- Snodgrass, George Clinton Right of way Option expires August 16, 1948				
	0.50 acre at $100.00	50.00		
	1.92 acres at $25.00	48.00		
	25.6 rods fence at $1.50 rod	38.40		
	Moving house- estimated at	900.00	1,036.40	"

CAMP WHITE SECTION - SAMS VALLEY HIGHWAY

13048- The Treasurer of the United States Right of way				
	53.93 acres at $63.04	3,400.00	3,400.00	Neuner

ROSEBURG SECTION - PACIFIC HIGHWAY

14386- Church of the Open Bible and Floyd C. Freer Addition State Highway Shops				"
	4,000 sq.ft. at 45¢ sq.ft.	1,800.00	1,800.00	Norlin

YELLOW CREEK-HAMILTON RANCH SECTION - ELKTON-SUTHERLIN HIGHWAY

14388- Ocumpaugh, L. R. and Avis Ocumpaugh Easement				
	Hauling road easement - 3 years	100.00	100.00	Haskin

14750

EXHIBIT "B" (Con't)

MYRTLE CREEK-CANYONVILLE SECTION - PACIFIC HIGHWAY

14308- Riddle, Glenn N. and Agnes A. Riddle
Gravel Bar
Option expires
August 4, 1948

		$	$
	2.57 acres at $100.00	257.00	257.00 Benfield

JOHNS-MACKIN GULCH SECTION - PACIFIC HIGHWAY

14291- Gray, Joe A. and Amy E. Gray
Gravel Bar
Option expires
August 2, 1948

12.37 acres at $100.00	1,237.00	
53 rods fence at $2.50 rod (less)	133.00	1,370.00 Haskin
State to give easement for irrigation ditch		

LOST CREEK-LOWELL SECTION - WILLAMETTE HIGHWAY

12072- Howard, Earl E. and Helen M. Howard
Right of way
Option expires
August 3, 1948

0.16 acre at $200.00	32.00	
4 rods fence to move-$2 rod	8.00	
Corner post and brace	10.00	
Damages- lack pasture space	85.00	135.00 Norlin

12074- Hills, Fred A. and Daisy C. Hills, and William L. Johns and Iva P. Johns
Right of way
Option expires
August 9, 1948

0.14 acre at $100.00	14.00	14.00	"

MAR 11 1948

EXHIBIT "B" (Con't)

LITTLE LUCKIAMUTE-MONMOUTH SECTION - BRIDGEPORT-MONMOUTH HIGHWAY

14372- Stump, Jr., J. B. and Ruth G. Stump
Right of way
Option expires
August 8, 1948

	$	$	
0.34 acre at $200.00	68.00		
0.37 acre at $100.00	37.00		
50 rods fence at $2.50 rod	125.00		
8 anchor posts at $2.50 each	20.00	250.00	Haskin

ODELL SECTION - ODELL SECONDARY

14390- Hood River County
Quarry

40.0 acres- 10 year lease	1.00	1.00	Chandler

MONUMENT-HAMILTON SECTION - KIMBERLY-LONG CREEK HIGHWAY

14326- Stubblefield, Otis E.
Gravel pit
Option expires
August 2, 1948

12.25 acres at $50.00	612.50	612.50	Cozad
Grantor to have fence, and can remove			

14266-A Hinton, F E.
Stockpile and quarry
Option expires
August 3, 1948

15.23 acres at $30.00	456.90	456.90	"
State to protect watering troughs,			
State to construct stockguard			

MEACHAM SECTION - OLD OREGON TRAIL

14216- Pendleton Ranches, Inc.
Quarry
x

2.03 acres at $350.00	710.50	710.50	Devers

MAR 11 1948

EXHIBIT "B" (Con't)

HELIX JUNCTION-ATHENA SECTION - ATHENA-HOLDMAN HIGHWAY

13409- Catron, J. R. and Grace Catron
Right of way and quarry site
Option expires
August 1, 1948

	$	$	
4.60 acres at $250.00	1,150.00		
Allowance- Severance-6 acres 50%	750.00		
Allowance- damages - 4 acres 50%	600.00		
Allowance-bulldozing old roadway	400.00	2,900.00	Berry

ARLINGTON SECTION - COLUMBIA RIVER HIGHWAY

11280-B McClaskey, J. E. ****
Headquarters-State Police
Option expires
September 2, 1948

House and lot (1,920 sq.ft.)	2,500.00	2,500.00	Cozad

RED BRIDGE-BEAVER CREEK SECTION - STARKEY SECONDARY

14412- Mt. Emily Lumber Company
Easement

Slope easement	00.00	00.00	Van Scoy

SHELTON RANCH-FLORA JUNCTION SECTION - LEWISTON-ENTERPRISE HIGHWAY

14287- Britton, Joe
Quarry and stock pile site
Option expires
August 27, 1948

4.20 acres at $40.00 Plus fencing by State	168.00	168.00	Cozad

UNITY JUNCTION-MILL GULCH SECTION - BAKER-UNITY HIGHWAY

14241- Rush, R. E.
Stockpile

1.46 acres	5.00	5.00	Van Scoy

MAR 11 1940

EXHIBIT "B" (Con't)

FOREST BOUNDARY-WOCUS MARSH SECTION - KLAMATH LAKE SECONDARY

14082- Weyerhaeuser Timber Company
Cinder pit for topping

5.74 acres-3 year lease at 3¢ cu.yd. — Devers

BARCLAY SPRINGS-ALGOMA SECTION - THE DALLES-CALIFORNIA HIGHWAY

14299- Ketsdever, George F., Henry A. and Edward Ketsdever
Right of way
Option expires
August 26, 1948

	$	$	
0.86 acre at $500.00	430.00		
1.52 acres at $250.00	380.00		
197 rods fence at $2.50 rod	492.50		
Allowance-damages-replacement 197 rods new fence at $2.50 rod	492.50		
Waiver access	00.00	1,795.00	Witt

14300- Hagelstein, William G.
Right of way
Option expires
August 26, 1948

8.51 acres at $500.00	4,255.00		
3.25 acres at $250.00	812.50		
446 rods fence at $2.50 rod	1,115.00		
Damages-allowance, replacement 446 rods new fence at $2.50 rod	1,115.00		
Waiver access	00.00		
Removing and re-establishing corrugated iron grain bin, estimated	1,500.00	8,797.50	"

State to build 6 foot drainage ditch

FOOTNOTES:

* Pacific Highway, City of Eugene, Cooperative Project- See page 14677 in the minutes for discussion of these items.

** Item No. 14074- Acquisition of right of way and easement from George and Gladys I. Klemsen for the Oregon City-New Era Section of the Pacific Highway East. See page 14677 in the minutes for discussion of this item.

*** Items Nos. 14338, 14339, 14340, and 14341- Acquisition of right of way needed for widening the Oswego-Oregon City Section of the Oswego Highway. See page 14678 in the minutes for discussion of these items.

++ Items Nos. 14318 and 14319- Acquisition of right of way needed for sidewalk construction along the Children's Home-Garden Road Section of the Albany-Corvallis Highway. See page 14678 in the minutes for discussion of these items.

**** Item 11208- Acquisition of house and lot in the City of Arlington. See page 14678 in the minutes for discussion of these items.

***** Item No. 4380- Agate Beach Inn Property. See page 14678 of the minutes for discussion of this item.

+ Right of way needed in connection with sidewalk construction on the West Slope-Beaverton Section of the Tualatin Valley Highway. See page 14678 in the minutes for discussion of these items.

EXHIBIT "C1"

Minutes of March 11 and 12, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes herinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by A. O. Kobbe, et al., which property is located in the northeast quarter (NE¼) of Section 29, Township 24 South, Range 6 West, W. M., Douglas County, Oregon, and is more

14756

EXHIBIT "C1 (Con't)

particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 14218, which property is being acquired for maintenance, storage, and stockpile site purposes in connection with the Elkton-Sutherlin Highway; (*)

Real property owned by A. O. Kobbe, et al., which property is located in the south half ($S\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 29, Township 24 South, Range 6 West, W. M. Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 13789A, which property is being acquired for right of way purposes in connection with the Elkton-Sutherlin Highway; (*)

Real property owned by A. O. Kobbe, et al., which property is located in the south half ($S\frac{1}{2}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 19, the northeast quarter ($NE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$)of Section 30, and the north half ($N\frac{1}{2}$) of Section 29, Township 24 South, Range 6 West, W. M. Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 13789, which property is being acquired for right of way purposes in connection with the Elkton-Sutherlin Highway. (*)

Real property owned by Glen W. Dodge, which property is located in the William Colvig D. L. C. No. 50 in Section 21, Township 30 South, Range 5 West, W M., Douglas County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4. and is further identified in the records of the Highway Commission as file R14307, which property is being acquired for the purpose of securing roadbuilding materials therefrom for use in connection with the Pacific Highway, (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed

EXHIBIT "C1" (Con't)

or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the eleventh day of March, 1948.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 102, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

14758

EXHIBIT "C2"

Minutes of March 11 and 12, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Island City-Summerville Road in Union County, State of Oregon, is a county road which has been designated and classified as a federal aid secondary highway and as such is qualified for improvement with state, federal, and county funds; and

WHEREAS it is the purpose and plan to improve said highway pursuant to a cooperative agreement or arrangement between the United States Government, the State of Oregon and Union County; and

WHEREAS, the real property hereinafter described is necessary for the purpose of procuring roadbuilding materials therefrom for use in connections with the contemplated and proposed improvement of said highway;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

EXHIBIT "C2" (Con't)

1. That the Commission does hereby find and declare that the parce of real property hereinafter described is necessary for the improvement of th Island City-Summerville Road in Union County, State of Oregon, to wit:

A parcel of land lying in the northwest quarter ($NW\frac{1}{4}$) of the north east quarter ($NE\frac{1}{4}$) of Section 9, Township 1 South, Range 38 East, W. M., Union County, Oregon, the said parcel being described as follows:

Beginning at a point 33 feet South 0°12' East from the northeast corner of said northwest quarter ($NW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 9; thence South 0° 12' East a distance of 500 feet; thence South 89° 10' West a distance of 200 feet; thence North 0° 12' West a distance of 500 feet; thence North 89° 10' East a distance of 200 feet to the point of beginning.

The parcel of land to which this description applies contains 2.3 acres.

(Title to said parcel of real property is in Robert L. Berry and Helen A. Berry.)

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of the said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of siad property, whether said property be acquired by purchase, donation, agreement or by the exercise of the power of eminent domain.

3. That J M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution or any action instututed for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the eleventh day of March, 1948.

MAR 11 1948

14760

EXHIBIT "D"

Minutes of March 11 and 12, 1948

R E S O L U T I O N

WHEREAS, the legislative assembly of the State of Oregon when in regular session in 1947 passed and adopted, in recognition of services, sacrifices and achievements made by sons, daughters, husbands and fathers during World War II, House Joint Resolution No. 18 in and by which resolution the legislature, speaking for the people of the State of Oregon, said and declared as follows:

> "That the state highway route number 99, east and west, shall be designated as the blue star drive as a memorial in commemoration of the services of the men and women of Oregon who served in the armed forces of the United States in world war II; and
>
> "Be It Further Resolved, That the state highway commission shall file with the secretary of state a description of the particular section of state highway route number 99 so designated as blue star drive and shall cause to be erected along said highway suitable tablets and ornamentations to perpetuate this resolution."

AND WHEREAS, the Oregon State Highway Commission in recognition of the services and sacrifices made by our own people and in response to the expressed will of the legislature and after appropriate consideration is of the opinion that the sections of the Pacific Highway East and West between Portland and Junction City should be designated as the Blue Star Drive;

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the Pacific Highway known as the Pacific Highway West and the Pacific Highway East hereby are designated and hereafter shall be known as the Blue Star Drive.

2. That said Blue Star Drive shall, in recognition of those who did so much for the home land and for the world, be appropriately marked with suitable tablets and ornamentations to give life and perpetuity to this resolution and its purpose.

3. That the Engineer be and he hereby is instructed to prepare and bring to this Commission for consideration designs of tablets and ornamentations, and upon selection and approval of the type, design, number and location of tablets and ornamentations, then said Engineer is hereby instructed to erect and thereafter maintain the same.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 12th day of March, 1948, and a true copy thereof filed with the Secretary of State.

MAR 11 1948 _____

EXHIBIT "E"

Minutes of March 11 and 12, 1948

SALE OF USED EQUIPMENT STORED AT COQUILLE

Item No.	Item	High Bidder	High Bid
1.	Ford sedan, Dept. No. 36-54	U. S. Cuin, North Bend	$ 36.00
2.	Chevrolet truck Dept. No. 35-227	Acme Auto & Truck Wreckers, Salem	87.00
3.	Chevrolet truck, Dept. No. 36-223	U. S. Cuin, North Bend	76.00
4.	Chevrolet truck Dept. No. 36-209	" " " " "	76.00
5.	Chevrolet truck Dept. No. 36-221	Acme Auto & Truck Wreckers Salem	87.00
6.	Ford truck, Dept No. 36-349	" " " "	87.00
7.	Chevrolet truck, no number	U. S. Cuin, North Bend	36 00
8.	Chevrolet truck, no number	U. S. Cuin, North Bend	56.00

SALE OF USED EQUIPMENT STORED AT SALEM

Item No	Item	High Bidder	High Bid
1.	Ford sedan, Dept. No. 36-63	C & M Wreckers, Portland	$175.00
2.	Ford sedan, Dept. No. 35-71	" " " "	130.00
3.	Ford sedan, Dept. No. 35-73	" " " "	140.00
4.	Ford sedan, Dept. No. 35-70	" " " "	150.00
5.	Ford sedan, Dept. No. 35-74	Acme Auto & Truck Wreckers, Salem	137.77
6.	Ford sedan, Dept. No. 36-70	" " " " "	137.77
7.	Ford sedan, Dept. No. 35-76	C & M Wreckers, Portland,	145.00
8.	Ford sedan, Dept. No. 36-64	" " "	200.00
9.	Ford sedan, Dept. No. 36-71	Newhouse & Hutchins, Portland	120.00
10.	Ford sedan, Dept No. 35-62	" " "	127.50
11.	Ford sedan, Dept. No. 36-58	Harlan A. Wilson, Salem	225.00

MAR 11 1948

(Con't)

EXHIBIT "E" (Con't.)

SALE OF USED EQUIPMENT STORED AT SALEM (CON'T)

Item No.	Item	High Bidder	High Bid
12.	Chevrolet (wrecked), Dept. No. 37-13	Edward Matheson, Portland	$229.00
13.	Ford (wrecked) no number	Newhouse & Hutchins, Portland	76.00
14.	Chevrolet pick-up, Dept No. 37-321	Acme Auto & Truck Wreckers Salem	147.87
15.	Ford pick-up, Dept. No. 35-109	" " " "	237.87
16.	Ford pickpup, Dept. No. 35-108	C & M Wreckers, Portland / Robt. B. McNulty, Woodburn *	250.00
17.	Chevrolet Pick-up, Dept. No. 35-103	Newhouse & Hutchins, Portland	138.00
18.	Chevrolet pick-up, Dept. No. 36-101	Acme Auto & Truck Wreckers Salem	177.77
19.	Chevrolet pick-up, Dept. No. 36-100	" " " "	177.77
20.	Chevrolet pick-up, Dept. No. 36-109	Harlan A. Wilson, Salem	245.00
21.	Ford pick-up, (burned-wrecked)	Newhouse & Hutchins, Portland	56.00
22.	Ford station wagon, Dept. No. 36-165	" " "	152.00
23.	Ford station wagon, Dept. No. 36-156	Acme Auto & Truck Wreckers Salem	167.77
24.	Ford station wagon, Dept. No. 36-166	Newhouse & Hutchins, Portland	128.00
25.	Ford station wagon, Dept. No. 36-159	Acme Auto & Truck Wreckers Salem	167.77
26.	Ford statio wagon, Dept. No. 36-155	" " " "	137.77
27.	Ford station wagon, Dept. No. 36-158	" " " "	167.77
28.	Ford flat bed truck, Dept. No. 37-396	C & M Wreckers, Portland	290.00
29.	Chevrolet dump truck, Dept. No. 37-219	" " " "	250.00
30.	Ford dump truck, Dept. No. 37-381	" " " "	251.00
31.	Ford dump truck, Dept. No. 36-351	" " " "	175.00
32.	Ford truck (chassis), Dept. No. 37-337	" " " "	160.00
33.	Ford dump truck, Dept. No. 37-365	" " " "	265.00

(Con't)

MAR 11 1948

EXHIBIT "E" (Con't)

SALE OF USED EQUIPMENT STORED AT SALEM (CON'T)

Item No.	Item	High Bidder	High Bid
34.	Ford dump truck, Dept. No. 37-345	C & M Wreckers, Portland	$275.00
35.	Chevrolet truck, (chassis) Dept. No. 37-213	Newhouse & Hutchins, Portland	226.00
36.	Loader, Dept. No. 26-864	C & M Wreckers, Portland	51.00
37.	Loader, (wrecked), no number	" " " "	37.50

* Tie Bid (Later sold to Robt. B. McNulty as result of the flip of a coin)

SALE OF USED EQUIPMENT STORED AT LA GRANDE

Item No.	Item	High Bidder	High Bid
1.	Ford Sedan, Dept. No. 37-52	La Grande Auto Salvage, La Grande	$125.00
2.	Chevrolet pick-up, Dept. No. 35-104	A. J. Bushnell, La Grande	135.00
3.	Ford pick-up, Dept. No. 36-104	" " "	135.00
4.	Chevrolet truck, Dept. No. 37-201	Myron Hug, La Grande)* A. J. Bushnell, La Grande)	200.00
5.	Chevrolet truck, Dept. No. 37-202	Myron Hug, La Grande)* A. J. Bushnell, La Grande)	200.00
6.	Chevrolet truck, Dept. No. 37-203	La Grande Auto Salvage, La Grande	125.00
7.	Chevrolet truck, Dept. No. 37-209	" " " "	125.00
8.	Chevrolet truck, Dept. No. 37-216	A. J. Bushnell, La Grande	150.00
9.	Chevrolet truck, Dept. No. 37-217	Pearl H. Beard, Enterprise	160.05
10.	Ford truck, Dept. No. 36-331	La Grande Auto Salvage, La Grande	110.00
11.	Ford truck, Dept. No. 37-330	" " " "	125.00

(Con't)

MAR 11 1948

EXHIBIT "E" (Con't)

SALE OF USED EQUIPMENT STORED AT LA GRANDE (CON'T)

Item No.	Item	High Bidder	High Bid
12.	Ford truck, Dept. No. 37-386	A. J. Bushnell, La Grande	$200.00

*Tie Bids (Consideration of these tie bids revealed that it would be to the state's best interests to sell Item #4 to Myron Hug, and Item #5 to A. J. Bushnell and sales were consummated on such basis.)

SALE OF USED EQUIPMENT STORED AT KLAMATH FALLS

Item No.	Item	High Bidder	High Bid
1.	Ford Pick-up, Dept. No. 34-100	Gerald Whitlatch, Klamath Falls	$167.00
2.	Chevrolet pick-up, Dept. No. 37-109	T. A. Mayes, Klamath Falls	240.00
3.	Chevrolet pick-up, Dept. No. 37-120	" " "	200.00
4.	Chevrolet truck, Dept. No. 36-202	Seaside Auto Exchange, Seaside	90.00
5.	Chevrolet truck, Dept. No. 37-208	Noah Walker, Merrill	202.50
6.	Chevrolet truck, Dept. No. 37-214	Seaside Auto Exchange, Seaside	150.00
7.	Chevrolet truck, Dept. No. 37-222	Paul Whitlatch, Klamath Falls	226.00
8.	Ford truck, Dept. No. 37-342	Chas. H. Collman, Klamath Falls	175.50
9.	Ford truck, Dept. No. 37-352	" " "	181.00

(Con't)

EXHIBIT "E" (Con't)

SALE OF USED EQUIPMENT STORED AT KLAMATH FALLS (CON'T)

Item No.	Item	High Bidder	High Bid
10.	Ford truck, Dept. No. 37-354	Newhouse & Hutchins, Portland	$106.00
11.	Ford truck, Dept. No. 37-358	Asphalt Paving Co., Klamath Falls	126.50
12.	Ford truck, Dept. No. 37-368	" " "	126.50
13.	Ford truck, Dept. No. 37-380	Gerald Whitlatch, Klamath Falls	137.00
14.	Ford dump truck, Dept. No. 37-384	" "	151.00
15.	Oliver pull mower, Dept. No. 35-639	Roy Call Auto Co., Klamath Falls	5.00
16.	McCormick pull mower, Dept. No. 36-637	" " " "	5.00
17.	Oliver pull mower, Dept. No. 38-638	" " " "	10.00

MAR 11 1948

14766

EXHIBIT "F"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Athena	$ 1,028.88
Chiloquin	1,486.16
Coburg	914.56
Falls City	1,434.01
Pilot Rock	958.68
Prairie City	1,405.94
Sherwood	1,129.16

AND WHEREAS, each of the said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Athena - Hunt Avenue; Grandview Avenue from Main Street to College Street; Jefferson Street, Adams Street, High Street, College Street, from Hunt Avenue to Grandview; Second Street, Main to College Street; High Street, Second Street to Sixth Street; Third Street from High Street to Sherman Street; College Street from Third Street to Fourth Street; Washington Street from Third Street to Sixth Street; Lincoln Street from Third Street to Sixth Street; Darwin Street from 1st to Fifth Street; Second Street from Darwin Street to Currant Street; Fifth Street from Darwin Street to Main Street; Currant Street from 3rd Street to 4th Street; 4th Street from Darwin Street to Currant Street; 6th Street from Adams Street to Lincoln Street; Adams Street from 5th Street to 6th Street.

Chiloquin - Lalo Avenue from Chocktoot Street to Yahooskin Street; Wasco Avenue from Chocktoot Street to Schonchin

MAR 11 1948

(Con't)

EXHIBIT "F" (Con't)

Street; 1st Avenue from Chocktoot Street to Yahooskin Street; 2nd Avenue from Chocktoot Street to Railroad; 3rd Avenue from Chocktoot Street to Schonchin Street; Chocktoot Street from 2nd Avenue to 3rd Avenue; School Street from 2nd Avenue to 3rd Avenue; Schonchin Street from 1st Avenue to 3rd Avenue

Coburg - Harrison Street from Macy Street to Locust Street; Mill Street from Willamette Street to Diamond Street and from Coleman Street to Miller Street; McKenzie Street from Skinner Street to Miller Street; Lincoln Street from Skinner Street to Miller Street; Skinner Street from Pearl Street to Dixon Street; Coleman Street from Mill Street to Maple Street; Miller Street from Mill Street to Pearl Street; Diamond Street from Locust Street to McKenzie Street

Falls City - Alan Street from 5th Street to East Street; Bryant Street from 5th Street to East Street; Fairoaks Street from 5th Street to East Street; Pine Street from 5th Street to 1st Street; Mill Street from 3rd Street to Dayton Street; Parry Street from Hopkins Avenue to S.F.C. & W. RR; Montgomery Street from Terrace Street to Cameron Street; S. Main Street from Dayton Street to Sheldon Street; Sheldon Street from S. Main Street to East Avenue; East Avenue from Sheldon Street to east city limits; 7th Street from Prospect Avenue to Bryant Street; 6th Street from Mitchell Street to Alan Street; 5th Street from Prospect Street to Bryant Street; Wood Street from Fairoaks Street to north city limits; East Street from Fairoaks Street to north city limits; 4th Street from Mitchell Street to Pine Street; 3rd Street from Pine Street to Mill Street; 2nd Street from N. Main Street to Pine Street; 1st Street from N. Main Street to Pine Street; Boundary Street from N. Main Street to Pine Street; Cameron Street from Montgomery Street to Parry Street; Bridge Street from Chamberlain Street to RR; Lewis Street from Chamberlain Street to south city limits; Chamberlain Street from Lewis Street to Lombard Street; Lombard Street from Chamberlain Street to S. Main Street

Pilot Rock - New bridge across West Birch Creek near Cherry Street

Prairie City - Bridge Street from Front Street south to intersection of 11th Avenue, and Main Street north to Front Street

(Con't)

MAR 11 1948

14768

EXHIBIT "F" (Con't)

Sherwood - From 4 Corners (intersection of Wilsonville Road and Middleton Road) south to city limits; section between 4 corners and city limits on Wilsonville Road; Washington Street from 3rd Street west to city limits; a section of Haugen Road

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 12th day of March, 1948.

MAR 12 1948

EXHIBIT "G"

Minutes of March 11 and 12, 1948

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2739, with Warren Northwest, Inc., for grading and paving on the North Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Marion County; completed October 1, 1947.

Contract No. 2790, with Berke Bros., for grading on the Spencer Creek-Agate Beach Section of the Oregon Coast Highway in Lincoln County; completed December 6, 1947.

Contract No. 2872, with Archie R. Averill, for construction of the Spencer Creek Bridge on the Oregon Coast Highway in Lincoln County; completed December 19, 1947.

Contract No. 2929, with Perkins Bros. for widening Millers Gulch Bridge on the Pacific Highway in Jackson County, completed December 31, 1947 .

Contract No. 2935, with George E. Berry, for construction of the North Unit, Main Canal Bridge on The Dalles-California Highway in Jefferson County; completed February 27, 1948

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

MAR 12 1948

14770

EXHIBIT "H"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, for some time past the Highway Commission has and is now operating a ferry across the Coos River in Coos County as a link in the Coos River Secondary Highway; and

WHEREAS, it is the opinion of the Commission that said ferry should, because of its importance and its history, be given a name appropriate to its past record, and related to those who have been a part of its origination and service in the community; and

WHEREAS, Charles Enegren has been a citizen of Coos County for many years, during which time he has contributed much to the development of his community, his county, and his state, and because of such service, it is the opinion of the Commission that in his honor the said ferry should be named the "Charles Enegren" ferry;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE COMMISSION, all members being present and voting affirmatively:

1. That the ferry which is now owned and operated by the State Highway Commission over the Coos River in Coos County as a connecting link in the Coos River Secondary Highway, be and the same hereby is, in honor of Charles Enegren, named the "Charles Enegren" ferry.

2. That the Chief Engineer be and he hereby is authorized and instructed to cause to be prepared appropriate plaques bearing the name "Charles Enegren" and affix one of said plaques on one side of said ferry, and the other on the opposite side, both of which shall be at an appropriate place and fittingly attached to said boat.

3. That the Chief Engineer be and he hereby is instructed to confer with the United States Bureau of Customs for the purpose of getting the approval and authority to change the name of said ferry from the "Gunnell" ferry to the "Charles Enegren" ferry.

4. That a certified copy of this resolution be mailed by the Secretary to Mr. Charles Enegren and a copy delivered to the Coos Bay Times; that this resolution be entered in the minutes and records of the Commission as of the twelfth day of March, 1948.

MAR 12 1948

EXHIBIT "I"

Minutes of March 11 and 12, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Old Oregon Trail Highway known as the Umatilla-Hermiston Section in Umatilla County, the northerly terminus of which is at Highway Engineer's Station 4+59.59 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 291+20 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes, but is needed and must be retained for public use; and

WHEREAS, Umatilla County and the State Highway Commission heretofore entered into an agreement dated the 30th day of August, 1946, by which agreement the County has under conditions stated therein accepted jurisdiction over said abandoned part of said state highway route; and

WHEREAS, the contract for the construction of the relocated section of the Old Oregon Trail Highway was completed on September 22, 1947, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation, which action is in accord with the terms of said County-State agreement.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the new section of the Old Oregon Trail, State Highway No. 6, which section begins at State Highway Engineer's Station 4+59.59 on the new route and Station 64+19.7 of the Columbia River Highway, and ends at State Highway Engineer's Station 291+20 of the new route, which equals Station 601+03 of the old route, is now completed and highway traffic is now routed thereover, and therefore the section of the old route herein defined and described as Unit "A" will no longer be recognized as a part of the route of the Old Oregon Trail, State Highway No. 6, but shall be under the jurisdiction of the County pursuant to the terms of said County-State agreement.

2. The following section of the Old Oregon Trail, State Highway No. 6, as said highway is now located, to-wit:

(Con't)

MAR 12 1948

14772

EXHIBIT "I" (Con't)

Unit "A"

Beginning at the intersection of the present Oregon Trail, State Highway No. 6, and the Columbia River Highway at Engineer's Station 257+59 of the old highway, which is in the Northeast quarter (NE¼) of Section 17, Township 5 North, Range 28 East, W.M.; thence southerly to the intersection of said old highway with the north city limits of of Hermiston, Oregon, at Engineer's Station 548+35 in the Northeast quarter (NE¼) of Section 10, Township 4 North, Range 28 East, W.M.

shall be designated and known as a county road and shall be maintained by Umatilla County in the same manner that other county roads are maintained.

3. There is attached hereto and made a part hereof a map on which there is shown colored in red the section of the old route of the Oregon Trail State Highway No. 6, herein designated as Unit "A", which unit, pursuant to the terms of the agreement referred to herein, is to be eliminated from the route of the Old Oregon Trail State Highway No. 6 and maintained by the County as a county road, and colored in green the route of the relocated Old Oregon Trail Highway No. 6. (*)

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Umatilla County a duly certified copy thereof, and shall file with the Clerk of Umatilla County a like certified copy.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission Salem, being Resolution No. 145, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

MAR 12 1948

EXHIBIT "J"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, the Highway Commission found it necessary and desirable to relocate the section of the North Santiam Secondary Highway known as the Gates-Niagara Section in Marion County, the westerly terminus of which is at Highway Engineer's Station 211+00 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 397+23 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the Highway as formerly located have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes but are needed and must be retained for public use; and

WHEREAS, Marion County and the State Highway Commission have heretofore, to-wit: On the fourteenth day of December, 1945, entered into an agreement relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of the relocated section of the North Santiam Secondary Highway was completed on November 13, 1947, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the North Santiam Secondary Highway known as the Gates-Niagara Section, which begins at Highway Engineer's Station 211+00 on the new route and ends at Highway Engineer's Station 397+23 of the new route, has been completed and made available for travel, and the sections of the old route herein defined and described as Units "A", "B", "C", "D", and "E" shall no longer be part of the route of the North Santiam Secondary Highway but shall be eliminated therefrom.

2. The following sections of the old route of the North Santiam Secondary Highway No. 162, which for the purpose of this resolution are identified as Units "A", "B", "C", "D", and "E", and which are otherwise described as follows, to-wit:

(Con't)

MAR 12 1948

14774

EXHIBIT "J" (Con't)

Unit "A"

Beginning at State Highway Engineer's Station 228+30, referred to in the agreement as Station 230, on the relocated Gates-Niagara Section of the North Santiam Highway No. 162 in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 26, Township 9 South, Range 3 East, W.M.; thence easterly to State Highway Engineer's Station 247+30, referred to in the agreement as 246+50, in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 25, Township 9 South, Range 3 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 250+00, referred to in the agreement as Station 250+50, on the relocated Gates-Niagara Section of the North Santiam Highway No. 162 in the Northeast quarter ($NE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 25, Township 9 South, Range 3 East, W.M.; thence easterly to State Highway Engineer's Station 294 in Lot 4 of Section 30, Township 9 South, Range 4 East, W.M.

Unit "C"

Beginning at State Highway Engineer's Station 297+20, referred to in the agreement as Station 298+00, on the relocated Gates-Niagara Section of the North Santiam Highway No. 162 in Lot 3 of Section 30, Township 9 South, Range 4 East, W.M.; thence easterly to State Highway Engineer's Station 317+95, referred to in the agreement as Station 315+60, in the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 30, Township 9 South, Range 4 East. W.M.

Unit "D"

Beginning at State Highway Engineer's Station 319+30 on the relocated Gates-Niagara Section of the North Santiam Highway No. 162 in the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 30, Township 9 South, Range 4 East, W.M.; thence easterly to State Highway Engineer's Station 326+75, referred to in the agreement as Station 326+00, in the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 30, Township 9 South, Range 4 East, W.M.

(Con't)

MAR 12 1948

EXHIBIT "J" (Con't)

Unit "E"

Beginning at State Highway Engineer's Station 333+00 on the relocated Gates-Niagara Section of the North Santiam Highway No. 162 in the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 30, Township 9 South, Range 4 East, W.M.; thence easterly to State Highway Engineer's Station 397+10, referred to in the agreement as Station 395+30 in the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 28, Township 9 South, Range 4 East, W.M.,

shall be under the jurisdiction and control of the County and may be retained by the County for public use or permitted to revert to the abutting owners.

3. There is attached hereto and made a part hereof a blueprint on which there are shown colored in red the sections of the old route of the North Santiam Secondary State Highway No. 162 herein designated as Units "A","B","C","D", and "E", which units are by this resolution eliminated from the route of the North Santiam Secondary State Highway No. 162 and such interest in or control over as may have heretofore been vested in the State, by and through its Highway Commission, is released and relinquished to the County for such use or purpose as may be deemed by the County Court to best serve public welfare, having in mind the provisions and obligations of the said contract dated December 14, 1945. (*)

4. This resolution shall be entered in the minutes and records of the Highway Commission as of the 12th day of March, 1948, and a true copy thereof delivered to the County Judge of said county.

FOOTNOTE: (*)

The blueprint mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 130, under the heading, "Abandonment and Retention Resolutions" and said blueprint by this reference is made a part of this minute entry to the same extent as if copied in full herein.

MAR 12 1948

14776

EXHIBIT "K"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, within the City of Oregon City the Commission has designated as a part of the route of the Cascade Secondary Highway, Oregon 215, a portion of Seventh Street, and

WHEREAS, the City Commission of the City of Oregon City has adopted a resolution providing that the intersection of said Seventh Street and Washington Street in the City of Oregon City should be a four-way stop street, which resolution is in words and figures as follows:

"WHEREAS Oregon City has adopted Ordinance No. 1349 which provides by Section 13 thereof that the City Manager, subject to the approval of the City Commission by resolution, may designate stop streets in Oregon City, Oregon,

"NOW THEREFORE BE IT RESOLVED That the City Manager be and he is hereby authorized and directed to designate the intersection of Seventh Street and Washington Street, in Oregon City, Oregon as a stop street at all four entrances thereto and to install proper stop signs and markers at all four entrances thereto, and said signs and markers shall be installed as nearly as practicable and the stop shall be made at the place where the prolongation of the property lines crosses said streets at all four entrances to said intersection.

"Dated January 7, 1948.

Raymond P. Caufield
Mayor-Commissioner

W. G. H. Krueger
Commissioner

Geo. Woodward
Commissioner

MAR 12 1948

(Con't)

EXHIBIT "K" (Con't)

and

WHEREAS the Commission, based upon the report of its engineer, is of the opinion that in the interest of safety to traffic said intersection should be designated as a four-way stop,

NOW, THEREFORE, all members of the Commission being present and voting affirmatively, the Commission does hereby order:

1. That the resolution and ordinance of the City of Oregon City, dated January 7, 1948, and providing for a four-way stop at the intersection of Seventh Street and Washington Street in the City of Oregon City be and the same hereby is approved.

2. This resolution shall be entered in the records of the Commission this 12th day of March, 1948, and the Secretary be and he hereby is instructed to send a certified copy of this resolution to the City Manager of the City of Oregon City.

MAR 12 1948

14778

EXHIBIT "L"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, Highway No. 9, otherwise known as the Oregon Coast Highway, is a part of the state highway system and is, therefore, a highway under the jurisdiction of the Highway Commission;

WHEREAS, said highway, in addition to being a state highway, is also one of the Federal highways in the State of Oregon;

WHEREAS, said highway as now located, constructed, and maintained is routed through the Town of Brookings and because of its scenic character and location carries a large volume of motor vehicle traffic, much of which is out-of-state traffic; and

WHEREAS, complaints have been made to the Commission charging that numerous trucks of varying types and lengths are often parked on the shoulders of said highway within the boundaries of the Town of Brookings in such manner and in such numbers as to create a traffic hazard and create a traffic inconvenience to the users of said highway; and

WHEREAS, the parking of trucks in the traveled portion of the highway, or on the shoulders of the same, results in the surface of the highway being covered with oil and grease, which are the drippings from containers on said vehicles, thereby causing damage to the highway surface and a hazard to traffic; and

WHEREAS, it appears that some of said trucks are parked for purposes of repair, and in some instances for sale; and

WHEREAS, the use of the shoulders of said highway, or any part of the surface of the highway at said point for the parking of trucks while being repaired or while being offered for sale, not only interferes with the normal and proper use of the highway, but results in the discharge of oils and grease into the State's drainage system, thereby impairing highway drainage and creating a hazardous condition; and

WHEREAS, it is the opinion of the Commission that the use of any part of the surface of said highway or the shoulders thereof within the Town of Brookings, or elsewhere, by trucks or other motor vehicles for the purposes hereinabove set forth is injurious to the highway, detrimental to motor traffic in general, and against public welfare;

THEREFORE, BE IT RESOLVED BY THE COMMISSION, all members being present and affirmatively voting:

MAR 12 1948 (Con't)

EXHIBIT "L" (Con't)

1. That the use of any part of the surface of the Oregon Coast Highway or the shoulders thereof within the borders of the Town of Brookings or at any other place for the parking of vehicles for sale, for repair, or for any other use, or for any other purpose other than emergency, is destructive of the highway, creates a hazard to the motoring public, and denies to the public generally the normal and intended use for which said highway and shoulders have been constructed and are being maintained.

2. That for the reasons herein stated and for other reasons not stated, any and all use of the improved portion of said highway or the shoulders bordering said highway by trucks, either for sale, for repair, for overnight parking, or other extended periods, is hereby prohibited.

3. That the Engineer be and he hereby is instructed to erect and maintain along the right of way lines of said highway at said place appropriate signs warning the public that the use of the improved part of said highway or the shoulders thereof for parking of vehicles for extended periods of time for repair, for sale, or other purposes other than in emergency is prohibited.

4. That this resolution be entered in the minutes and records of the Commission as of the 12th day of March, 1948, and a correct copy thereof delivered to the Superintendent of State Police and a like copy to the Sheriff of Curry County, Oregon.

14780

EXHIBIT "M"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, the Pacific Highway East, extending from Oregon City to Portland, is a state highway and as such is under the jurisdiction and control of the State Highway Commission; said highway is identified in the Highway Commission's records as Highway No. 1E, and being a part of the Federal Highway System is identified as U. S. Route No. 99E; and

WHEREAS, said highway serves a daily average traffic of thirteen thousand cars; and

WHEREAS, the promiscuous parking of cars along and on the shoulders of said highway in the vicinity of Courtney Road by persons who patronize the Piggly Wiggly store, and other commercial activities along said highway, creates a traffic hazard which in the opinion of the Highway Commission should be restrained; and

WHEREAS, the State Police, having occasion to observe over a long period of time the conditions which prevail within said area, and having knowledge of accidents and near-accidents which have occurred by reason of cars leaving the highway for the purpose of parking on the highway shoulders and then returning to the highway again, have recommended that parking within said area on the shoulders of said highway be prohibited; and

WHEREAS, the State Highway Engineer and the Traffic Engineer have as a result of a study of said conditions called to the attention of the Commission the prevailing hazards, and have recommended that parking on the shoulders of said highway within the area herein specified, be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION all members being present and voting affirmatively as follows:

1. That based upon the facts and recommendations placed before this Commission, the Commission does hereby find and declare that the parking of motor vehicles on the shoulders of said highway between State Highway Engineer's Station 240+45 and State Highway Engineer's Station 243+55, and the returning of said vehicles to said highway, creates a hazard to traffic on said highway, which hazard in the opinion of the Commission should be removed.

(Con't)

MAR 12 1948

EXHIBIT "M" (Con't)

2. That based upon reports, information, and data placed before this Commission, the Commission does hereby find and declare the promiscuous passing of persons from said parked cars across said traveled highway is dangerous, not only to the pedestrians, but to the motoring public, and such practice should, in the opinion of the Commission, be prohibited.

3. That for the purpose of protecting the general public, and especially the motoring public using said state highway in said vicinity, it is hereby ordered that parking on the shoulders of said highway between State Highway Engineer's Station 240+45 and State Highway Engineer's Station 243+55 be and the same hereby is prohibited, except for emergency purposes.

4. That the Engineer be and he hereby is instructed and directed to erect and thereafter maintain at the most strategic points within said area "No Parking" signs which shall read: "Parking on Shoulders of Highway Prohibited".

5. That a copy of this resolution be delivered to the Superintendent of State Police.

6. That this resolution be entered in the minutes and records of the Highway Commission as of the twelfth day of March, 1948.

MAR 12 1948

EXHIBIT "N"

Minutes of March 11 and 12, 1948

ORDER REDUCING MAXIMUM LOAD LIMITS ON CERTAIN STATE HIGHWAYS

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

McKENZIE HIGHWAY NO. 15

EAST DIAMOND LAKE STATE SECONDARY HIGHWAY NO. 425

CRATER LAKE NORTH STATE SECONDARY HIGHWAY NO. 232

and

WHEREAS, the said above-named state highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the spring months when the frost is leaving the ground, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways that the maximum weights permitted and authorized by law be reduced; and

WHEREAS, the State Highway Commission has, after due investigation, determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said roads were not built to sufficient standards to withstand adverse action by the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of the said state highways that the maximum total weight of load and vehicle which shall be permitted upon said roads during the spring break-up period shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named roads shall not exceed the weight herein fixed.

(Con't)

EXHIBIT "N" (Con't)

The maximum weights which shall apply to the following highways, to-wit:

McKENZIE HIGHWAY NO. 15 from Mile Post 34.5 (Forest Boundary) to Mile Post 55.0 (Junction with Belknap Springs Road).

EAST DIAMOND LAKE SECONDARY HIGHWAY NO. 425 from Mile Post 0.0 (Junction with Crater Lake North Secondary Highway No. 232) to Mile Post 14.72 (Junction with The Dalles-California Highway, US 97).

CRATER LAKE NORTH SECONDARY STATE HIGHWAY NO. 232 from Mile Post 3.81 (Junction with East Diamond Lake Secondary Highway No. 425) to Mile Post 0.0 at Diamond Lake.

shall be as follows: The combined gross weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any single axle of a truck or truck-tractor shall not exceed eight thousand (8,000) pounds; and the combined gross weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of all of the axles of a vehicle or combination of vehicles shall not exceed twenty-thousand (20,000) pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O.C.L.A., shall be in full force and effect on the McKenzie Highway from February 8, 1948, and on the East Diamond Lake and Crater Lake North Secondary Highways from March 10, 1948, and shall remain in full force and effect until modified, annulled or voided by order of the State Highway Commission; and

IT IS FURTHER ORDERED, that a notice be posted, in a conspicuous manner and place, at each end of each of the above-named highways and at important cross-roads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed; and

BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which any of said highways are situate, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this twelfth day of March, 1948.

MAR 12 1948

14781

EXHIBIT "O"

Minutes of March 11 and 12, 1948

R E S O L U T I O N

MODIFYING REDUCED LOAD LIMIT ON THE EDDYVILLE-BLODGETT STATE SECONDARY HIGHWAY

WHEREAS, on the twenty-fifth day of November, 1947, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the maximum load limit on the following state highway;

> EDDYVILLE-BLODGETT STATE SECONDARY HIGHWAY NO. 180 from Mile Post 11.7 at Nashville to Mile Post 19.29 at Blodgett, in Lincoln County; and

WHEREAS, the Commission is uncertain at this time as to whether or not existing conditions warrant the imposition and enforcement of the limitations fixed in the said resolution which order and load limit, if enforced, will, the Commission is advised, necessitate the closing down of log hauling and logging operations to the extent served by said highway, and thereby cause numerous men to be out of employment; and

WHEREAS, because of said conditions and because of the desire of the Commission to impose only such order and restrictions as the interests of the general public require and as the safety and permanency of the road demands, it is the judgment of the Commission at this time that said order be modified as a temporary expedient, and, if subsequent conditions disclose that the original order and limit should be reinstated by subsequent action of this Commission.

NOW, THEREFORE, BE IT RESOLVED that the resolution and order made and entered into by the Commission on the twenty-fifth day of November, 1947, with respect to the Eddyville-Blodgett Secondary Highway, be and the same is hereby modified to read as follows:

The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any single axle of a vehicle or combination of vehicles shall not exceed fifteen thousand (15,000) pounds; the combined weight in pounds bearing on the surface of the highway at contact with the wheels of any set of tandem axles shall not exceed thirty thousand (30,000) pounds; and the combined weight in pounds bearing on the surface of the highway at contact with the wheels of all of the axles of a vehicle or combination of vehicles shall not exceed fifty thousand (50,000) pounds.

(Con't)

MAR 12 1948

EXHIBIT "C" (Con"t)

BE IT RESOLVED FURTHER, that the said resolution and order made and entered into by the Commission on November 25, 1947, shall remain in full force and effect except as hereby modified or changed by this order of the Commission.

BE IT FURTHER RESOLVED that this resolution and order shall be in full force and effect from February 19, 1948 until changed, modified, or rescinded by the Commission

Dated this twelfth day of March, 1948.

14786

"EXHIBIT "P"

Minutes of March 11 and 12, 1948

RESOLUTION

WHEREAS, the Commission is given authority under Section 115-393 O.C.L.A., to grant written permits for the movement of vehicles, articles, property or things having a combined weight in excess of statutory restrictions of a size not permitted under existing statutory restrictions, and

WHEREAS, modern industry has produced, and is continuing to produce, and industries are already using equipment, commodities, property and articles of a weight, type and size which can not be transported over the highways of this State under existing statutory limitations, and

WHEREAS, a limited number of sections of Oregon highways are so designed and constructed that loads in excess of statutory limitations, both as to weight and dimensions, may, under certain conditions, be transported without damaging such sections of highways and with a minimum of hazard to the motoring public, and

WHEREAS, frequent requests are made to the Commission for permission to move equipment, commodities and articles having a weight and dimension in excess of that permitted under existing statutory limitations, and it is desirable, and in the best public interest, to facilitate the movement of such equipment, commodities and articles in cases where the movement is proposed on sections of highways which will permit such movements, and where the hazard to the motoring public is at a minimum, and

WHEREAS, the Commission is of the opinion that it is feasible and practical to delegate to the State Highway Engineer, the Second Assistant Highway Engineer, and the Director of Permits, authority to issue permits under Section 115-393, upon certain terms and conditions, and when certain facts are found to exist, and

WHEREAS, the Commission is of the opinion that it is practical and feasible to delegate to certain personnel of the Commission, hereinafter named, the authority to issue permits under Section 115-393, under certain conditions and when certain facts are found to exist, and

WHEREAS, the Commission believes that the best public interest will be served in making a delegation of authority under terms and conditions hereinafter stated,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, acting pursuant to the authority of Section 115-393, O.C.L.A., and not otherwise, as follows:

MAR 12 1948

(Con't)

EXHIBIT "P" (Con't)

1. That no permit shall be issued under the provisions of Section 115-393, unless and until there is delivered to the Highway Department a written application for a permit upon the form attached hereto, marked Exhibit "A" and by this reference made a part hereof. (*)

2. That any permit issued pursuant to the provisions of Section 115-393, shall be in the form attached hereto, marked Exhibit "B" and by this reference made a part hereof; that said Exhibit "B" is hereby adopted as the form of a permit to be issued under the provisions of Section 115-393, and no permit shall be issued on any other form, nor shall the printed form, as attached be changed in any manner except upon the express direction of the Commission. (*)

3. That but one permit shall be issued to a given permittee for the purpose of facilitating the movement of a given vehicle, article, property or thing, regardless of whether such movement would be in excess of statutory limitations as to width, length, height or gross weight, or any combination.

4. That when the State Highway Engineer, Second Assistant State Highway Engineer, the Director of Permits, or the personnel hereinafter named in paragraphs 10 and 11, find that the proposed movement is to be made over a highway classified as either a Group 1 or Group 2 highway, as set forth under the resolution of the Commission, dated July 21, 1947, and the amendment of of said resolution dated December 29, 1947, they are authorized to issue a permit for a movement, subject to the limitations hereinafter stated, having weights not in excess of the following, to-wit:

80,000 pounds maximum gross weight,
19,000 pounds on any single axle,
37,000 pounds on any set of tandem axles.

W = 100 x (L+40) for any group of axles spaced more than 18 feet apart.

W = 850 x (L+40) for any group of axles spaced 18 feet or less apart.

5. The granting of a permit shall be conditioned upon a finding by the State Highway Engineer that the specific section of highway, the specific bridges, or other structures are in a structural condition and of a design which will permit such movements. In the event the State Highway Engineer shall find that a specific section of highway, a specific bridge or other structure has developed a weakness, or for some other reason, such section, bridge or structure will not safely permit such weights, he is hereby directed to reduce the maximum weights provided in any permit, accordingly.

(Con't)

EXHIBIT "P" (Con't)

6. On all highways, other than those set forth as Group 1 and Group 2 highways, under the Commission's resolutions above referred to, the maximum weights to be provided in any permit shall, subject to the maximum hereinabove stated in paragraph 4, be based upon the recommendation of the State Highway Engineer. When the State Highway Engineer finds that the weight of any given movement is not more than the maximum stated in paragraph 4, and can be moved with safety upon highways other than Group 1 and Group 2 highways, then the State Highway Engineer, the Second Assistant Highway Engineer and the Director of Permits, and only these officials, are permitted to issue a permit under Section 115-393.

7. No permit shall be issued unless and until the permittee shall have furnished to the Department satisfactory evidence that he has procured and has in full force and effect, a policy, or policies, of liability insurance, including property damage, in an insurance company duly qualified and licensed to do business in the State of Oregon, in amounts not less than those hereinafter set forth. Each of said policies shall name as assureds, the State of Oregon, by and through its State Highway Commission, and its officers, agents and employees, jointly and severally. The amounts of said insurance shall be not less than the following:

(a) In case the permitte is a contract (for hire) hauler, the liability insurance shall be in the amount of $50,000 property damage and $50,000 - $150,000 public liability.

(b) In the case of private haulers (hauling for themselves) other than ranchers and farmers, the liability insurance shall be in the amount of $50,000 property damage and $50,000 - $150,000 public liability.

(c) For ranchers or farmers transporting their own equipment, $10,000 property damage and $10,000 - $20,000 public liability.

(d) Log and lumber carriers, and moving vans, $50,000 property damage and $50,000 - $100,000 public liability.

8. No permit shall be issued unless and until the permittee shall furnish to the Commission an indemnity bond, as provided for in Section 115-393, or in lieu of such bond, a certified check or cash in amount equal to the penal sum of the bond, as follows:

(a) Contract haulers, - $10,000

(b) Private haulers, other than ranchers or farmers - $10,000

(c) Ranchers or farmers, - $1,000

(d) Log and lumber carriers, and also moving vans, - $10,000

(Con't)

EXHIBIT "P" (Con't)

The bond shall be in the form attached hereto, marked Exhibit "C" and by this reference made a part hereof. (*)

9. Each and all the permits issued shall contain the provision that the permit shall be null and void for non-compliance with any of the descriptions, terms or conditions printed or written in the form of permit.

10. Under the direction of the State Highway Engineer and subject to the conditions hereinabove set forth, and also as hereinafter set forth in paragraph 12, maintenance Superintendents of the following Districts, and in their absence, District Maintenance Officemen therein, shall have authority to issue permits for movements within the limits of their respective Districts and not otherwise:

2-A	Astoria	4-B	Redmond
2-C	Corvallis	4-C	Klamath Falls
3-A	Eugene	5-A	John Day
3-B	Coquille	5-B	Pendleton
3-C	Grants Pass	5-C	Baker
4-A	The Dalles	5-D	Burns

11. Under the direction of the State Highway Engineer, Division Engineers, Acting Divisionn Engineers, and in their absence, Assistant Division Engineers, and in their absence, the Division Office Engineers in the following Divisions: shall have authority to issue permits, subject to the foregoing conditions, and subject also to the conditions of paragraph 12, and for movements within their respective Divisions, and not otherwise:

Division 3, Roseburg, Oregon
Division 4, Bend, Oregon
Division 5, LaGrande, Oregon

12. District Maintenance and Division Personnel, as set forth in paragraphs 10 and 11 above, shall have authority to issue permits on Group 1 and Group 2 highways only; provided, however, that they shall not have authority to issue permits upon the section of the Columbia River Highway between the City of Portland and the City of The Dalles. The maximum weight and dimensions which may be permitted in permits issued by District and Division personnel, shall be as follows:

(a) Weight. Maximum weights shall be subject to the limitations set forth in paragraph 4 of this resolution.

(b) Overheight. No permit shall be issued in excess of the clearance limits allowable for all structure as shown on "vertical clearance map" of the State Highway system; provided, however, that no permit shall be issued for a height in excess of six inches less than the minimum vertical clearance on the route over which a movement is to be made.

(Con't)

MAR 12 1948

EXHIBIT "P"(Con't)

(c) Overwidth. No permit shall be issued permitting a width in excess of ten feet six inches.

(d) Overlength. No permit shall be issued permitting a movement having an overall length of more than fifty-five feet on Group 1 highways, or not more than fifty feet on Group 2 highways.

13. All permits providing for overall height, width or length in excess of those set forth in paragraph 12 above, shall only be issued by the State Highway Engineer, Second Assistant State Highway Engineer, or the Director of Permits.

14. That each and all of the terms and conditions set forth in the form of permit attached hereto as Exhibit "B", shall be and are hereby adopted as regulations and requirements of the Commission. (*)

15. If at any time, or under any conditions, the State Highway Engineer, the Second Assistant State Highway Engineer, the Director of Permits, any Division Engineer, Acting Division Engineer, Assistant Division Engineer, District Maintenance Superintendent or Staff Engineer of the Department shall be of the opinion that a given movement is unduly hazardous to the motoring public, or is not being made according to the terms and conditions of any permit issued, or can not be made with safety to highway facilities and structures, they are hereby directed and authorized to forthwith stop such movements and take all necessary, proper and reasonable steps to correct the condition and minimize and alleviate the hazard to the motoring public, and to State highway facilities and structures.

This resolution shall be entered in full in the records and minutes of the Commission, as of March 12, 1948.

FOOTNOTE (*) The exhibits mentioned in the above resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Item No. 6, under the heading "Special Matters" and said exhibits by this reference are made a part of this Resolution to the same extent as if copied in full herein.

EXHIBIT "Q"

Minutes of March 11 and 12, 1948

"OREGON

STATE HIGHWAY COMMISSION

March 8, 1948

Oregon State Highway Commission

Gentlemen:

"Permit me to refer you to my two letter to you of February 25, 1948, both with reference to wages and salaries, which letters are hereto attached for your convenience. (##)

"On February 26 a conference was held in the office of Chairman T. H. Banfield of Portland, at which conference were present T. H. Banfield, Chairman of the Oregon State Highway Commission, A. C. Cammack, Portland member of the Civil Service Commission, Robert R. Johnson, Executive Director of the Civil Service Commission, R. H. Baldock, State Highway Engineer, W. W. Stifler, Assistant State Highway Engineer, and Malcolm H. Hawke, Chief Accountant, State Highway Department.

"At this conference salaries and wages paid State Highway Department employees were discussed in general, as were the specific recommendations contained in the two letters above referred to. At that time Mr. Cammack and Mr. Johnson indicated approval of all step increases in the Civil Service pay plan as approved by the State Highway Commission. They also indicated approval of the retroactive application of the step increases in the Civil Service pay plan to employees eligible for such increases on January 1, 1948, as finally determined by the Commission and approved by the Civil Service Commission and the Budget Director, to be effective January 1,1948.

"On March 1, the Civil Service Commission met and Mr. Johnson, Director, advised me of their action which was concurred in by George K. Aiken, Budget Director, as follows:

"1. The Civil Service Commission approves granting all holidays, retroactive to February 1, 1948, with pay to full-time hourly employees and denies increases in present hourly rates at this time.

"2. Recommends that all section foreman helpers be placed at a starting rate of $200 in comparison with the present rate of $190, and that section foremen be placed at a starting rate of $232 rather than $220, with out any change in the salary range, this increase to be effective March 1, 1948.

(Con't)

EXHIBIT "Q" (Con't)

"3. Will approve engineering salary increases in accordance with the table listed below, also comparable increases in mechanical engineers, chemists, radio engineers and landscape engineers, effective March 1, 1948:

Engineering Aide I	Present	165	173	181	189	197	205
	Proposed	180	189	198	207	216	225
Engineering Aide II	Present	190	200	210	220	230	240
	Proposed	210	222	234	246	258	270
Civil Engineer I	Present	230	242	254	266	278	290
	Proposed	250	264	278	292	306	320
Civil Engineer II	Present	280	294	308	322	336	350
	Proposed	300	316	332	348	364	380

"The cost of Item No. 1, giving all holidays with pay to full-time hourly employees, will amount to $93,500 annually. The cost of Item No. 2, increasing starting range for section foreman helpers and section foremen will cost $12,200 annually, or about $100,000 for the balance of this calendar year. The cost of adopting the new engineering schedules will be $125,000 annually, or about $100,000 for the balance of this calendar year.

"Since writing the letter of February 25 to you, I find that the California Division of Highways has contacted Oregon State College and is preparing to give an examination for graduate engineers in Klamath Falls late this spring; also that the various governmental agencies, including the Army Engineers, have contacted prospective graduates and, from such investigations as we made, we anticipate that we will be able to get but one of the Oregon State College graduates in our department. This particular man is an ex-GI whose course of study was interrupted during the war and who has worked for us quite some time and is willing to come back.

"I have given a lot of thought to this problem and believe that, even with the increased schedule the Civil Service Commission will approve, it will not be possible to hire engineers to carry on our work. Permit me to suggest that the Commission consider contacting the Governor and advising him of the fact that, unless we are able to secure engineers, we cannot carry on the construction program now budgeted or be in any position to start the work of new surveys for a new program provided the Congress extends federal aid.

"Permit me to summarize the following recommendations:

"1. Confirm understanding that the employees hired at minimum rate be granted step increases after serving a probationary period of six months, if they are found to be satisfactory. On account of the turnover of

(Con't)

EXHIBIT "Q" (Con't)

employees and the number quitting the higher brackets, no increase in the budget for salaries is required for this item.

"2. Approval of the step increases for the 309 employees eligible on January 1, 1948, which employees were found to have earned a merit rating of 160 or above, corresponding to average or above. It is recommended that this increase be made retroactive to January 1 and it is estimated to cost $40,000 for the year 1948.

"3. Approval of the Civil Service Commission's plan to pay all full-time hourly employees for all holidays with no additional increases in hourly rate at this time. Such action, effective January 1, 1948, is to increase the payroll an estimated $93,500 in 1948.

"4. Approval of the raising of the minimum rate of foreman helpers from $190 to $200 a month and of foremen from $220 to $232 per month, without increase in salary range. The effect of this action, effective March 1, 1948, would be to increase the pay roll for this calendar year an estimated amount of $10,000.

"5. The approval of the salary increases for Engineering Aide I, Engineering Aide II, Civil Engineer I and Civil Engineer II, and conformable increases in Mechanical Engineer, Chemist, Radio Engineer and Landscape Engineer, as indicated will be approved by the Civil Service Commission. This will increase the pay roll for 1948 an estimated amount of $102,000. The Civil Service Director admits that the increase proposed is probably too low to secure additional personnel, but he will advertise in the Middle West where there seem to be more technical men available. He stated that the Civil Service Commission could not approve any higher salary increase in these brackets without upsetting the pay plan for the entire state. It is believed, however, the adoption of this scale immediately may decrease the number of present employees leaving the service. I recommend adoption of this scale, effective March 1, 1948.

"6. That the entire problem be discussed with the Governor, who appoints the Civil Service Commission, the State Highway Commission, and the Budget Director, so as to inform him of the impossibility of carrying on the extensive highway program for which funds are available and which is so vitally needed to aid the State's economy, without the requisite engineering personnel and, if possible, to secure authority to meet the present salary scales paid for such technical help by private industry and by federal and other state agencies. Attached hereto is a suggested pay plan for engineering personnel which may make possible the hiring of competent employees. I submit it for your consideration.(*)

"The increases in the pay roll for maintenance and betterment forces, plus step increases, plus increases in engineering salaries, if these recommendations are adopted, would total approximately $246,000. The amount now

(Con't)

EXHIBIT "Q" (Con't)

reserved for increases in salaries and wages in the 1948 budget is $251,418. An increase of $187,500 to cover additional engineering personnel required to meet the proposed construction program is partially covered in the engineering budget which is a part of the estimated construction costs in the budget. A net increase to the budget of $7,000 for salaries for 1948 would be required to meet the above recommendations.

Very truly yours,

/s/ R. H. Baldock

R. H. Baldock
State Highway Engineer

RHB:hi
Encl."

FOOTNOTES:

(*) "PROPOSED PAY INCREASES FOR ENGINEERING PERSONNEL

Engineer Aide I	Present	165	173	181	189	197	205
	Proposed	190	200	210	220	230	240
Engineer Aide II	Present	190	200	210	220	230	240
	Proposed	225	240	255	270	285	300
Civil Engineer I	Present	230	242	254	266	278	290
	Proposed	260	278	296	314	332	350
Civil Engineer II	Present	280	294	308	322	336	350
	Proposed	320	336	352	368	384	400
Civil Engineer III	Present	340	356	372	388	404	420
	Proposed	370	388	406	424	442	460
Civil Engineer IV	Present	380	398	416	434	452	470
	Proposed	400	420	440	460	480	500
Civil Engineer V	Present	430	450	470	490	510	530
	Proposed	450	470	490	510	530	550
Civil Engineer VI	Present	500	520	540	560	580	600
	Proposed	525	545	565	585	605	625

This scale would require a salary budget increase of $250,000."

(Con't)

EXHIBIT "Q" (Con't)

FOOTNOTES (Con't)

(##) The two letters of February 25, 1948 referred to in the first paragraph of this letter are not included in this exhibit but copies of these letters are on file in the general files of the State Highway Commission, Salem.

VOLUME 33

PART I

PART I

OF

VOLUME XXXIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1948

TO

JUNE 29, 1948

- - - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner

- - - - -

R.H. Baldock, State Highway Engineer
H.B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1948	Subject
14796	Apr.19	Minutes of January 5, February 2 and 3, and March 11 and 12, 1948, approved.
		Parks Superintendent reports on following:
		Sunset Hwy. Waysides. Offer of Caldwell Lumber Company to purchase down timber approved.
		Sunset Hwy. Burned timber. Request of R.C. Moulton to revise agreement approved.
14797		Champoeg. Construction of memorial bldg. approved.
		Collier, Saddle Mountain, and Armitage State Parks. Construction of three caretaker's houses approved.
		Mack's Arch and Whale's Cove. Curry County. Counsel authorized to negotiate options for acquisition of ocean waysides on a park basis.
14798		Cape Arago Lighthouse. Acquisition of 25 acres. Authority granted to file application with Dept. of Interior. Status of road to be investigated.
		Real Property. Acquisition authorized. See EXHIBIT "A" and footnotes.
14799		Real Property. Portland. Front Avenue financial statement.
14800		Clatsop County. Youngs Bay Bridge-Lewis and Clark River Section. Oregon Coast Hwy. Action deferred on option for R/W.
		Condemnation. Offers approved. See EXHIBITS "B-1", "B-2", and
14801		"B-3".
		Sale of buildings. Lane County. Eugene. Houses to be advertised for sale on alternate basis.
14802		Sale of buildings. Lane County. Eugene. Referred to Engineer and Counsel for study and recommendation.
		Sale of 42 acres of land. Marion County. Pacific Hwy. East. All bids rejected.
14803		Claims. James H. Imbrie. Sunset Hwy. Gardner Ranch-Berger Ranch Section. Commission approved settlement of $3,000.
14804		Douglas County. Pacific Hwy. Request of City of Myrtle Creek that state quitclaim R/W to city approved.
		Gilliam County. Columbia River Hwy. John Day River-Blalock. Agreement with Union Pacific approved.
		Eugene. University of Oregon. Pacific Hwy. Amended agreement approved conditionally.
		Douglas County. Florence. Two logs for maintenance station. Authority to bid $200 or to condemn granted.
		Sale of houses. Marion County. Salem. Deferred advertising until all property acquired.
		Marion County. Salem. Proposed office bldg. site. Counsel to condemn properties if owners not settle.
14805		Marion County. Salem. Exchange of properties with Board of Control approved.

Page	Date 1948	Subject
14805	Apr.19	Lane County. Pacific Hwy. Eugene. Proposed change in zones. Action deferred until following day.
		Deschutes County. Santiam Hwy. Brooks-Scanlon logging road crossing. Action deferred.
		Multnomah County. Pacific Hwy. East. Request of Hayden Amusement Company to erect signs, two bus-stop shelters. Shelters approved. Signs denied.
		Multnomah County. Troutdale. Request of vendors of smelt fishing supplies to use property. Matter to be studied.
14806		~~Smelt~~ Sand. Lincoln County. Yachats. Letter to L.M. Christensen accepting surrender of his permit approved.
		Astoria Ferry. Approved payment to Albina Engine and Machine Works for changing fire fighting equipment. Approved expenditure for added facilities. Deferred revising schedule of fares. Approved agreement with Babbidge & Holt until May 31, 1948.
		Columbia River. Proposed dam near John Day River. Letter to be sent to Public Roads Administration and Army Engineers outlining requirements.
14807		Clatsop County. Secdy. State Hwy. 105. Request of City of Warrenton for improvement. Action deferred.
		Salem. State Hwy. Dept. Office Bldg. Deferred discussion until bids received for State Office Bldg.
		Multnomah County. St. Johns. Hwy. to Germantown road discussed. Copy of report to St. Johns Businessmens Club.
		Forest Highways. Approved and ordered filed a report containing four current forest hwy. programs.
		Umatilla County. Columbia River Hwy. City of Umatilla. Widening of bridge and sidewalk. Engineer to report.
14808		Umatilla County. Freewater. Request to construct "Lincoln Mountain Hwy." denied.
		Yamhill County. City of Sheridan. Improvement of Main Street. Agreement approved.
		State Tax Street Funds, 1947. See EXHIBIT "D".
		State Tax Street Funds, 1946. See EXHIBIT "E".
14809		Awards. Engineer's award of contracts confirmed.
		Marion County. Silver Creek Falls Secdy. Hwy. Request for improvement of hwy. at Salem end denied.
		Multnomah County. North Portland. Request to eliminate a traffic hazard at junction of Denver and Union Avenues. Study is now being made.
		Douglas County. South Dillard Bridge over Umpqua River. Agreement with Joseph Holt approved.
		Benton County. Pacific Hwy. West. Corvallis. Request to construct guard rail approved.
14810		Signals. Union County. Intersection of Hwy. 82 with "Cove Hwy." Installation of flashing beacon approved.

Page	Date 1948	Subject
14810	Apr.19	Signals. Multnomah County. S.W. Canyon Road-Canyon Lane intersections. Approved push button for pedestrians.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Signals. Jackson County. Ashland. Installation denied.
14811		Signals. Lake County. Lakeview. "F" Street, First Street North, Center Street. Installation denied.
		Budget. 17 minor betterment projects. Approved projects totaling $26,570.
14812		Malheur County. Brogan. Pomona Grange No. 33 request for rerouting of US95 denied.
		Lincoln County. Yaquina Bay Bridge. Newport. Confirmed authority to advertise for bids for repainting. Transfer of funds approved.
14813		Surveys. Engineer to give complete report of surveys required for Three Year Postwar Program.
		Extensions of time granted as follows: Contract Nos. 2956,
14814		2931, 2912, 2946, 2942, 2814, 2802 and 2932.
14816		Contracts completed and accepted as follows: Nos. 2860, 2932, and 2956.
14817		Equipment. Approved purchase of equipment, $134,400.
		Signals. Upper Columbia River Hwy. Mosier Tunnel. Approved contract with Pacific Power & Light Company to furnish electrical energy to operate signals.
14818		Malheur County. Nyssa. Payment of assessment approved.
		Linn County. Albany. Request to use Waverly Lake and Waverly State Park. Engineer to report.
		Douglas County. Pacific Hwy. Cattlepass agreement with Victor Phipps and Roseburg Lumber Company approved.
		Coos County. Oregon Coast Hwy. Cattlepass agreement with Bessie E. Jenkins approved.
		"No Parking" zone. Tillamook County. Cloverdale. Request of Postmaster to establish zone approved. See EXHIBIT "G".
14819		"No Parking" zone. Marion County. Pacific Hwy. East. Woodburn. Establishment of zone approved. See EXHIBIT "H".
		Speed Zones. Wasco County. Columbia River Hwy. Reduced speed zone near The Dalles approved. See EXHIBIT "L".
		Speed Zones. Linn County. Santiam Hwy. near Lebanon. Reduced speed zone approved. See EXHIBIT "M".
14820		Al Head. Approved per diem allowance of $9 for time spent in Washington, D.C.
		Personnel. Retirement. Approved retention of Paul G. Deuber and E.M. Nash.
		Traffic Engineer Conference. Corvallis. Commission to act as co-sponsor.
		Log Hauling. Marion County. North Santiam Hwy. Floyd R. Person's application to haul denied.

Page	Date 1948	Subject
14821	Apr.19	Load Limit. Jackson and Josephine Counties. Little Butte Secdy. Hwy. and Rogue River Loop Secdy. Hwy. Approved 50 percent reduced load limit. See EXHIBIT "I".
		Load Limit. Lane County. McKenzie Hwy. Lifting of reduced load limit approved. See EXHIBIT "J".
		Equipment. Baker County. Baker. Confirmed authority to sell road grader to Mount Moore.
		Tillamook County Court and Tillamook Drainage District. Trestle bridge agreement approved.
		Klamath County. Klamath Falls. Petition to vacate portions of Sunnyside and Eldorado additions approved.
14822		Enegren Ferry. Request of Morrison-Knudsen Company that ferry be operated 24 hours daily denied.
		Yaquina Bay Bridge. Engineer to negotiate agreement with Gilpin Construction Company for dolphin repair.
		Yaquina Bay Bridge. Port of Newport to be held responsible for damage.
		Douglas County. Umpqua River Bridge. Engineer to negotiate agreement with contractor to replace pier.
14823		Clackamas County. Pacific Hwy. Oregon City-New Era. Agreement with Western Union and award of contract approved.
		Multnomah County. Columbia River Hwy. Multnomah Falls. Game Commission to install culvert screen.
14824		Agreements and other papers signed.
14825		Meeting adjourned at 4:15 p.m.
14826	Apr.20	Bids received on following projects:
		Sandy-Rhododendron Rock Production
		Rainier-Goble Section
		Salmon River Bridge near Otis
14827		Paint Yaquina Bay Bridge
		Little Pudding River Bridge
		Bridge over Willamette River at Independence
		Bridge over Three Rivers at Hebo
		Traffic Signal System at Pendleton
14828		East Sheridan Section
		Astoria-Megler Ferry Service
		Douglas County. Pacific Hwy. Canyonville. Request of School Board that State purchase property denied.
		Clatsop County. Oregon Coast Hwy. Cannon Beach section. Request of Commercial Club for improvement. No commitment.
14829		Center line stripes. Crews to do as soon as possible.
		Malheur County. Vale. Request to oil Washington Street. Engineer to investigate.
		Portland. Union Avenue Delegation protests proposed traffic
14830		separator. No action.
		Lincoln County. Depoe Bay Lighting District. State participation approved. Agreement to be prepared.

Page	Date 1948	Subject
14830	Apr.20	Tillamook County. Oregon Coast Hwy. Delegation requests new route Tillamook to Woods. No action.
14831		Harney County. Rome-Princeton Secdy. Hwy. Judge Higgs urges completion. No action.
		Frenchglen Secdy. Hwy. Maintenance to be checked.
		Warm Springs Hwy. Mill Creek Bridge. Baer criticizes rejection of bids and requests shoulder oiling on The Dalles-California Hwy. near Chemult. No action.
		Recessed at 12:00 noon to reconvene at 2:00 p.m.
14832		Deschutes County. Exchange of road projects approved. County to spend $28,000 on Powell Butte Secdy. Hwy.
		Logging. Brooks-Scanlon Lumber Company. Santiam Hwy. crossing at Mile Point 90.65. Counsel to determine details.
14833		Lane County. McKenzie Hwy. Springfield. By-pass route urged. Study of route by Engineer approved.
		Coos County. Bullards Bridge. Substitution of bridge for oiling project requested. Engineer to study and report.
14834		County requests state pay half of bridge. Action deferred.
		Awards. Chairman announces awards of contracts.
14836		Multnomah County. Columbia River Hwy. Parkrose. Delegation requests widening to 122nd Avenue. No commitment.
14837		Engineer to investigate maintenance.
		Signals. Portland. Installation requested at Sandy Boulevard-102nd Avenue. No action.
		Astoria Ferry. Schedule of fees increased.
		Clatsop County. Secdy. Hwy. No. 105. Warrenton. Improvement approved. City and County to provide R/W.
14838		Eugene. Property zone classification. Resolution adopted defining state policy. See EXHIBIT "C".
		Douglas County. Pacific Hwy. Canyonville. Widening and sidewalk approved. New connection for Tiller-Trail Hwy. denied.
		Coos County. Oregon Coast Hwy. Agreement to maintain two private approach bridges to be prepared.
14839		Coos County. Coquille. Widening at Willard and Front Streets requested. Engineer to report.
		Coos County. Bandon. Property not to be sold until Coast Hwy. route determined.
		Klamath County. South Poe Valley County Road. Court requests state maintain. Action deferred.
		Deschutes County. Bend Airport. Relocation of Powell Butte Secdy. Hwy. approved. CAA to build road and pay for survey.
14840		Columbia and Washington Counties. FAS Hwy. No. 12. Sheeley Bridge-Sunset Camp. Decision on improvement deferred.
		Lane County. Richardson-Eugene Secdy. Hwy. Request to oil 1.50 miles denied.

Page	Date 1948	Subject
14840	Apr.20	Lane County. Richardson-Eugene Secdy. Hwy. Badger Mountain. Richardson-Globe. Curve widening and rock surfacing approved.
14841		Throughway highways. Adoption of system deferred.
		Right of access resolution outlining policy adopted. See EXHIBIT "K".
		Klamath County. Klamath Falls. Request for aid to rural fire protection district denied.
		Columbia County. Columbia River Hwy. Rainier-Goble. Abandonment agreement approved.
		Douglas County. Pacific Hwy. Azalea-Josephine County Line Abandonment resolution adopted. See EXHIBIT "F".
14842		Douglas County. Federal Secdy. Hwy. No. 245, extended to Glendale.
		Speed zone. Wasco County. Columbia River Hwy. The Dalles. 35-mile speed limit approved. See EXHIBIT "L".
		Speed zone. Linn County. Santiam Hwy. Lebanon. 35-mile speed limit approved. See EXHIBIT "M".
		Portland. Front Avenue. Purchase of Barnes and Spencer property approved.
		Meeting date set for May 24 and 25, 1948.
		Meeting adjourned at 5:30 p.m.
14843		EXHIBIT "A". R/W options
14868		EXHIBIT "B1". Condemnation Resolution
14871		EXHIBIT "B2". Vernonia Sunset Camp County Road Condemnation
14874		EXHIBIT "B3". Right of access
14876		EXHIBIT "C". Hwy. policy toward cities.
14879		EXHIBIT "D". State Tax Street Funds
14881		EXHIBIT "E". State Tax Street Funds
14883		EXHIBIT "F". FAS Hwy. No. 245
14885		EXHIBIT "G". Cloverdale. No Parking
14886		EXHIBIT "H". Woodburn. No Shoulder Parking
14888		EXHIBIT "I". Load Limit reduced
14890		EXHIBIT "J". Load Limit removed
14891		EXHIBIT "K". Access policy
14893		EXHIBIT "L". The Dalles. Reduced speed zone
14894		EXHIBIT "M". Lebanon. Reduced speed zone
14895	May 24	Bids received on the following projects:
		Delmar-Coaledo Section
		Brush Creek-Hunter Creek Rock Production
		Hunter Creek-California State Line Rock Production
14896		Tolo Overcrossing
		Mill Creek Bridge Section
		Failing School Pedestrian Overcrossing
		North Unit, Joseph-Wallowa Lake Section
		Minutes of the meeting held April 19 and 20, 1948 approved.
		Park Superintendent reports on following matters:
		Coos Bay-Roseburg Hwy. Powers Junction. Myrtle wayside gift from Hoffman accepted.

Page	Date 1948	Subject
14897	May 24	Wilson River Hwy. McNamar's Camp. Request to maintain lumber mill on wayside denied.
		Sunset Hwy. Assignment by Moulton to Nygaard of agreement to cut timber approved.
		Champoeg Park Memorial Building. Offer of American Institute of Architects to cooperate in design accepted.
14898		Portland. Sullivan's Gulch. Proposed route to be inspected.
		Real Property. Acquisition of part of list authorized.
		Meeting adjourned at 10:30 a.m. to inspect Sullivan's Gulch.
		Real property. Acquisition authorized. See EXHIBIT "A".
		Portland. Front Avenue. Options approved. See Page 14904.
14899		Haven F. Potterf property purchased for future use.
		Devils Lake outlet. Calkins. 80 foot R/W to be acquired.
		H.J. Beardsley. Klamath Falls. Negotiations with Beardsley completed.
		Baker County. Baker Underpass. Project to be held up until City has fulfilled obligation.
		Oregon Coast Hwy. Tillamook-Pleasant Valley. No options to be approved until all secured.
14900		Pacific Hwy. West. Newberg-Dundee Section. Action on R/W options deferred pending adoption of survey.
		Benton County. Albany-Buena Vista FAS Fir Grove Section. Purchase of R/W deferred pending adoption of survey.
		Surveys. No. R/W settlements to be presented until survey approved.
		Condemnation. Offers approved. See EXHIBITS "B1","B2", "B3", "B4", and "B5".
14901		Klamath County. The Dalles-California Hwy. Crescent. Payment of $600 to Gillinwater for removing bldg approved
		Josephine County. Pacific Hwy. Wolf Creek. J.N. Hopper's request for water softener device denied.
		Clackamas County. Woodburn-Sandy Secdv. Hwy. Eagle Creek-Sandy. Sale of bldg. for $150 approved.
		Claim. Sohrweid allowed $500 for damage to well.
14902		Condemnation. Sunset Hwy. Gardiner Ranch-Berger Ranch. Settlement with Carl Bechen approved.
		North Santiam Hwy. Detroit Ranger Station. Request of War Dept. that State purchase property. Action deferred.
		Awards. Chairman announces award of contracts.
14903		Portland. Front Street Project. Status of R/W acquisition discussed.
14904		Portland. Front Avenue. Steel Bridge railroad underpass. The Engineer to prepare model of project.
		Real property. Portland. 4 options approved. See EXHIBIT "A".
		Portland. Sullivan's Gulch. Resolution designating as hwy. adopted. See EXHIBIT "N".
		Lincoln County. Nashville to Orton County Road. Request for designation as FAS Hwy. Action deferred.

Page	Date 1948	Subject
14905	May 24	Hillsboro-Silverton Secdy Hwy. Newberg. Alternate hwy. routes through city discussed. Action deferred.
		Hillsboro Secdy. Hwy. south of Hillsboro. Inadequate drainage. Installation of box culvert approved.
		Malheur County. Vale. Improvement of Washington Street as by-pass route denied.
14906		Surveys. Authority to make surveys on first 3-year Post War Program granted.
		Pacific Hwy. East. Santiam River. Cooperation in bank protection near Jefferson. Action deferred.
		Clatsop County. Astoria. Request for improvement of Taylor Avenue and Bay Street. Action deferred.
14907		Lincoln County. Newport. Request to use R/W for parking denied.
		Linn County. Albany Timber Carnival. Request to use Waverly Lake approved conditionally.
		Sale of Buildings. Eugene. Joel D. Trapp offer to purchase accepted.
14908		Sale of Buildings. Eugene. Authority granted to advertise for sale.
		Wasco-Heppner Secdy. Hwy. Improvement requested. Project to be inspected by Commission.
		Wallowa County. Joseph. Request to oil five blocks denied.
		Klamath County South Poe Valley County Road. Request that state maintain. Engineer to report.
14909		Tillamook County. Oregon Coast Hwy. Wheeler. Improvement to be considered in 1949 program.
		Lane County "Route F" Hwy. Eugene-Mapleton. Request for improvement denied.
		Coos County. Construction of Bullards Bridge. Action deferred.
14910		Coos County. Substituting bridge project for oiling. Action deferred.
		Coos County. Oregon Coast Hwy. Coquille-Bandon. Maintenance of two approach bridges approved.
		Agreement to be prepared providing that county take over abandoned sections of Cape Arago Secdy. Hwy.
		Coos County. Coquille. Willard and Front Streets. Widening requested. Action deferred.
		State Tax Street Funds. Special projects in Florence, Newport, Oakridge approved.
14911		Columbia County. Columbia River Hwy. Clatskanie. Request for footpath. Engineer to investigate and report.
		Lane County. Willamette Hwy. Oakridge. Channelization and illumination of Crestview Drive intersection approved.
		Widening of pavement and shoulders between Willamette City and Oakridge approved.
		Widening of Hwy. through Oakridge to four lanes denied.
14912		Willamette Hwy. East of Oakridge. Engineer to prepare plans from Salt Creek Tunnel 15 miles east. U.S. Officials to be asked to include project in next Forest Hwy. Program.

Page	Date 1948	Subject
14912	May 24	Coos County. Oregon Coast Hwy. Coquille-Coos Bay. To readvertise Delmar-Coaledo project including extra 1½ miles.
14913		Lane County. Territorial Secdy. Hwy. Request for improvement denied. To be considered in next program.
		Portland. Front Avenue Project. Agreement with PRA approved.
		Douglas County. South Dillard Bridge. Agreement with Harry I. Hamilton approved.
		State Tax Street Funds. See EXHIBIT "C".
14914		State Tax Street Funds. See EXHIBIT "D".
		Salem. Willamette River Bridge discussed. Action deferred.
		Contracts. Engineer's award approved.
14915		Klamath Falls. Award of contract to Angelo Doveri approved.
		Maintenance Buildings. Authority granted to construct 18.
14916		Maintenance Building. Maupin. Authority to construct Maintenance Hdqtrs. granted.
		Surveys completed. Approved. See EXHIBIT "E".
		Meeting adjourned at 5:00 p.m.
14917	May 25	Bids received on the following projects: Coquille Service Building Hood River Junction-Odell Creek Section Three bridges over Sprague River
14918		Dry Creek-West Range Section
		Extensions of time granted as follows: Contract Nos. 2972, 2880, 2774, 2859, 2856, 2844, 2874, 2946, 2845 and 2933.
14921		Contracts 2814 and 2802 with Angelo Doveri. Penalties canceled.
		Contracts completed and accepted as follows: Contract Nos. 2880, 2802, 2844, 2912 and 2774. See EXHIBIT "F".
		Salem. South Commercial Street. Revocable permit to McGilchrist granted.
		Astoria Ferry. Water pipe agreement with Washington State at Megler approved.
14922		Jefferson County. The Dalles-California Hwy. Payment to Bureau of Reclamation for irrigation structures approved.
		Blue Star Memorial Drive. Entire length of U.S. 99E and U.S. 99W designated as such. See EXHIBIT "G".
		Load limit. Weston-Elgin Secdy. Hwy. Reduced load limit extended beyond May 15. See EXHIBIT "H".
		Load limit. John Day Hwy. Austin Junction-Unity Junction. Reduced limit extended beyond May 17. See EXHIBIT "I".
14923		Load limit. Little Butte Secdy. Hwy. Reduced limit lifted May 11. See EXHIBIT "J".
		Permits. Regulations for overweight and over dimension loads. Resolution of March 12, 1948 revised. See EXHIBIT "K".
		Astoria Ferry. Request of Pacific County, Washington, for five passes granted.
		Astoria Ferry. Blue-Gray States request for exemption from extra fee denied.
14924		Personnel. Hollis W. Libby authorized to visit Midwestern States to interview engineer applicants.
		Astoria Ferry. Sale of life boat to Thomas O'Connor confirmed.

Page	Date 1948	Subject
14924	May 25	Marion County. 99E. "No Parking" signs five miles north of Salem approved. See EXHIBIT "L".
		Signals. Mount Hood Hwy. 21st and Powell. Engineer to investigate status of present signal.
14925		Signals. Beaverton-Aurora and Scholls Secdy. hwys. Progress. Installation of flashing beacon approved.
		Signals. U.S. 30-Columbia Boulevard. Saint Helens. Request for traffic signal denied.
		Signals. Pacific Hwy. West. Corvallis. Installation of signal deferred.
		Signals. Portland. Mount Hood Hwy.-122nd Avenue. Installation of flashing beacon approved.
14926		Signals. Portland. Sandy Boulevard-102nd Avenue. Request for traffic signal denied.
		Speed zone. Oregon City-New Era detour. 35-mile speed approved. Engineer to contact county court.
		Sale of rock from state-owned quarry. Engineer to pass on all requests to secure rock.
		Commission meeting date set for June 28 and 29, 1948.
14927		Lincoln County. Nashville. Orton-Siletz County Road. Request to take over as secdy. hwy. denied. Engineer to investigate portion of FAS system.
14928		Mrs. John Raeish. John Shaw, relief map. Counsel to determine if she has valid claim for extra compensation.
		Coos County. Bullards Bridge. Cooperation with county on 50-50 basis approved.
		Coos County. Transfer of Federal funds from oiling to bridge projects approved conditionally.
		Coos County. Oregon Coast Hwy. Coquille-Bandon. State to maintain two private approach bridges. County to maintain part of Cape Arago Secdy. Hwy.
		Coos County. Coquille. Willard and Front Streets. No action on widening.
		Coos County. Enegren Ferry Graveyard Point. County advised to retain R/W.
14929		Coos County. Oregon Coast Hwy. Coos Bay-Coquille. Delmar-Coaledo Section to be readvertised. Coos County to take over extra one and one-half miles to be abandoned in project.
		Gillian County. Wasco Secdy. Hwy. Wasco-Condon. Delegation urges surfacing. Action deferred.
		Gillian County. Wasco Secdy. Hwy. Connection with DeMoss Springs urged. Action deferred.
		Yamhill County. Newberg. Hillsboro-Silverton Secdy. Hwy. Rerouting through town discussed. No action.
14930		Salem-Dayton Secdy. Hwy. Reclassified as Group I Hwy. See EXHIBIT "M".
		Budget. 1948. Minor Betterment orders approved.
14931		Coos County. Brummet Creek. Gift of 40 acres as myrtle park declined.

Page	Date 1948	Subject
14931	May 25	Coos County. Oregon Coast Hwy. Coaledo-Delmar Section. Job to be readvertised on basis of original plan.
		Willamette Hwy. Salt Creek Tunnel east. Engineer to prepare plans.
14932		Salem. State Office Building. Hwy. offices. Improvement of interoffice communication system approved.
		Champoeg Park Memorial Building. American Institute of Architects offer of designing service accepted.
		Salaries and Wages. 20-dollar cost of living adjustment discussed; also step increases. Engineer to report.
		Recessed at 11:45 a.m. to reconvene at 2:00 p.m.
14933		Salem. Willamette River Bridge. Delegation urges construction of new bridge. Engineer to study and report.
14934		R.H. Baldock authorized to attend meeting of AASHO in Chicago, June, 1948.
		Commission field trips. Engineer to prepare itinerary and list of projects.
		Lincoln County. Oregon Coast Hwy. Devils Lake. Purchase of property for R/W approved.
		Coos County. Bullards Bridge. State to pay half of $600,000 cost. Approach road not to be built.
14935		Awards. Chairman announces award of contracts.
		Portland. Sullivan's Gulch. Throughway resolution discussed. Action deferred. Delegation objects to construction.
14937		Portland. Sullivan's Gulch. Commissioner Chandler defines his position.
14938		Commissioner Schaupp defines his attitude.
14939		Commission adopts resolution designating Sullivan's Gulch as Columbia River Hwy. route and as a throughway. See EXHIBIT "N".
		Ralph B. Lloyd expresses himself as in favor of Sullivan's Gulch route.
		Salem. Hwy. Dept. Office Bldg. Engineer to submit report
		Agreements and other papers signed.
14940		Meeting adjourned at 3:45 p.m.
14941		EXHIBIT "A". Acquisition of real property
14957		EXHIBIT "B1". Condemnation Resolution. Delmar-China Camp Creek
14960		EXHIBIT "B2". Condemnation Resolution. Tolo Overcrossing
14963		EXHIBIT "B3". Euchre Creek-Gold Beach Section. Condemnation
14965		EXHIBIT "B4". Condemnation Resolution. Eugene
14967		EXHIBIT "B5". Condemnation Resolution. Lost Creek-Lowell
14971		EXHIBIT "C". State Tax Street Funds
14973		EXHIBIT "D". State Tax Street Funds
14975		EXHIBIT "E". Surveys approved
14976		EXHIBIT "F". Contracts completed
14977		EXHIBIT "G". Blue Star Drive
14978		EXHIBIT "H". Reduced load limit
14979		EXHIBIT "I". Reduced load limit.

Page	Date 1948	Subject
14981	May 25	EXHIBIT "J". Reduced load limit lifted
14982		EXHIBIT "K". Special movement permits
14987		EXHIBIT "L". "No Parking" resolution north of Salem
14989		EXHIBIT "M". Salem-Dayton Hwy. as Group I
14990		EXHIBIT "N". Sullivan's Gulch resolution
14994	June 28	Bids received on the following projects:
		Myrtle Point Paving Project
		Powers Oiling Project
		Extension on Coquille Service Bldg.
		Central Point Bituminous Macadam Surfacing Project
14995		Agate Beach-Newport Section
		Middle Grove-Pudding River Section
		Troutdale Section
		Maupin Maintenance Bldg.
		Minutes of May 24 and 25, 1948, approved.
		Parks. Parks Superintendent reports on following:
14996		Cove State Park. Construction of Round Top Road. Additional expenditure of $4,000 approved.
		Deschutes County. Sale of 30 acres on Deschutes River to Pioneer Bible Clubs disapproved.
		Wallowa Lake State Park. Lease of area for fire warden's residence. Fifteen year lease approved.
		Saddle Mountain State Park. Improvement of road leading to park by state forces approved.
		Columbia River Gorge Parks Supervisor. Appointment approved.
		Humbug Mountain State Park. Myrtle wood to be sold on competitive bids basis.
14997		Warm Springs Hwy. Proposed park near Warm Springs Agency. Gift of W.R. Kurtz accepted. Additional acreage authorized
		Shore Acres State Park. Sale of hay to Nels S. Peterson approved.
		Sunset Bay State Park. Boat concession sold to L.A. Smith
		Real Property. Acquisition authorized. See EXHIBIT "A".
14998		Sullivan's Gulch. R/W to be acquired as rapidly as possible. Counsel to report on cost.
		Gold Beach. Project to be terminated at 2nd St. and advertised for bids.
		Survey. Oregon Coast Hwy. Sunset Inn-Rogue River Bridge, Gold Beach Section. Completion authorized.
		Survey. Pacific Hwy. Judkins Point-Goshen Section.
14999		Location approved. Resolution adopted.
		County roads. R/W acquisition. Engineer and Counsel to report.
		Sullivan's Gulch. Settlement with Wilkes School District approved.
15000		Multnomah County. Sunset Hwy. Vista Avenue-Multnomah County Line Section. Settlement for R/W with A.F. Spaulding. Counsel to report.
		Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley Section. Action on R/W settlements deferred.

Page	Date 1948	Subject
15000	June 28	Coos County. Oregon Coast Highway. Coos Bay Section. Action on R/W settlements deferred.
		Clackamas County. Pacific Hwy. East. Oregon City-New Era section Re-establishment of Clemsen Tavern. Gates & Son to be held to contract.
		Condemnation. Offers approved. See EXHIBIT "B1" and "B2".
15001		Multnomah County. Bonneville. Lease of state property to Richfield Oil Co. approved.
		Silver Creek Falls Recreational Area. Certificate establishing acceptance by state approved.
		Clatsop County. Oregon Coast Hwy. Lewis and Clark River-Youngs Bay Bridge Section. Acquisition of R/W. Decision deferred. (See page 15016.)
		Marion County. North Santiam Hwy. Detroit Ranger Station.
15002		Purchase of property on west side of hwy. approved
		Douglas County. Oregon Coast Hwy. Umpqua River Bridge. Pipe line easement granted City of Reedsport.
		Marion County. North Santiam Hwy. Use of state property near Detroit Dam for salmon hatchery approved.
		Douglas County. Reedsport. Use of state property for youth center bldg. approved conditionally.
		Clatsop County. Columbia River Hwy. Astoria. Request for
15003		improvement in eastern part of city denied.
	Douglas	~~Josephine~~ County. Pacific Hwy. near Glendale. Purchase of McNutt Bros. service garage bldg. approved.
		Baker County. Baker-Unity and Sumpter Valley Secdy. Hwys. Deeds conveying old railroad R/W to state accepted
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Multnomah County. Portland. "Steel Bridge". Model of east and west approaches exhibited. No action.
		Special State Tax Street Fund-1948. Options for cooperative construction projects approved
		Beach areas. Use by motor vehicles and aircraft. Counsel
15004		to handle.
		Trucking operations. Speed of and distance between trucks. Engineer and Counsel to report. (See page 15019.)
		Claim. Mrs. John Raeish re construction of relief map of Oregon. Action deferred.
15005		Champoeg State Park. Communications from J. Nielson Berry containing historical facts ordered filed.
		Coos County. Enegren Ferry. Termination of trust agreement with George F. Gunnell approved.
		Linn County. Pacific Hwy. East, north of Albany. Request for erection of Technocracy Inc. markers denied.
		Salem. Highway Dept. Office Bldg. site. Rental of residences approved.
		Salem. Highway Dept. Office Bldg. Need for construction to
15006		be discussed with Board of Control
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts

Page	Date 1948	Subject
15019	June 29	Lincoln County. Nashville-Siletz County Road. Nashville-Orton Section. Request for designation as secdy. hwy. denied. Orton-Siletz Section. Improvement requested. Engineer to report.
		Klamath County. The Dalles-California Hwy. Klamath Falls. R/W for proposed by-pass route. Engineer to make survey.
		Trucking operations. Speed of and distance between trucks established. Resolution adopted. See EXHIBIT "N".
15020		Douglas County. Oregon Coast Hwy. Request for survey for proposed new alignment south of Reedsport denied.
		Lane County. Willamette Hwy. Salt Creek Tunnel-East Section $700,000 of state funds allocated for improvement.
		Meeting recessed for luncheon at noon and reconvened at 2:00 p.m.
15021		Ochoco Hwy. Improvement requested. To be completed when
15022		Forest Hwy. funds are available.
		Warm Springs Hwy. Immediate completion urged. No action.
15023		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15024		Log hauling. Coos County. Relief from payment of fees for use of Forest Service road.
15025		Commission not object to satisfactory settlement.
		Coos County. Coquille-Arago-Myrtle Point County Road. Request for immediate construction denied.
		Coos County. Bullards Ferry Bridge over Coquille River. Offer to county court for immediate construction withdrawn.
15026		Coos County. Empgren Ferry Bridge over Coos River. Construction urged. No action.
		Claim. Mrs. John Raeish for extra compensation for construction of relief map of Oregon. Denied.
		Klamath County. Klamath Falls-Malin Hwy. Great Northern Crossing-Merrill Section. Sixty-foot R/W to be secured.
		Awards. Engineers awards of contracts confirmed.
15027		Columbia River Flood damage. Contracts with Parker-Schram Co., General Construction Co. and Loyd Calkins confirmed.
		Multnomah County. Swift Secdy. Hwy. Replacement of fill. Engineer to negotiate contract with General Construction Co.
		Columbia River Flood damage. Additional expenditure for emergency repairs authorized.
15028		Columbia River Flood damage. Following flood damage projects to be presented to Federal Government for reimbursement. Denver Avenue-Union Avenue Project Troutdale-Dodson Project Celilo Canal Project
		Overrun on project authorizations. Engineer authorized to approve certain overruns.
		Survey. Oregon Coast Hwy. Bunker Hill-Delmar Section. Location approved. Resolution adopted.
15029		Extensions of time granted as follows: Contract Nos. 2892, 2919, 2891, 2887, 2931, 2948, 2853, 2896 and 2906.

Page	Date 1948	Subject
15031	June 29	Contracts completed and accepted as follows: Contract Nos. 2810, 2870, 2871, 2875, 2920, 2922, 2926, 2946, 2950, 2951,
15032		and 3005. See EXHIBIT "F".
		Astoria Ferry. Request for reduction in toll charges denied.
		Klamath County. Sprague River County Road. Improvement with state and federal funds. No action.
		Equipment. $178,300 authorized for purchase.
15033		Equipment. Loadometers and weightographs. Purchase authorized.
		Washington County. Tualatin Valley Hwy. Gales Creek Bridge to be given to County when new structure completed.
		Lane and Douglas Counties. Pacific Hwy. and Richardson-Eugene Secdy. Hwy. Assignment of Bonneville Power line crossings approved.
		"No Parking" zone. Douglas County. Oregon Coast Hwy. Gardiner. Zone established. See EXHIBIT "G".
		"No Parking" zone. Pacific Hwy. Cottage Grove. Zone established. See EXHIBIT "H".
		Signs. Sams Valley Secdy. Hwy. Gold Hill. Request for re-
15034		moval of railroad stop signs denied.
		Signals. Portland. 21st Avenue-Powell Boulevard intersection. Installation of signal. Action deferred.
		Signals. North Bend. Sherman Avenue-Virginia Avenue intersection. Installation of traffic signals denied.
		Signals. Halsey-Sweet Home Secdy. Hwy. Authorization for
15035		installation at Southern Pacific railroad crossing approved.
		Klamath Falls. Traffic control on Alameda and Esplanade Streets. Action deferred.
		Signals. Klamath Falls. South 6th Street. Installation of signals denied.
		Removal of mail boxes. Commission not to enter controversy.
		Signals. Taft. Oregon Coast Hwy. Flashing beacon installation and pedestrian lane approved.
		Speed limit. Milwaukie. 82nd Avenue. Speed limit established,
15036		King Road to S.E. Clatsop Street. See EXHIBIT "I".
		Signals. Milwaukie. 82nd Avenue-Battin Road intersection. Engineer to investigate and report.
		Jackson County. Little Butte Secdy. Hwy. Agreement re entering Davidson and Dysinger property on Lick Creek approved.
		Washington County. Sunset Hwy. Agreement re change of grade, etc. on county roads approved.
		Coos County. Cape Arago Secdy. Hwy. Agreement re abandonment approved.
		Oregon Coast Hwy. Agreement re maintenance of two farm approach bridges near Coquille approved.
		Jackson County. Green Springs Hwy. Keen Creek-Jenny Creek
15037		Section. Abandonment approved. See EXHIBIT "J".
		Jackson County. Pacific Hwy. Retention of R/W near Central Point as storage site approved. See EXHIBIT "K".

Page	Date 1948	Subject
15037	June 29	Coos County. Oregon Coast Hwy. Delmar-Coaledo Section. Agreement re relocation approved.
		Load Limits. Reduced load limits on following hwys. lifted: (See EXHIBIT "L".) John Day-Burns Section, John Day-Burns Hwy. Weston-Elgin Section, Weston-Elgin Hwy. Rogue River Loop Secdy. Hwy. Nashville-Blodgett Section, Eddyville-Blodgett Secdy. Hwy. Monmouth Secdy. Hwy. Austin Junction-Unity Junction Section, John Day Hwy.
		Load limit. Lifting of reduced load limits on following hwys. confirmed: Castle Rock-Boardman Section, Columbia River Hwy.
15038		Brookings-California State Line Section, Oregon Coast Hwy.
		E.F. Halik authorized to attend Road Equipment Show in Chicago.
		F.B. Crandall authorized to attend Institute of Traffic Engineers in Philadelphia.
		Ernest Rostel authorized to attend and maintain Oregon exhibit at Chicago Railroad Fair July 20-September 6.
		Inspection trip. Trip through Northeastern Oregon scheduled for July 12-16.
		Meeting dates. August 9 and 10 set as date for next regular meeting.
		Green Springs Hwy. Expenditure of $12,000 for widening at M.P.
15039		12.26, 12.33, 12.49, and 16.07 approved.
		Coos County. Lot 6, Block A, Porter Hill Addition, North Bend. Parcel of land deeded to Weyerhaeuser Timber Co.
		Columbia County. Lower Columbia River Hwy. Portion of old R/W abandoned to Trojan Powder Co. See EXHIBIT "M".
		Lincoln County. Oregon Coast Hwy. Agate Beach. Agreement covering construction and maintenance of pedestrian paths approved.
		Yamhill County. Amity-Dayton Secdy. Hwy. Agreement with O.C. Yocum Co. covering emergency repairs approved.
		Marion County. Silver Falls Secdy. Hwy. Old Mill Creek Bridge
15040		to be given to county when new structure completed.
		Minutes. Revision in entry in April, 1948, minutes re Mill Creek Bridge on Warm Springs Hwy. denied.
		Coos County. North Bend. Construction of floating dock south of Central Avenue. Engineer to investigate and report.
		Lane County. Pacific Hwy. Eugene. Permit for access roadway to Thompsons et al. approved.
		Personnel. Authority granted Chief Accountant to employ two additional clerk-typists.
		North Santiam Secdy. Hwy. Changes in allocation of forest
15041		funds approved. Letter approved.
15043		Agreements, etc. approved and signed.
15044		Meeting adjourned at 5:00 p.m.

Page	Date 1948	Subject
15045	June 29	EXHIBIT "A". Right of Way Resolution
15064		EXHIBIT "B1". Condemnation Resolution. Baker Unity Hwy.
15067		EXHIBIT "B2". Condemnation Resolution. Salem-Silverton Hwy.
15070		EXHIBIT "C". State Tax Street Fund Resolution.
15071		EXHIBIT "D". State Tax Street Fund Resolution.
15072		EXHIBIT "E". State Tax Street Fund Resolution.
15075		EXHIBIT "F". Completed Contracts Resolution.
15077		EXHIBIT "G". "No Parking" Resolution. Gardiner.
15078		EXHIBIT "H". "No Parking" Resolution. Cottage Grove.
15079		EXHIBIT "I". Speed Limit Resolution. 82nd Avenue, Portland.
15080		EXHIBIT "J". Abandonment Resolution. Green Springs Hwy.
15086		EXHIBIT "K". Retention Resolution. Pacific Hwy.
15088		EXHIBIT "L". Load Limit Resolution.
15091		EXHIBIT "M". Abandonment Resolution. Columbia River Hwy.
15093		EXHIBIT "N". Speed of and distances between trucks.
15095		EXHIBIT "O". Condemnation Resolution. Gold Beach. (Authorized at August meeting.)

Portland, Oregon
April 19, 1948

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben H. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
George Rouner, Assistant Counsel
Malcolm H. Hawke, Chief Auditor
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp was excused; however was present on the following day.

The minutes of the meetings of the Commission held on January 5, February 2 and 3, and March 11 and 12, 1948, were approved by Chairman Banfield and Commissioner Chandler. Commissioner Schaupp approved them on the following day.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

(1) Request of Caldwell Lumber Company, Seaside, to purchase burned timber and down timber located on Sunset Highway waysides: The Parks Superintendent advised that the company is willing to pay for this timber at the rate of 25 cents M-FBM, mill production. He recommended acceptance of the offer in order to get this area cleaned up and the fire hazard removed. The Commission approved the recommendation unanimously.

(2) Request of Mr. R. C. Moulton for revision of his agreement with the Commission for the removal of burned timber along the Sunset Highway: The Parks Superintendent advised that, according to the Commission's agreement with Mr. Moulton, he was to cut the burned timber on a 20-acre tract some of which it was thought would be merchantable as lumber and the balance could be used for fire wood purposes; moreover, Mr. Moulton was to pile the debris after he had taken out the merchantable timber. Mr. Moulton now complains, he said, that he cannot comply with the provisions of the agreement without losing money and is asking that he be permitted to fell only the standing burned timber. The Parks Superintendent pointed out that Mr. Moulton deposited with the Commission his check for $500 to guarantee satisfactory fulfillment of the agreement on his part. He recommended approval of the request in order to eliminate

possible fire hazard. The Commission approved the recommendation with the understanding that Mr. Moulton is to do a good job; otherwise, his $500 deposit is not to be returned to him.

(3) Construction of a memorial historical building in Champoeg State Park: The Parks Superintendent advised that an amount of $125,000 was set up by the Commission in the 1948 budget for construction of this building and he requested authority to advertise the project for bids. The Commission approved the request on the condition that the plans for the structure meet with the approval of the Oregon Historical Society and that they are checked by a competent architect. When these two features have been taken care of, the Engineer is to report the results to the Commission which will then issue definite instructions whether or not to proceed with the taking of bids. There was some question in the minds of the Commission whether a suitable building could be constructed for $125,000. The Commission indicated that it would authorize construction of the building if the bids are not too high.

(4) Construction of three caretakers' houses: The Parks Superintendent requested authority to construct three houses for the use of caretakers in the following state parks: Collier State Park in Klamath County, Saddle Mountain State Park in Clatsop County, and Armitage State Park north of Eugene in Lane County. He estimated the cost at $10,000 each and advised that they are needed in order to carry on developments and to properly maintain these parks. He further stated that provision has been made in the 1948 budget to finance them. The Commission approved the request unanimously and ordered that the houses be advertised for competitive bids.

(5) Acquisition of ocean waysides between Mack's Arch and Whale's Cove, in Curry County: The Parks Superintendent requested authority for the Right of Way Department to negotiate options for the acquisition of acreage that will compose the shoreline at this location. The Chief Counsel advised that Mr. C. L. Gardiner, Right of Way Buyer, has already conducted some negotiations with the property owners, who have indicated that they are willing to deal with the Commission only if the Oregon Coast Highway is rerouted along this ocean frontage, but not otherwise, and that Mr. Gardiner estimates the cost of the property at about $40,000. In the discussion of this matter, Chairman Banfield pointed out that it would be many years before the highway is built down this coastline, in view of which the present Commission should not commit future Commissions in that regard; however, he gave as his opinion, that it would be advisable to ascertain just what can be done with respect to acquiring waysides without creating any obligations in any way. Commissioner Chandler concurred in Chairman Banfield's statement, whereupon the Chief Counsel was authorized to negotiate options to acquire the properties involved on strictly a park basis and report back to the Commission.

(6) Proposed acquisition for state park purposes of 25 acres of land situate in Cape Arago Lighthouse Reservation: The Parks Superintendent requested authority to file an application with the Department of the Interior for the acquisition of this property under the Federal Recreational Act. He advised that this is a timber tract which is not used by the U. S. Coast Guard but will make a fine addition to the State Park System. The Commission approved the request.

In the discussion of this matter, Commissioner Chandler suggested that the road into the property should be investigated in order to avoid possible complications, inasmuch as there is a possibility that it is privately owned. The Parks Superintendent was instructed to look into this feature.

The Assistant Counsel, Mr. J. W. DeSouza, presented for the Commission's consideration a list of properties that are needed for highway improvements throughout the state, together with the option prices that have been agreed upon with the owners. Following careful consideration of each indivvidual tract, the Commission approved the offers disclosed in the options and authorized acquisition of the several parcels. The Commission by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "A" which by this reference is made a part hereof with like effect as though extended in full herein.

The following notes refer to the right of way resolution attached hereto and marked EXHIBIT "A":

+ Pacific Highway, City of Eugene, East Broadway, and Pacific Highway, City of Eugene, Cooperative Project: The Commission approved all of the settlements listed under these two headings upon assurance from the Chief Counsel that the City of Eugene has approved the amounts of the options and has also approved settlements heretofore made for right of way for this project.

* Front Street Project, City of Portland -- Item No. 11014, Verna D. Barnes, amount - $41,500; and Item No. 10861, Margaret F. Spencer, amount - $105,000. These two acquisitions were approved by the Commission on the second day of the meeting, when all Commissioners were present, following a detailed report by Mr. Mark D. McCallister, Right of Way Agent, who negotiated the purchases. Mr. McCallister advised that both parcels were included in the original report submitted by the Engineer covering the Front Street Project, the Barnes property being located at the east end of the Broadway Bridge and the Spencer property being located at the east end of the Steel Bridge. Mr. McCallister's report was presented at the request of the Commission and included the original arrangement as approved by the Commission and subsequent changes and additions. The Assistant Counsel, Mr. DeSouza, presented the following financial statement dated April 16, 1948, regarding this project as it appears in the record of this job:

14799

STATEMENT ON FRONT AVENUE PROJECT
PORTLAND, OREGON

April 16, 1948

Total cost of rights of way purchased to March 15, 1948		$2,228,226.00
Estimated cost of right of way unacquired on West Side		22,220.00
Estimated cost of right of way unacquired on East Side		258,750.00
Total acquired and unacquired right of way costs		2,509,196.00
Portland's share of above costs	$1,505,518.00	
State's share of above costs	$1,003,678.00	
Total	$2,509,196.00	
City funds available (Bond money)		$1,200,000.00
State funds available (Original allocation)		800,000.00
Rental collected (City's share)		263,040.26
Rental collected (State's share)		175,360.17
Rental anticipated (City's share)		33,360.00
Rental anticipated (State's share)		22,240.00
Total		$2,494,160.13
Estimated Deficit		
City funds		$ 9,021.52
State funds		6,014.35
Total		$15,035.87
Unexpended funds to March 15, 1948		
City funds		$159,464.48
State funds		112,388.20
Total		271,852.68

** Baker-Dewey Avenue Underpass Section, Baker-Unity Highway. The Commission approved the four settlements listed under this heading. In the discussion it developed that the City of Baker has not done certain things that it is required to do in connection with the project; moreover, the city has not indicated its intentions in writing with respect thereto. The Commission ordered that the city be informed

that the Commission has tried for many months to place this project under contract and is now waiting for the city to act, and if the Commission does not hear from the city authoritatively within a reasonable length of time the Commission will defer construction of the project.

*** Town of Moro Section, Sherman Highway, Item No. 14532 - purchase of maintenance headquarters from the Sherman Motor and Equipment Company for $15,000. The Commission approved this purchase and ordered that it be charged to the maintenance building account.

**** Eddyville Section, Corvallis-Newport Highway, Item No. 14093- purchase of maintenance site from T. E. Weltin, for $1,000. The Commission approved this purchase but ordered that hereafter more detail be given with respect to conditions involved. The Engineer was instructed hereafter to make a written report to the Commission in advance of the meeting when such matters are to be discussed.

In connection with the above real property matters, the Assistant Counsel presented an option from Victoria A. Larson and P. A. Larson for right of way that will be needed for improvement of the Youngs Bay Bridge-Lewis and Clark River Section of the Oregon Coast Highway, Clatsop County, involving a settlement totaling $1,458. The Commission deferred action on this matter pending a report as to the obligation that the Commission would assume were it to purchase this property at the present time. In the discussion of this item, it was pointed out that the Commission previously adopted the survey for the new highway location but no money has been set up to finance construction; also, that the reason that this item is brought up now is because the district is developing fast and it was thought perhaps the Commission would consider it advisable to acquire right of way before prices increase.

The Assistant Counsel, Mr. DeSouza, presented an additional list of properties that are needed for various highway improvements but which cannot be acquired by negotiation, together with the offers that he recommended in condemnation, as follows:

	Recommended Offer
RAINIER-GOBLE SECTION OF THE COLUMBIA RIVER HIGHWAY	
10851 Darleen Stevens	$ 100.00
10848 F. C. Marshall and Addie M. Marshall	100.00
JOSEPH-MONUMENT SECTION OF THE JOSEPH-WALLOWA LAKE HIGHWAY	
14417 John B. Smith and Ruth E. Smith	200.00

	Recommended Offer
FERRY STREET-WALNUT STREET SECTION OF THE PACIFIC HIGHWAY IN EUGENE	
12008 Waldemar Christensen and Dorothy K. Christensen	$ 100.00
TREHARNE-SUNSET CAMP SECTION OF THE VERNONIA-SUNSET CAMP ROAD	
14270 Estate of L. H. Bjornson	50.00

Following careful consideration of each item the Commission unanimously approved the offers as recommended and adopted the attached resolutions marked EXHIBITS "B-1", "B-2", and "B-3" which by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer and the Chief Counsel brought up for discussion the matter of disposal of state-owned buildings situate on highway right of way newly acquired in the City of Eugene, there being a question whether the buildings should be sold or re-established on other state property in the vicinity for use by certain State Highway Department employees who find it difficult to secure residence accommodations in this city. The Engineer advised that an investigation as to moving the buildings has been made and it is estimated that to move them would cost approximately $45,000. The Chief Counsel advised that the only reason this matter is being brought to the Commission's attention is because of the question of furnishing some place for the employees to live. As a result of considerable discussion the Commission ordered that the houses be advertised for sale under two alternate plans, one of which involves the purchase of the houses alone and the other, the purchase of the houses and state-owned land on which they may be moved on the condition that the land is not needed for state highway purposes.

The Commission discussed a report from the Engineer on the results of receiving bids in Salem on April 12, 1948, for the purchase of additional buildings in Eugene. The Engineer submitted a list of the high bidders, together with the appraised value of each building, as follows:

SALE OF BUILDINGS AT EUGENE

Building No.	High Bidder	High Bid	Appraised Value
9953-A	(Walter M. Smith, Eugene (Kenneth Dodd, Newport	$ 150.00 (1) 150.00	$125.00

(Cont.)

SALE OF BUILDINGS AT EUGENE (Cont.)

Building No.	High Bidder	High Bid	Appraised Value
9953-B	L. E. Tucker, Eugene	$ 560.00	$ 125.00
11994 (2)	Joel D. Trapp, Eugene	2000.00	2500.00
11996	Lloyd Denslow, Eugene Kenneth Dodd, Newport	100.00 (1) 100.00	250.00
11997	Joel D. Trapp, Eugene	750.00 (3)	750.00
9266	Kenneth Dodd, Newport	105.00	50.00
10961	Merle E. Meyer, Eugene	255.00	75.00
9138	Lloyd Denslow, Eugene	100.00	50.00
9136	Lloyd Denslow, Eugene	100.00	100.00

(1) Tie Bids

(2) Bid amount and Engineer's estimate are for building and lot

(3) Building may be moved by state

He recommended acceptance of the high bid in each instance, except that should the Commission decide to move the houses to other state highway property, then the bids for Building No. 11997 should be rejected. The Chief Counsel concurred in the recommendation. In this connection a letter was presented from Mr. Kenneth Dodd, one of the high bidders, who offers an alternate proposition whereby the state would receive an additional sum for two of the properties in which he is interested. In view of this letter, the Commission deferred a decision with respect to the bids and referred the entire matter back to the Engineer and the Chief Counsel for study. They were instructed to telephone their recommendation to the members of the Commission for final decision.

The Engineer also reported on the results of taking bids in Salem on April 12 for the purchase of 42 acres of land situate adjacent to the Pacific Highway East near Steiwer Hill south of Salem. He submitted a list of the bids received as follows, and recommended rejection of all of them because they are considerably less than $4,200, which is the appraised value of the property:

SALE OF 42-ACRE TRACT OF LAND SOUTH OF SALEM

Bidder	Bid (Cash Basis)	Bid (Terms Basis)	Down Payment	Monthly Payment
Edwin J. Swart, Jefferson	$ ---	$ 2810.00	$ 710.00	$ (Bal. on Nov. 1, 1948)
Bert Picha, Salem	---	2124.00	531.13	30.00
Fred Teifke, Jefferson	---	2000.00	200.00	30.00
Luchia M. Fenley, Salem	1600.00	---	---	---
G. R. Murkers, Salem	1050.00	---	---	---

The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. George Neuner, brought up for discussion a proposed settlement of the claim of Mr. James H. Imbrie arising out of construction of the Gardner Ranch-Berger Ranch Section of the Sunset Highway. He advised that the Commission acquired right of way from Mr. Imbrie, and, in addition thereto, acquired an easement for the construction of a ditch for draining the Merle Grade Separation structure, involving the Oregon Electric Railroad and a county road. Mr. Imbrie, he said, was paid the sum of $400 for the easement, which provided for a ditch right of way ten feet wide about 2,100 feet long across Mr. Imbrie's cultivated fields; however, during the construction of the drainage facilities it developed that a portion of the pipeline that was to be installed in connection therewith had to be laid at a depth of 36 feet, which necessitated the excavation of a trench 37 feet wide, and during the progress of the work considerable material was deposited on and machinery was operated over a strip of Mr. Imbrie's land about 100 feet in width. Mr. Imbrie, he said, has submitted a claim for damages in the amount of $4,378.75, but as a result of negotiations has agreed to a compromise settlement of $3,000. He recommended payment of such sum to Mr. Imbrie as settlement in full for his claim. The Commission approved the recommendation unanimously. (For further details in connection with this matter see copy of letter of Mr. J. M. Devers to the members of the State Highway Commission dated April 9, 1948, in general files.)

The Commission discussed a report from the Engineer and the Chief Counsel regarding a request from the City of Myrtle Creek that the Highway

Commission quitclaim to the city a portion of the old highway right of way of the Pacific Highway in Myrtle Creek. The Engineer advised that the old right of way is of no value for highway purposes and recommended that it be conveyed to the city without cost. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation by unanimous vote.

The Commission discussed and approved an agreement with the Union Pacific Railroad Company covering additional encroachments of the Columbia River Highway on railroad property between the John Day River and Blalock, in Gilliam County.

The Commission also discussed and approved an agreement with the University of Oregon amending a previous agreement dated December 18, 1941, concerning the reconstruction of the Pacific Highway in front of the University grounds in Eugene, such approval being given on the condition that the arrangement for a proposed traffic signal that is involved meets with the approval of the Public Roads Administration.

The Commission discussed the matter of acquiring two lots in the City of Florence as an enlargement of the maintenance station at that place. The Chief Counsel advised that the two lots are being sold by the county for delinquent taxes, but the county court is of the opinion that it cannot deal directly with the Commission, for which reason he is now requesting authority to submit a bid not exceeding $200 for this property. He further requested authority to condemn the property in the event someone else should submit a higher bid for it. The Commission approved both requests unanimously.

The Chief Counsel requested instructions regarding the sale of houses on property which the Commission is purchasing as a site for the State Highway Department Office Building, in Salem. He advised that he has had a number of inquiries concerning these houses from local people who wish to submit bids for them and who are temporarily deferring construction of new residences until they know definitely that they are not the successful bidders for the state's buildings. The Commission decided unanimously to defer the advertising of these houses for sale until all of the properties have been acquired in this block and until the Board of Control has received bids for the construction of the State Office Building on the adjoining block.

The Chief Counsel requested instructions regarding the acquisition of property owned by Floyd C. Crabtree, Elizabeth E. Heenan, and Sarah and Bernice M. Rise located on the site of the proposed State Highway Department Office Building, Salem. He advised that he has been unable to reach satisfactory settlements with these people by negotiation and it may be necessary to condemn the properties. He recommended the following offers as compromise settlements:

Floyd C. Crabtree, Parcel No. 1, File R 14197 - -	$ 26,500
Floyd C. Crabtree, Parcel No. 2, File R 14197-A -	18,025
Elizabeth E. Heenan, File R 14201 - - - - - - - -	21,500
Sarah and Bernice M. Rise, File R 14204 - - - - -	to be set later

The Commission by unanimous vote approved the recommendation and authorized the Chief Counsel to condemn the several properties in the event the owners will not settle for the approved amounts.

The Chief Counsel requested instructions regarding the exchange of properties with the Board of Control involving the site of the proposed State Highway Department Office Building in Block 86 and properties in Block 82 on which the State Office Building is to be constructed. He explained that the Board of Control some time ago acquired three properties in Block 86 while the market prices were quite below what they are now, and he is in receipt of information from the Secretary of the Board of Control that the Board members feel that the properties should be exchanged on present market value basis. The Commission unanimously approved exchange of the properties on such basis and instructed the Chief Counsel to negotiate with the Board of Control accordingly.

The Chief Counsel reported on a proposed change in zones by the City of Eugene of property situate adjacent to the Pacific Highway at that place which will affect the proposed highway improvement. The matter was discussed at some length, but action thereon was deferred until the following day when Commissioner Schaupp was present.

The Chief Counsel also reported briefly on the request of the Brooks-Scanlon Lumber Company, Bend, to operate a private logging road crossing of the Santiam Highway at Mile Post 90.65 between Suttle Lake and the Town of Sisters. Action on this matter was also deferred until the following day when Commissioner Schaupp was present.

The Commission discussed a report from the Chief Counsel on the request of the Hayden Island Amusement Company to erect certain signs on the right of way of the Pacific Highway East directing people to Jantzen Beach, and also on the company's request to maintain two bus-stop shelters on highway right of way opposite Jantzen Beach Park. He gave as his thought that the company should not be permitted to maintain the signs on the right of way, because the type of sign proposed is illegal. The Engineer expressed himself similarly; however, he recommended approval of the company's request with respect to maintaining the bus-stop shelters because they will be a public convenience, on the condition that they are properly located. The Commission approved the recommendation unanimously on the condition that the shelters are erected to the Engineer's satisfaction. The Commission denied the request concerning the signs.

The Commission discussed a report from the Chief Counsel on the use of state-owned property along the Sandy River near Troutdale by vendors of smelt fishing supplies, etc., particularly the activities of Paul Mumpower, W. R. Blake, and W. R. Whiffin. He recommended that a study be made of this matter and, if it is found that the general public needs the service that is being rendered by these gentlemen, that the state erect its own shelters and advertise for bids for the operation of concessions. Chairman Banfield advised

that he has discussed this matter with the State Parks Superintendent who has been requested to give the matter study and report his findings.

The Commission approved a letter prepared by the Chief Counsel and directed to Mr. L. M. Christensen accepting surrender by Mr. Christensen of the permit heretofore granted him authorizing removal of sand from the ocean beach at Yachats.

The Commission by unanimous vote confirmed telephonic approval given the Engineer to reimburse the Albina Engine and Machine Works in the amount of $5,961, for expenses the company incurred in connection with changing the fire fighting equipment on the ferry "M. R. Chessman" in order to comply with the requirements of the U. S. Coast Guard.

In this connection the Commission also approved an expenditure of $450 for the installation of a communication system on this ferry boat, $572 for construction of a railing on the life boat deck, and $250 for additional stowage for life preservers, it having developed during the trial trip of the ferry that the added facilities are a necessity and the railing on the life boat deck having been recommended by the insurance underwriters.

The Commission also discussed briefly the matter of revising the schedule of fares for the ferry by increasing the fares now charged trucks and automobiles so that the ferry operation will not show a loss as it does at the present time. It was the thought of the Commission that the fares should be increased; however, action on the matter was deferred until the following day when Commissioner Schaupp is present.

The Commission discussed and approved an agreement with Babbidge & Holt, Inc., present operators of the ferries "Tourist No. II" and "Tourist No. III", covering the operation of the ferry "M. R. Chessman" during the unexpired portion of the company's present contract with the Commission, or until May 31, 1948.

The Engineer reported receipt of a letter from the Public Roads Administration requesting the attitude of the State Highway Commission concerning use of a dam which the Army Engineers propose to construct across the Columbia River near the mouth of the John Day River, as a foundation for a highway bridge connecting the highway systems of Oregon and Washington. He suggested a reply to the effect that the Highway Commission will interpose no objection to the construction of the dam provided the Dam Authority will rebuild the inundated sections of the Old Oregon Trail with facilities adequate in alignment, gradient, width, foundations, and pavement that will meet the traffic requirements of this transcontinental highway and, provided further, that a masonry wall will be constructed to protect slopes if the highway is placed in slide areas, that guard fences of a permanent type will be erected along high fills for traffic protection, and that the Oregon State Highway Department has an opportunity to approve the plans for the construction of the replaced highway facilities before the contracts for them are awarded. The

Commission approved the letter and authorized the Engineer to forward it to the District Engineer, U. S. War Department, with a copy to the Public Roads Administration.

The Engineer reported the results of investigations made for the improvement of Secondary State Highway No. 105 in the City of Warrenton as requested by the City Council. He advised that the highway as presently aligned follows along city streets and includes three right angle turns, whereas investigation reveals that these three turns could be eliminated if the highway were re-aligned for about two blocks, particularly between Everett Avenue and Wheeler Street. This highway, he said, carries a large volume of traffic and should be improved. He estimated the cost of improvements requested, which includes construction of the new section between Everett Avenue and Wheeler Street, the widening of the pavement to 22 feet along Chapman Street, and the construction of four-foot shoulders on either side of the pavement, at approximately $30,000. He recommended approval of the project as a special major betterment project for 1949 construction and that the work be done by contract. The Commission indicated approval of the recommendation but deferred a definite decision until the following day when all Commissioners are present.

The Engineer reported that the floor plan for the new State Highway Department Office Building has been revised to reduce cost of construction, as outlined in his written report to the Commission dated April 1, 1948. The Commission deferred discussion of this matter until the State Board of Control has received bids for construction of the new State Office Building on the adjoining block.

The Commission discussed the Engineer's report dated April 5, 1948, on the feasibility of a highway extending from the west end of the St. Johns Bridge, Portland, to a connection with the Germantown Road west of Skyline Summit, as previously suggested by the St. Johns Businessmens Club. The report points out conclusively that such a road is not feasible or practicable and that the only way the traffic would secure benefits would be by construction of a tunnel about two miles long which is estimated to cost about $8,000,000. The Secretary was instructed to send a copy of this report to the St. Johns Businessmens Club.

The Commission approved and ordered filed a report from the Engineer containing a statement showing each of the four current forest highway programs and revisions agreed upon subsequent to adoption of the original program.

The Engineer reported on the request of the City of Umatilla for construction of a sidewalk on the bridge crossing the Umatilla River on the Columbia River Highway in this city. He advised that the Three Year Postwar Construction Program contains an item of $32,000 for widening this bridge; however, because of the rise in costs, such sum no longer is adequate, and a recent price check indicates that to widen the bridge from its existing 20-foot width to a 24-foot width, with a sidewalk on each side, would cost $52,500, and to widen the bridge for a standard 30-foot width with standard 5-foot sidewalks would cost about $140,000. He pointed out that a timber

sidewalk three feet six inches wide could be constructed on one side of the existing bridge outside the present handrail at a cost of about $9,000. He gave as his thought that such type of construction would serve the purpose for some little time to come. Chairman Banfield expressed the thought that if the present bridge is not wide enough, perhaps the Commission should rebuild it. The Engineer was thereupon instructed to render a full and complete report on this project.

A letter was presented from Mr. H. O. Mansfield, Manager, Tum-A-Lum Lumber Company, Freewater, Oregon, urging construction of a road, known locally as the "Lincoln Mountain Highway", which extends southeasterly from Milton-Freewater to a connection with the Weston-Elgin Secondary Highway in the vicinity of Tollgate. The Engineer advised that this is a county road under the jurisdiction of the Umatilla County Court, that it is about 16 miles long and it would benefit mostly the people of Walla Walla, Washington, who patronize the Tollgate Recreational Area. He estimated the cost to construct it at about $2,000,000 and recommended that the request be denied. The Commission approved the recommendation and order that Mr. Mansfield be so informed.

The Commission discussed and approved an agreement with the City of Sheridan covering the improvement of Main Street, route of the Salmon River Highway, in this town, bids for which are to be received by the Commission on the following day.

The Engineer reported that the following cities and towns have fulfilled the requirements with respect to the expenditure of 1947 State Tax Street Funds which they received in 1948:

Athena	Lafayette	Powers
Fairview	Lonerock	Rockaway

He further reported that the plans of the projects proposed for construction with such funds have been examined and found satisfactory, and recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "D" and which by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have fulfilled the requirements with respect to the expenditure of 1946 State Tax Street Funds which they received in 1947:

Bonanza	Clatskanie	Culver	Malin	Tualatin
Canyonville	Cove	Dayton	Richland	Waldport

He also said that the plans for the projects which it is proposed to finance with these funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "E" and by this reference made a part hereof with like effect as though copied in full herein.

The Commission unanimously confirmed the Engineer's award of the following contracts, bids for which were received by the Commission at its meeting on March 11 and 12, 1948, the Engineer having reported that the conditions of the awards have been satisfied:

Grading, surfacing, and oiling the Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin Secondary Highway, Douglas County; bids received March 11, contract awarded March 17 to low bidder, C. J. Eldon

Construction of North Powder River Bridge Section of North Powder River County Road, Baker and Union Counties; bids received March 11, contract awarded March 17 to the low bidder, Snook Bros.

Pleasant Hill Overcrossing structure on the Willamette Highway, Lane County; bids received March 12, contract awarded March 16 to the low bidder, R & M Construction Co.

A petition was presented from taxpayers and residents of Marion County served by Silver Creek Falls State Secondary Highway requesting the widening and otherwise improvement of this highway from its connection with State Street, in Salem, to its junction with Lancaster Drive, a distance of approximately one mile. The Engineer advised that the project requested extends from Salem to a place commonly known as Four Corners, which is developing rapidly, and that the improvement is a desirable one. He estimated the cost involved at $60,000. The Commission denied the request for immediate undertaking because of lack of funds, however, stated its intention to look the project over on one of its inspection trips this summer.

A petition was also presented from owners and employees of business enterprises located in North Portland requesting the elimination of an alleged traffic hazard at the junction of Denver Avenue and Union Avenue, Portland. The Secretary was instructed to inform the petitioners that a study is now being made of the situation to which they refer.

The Commission discussed briefly and approved an agreement with Mr. Joseph Holt, Seattle, covering the repairs to certain steel members of the South Dillard Bridge over the Umpqua River, in Douglas County, which were damaged during the high water period in January, thus confirming the arrangement previously authorized over the telephone.

The Engineer reported on the request from the Lincoln School Parent Teachers Association, Corvallis, for construction of a guard rail along the Pacific Highway West for a short distance south of the City of Corvallis, where the highway closely parallels Mary's River Millrace. It appears that there now exists a footpath five feet wide along the Millrace side of the highway, with a steep bank extending from the sidewalk down to the Millrace, creating a poten-

tial hazard for children going to and from school. The Engineer recommended construction of a guard rail along this section for about 300 feet, which he estimated would cost about $800. The Commission approved the recommendation unanimously and ordered that the work be done as a minor betterment project.

The Commission discussed a request from the City of Island City for the installation of a four-way flashing traffic light at the intersection of Highway 82 with the "Cove Highway", which is at the intersection of Main and First Streets in this town. The Engineer recommended approval of this request and estimated the cost of the project at about $229. He also recommended that the expense be paid entirely with state funds, inasmuch as Island City is not an incorporated city and because the intersection is of two state highways. The Commission approved the recommendation with the understanding that the city will maintain the signal after it is installed and will furnish the electrical energy to operate it at city expense.

Consideration was also given by the Commission to a petition from residents of Portland for a revision in the traffic signal heretofore erected on S. W. Canyon Road at its intersection with Canyon Lane near Sylvan. The petitioners allege that pedestrians, particularly small children, are subjected to an extremely hazardous condition when they alight from the bus that stops at this intersection and cross the highway, and they urge that corrective measures be taken immediately by installation of a signal of the automatic type or one that can be operated by an individual who desires to cross the highway. The Engineer advised that a hazard still exists at this intersection although it is not as severe as it was before the present traffic light was installed. He gave as his thought that the Commission is probably under some obligation to recognize the potential hazard and suggested that a push button arrangement be installed on the present signal so the light can be actuated manually when someone wishes to cross the highway, notwithstanding that it would result in some restriction to the flow of traffic on this heavily-traveled thoroughfare. The Commission approved the recommendation as a trial proposition.

The meeting adjourned for luncheon at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Engineer reported on a request from the City Council of the City of Ashland for a survey to determine the need for traffic signals at certain street intersections within that city. He advised that the Traffic Engineering Department has contacted the city attorney to determine just what the city has in mind, and from the information obtained he finds that the maximum hourly traffic entering the intersections where the traffic lights are desired is considerably below the accepted standard of 750 vehicles and 250 pedestrians per hour, which is considered the minimum for justification of the expense of the installations. It is the recommendation of the Traffic Engineer, he said, in which he concurs, that the request for the installations be denied inasmuch as the signals are not warranted from an engineering standpoint. The Commission approved the recommendation.

A report was also submitted by the Engineer on a request from the City of Lakeview for the installation of two traffic signals on "F" Street, route of State Highway No. 395, at its intersections with First Street North and Center Street. He advised that this matter has been investigated by the Traffic Engineer who recommends against these installations because a study of the situation reveals that the maximum hourly traffic entering the intersections is far below standard, and who suggests that a more rigid enforcement of the law would correct the situation. The Commission approved the recommendation.

The Engineer presented a list of 17 minor betterment projects scattered throughout the state totaling an estimated cost of $26,570 and asked the Commission to approve them for construction during the 1948 season. He pointed out that the Commission heretofore approved in its 1948 budget the sum of $972,715 for work of this nature, exclusive of reserves and contingencies, and that upon approval by the Commission of the projects now requested there will remain an unallocated balance of $276,480 for additional work. He presented copies of minor betterment work orders (*) showing in detail the work proposed under the requested allocation. Following discussion the Commission approved all of the projects making up the total of $26,570 as disclosed in the following summary:

PROPOSED MINOR BETTERMENT PROJECTS

OILING SHOULDERS:		
Crater Lake-Medford-Reese Creek Sec., oil shoulders 1' wide	$10,830	
Beaverton-Aurora Secondary-oil shoulders along 16' blacktop pavement	900	
McMinnville Secondary-oil shoulders to eliminate hazardous traffic ruts	400	
Crater Lake-Medford-Reese Creek Sec., oil road approaches	1,920	
TOTAL		$14,050
WIDENING SHOULDERS:		
Pacific - M.P. 284-286 - widen hazardous shoulders	2,000	
Territorial Secondary - remove slide and widen roadbed	1,500	
TOTAL		3,500
BUS STOPS		
Columbia River Highway thru Portland - improve 4 trackless trolley stops on Burnside and Sandy by placing cement concrete pavement	4,800	
TOTAL		4,800
SIGHT POSTS AND GUARD FENCE:		
Gales Creek Road - Place 30 sight posts	120	
Ochoco Highway - Set 50 sight posts, M.P. 6 - 7	200	
Santiam Highway - Place 200 sight posts	600	
The Dalles-California Highway - Extend guard fence 100 feet	300	
Central Oregon Highway-100 ft. of guard fence, foot of Pilot Butte	300	
North Santiam Secondary - Place 200 sight posts	600	
TOTAL		2,120

(Cont.)

PROPOSED MINOR BETTERMENT PROJECTS (Cont.)

MISCELLANEOUS:

Vancouver Avenue Secondary - Place traffic separator bars - Columbia Slough Bridge to Schmeer Road	$ 150	
Ochoco Highway - Daylight small cuts in water spout area	1,200	
Three Rivers Highway - Reshape slopes to improve drainage and facilitate maintenance	500	
Salem-Dallas Highway - Reshape slopes to facilitate maintenance	250	
TOTAL		2,100
TOTAL PROPOSED MINOR BETTERMENT		$26,570

FOOTNOTE:

Copies of the Minor Betterment Work Orders referred to are attached to the above summary in the Highway Commissions's records and files in Salem, Oregon, being Highway Commission Budgets File No. 2-B

The Commission discussed a resolution from Malheur County Pomona Grange No. 33, Brogan, Oregon, favoring the rerouting of US95 from Weiser, Idaho, via Ontario, Nyssa, Adrian and Jordan Valley, Oregon, to Winnemucca, Nevada. The Engineer advised that this highway is now routed from Weiser to Winnemucca via Payette and Parma, Idaho, and Jordan Valley, Oregon, being entirely in the State of Idaho until it crosses the Oregon-Idaho state line about 20 miles north of Jordan Valley. He pointed out that in order to change the designation as requested it would be necessary to secure the approval of the American Association of State Highway Officials, which would not act until it had a recommendation from the State of Idaho. He also pointed out that if the highway were re-designated, it would require the construction of the old Sucker Creek Section south of Adrian at an expense of approximately $2,000,000. He recommended that the present designation be retained. The Commission approved the recommendation and so ordered.

The Commission unanimously confirmed the oral authority previously given the Engineer to advertise for bids for repainting a portion of the Yaquina Bay Bridge at Newport at an estimated cost of $44,000. In this connection the Commission also confirmed the transfer of funds in the 1948 budget to pay this expense, particularly by substituting the above-mentioned painting project for items one and three on page two of the Special Maintenance Budget. The work contemplated under items one and three of the Special Maintenance Budget will be performed by state maintenance forces and will be paid for as an item under the general maintenance budget.

Chairman Banfield brought up for discussion the matter of surveys for highway improvements. He inquired whether or not the status of surveys is such that there is a possibility that construction work will be handicapped because necessary surveys are not completed. The Engineer was instructed to submit a complete report on the subject showing all surveys that have been completed, classification with respect to the first Three Year Postwar Program, and the status of surveys that have yet to be made in connection with the Postwar Program projects; in other words, the report is to be complete as to the surveys required for the Three Year Postwar Program that is now under way and as to surveys that may be required for projects in the next program.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Carl M. Halvorsen, Inc., Contract No. 2956 for construction of a temporary office building in Salem, requested an extension of time of 19 days, from February 25 to March 15, 1948, within which to complete this job. They attributed the overrun in time limit to change orders calling for installation of steam heat in the building and the sanding and finishing of floors. The Engineer advised that it was originally intended to construct this building on Waverly Street next to the present State Office Building, but because of complications, it was necessary to change the location to the State Highway Shops, which required an alteration in the plans for heating the structure. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Lindstrom Bros., Contract No. 2931 for widening the Dairy Creek Bridge on the Tualatin Valley Highway, in Washington County, requested an extension of time of 60 days, from March 31 to May 31, 1948, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: Unusually heavy rains and resulting high water in Dairy Creek which forced the closing down of operations on several occasions, aggregating four weeks of working time; extra work required in splicing and extending piling; and delays occasioned in constructing a dirt fill and channel work which cannot be done until high waters recede. The Engineer advised that the contractor made every effort to expedite the work on this project but has been delayed by unusually high water in Dairy Creek. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Albina Engine & Machine Works, Inc., Contract No. 2912 for construction of the ferry "M. R. Chessman", requested an additional extension of time of 25 days, from March 26 to April 20, 1948, within which to complete this project. They alleged that additional time is required to complete extra items requested by the State Highway Department during the progress of the trial run of this vessel. The Engineer

advised that the contractor would have completed construction of this boat within the previously-extended time limit had it not been for certain changes which were found necessary or advisable during the progress of the trial trip, including an entirely different fire extinguishing system, ordered by the U. S. Coast Guard, than was originally approved by that authority. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Erick Enquist, Contract No. 2946 for construction of a bridge over Oneonta Creek on the Columbia River Highway, in Multnomah County, requested an extension of time of 30 days, from March 31 to April 30, 1948, within which to complete this job. He alleged that his failure to complete the project within the specified time limit was due to adverse weather conditions and delays in completing certain negotiations with the railroad company before the contract was signed. The Engineer advised that the weather was particularly bad in the Columbia Gorge during the past winter and the contractor's operations were handicapped thereby. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Lindstrom Bros., Contract No. 2942, for construction of a bridge over Rock Creek on the Clackamas Secondary Highway, in Clackamas County, requested an additional extension of time of 90 days, from March 31 to June 30, 1948, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the fact that the old bridge which is being replaced cannot be closed to traffic and removed until the approaches to the new structure, which are being done under separate contract, have been completed. They alleged that the work required under their contract is complete except for the removal of the old structure. The Engineer advised that this bridge is on a section of highway that is now under contract for grading and surfacing, also, that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

Angelo A. Doveri, Contract No. 2814 for construction of two concrete bridges on The Dalles-California Highway near Chiloquin, Klamath County, requested an additional extension of time of 81 days, from September 30 to December 20, 1947, within which to complete this job. The contractor advised that this contract was awarded to him in June 1946, but he was prevented from beginning work because of inability to reach the project over the new highway grade; in fact, he could not get onto the job until August 1, 1946. Weather conditions, he said, delayed the progress of the work considerably, and in addition thereto, it was found that instead of rock being available for bridge pier foundations the material consisted of sand, which necessitated a change in the specifications, which had

to be approved by the Public Roads Administration as well as by the State Highway Department. Mr. Doveri also attributed further delays to difficulties in securing labor. The Engineer advised that this contract was scheduled for completion November 30, 1946, but due to the fact that it was not done at that time the Commission authorized an extension of time to July 31, 1947; however, the work was not done even then so an additional extension of time was granted to September 30, 1947, with the proviso that Mr. Doveri would be charged for the engineering expense incurred by the state on this job subsequent to July 31. It now is necessary he said, to further extend the time limit to December 20, 1947. He gave as his opinion that the contractor's failure to complete the project within the specified time limit was due to improperly organized work, and in view thereof, he recommended that the additional extension of time requested be granted on the condition that the contractor is charged the customary engineering penalty, which should date back to July 31, 1947, in conformity with the penalty charged on the previous time extension. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Angelo A. Doveri, Contract No. 2802 for widening the bridge over Altamont Canal on The Dalles-California Highway, in Klamath Falls, requested an additional extension of time of 45 days, from November 30, 1947, to January 14, 1948, within which to complete this job. He attributed his failure to complete the project within the previously-extended time limit to inability to secure the services of cement finishers. The Engineer advised that this contract was awarded on April 23, 1946, and according to the provisions thereof, the job was to be completed by April 30, 1947. The structure was completed in the spring of 1947 except for removal of forms underneath the span, but this part of the work could not be done until the water was turned out of the canal, and accordingly, the Commission granted an extension of time to and including November 30, 1947. He further stated that there was ample time for the contractor to have removed the false work after the water was turned out and before expiration of the extended time limit; however, that was not done, so the job was not completed until January 14, 1948. He declared that the delay was entirely for the contractor's own convenience and in view thereof, in his estimation, the contractor should be penalized. He recommended, therefore, that the additional extension of time now requested be granted but that the contractor be charged with the engineering expense incurred by the state in connection with this job subsequent to November 30, 1947. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously

In the discussion of the two requests of contractor Angelo A. Doveri mentioned above, the Engineer advised receipt of a communication from Commissioner A. W. Schaupp questioning the advisability of penalizing Mr. Doveri for failure to complete the projects on time. He advised that the amount of the penalty in either instance would be nominal, and

should the Commission waive it in behalf of Mr. Doveri, it would deviate from established policy with regard to such matters. The Commission decided not to waive the penalty in either case.

Tom Lillebo, Contract No. 2932 for construction of a bridge over the Umpqua River on the Oregon Coast Highway, in Douglas County, requested an extension of time of 87 days, from December 31, 1947, to March 27, 1948 within which to complete this job. He attributed his failure to complete the project within the specified time limit to high water conditions in the Umpqua River which destroyed considerable of the fenders on the old structure and a portion of the completed new work, and required the securing of additional piling and other material and additional time within which to complete the job. The Engineer advised that the statements given by the contractor are correct, that the additional time requested was required to repair the damage done by the floods. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendatio .

The State Highway Commission, in passing on contractor's requests for extensions of time within which to complete the contracts as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the time limits specified.

The Engineer reported that contracts Nos. 2860, 2932, and 2956 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2860 with M. C. Lininger & Sons for furnishing crushed rock in stockpiles on the Siskiyou Junction-Long Prairie Creek Section of the Green Springs Highway, in Jackson and Klamath Counties; completed November 19, 1947.

Contract No. 2932 with Tom Lillebo for repairs to the Umpqua River Bridge pier fenders, in Douglas County; completed March 27, 1948.

Contract No. 2956 with Carl M. Halvorsen, Inc. for construction of a temporary office building at Salem Shops; completed March 15, 1948.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

The Engineer requested authority to purchase additional equipment, as follows, totaling $134,400:

Equipment on Rental

3	Sedan delivery	$ 4,200	
10	Pickups	12,000	
4	Power graders	40,000	
2	Compressors	4,600	
4	Mush Coat Kettles	3,200	
7	Front end loaders	22,400	
3	Pumps, 2"	900	
1	Drying drum	2,500	
	Engineering equipment	5,000	
			$ 94,800

Equipment not on Rental

Office equipment and furniture	20,000	
Radio equipment	5,000	
Maintenance station equipment	8,600	
Blueprint equipment	6,000	
1 "Ozalid" continuous printer-developing machine, for printing and developing white print copies of maps, plans, and other drawings	———	$ 39,600
Total		$134,400

The Engineer pointed out that the 1948 budget contains an item of $962,650 for the purchase of equipment, excluding contingencies and reserve, of which amount the Commission has approved purchases totaling $618,220, which amount, together with the authorization now requested, will bring the total requested authorization to $752,620 and leaves a balance of $210,030. The total amount unobligated, including the contingencies and reserve in the amount of $137,350, he said, amounts to $347,380. Following discussion the Commission unanimously approved the request for the additional expenditure of $134,400.

The Commission discussed and approved a standard form of "Line Extension and Service Contract" prepared by the Pacific Power & Light Company and covering the furnishing of electrical energy to operate traffic signals at Mosier Tunnel on the Upper Columbia River Highway and for illumination of the tunnel. The Secretary was authorized to execute the contract on behalf of the Commission.

Consideration was given by the Commission to an assessment notice submitted by the City of Nyssa by which the State Highway Department is

charged a portion of the expense of improving two city streets in front of state-owned property in Nyssa, as follows: Improvement of Park Avenue between 7th Street and 8th Street; assessment, $998.84; improvement of 1st Street North north of Main Street; assessment, $311.65. Total assessment, $1,309.89. The Engineer advised that the improvement on Park Avenue is in front of a 2.90-acre tract that was acquired by the State Highway Department as a stockpile site and on which there is now stored a considerable quantity of material which will not be consumed in normal operation for about three years. This street, he said, is to be graded, surfaced, and oiled and will be to the state's advantage. The improvement on 1st Street North, he said, fronts property that the Commission purchased from the Fletcher Oil Company as right of way in connection with the Nyssa Underpass project and is now being utilized as an equipment storage headquarters. The assessment on this street, he said, is for grading, surfacing, and oiling, which will also be an advantage to the state. He recommended payment of both assessments in the full amount of $1,309.89. The Commission approved the recommendation.

A letter was presented from Mr. Oscar L. Swensen, President, Albany Timber Carnival Association, requesting permission to use Waverly Lake and Waverly State Park in Albany in connection with their annual Timber Carnival which is to be held on July 3 and 4, 1948, as has been done for several years in the past. The Engineer suggested that the Commission should be very careful in passing on this subject because past use of the property for the purpose intended has resulted in creation of considerable traffic congestion and serious hazards; moreover, the premises have not been cleaned up by the Association pursuant to agreement. He pointed out, however, that the Association would be very much disappointed if it could not have the use of the property as it has in the past. The Engineer was instructed by the Commission to submit a complete written report on the subject, including suggestions for policing the area and handling of traffic, etc., for consideration by the Commission at its next meeting.

The Commission discussed and approved an agreement with Victor Phipps and wife and the Roseburg Lumber Company covering release of their rights to a certain timber cattle pass located on the Pacific Highway at Mile Post 209.81 in Douglas County. The agreement provides that these people will release their rights for a consideration of $1.

The Commission also discussed and approved an agreement with Bessie E. Jenkins and son for relinquishment of their rights to a certain timber cattle pass located on the Oregon Coast Highway at Mile Post 288.85, in Coos County, for a consideration of $50.

The Commission discussed and approved a request from Mr. Clifford O. Dougherty, Postmaster, Cloverdale, Oregon, for the establishment of a "no parking" zone in front of the Post Office at this place. The attached resolution marked EXHIBIT "G" referring thereto and by this reference made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote.

The Commission also approved the establishment of a "no parking" zone along the Pacific Highway for a distance of one-half mile immediately south of the City of Woodburn, being particularly between Mile Post 34.95 and Mile Post 35.21, as recommended by the Engineer who advised that a hazardous condition exists at this point at certain times of the week, particularly on Tuesday, because of an auction mart which conducts sales at this location. Many of those attending the sales park on both sides of the highway for a distance of about 600 feet both north and south of the entrance to the mart. The attached resolution relative thereto, marked EXHIBIT "H" and by this reference made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote on the condition that the establishment of the zone will control the situation.

The Engineer reported on the request from the County Court of Wasco County for the establishment of a reduced speed zone on the Columbia River Highway westerly from the west city limits of The Dalles to Chenowith Creek Bridge. He advised that this matter has been investigated by the Traffic Engineer who reports an average traffic volume of 3,900 vehicles daily along this section, where the pavement is only 20 feet wide with five-foot shoulders. The investigation also reveals that there is considerable roadside culture along the section, consisting of farm machinery retailers, oil tanks, residences, etc; moreover, several side roads join the highway between these points, traffic from which introduces a considerable hazard to highway travel. During the period 1941 through 1947, he said, there were 41 accidents on this section involving one fatality and injury to ten persons. He recommended, in view of these findings, that a 45-miles-per-hour speed zone be established between the city limits and Chenowith Creek Bridge. The Commission deferred a decision in the matter until the following day when Commissioner Schaupp is present, however, at that time approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "L" and by this reference made a part hereof with like effect as though extended in full herein.

The Engineer also reported a request from the Cascade Plywood Company of Lebanon for the establishment of a reduced speed zone along the Santiam Highway south of Lebanon near the Cascade Plywood plant. He advised that this matter has been investigated by the Traffic Engineer who reports that the entire section of this highway between Sweet Home and Lebanon has a high accident record, a total of 91 accidents having occurred during the two-year period 1946-47 between the south city limits of Lebanon and a point about one mile south thereof. The traffic volume at this point, he said, amounts to 4,700 vehicles for every 24-hour period, and during changes in shifts at the plywood plant, considerable congestion and numerous accidents occur. He strongly recommended the establishment of a 35-miles-per-hour speed zone between the south city limits of Lebanon, at Mile Post 14.06, and the Cascade Plywood Company's plant, at Mile Post 14.92. The Commission took the matter under advisement until the following day when Commissioner Schaupp is present. At that time the Commission voted unanimously approving the recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "M" and which by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested approval of a per diem allowance of $9 for Mr. J. Al Head, Assistant Traffic Engineer, for three days' time that he expects to spend in Washington, D.C., in the near future to discuss details pertaining to traffic origin and destination surveys with planning officials of the Public Roads Administration. He advised that Mr. Head is leaving this week for the East in connection with private business, at his own expense, but has stated a willingness and desire to take the opportunity to spend three days' time in behalf of the state to discuss the survey matters with the Federal officials. The Engineer recommended that Mr. Head be allowed $9 per day for the three days that he will spend in the state's interests on this trip. The Commission approved the recommendation.

The Engineer submitted a list of employees who will reach the retirement age of 65 during the calendar year 1948, including Mr. Paul G. Deuber, Civil Engineer Grade I, employed at the Highway Department Laboratory, and Mr. Earl M. Nash, who is employed in a dual capacity -- six months of the year as a Section Foreman and six months as an Oiling Crew Foreman during the summer season. He requested authority to continue Mr. Deuber on the payroll for one year, from the date that he reaches retirement age on December 1, 1948, because of the shortage of engineering help, and he requested authority to retain Mr. Nash on the payroll until January 1, 1949, when the season's oiling operations have been completed, which would also give time to train an understudy to replace him. The Commission approved both requests by unanimous vote.

The Commission had under discussion the question of being one of the co-sponsors for an Oregon traffic engineering conference to be held at Oregon State College some time this summer, the other co-sponsors being Oregon State College and the League of Oregon Cities in cooperation with the American Institute of Traffic Engineers and the Yale Bureau of Highway Traffic. The Engineer recalled that the Commission acted as one of the co-sponsors two years ago and recommended that the Commission again act as a co-sponsor this year. He said that there would be no cost to the State Highway Commission by so doing except payment of expenses of the few employees who would attend the conference. The Commission approved the recommendation.

The Commission had under discussion the application of Mr. Floyd R. Persons to truck haul logs over a short section of the North Santiam Highway from a private roadway which enters this highway at Sardine Creek, about five miles east of the settlement known as Niagara, to Lakewood Siding, about 0.8 mile westerly thereof, a considerable portion of which distance is over the detour that is being used during construction of the highway. The Chief Counsel advised that the detour which Mr. Persons would have to use in his operations is on railroad property over which the Highway Commission has no control; moreover, the highway contractor objects to the use of this detour for purposes such as Mr. Persons desires and has threatened to discontinue his highway construction if Mr. Persons is allowed the use of the detour. He suggested, in view of the fact that the Commission has no control over the detour, that the Commission refuse to grant Mr. Persons the privilege he requests. The Commission approved the suggestion and so ordered.

The Engineer reported that on March 25, 1948, he posted the Little Butte State Secondary Highway, in Jackson County, and the Rogue River Loop State Secondary Highway, in Josephine County, for a 50-percent reduced load limit in order to preserve the surface of these highways during the spring months when the frost is leaving the ground. He asked the Commission to confirm the posting. The Commission approved the request and by unanimous vote adopted a resolution with respect thereto which is attached and marked EXHIBIT "I" and which by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Engineer also reported that he has ordered the lifting of the reduced load limit heretofore in effect on the McKenzie Highway between the Forest Boundary and Belknap Springs Road, the conditions having changed so that the reduced load limit no longer is necessary on this section. He asked the Commission to formally approve the restoration of the legal weight limits on this section of highway. The Commission approved the request and by unanimous vote adopted a resolution relative thereto which is attached and marked EXHIBIT "J" and which by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed the oral authority previously given the Engineer to sell to Mr. Mount Moore, Baker, Oregon, for the sum of $150, an old pull-type road grader, Department No. 25-566, which is 23 years old and has been out of service for four or five years, and repairs to which would cost much more than the equipment is worth.

The Commission discussed an agreement with the Tillamook County Court and the Tillamook Drainage District covering reconstruction of an untreated timber trestle bridge on the Oregon Coast Highway about two miles south of the City of Tillamook. The Engineer advised that this bridge is located on a section of the highway which will be abandoned when the highway has been realigned; also, that the Drainage District has agreed to pay for an 84-inch pipe to replace a three-span timber bridge, including a tide gate, and that Tillamook County has agreed to maintain the old road and the drainage pipe when the highway has been reconstructed. He estimated the cost of the state's cooperation at about $2,000. The Chief Counsel advised that the arrangement is satisfactory from a legal standpoint. The Commission approved the agreement by unanimous vote.

The Commission had under discussion the petition of Donald L. Sloan, Klamath Falls, before the City Council of the City of Klamath Falls, for the vacation of a portion of Sunnyside Addition and a portion of Eldorado Heights Addition to the City of Klamath Falls, particularly the portion that lies between Van Ness Avenue and Eldorado Boulevard. The Chief Counsel explained that Mr. Sloan desires to replat the area, and in order to do so, needs the consent of the adjoining property owners, and the Highway Commission is concerned because it owns the property which lies on the westerly side of Dahlia Street, one of the streets to be vacated. The Engineer exhibited a map showing the area proposed to be replatted and advised that Dahlia Street is now open for public use but in the replat of the area Mr. Sloan proposes to substitute for this street a narrow service road from which there will be no access to the highway, and that the replat will

provide for a standard-width street farther removed from the highway. The Engineer and the Chief Counsel both recommended approval of the vacation proceedings. Following careful consideration of this matter the Commission approved the plan in principle and referred it back to the Engineer and the Chief Counsel for further handling. The Commission later in the session gave its consent in writing to the vacation of this property.

The Engineer reported a request from Morrison-Knudsen Company, Inc., contractors, that the "Charles Enegren" Ferry be operated 24 hours daily starting May 1, 1948, as an accommodation to the company in connection with contract work it is doing for the Weyerhaeuser Timber Company near Allegany, in Coos County. It appears that on May 1 the company will start working three shifts on its project, which will necessitate use of the ferry at all times of the day and night as long as the weather will permit the working of the three shifts. The Engineer pointed out that the Commission is now providing 20-hour service at a cost of $2,100 per month and advised that the extra service would cost an additional $420 per month. The Commission decided unanimously not to approve the additional service since, from the information available, there appears to be no necessity for it.

The Engineer also reported that the dolphins and fender piling on the Yaquina Bay Bridge were recently damaged by a concrete boat belonging to the Port of Newport which broke from its moorings and smashed into the fender piling, necessitating repairs which he estimated would cost about $7,500. He pointed out that the Gilpin Construction Company has about completed its contract with the Commission for certain repairs to this structure and gave as his thought that it would be advisable to arrange with this company to do the additional work rather than to advertise the project for bids, it being his belief that considerable expense would be saved thereby. He requested authority to negotiate an agreement with the Gilpin Construction Company to cover this additional work. The Commission approved the request unanimously with the understanding that the matter will be handled through the State Board of Control, if necessary, in order to legalize the transaction.

In this connection the question arose whether or not to press a claim for the damage against the Port of Newport inasmuch as the damage was caused by one of the boats owned by the Port. The Commission ordered that the Port of Newport be informed immediately that the Commission is holding the Port responsible for the damage.

The matter of replacing a pier on the Umpqua River Bridge south of Dillard which was undermined by the January freshet in this river was brought up for discussion by the Engineer. He explained that he originally intended to have this work done by one of the Highway Department Bridge Maintenance Crews, but two of the crews have quit and there are no longer enough properly skilled men available in the Department to do it. He recommended, in view of the circumstances, because of the fact that it is not practicable to contract the work, and because the job does not lend itself to unit-price or lump-sum contracting, that an agreement be negotiated with one of the reliable bridge contractors to do the work on a cost-plus-fixed-fee basis. He pointed out that there are two

contractors who have headquarters in that part of the state and who are now working fairly close to Roseburg -- Harry I. Hamilton and Tom Lillobo -- both of whom have done considerable work for the state and have been found very cooperative. He roughly estimated the cost of the job at $40,000. The Chief Counsel advised that the arrangement suggested by the Engineer is satisfactoy from the legal standpoint. Following discussion the Commission unanimously approved the recommendation.

The Engineer reported on the status of negotiations with the Western Union Telegraph Company for an agreement protecting the company's telegraph lines along the Oregon City-New Era widening project, on the Pacific Highway, in Clackamas County. He stated that the matter has been gone over very carefully with the officials of the company from San Francisco and with engineers of the Southern Pacific Company, which is involved, and the best arrangement that can be worked out with the Western Union Company would cost the state approximately $11,000 compared with the company's original demands which would have resulted in a cost of $32,000. As a result of these negotiations, he said, the company has agreed to a modification of its original demand and has now shortened the sections where they had first required their wires to be placed in conduits, and the contractor who submitted the low bid has agreed to furnish all of the conduit pipe and to place the conduits in the pipe. The state's obligation would consist of paying for labor and materials and further revision of the company's facilities. The major portion of the $11,000 expense, he said, is for moving the Western Union Company's lines over approximately a one-half mile section where the state is acquiring a portion of the Southern Pacific Company's abandoned right of way. This would amount to about $7,000, and the remaining charge of approximately $4,000 consists of labor costs of the Western Union Company for connecting the disconnected lines to the cable conduits to be installed by the contractor. He recommended approval of the arrangement which he thought would not require an additional allocation to the project, and he requested authority from the Commission to award the contract to the low bidder, Warren Northwest, Inc., when agreements with the Western Union Company and the Southern Pacific Company have been formally reduced to writing and the legal and engineering features approved. Following discussion the Commission approved the recommendation by unanimous vote on the condition that the cost of the project will not be increased over the amount that has been set up for it.

The Commission had under discussion the matter of allowing the State Game Commission to install a screen in front of one of the culverts under the new Columbia River Highway at Multnomah Falls which culvert will drain an artificial lake that will result from highway construction at this place. The Engineer explained that the State Game Commission proposes to stock this lake with a good species of fish, and, in order to keep it free of carp and other undesirable fish, has requested the privilege of maintaining a screen in front of the outlet culvert. He pointed out that at certain times of the year, particularly during freshets, the streams which supply the lake carry considerable leaves, brush, and other debris which would clog the screen and stop the flow of water through the culvert and cause the

water to back up and cover the Union Pacific Railroad tracks nearby. It was his thought, however, that it would be satisfactory to permit the screen to be maintained in front of the culvert at other times of the year. He recommended that the Game Commission be allowed to maintain this screen at the proposed point on the condition that Highway Department employees could remove it if necessary during the periods of freshet and on the further condition that the Game Commission will furnish the screens and maintain them. It was the thought of the Commission that it will be satisfactory to allow the Game Commission to maintain the screens as desired provided that can be done without jeopardy to the highway or to the railroad. Accordingly, the Commission approved the Engineer's recommendation on such basis.

The Commission considered, approved, and signed agreements, etc., as follows:

Quitclaim deed conveying unto the Town of Myrtle Creek portions of the abandoned right of way of the Pacific Highway in Myrtle Creek.

"Consent to Vacate" that portion of the Sunnyside Addition to Klamath Falls and Eldorado Heights Addition to Klamath Falls lying north of Van Ness Avenue and south of Eldorado Boulevard.

Easement agreement with the O. W. R. & N. Company and the Union Pacific Railroad Company covering easement for additional encroachments on the John Day River-Blalock Section of the Columbia River Highway, in Gillian County.

Agreement with the University of Oregon amending previous agreement dated December 18, 1941, regarding reconstruction of the Pacific Highway in front of the University grounds in Eugene.

Agreement with Babbidge & Holt, Inc. covering operation of the ferry "M. R. Chessman" during the unexpired portion of the company's contract, from April 15 to May 31, 1948.

Agreement with Joseph Holt covering straightening of damaged steel at the South Dillard Bridge over the Umpqua River, in Douglas County.

Agreement with Victor Phipps and wife and the Roseburg Lumber Company covering release of their rights to a timber cattle pass on the Pacific Highway at Mile Post 209.81 in Douglas County.

Agreement with Bessie E. Jenkins and son providing for relinquishment of their rights to a timber cattle pass located at Mile Post 288.85 on the Oregon Coast Highway, in Coos County.

Agreement with the Tillamook Drainage District and Tillamook County covering reconstruction of an untreated timber trestle bridge on the Oregon Coast Highway two miles south of Tillamook.

Agreement with J. H. Turner covering the grazing of sheep in Cape Sebastian State Park for the calendar year ending December 31, 1948.

Two rewritten bargain and sale deeds and one rewritten quitclaim deed conveying unto the City of Portland right of way previously acquired for the North Portland Shipyard and Swan Island Access Roads in the City of Portland.

Second Modification of a Cooperative Agreement with the Public Roads Administration covering construction and maintenance of the Columbia River Highway in the vicinity of Multnomah Falls, Multnomah County.

Lease agreement providing for lease of an oil storage site from Wallace R. Telford covering a parcel of land lying in Tract 24, Boring Junction, Clackamas County.

The meeting adjourned at 4:15 p.m. to reconvene at 9:00 a.m. on the following day.

T. H. Banfield
Chairman

State Highway Engineer

Ben R. Chandler
Commissioner

H. B. Glaisyer
Secretary

Portland, Oregon
April 20, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
M. H. Hawke, Chief Accountant
G. W. Neuner, Assistant Counsel
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read in conformance with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

SANDY-RHODODENDRON ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis	$ 39,920.00
Vernie Jarl, Gresham	40,650.00
Homer G. Johnson, Portland	43,200.00
Peter Kiewit Sons' Co., Longview, Wn.	65,600.00

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

RAINIER-GOBLE SECTION

	Using Asphalt	Using Tar
Leonard & Slate Oreg. Ltd., Portland	$ 673,458.00	$ - - - -
Kern & Kibbe, Portland	682,736.50	682,374.50
McNutt Bros., Eugene	725,805.50	- - - -
J. N. & M. J. Conley, Portland	767,876.10	- - - -
Morrison-Knudson Co., Inc., Seattle, Wn.	794,191.40	- - - -
Goodfellow Bros., Wenatchee, Wn.	814,478.00	- - - -
Natt McDougall Co., Portland	834,003.75	- - - -
Del R. Beebe Constr. Co., Eugene	877,278.00	- - - -
Peter Kiewit Sons' Co., Longview, Wn.	917,835.50	- - - -

OREGON COAST HIGHWAY IN CURRY COUNTY

HUNTER CREEK-CALIFORNIA STATE LINE ROCK PRODUCTION PROJECT

Homer G. Johnson, Portland (1)	$ 64,408.00

(1) Reduction of $5000.00 if also awarded the Sandy-Rhododendron Project.

OREGON COAST HIGHWAY IN LINCOLN COUNTY

SALMON RIVER BRIDGE NEAR OTIS

Tom Lillebo, Reedsport	$ 95,537.00
Archie R. Averill, Portland (2)	97,035.00
Lindstrom Bros., Portland	97,990.00
J. P. Brittan & Co., Portland	102,104.00
Burgess Constr. Co., Astoria (1)	102,610.00
Birkenoier & Sarenal, Portland	111,380.00
VaDaro Constr. Co., Portland (1)	116,005.00

(1) Bidder will accept only one project

(2) Total projects awarded to be not over $100,000.00

April 20, 1948

OREGON COAST HIGHWAY IN LINCOLN COUNTY

PAINT YAQUINA BAY BRIDGE

H. P. Fisher & Sons, Seattle, Wn.	$ 20,000.00
Antonsen Painting Co., Tacoma, Wn.	21,000.00
J. S. Morris Co., Berkeley, Calif.	34,850.00
Hall & Wols, Portland	41,450.00

SALEM-SILVERTON FEDERAL AID SECONDARY HIGHWAY IN MARION COUNTY

LITTLE PUDDING RIVER BRIDGE

Geo. E. Berry, Beaverton	$ 14,925.00
Archie R. Averill, Portland (2)	16,570.00
Lindstrom Bros., Portland	18,738.00
Walder & Kenworthy, Portland (1)	18,930.00
Birkemeier & Saremal, Portland	20,160.00
VaDare Constr. Co., Portland (1)	21,870.00

(1) Bidder will accept award of only one project.
(2) Bidder will not accept award of projects totaling more than $100,000.00.

BRIDGE CONSTRUCTION OVER WILLAMETTE RIVER AT INDEPENDENCE, OREGON

MARION AND POLK COUNTIES

Macco Corporation, Clearwater, Calif.	$ 845,900.00
Guy F. Atkinson Co., Portland	912,940.00
Gilpin Constr. Co., Portland	961,508.33
Kuckenberg Constr. Co., Portland	1,149,900.00

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

BRIDGE CONSTRUCTION OVER THREE RIVERS AT HEBO

Tom Lillebo, Reedsport	$ 33,008.00
Burgess Constr. Co., Astoria (1)	33,939.00
Lindstrom Bros., Portland	34,740.00
Erick Enquist, Troutdale	35,701.00
Archie R. Averill, Portland (2)	36,493.00
Birkemeier & Saremal, Portland	39,515.00
VaDare Constr. Co., Portland (1)	40,594.00
McNutt Bros., Eugene	44,115.00
Walder & Kenworthy, Portland (1)	45,465.00

(1) Bidder will accept award of only one project.
(2) Bidder will not accept award of projects totaling more than $100,000.00

MAIN STREET, CITY OF PENDLETON, UMATILLA COUNTY

INSTALL TRAFFIC SIGNAL SYSTEM

W. R. Grasle Co., Portland	$ 9,550.00
Vaughan's Electric Co., Pendleton	9,789.00
Tice Electric Co., Portland	10,044.00
Mill Electric Co., Salem	10,183.00
Zephyr Electric Co., Pendleton	10,450.00
City Electric Co., Boise, Idaho	14,047.72

April 20, 1945

SALMON RIVER HIGHWAY IN YAMHILL COUNTY
EAST SHERIDAN SECTION

J. C. Compton Co., McMinnville	$ 61,842.50
United Contr. Co., Portland	67,616.50

FURNISHING FERRY SERVICE
ASTORIA-MEGLER CROSSING OF THE COLUMBIA RIVER

Babbidge & Holt, Inc., Portland	$ 147,205.20
C. J. Eldon, Portland	165,032.97
F. S. Elfving & T. B. Cook, Astoria	172,625.20
Wm. J. Skansie, Gig Harbor, Wn.	197,267.00
Portland Tug & Barge Co., Portland	203,500.00
J. F. LaRouche, Portland	215,380.90

Mr. I. N. Gray, Chairman of the School Board, District No. 8, Canyonville, appeared before the Commission regarding an exchange of property in Canyonville. He explained that the school district has to rebuild its facilities by fall in order to meet standardization regulations, but, according to their understanding, the Pacific Highway is to be relocated across the land that they own and on which they propose to build, so the school board has secured an option on an adjacent piece of property of approximate equal value which will serve their purposes and will acquire it at once if the Highway Commission will purchase their present property. The Engineer advised that the new location of the Pacific Highway would probably go through the present school property but that at this time the exact location had not been set and that the project and its location had not been approved, and construction is not on any existing program. Chairman Banfield advised that the Commission has had no previous knowledge of this matter and suggested that Mr. Gray discuss it with the Counsel and Assistant Engineer, with the thought of arriving at some conclusion later in the day. Later the Counsel advised that if the state does not purchase the property, the school district will go ahead and build the school on the property in the proposed right of way, but the school will buy and build on the other property if the state will buy their present property. The matter was reported on later in the day at which time the Commission unanimously decided not to purchase the school land, it being the thought of the Commission that it should not obligate future Commissions in the location or construction of the highway by the purchase of right of way at this time.

Mr. Bud Campbell, President of the Cannon Beach Commercial Club, appeared before the Commission regarding present and future construction on the Oregon Coast Highway between Cannon Beach junction and Cannon Beach. He stated that the people he represented are interested in getting the crooked

section of this highway west of the summit reconstructed. The two mile section now under contract, he stated, will greatly help the situation, but he requested the Commission to undertake the construction of the remaining portion at an early date and suggested the use of state funds to do the job with reimbursement later with Federal funds in 1949. Chairman Banfield advised that the present three-year construction program is now being completed except for Forest Highway Projects which are to be financed with Federal Forest Highway monies if and when Congress appropriates them, but if such funds do not become available then the Commission may have to advance state funds to pay for work in Eastern Oregon, so no allocation of funds can be made for the Cannon Beach work at the present time. He further stated that the Commission expects to make several inspection trips this summer and will look over this section on one of the proposed trips but cannot make any promise or commitment now.

Mr. Campbell also inquired if there was any feasible method of immediately replacing the yellow center line stripe after patching had been placed over it. He was advised that the highway department has three crews who do this type of work and it is standard practice for these crews to follow up the patching and oiling operations as rapidly as conditions permit.

Mr. Frank L. Calise, City Recorder, Vale, Oregon, appeared before the Commission and requested state aid in oiling Washington Street in Vale as an alternate state route for trucks. He read aloud and presented a letter outlining the heavy agricultural tonnage which is carried on this street. The city, he said, has entered into a contract for installation of concrete curbs which it is expected will be completed by May 1, 1948. He asked the Commission to place a bituminous macadam wearing surface on this street and suggested that the work be financed with State Tax Street Funds. Commissioner Schaupp inquired if this project could be done under the Bancroft Act. Mr. Calise replied that the city wanted to get the work done under the $250,000 allocation of funds to cities. The Engineer was instructed to investigate the matter and report back to the Commission.

A delegation consisting of Arthur Prag, Henry Seifert, Mrs. Mary G. Killam, Ken Gustin, Ronald Grout, F. J. Crowley, Hugo H. Paul, Ton Donneca, and F. J. Kernan, property owners adjacent to Union Avenue north of Columbia Boulevard in Portland, appeared before the Commission protesting the use of a concrete traffic separator island in the proposed plan for improving Union Avenue at this location. Mr. Arthur Prag, Attorney, who acted as spokesman, stated that if the proposed concrete strip is installed as the plans indicate, it will prevent access to and from private property on each side of the highway except by an extra one and one-half miles of traveling for people who wish to get to adjacent business establishments and to auto courts. He urged elimination of such barrier, as did also Mr. Seifert, who who further advised that the tenants of adjacent properties have spent hundreds of thousands of dollars in developing their holdings which will be lost entirely if the Commission carries through its plan as they understand it. Chairman Banfield advised that the Commission has not yet approved any

plans for the construction of this section but is waiting for reports from the Engineer and the Chief Counsel who are studying the situation. Until the reports are submitted, he said, the Commission will have nothing on which to base action. He pointed out that it is the duty of the Commission to see that traffic flows smoothly and safely along state highways, development of adjacent ground being considered of secondary importance. He stated further that it might be ten years before this work is done and that at present no funds have been allocated to the project, except that the Commission probably will acquire right of way for future use. The Engineer advised that several plans have been considered for this improvement and that he would be glad to discuss them with the group at any convenient time.

A delegation from Depoe Bay and Newport consisting of M. D. McDade, R. McDougall, Ole Erickson, and J. E. Schriver, representing the Depoe Bay Highway Lighting District, appeared before the Commission regarding the installation of a highway lighting project on the Oregon Coast Highway at Depoe Bay. Mr. McDade was spokesman. He advised that the people in Depoe Bay want the highway lighted, that a district has been created in conformity with the legal requirements, and that they are now requesting the approval of the district by the State Highway Commission. He said that their project consists of two sections -- one north of the bridge and the other, south of the bridge, but their problem is complicated because the state owns the area between the highway and the ocean north of the bridge. The district, he said, is going to install lights on the east side of the highway and is asking the Highway Commission to install them on the west side along the section north of the bridge in order to make the installation complete. The Engineer advised that the proposed lighting plan has been investigated and meets his approval. He estimated the cost to the state at $2,645 for the installation of lights in the park area north of the bridge. The district, he stated, is to install the other lights at district expense and has agreed to maintain the lights and to furnish energy to operate them. The Commission approved an expenditure of $2600. for this purpose and referred the matter back to the Engineer and Chief Counsel to work up details and to prepare a form of agreement with the district.

A delegation of residents of Cloverdale and Tillamook composed of the following people appeared before the Commission: Robert W. Leufquist, Fred Perrine, Wm. Frail, Jack Munstedt, J. C. Ross, Jack Aschim, and J. E. Savin. Mr. Leufquist acted as spokesman. He requested that the Oregon Coast Highway, US101, be rerouted southwesterly from Tillamook City, through Sand Lake and Woods, to an intersection with US101 just north of Nestucca Bay. He alleged that the proposed route would be eight miles shorter to Tillamook for residents of the Pacific City area and advocated such route as an added tourist attraction for this area. Others speaking in behalf of the proposed route were Messrs. Frail, Savin, and Aschim. Chairman Banfield advised that this is an entirely new project to this Commission which has given it no thought. He pointed out that the Commission is now starting the improvement of the present highway south of Tillamook, hence is in no position to consider a new project. The Engineer stated that the proposed route was thoroughly

studied several years ago and was disregarded due to the fact that it involved construction of the highway over a high summit. He pointed out that the present highway would have to be kept up, regardless of whether or not the proposed highway were built, because of the large number of residents living thereon. Chairman Banfield advised that the Commission is now obligated to improve the present highway and that the proposed one is so far in the future that the Commission would not like to encourage it, so no promise or commitment can be given now. This concluded the conference except that Mr. Leufquist stated that they would continue their efforts to secure this road and would file with the Commission a brief in behalf thereof, supported by a petition signed by the people of their district who want it.

Judge Nelson B. Higgs of Harney County, and Mr. A. A. Bardwell, of the Burns Chamber of Commerce, appeared before the Commission regarding improvements to the Rome-Princeton Secondary Highway. Judge Higgs urged the Commission to make provisions to complete this road by construction of the Harney County section, about 30 miles in length. He was informed by Chairman Banfield that the Commission is doing the best that it can with monies available and because of lack of funds cannot make any new commitments or promises now; however, the Commission expects to make several inspection trips this summer, during the progress of which it will inspect the road under discussion.

Judge Higgs then asked if it would be possible, through force account, to fix up the worst mud holes on the Burns-Frenchglen section of the Frenchglen Secondary Highway No. 440. The request was referred to the Engineer for investigation.

Mr. Wm. Baer, Bend, appeared before the Commission in behalf of the Bend Chamber of Commerce, and urged early construction of the Mill Creek Bridge on the Warm Springs Highway. He read aloud an editorial from the Bend Bulletin on this subject which cited that bids had been opened on this bridge three times and in each case rejected, and which alleged that the rejection of the bids was not due to their being more than ten percent over the Engineer's estimate, because other bridge jobs in the state had been contracted which were more in excess of the estimates than the Mill Creek Bridge. This allegation was denied by Chairman Banfield who stated that in every instance the bids for the Mill Creek Bridge had been more than ten percent above the Engineer's estimate, and who pointed out that the Commission did not have final authority in the award of the contract but had to secure the approval of the Public Roads Administration, which, because of Federal requirements could not approve it. The Commission, he said, plans to again call for bids for the Mill Creek Bridge in June 1948, and is expediting the completion of this highway as much as it possibly can.

Mr. Baer then requested the oiling of the shoulders on The Dalles-California Highway near Chemult, where, he said, conditions are bad and conducive to accidents. No action was taken by the Commission on such matter.

The Commission recessed for luncheon at 12:00 o'clock noon and reconvened at 2:00 p.m. with the same persons present.

The Deschutes County Court, including C. L. Allen, County Judge, and E. E. Varco and A. E. Stevens, County Commissioners, appeared before the Commission regarding the Courts' proposal, submitted at the previous meeting for an exchange of road projects in Deschutes County. Judge Allen acted as spokesman. He requested that the state construct a section of the Terrebonne-Smithrock-Pine Creek road easterly from Terrebonne to the Crook County line, a distance of approximately three and seven-tenths miles. He estimated the cost of this work at $30,000. In exchange for state work on this road, he stated, the county proposes to spend approximately $28,000 in the application of an 8-inch rock surface on a section of the Powell Butte Secondary Highway from the intersection of Federal Aid Secondary Highway No. 398 to a point approximately 2.1 miles north, the state to place an oil mat on top of the surface as constructed by the county. The Engineer advised that the total expenditure by the state on the county road and the oiling of the secondary highway would be approximately $36,000. He recommended that the work be done as outlined by the county and that funds for the project be taken from the unallocated portion of the special major betterment fund. Chairman Banfield stated that he wanted to be certain that the Bend airport road was not tied into this deal. Judge Allen replied that the airport road is not included and that it is a responsibility of the City of Bend. The delegation was advised that the Commission would like time to study the matter and that they would try to reach a decision this afternoon.

Later in the day the matter was again discussed and the Commission unanimously approved the Engineer's recommendation to do the work at an estimated cost of $36,000, on the condition that the county will spend $28,000 on the Powell Butte Secondary Highway.

Mr. Robert S. Miller, attorney, Portland, appeared before the Commission in behalf of the Brooks-Scanlon Lumber Company, Bend, regarding the operation of a private logging road crossing of the Santiam Highway at Milo Point 90.65 between Sisters and Suttle Lake. Mr. Miller contended that from a strictly legal point of view the company is not obligated to file an application with the Public Utilities Commissioner because the private log road was constructed prior to July 5, 1947, the effective date of Chapter 472, Oregon laws 1947, and that the application should be filed by the Highway Commission under the provisions of Section 8 of that Act. He also stated that the company had operated the crossing without a permit from either the Highway Commission or the P. U. C. from some time in June 1947, until November 11, 1947, and that they expect to resume operations sometime in June 1948. The Chief Counsel advised that the point of contention is whether the Highway Commission should request the issuance of a permit from the Public Utilities Commissioner or should the Brooks-Scanlon Company make the request. He gave as his opinion that the lumber company should make their appeal directly to the Public Utilities Commissioner, as he knew of no statute which expressly covers the matter so far as the Highway Commission is concerned. He stated further that if the Public Utilities Commissioner would not or could not act, then the Highway Commission would be obliged to stop the logging operation if it proved to be a hazard to the traveling public. The Engineer advised that he had suggested to the lumber company the installation of a traffic signal. After further discussion the Commission referred

the matter back to the Chief Counsel to iron out details. Mr. Miller was advised that his company would have to abide by the decision finally reached by the Commission's Chief Counsel.

A delegation from Springfield including the following persons appeared before the Commission regarding a proposed by-pass for McKenzie Highway traffic through Springfield: Claude Gerlach, Mayor; Fred O. Kenschot, J. M. Larson, and Paul Basford, City Councilmen; Frank Bouck, President, and Guy Wright, representing the Roads and Streets Committee, of the Springfield Chamber of Commerce; Fred Cheatham, City Engineer; and Howard Buford, Planning Consultant, of Eugene. Mr. Cheatham was spokesman for the group. He renewed their request, submitted at a previous meeting, for approval of a by-pass route for the McKenzie Highway using South "A" Street in Springfield. He urged the Commission to authorize an engineering study for such by-pass route, which is through a section where there has not been much building development to date, so the city can arrange its plans accordingly. Chairman Banfield recalled that this request had been made previously and had been denied due to the lack of engineering personnel to conduct the survey. The Engineer advised that the survey as requested would cost about $1500, that the traffic through the city is increasing rapidly, and that the present condition is bad. Mr. Cheatham then pointed out that the highway construction which is contemplated just east of the city should be tied in with the by-pass plans. The Commission took the matter under advisement and informed the group that it would try to have an answer for them in the afternoon.

Later in the day the subject was again discussed. The Engineer then recommended approval of the study which, he said, would be conducted when someone can be spared for the purpose, but not at any specific time. The Commission thereupon unanimously approved an expenditure of $1500 for a study of the proposed by-pass route.

The Coos County Court represented by L. D. Felshein, County Judge; Fred A. Kruse and F. C. True, County Commissioners; and F. A. Robb, County Road Engineer, appeared before the Commission concerning the substitution of a bridge project for an oiling project in the Federal Secondary Highway program and the construction of a bridge over the Coquille River at a place known as Bullards. Judge Felshein was spokesman. He presented a letter which was read aloud by the Secretary, requesting that funds heretofore allotted under the Federal Secondary Aid Program for oiling on the Coquille-Myrtle Point County Road be reallocated to the construction of a bridge across the Coquille River on this road in Myrtle Point. At Chairman Banfield's request the Secretary at this time read aloud a telegram, just received from residents in this vicinity, who object to such substitution of projects. Judge Felshein remarked that these people live on a section of the road where there is very little use for the bridge. It is the County Court's best judgment, he said, that the replacement of the narrow, one-way bridge be completed in advance of the oiling work. Chairman Banfield pointed out that the money with which the project is to be financed is

Federal money, so the requested change could not be made without first consulting the Public Roads Administration and securing its approval. He explained that the Public Roads Administration has approved the present oiling program and that the State Highway Commission does not have complete control over the allocation of Federal funds. The Engineer questioned that the $130,000 allotted for the oiling project would finance the bridge and stated that it would require approximately $500 for an engineering survey to determine this question. Further discussion followed during which Chairman Banfield advised that the Commission is not particular which of the two jobs is constructed, but before a decision is reached the Commission must have additional information. The Engineer was thereupon authorized and instructed to make a study of the situation and report his findings.

Judge Felshein then presented a letter, which was read aloud by the Secretary, in which the county requests state cooperation in the construction of a bridge over the Coquille River at Bullards to replace the present ferry at this place. He estimated the cost of the structure at $600,000 and asked the state to pay 50% of this expense. Judge Felshein advised that this bridge is on a county road and is the county's number two project; further, that it is badly needed because this district is developing rapidly and the county will have to furnish 24-hour ferry service soon. Chairman Banfield remarked that the Commission is being asked to do two things -- construct a bridge and at some future time designate a new highway. The Commission, he said, is reluctant to enter into an agreement of such nature that would obligate a future Highway Commission. He suggested the rewording of the Court's letter without any reference whatsoever to the later designation of the state highway. Judge Felshein agreed to do so. Following further discussion Chairman Banfield advised that the Commission will take the request under advisement and will try to give the court an answer in the near future.

The Commission discussed with the Engineer bids received at the morning session and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts as follows, the action of the Commission with respect to each project being by unanimous vote:

"Sandy-Rhododendron Rock Production Project on the Mt. Hood Highway in Clackamas County. 13,700 cu. yds of crushed rock in stockpiles. A. H. Sexton and Sons, Corvallis, submitted the low bid for this job at $39,920. The second low bid was submitted by Vernie Jarl, Gresham, at $40,650. There were two higher bidders. The Commission has awarded this contract to the low bidder, A. H. Sexton and Sons.

"Rainier-Goble Section of the Columbia River Highway in Columbia County. 3.69 miles of grading and paving. Leonard & Slate Oreg., Ltd., Portland, submitted the low bid on this job, using asphalt, at $673,458. The second low bid was submitted by Korn and Kibbe, Portland, at $682,374.50, using tar. There were seven higher bids received. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when it has been approved by the Public Roads Administration.

"Hunter Creek-California State Line Rock Production Project on the Oregon Coast Highway in Curry County. The Commission received only one bid on this job, that being from Homer G. Johnson, Portland, at $64,408. The Commission has rejected this bid because of the qualifications made by the bidder.

"Construct bridge over Salmon River on the Oregon Coast Highway in Lincoln County. Tom Lillebo, Reedsport, submitted the low bid for this job at $95,537. The second low bid was submitted by Archie R. Averill, Portland, at $97,035. There were five higher bidders. The Commission has referred all of the bids to the Engineer with authority to award the contract to the low bidder when approved by the Public Roads Administratin.

"Paint all structural steel in two 350-ft. steel deck arch spans of the Yaquina Bay Bridge on the Oregon Coast Highway at Newport, in Lincoln County. H. P. Fisher and Sons, Seattle, Washington, submitted the low bid for this job at $20,000. The second low bid was submitted by the Antonsen Painting Company, Tacoma, Washington, at $21,000. Two higher bids were received. The Commission has awarded this job to the low bidder, H. P. Fisher and Sons.

"Widen Little Pudding River Bridge on the Salem-Silverton Federal Aid Secondary Highway in Marion County. George E. Berry, Beaverton, submitted the low bid on this job at $14,925. The second low bid was submitted by Archie R. Averill, Portland, at $16,570. Four higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder if approved by the Public Roads Administration.

"Construct bridge over the Willamette River at Independence. The low bid was submitted by Macco Corporation, Clearwater, California, at $845,900. The second low bid was submitted by Guy F. Atkinson Company, Portland, at $912,940. Two higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder when approval has been received from Marion and Polk Counties.

"Construct bridge over Three Rivers on the Oregon Coast Highway at Hebo in Tillamook County. Tom Lillebo, Reedsport, submitted the low bid for this job at $33,008. The second low bid was submitted by Burgess Construction Company, Astoria, at $33,939. Seven higher bids were received. The Commission has awarded this contract to the low bidder, Tom Lillebo.

"Install traffic signal system at three intersections on Main Street in the City of Pendleton, Umatilla County. W. R. Grasle Company, Portland, submitted the low bid for this job at $9,550. The second low bid was submitted by Vaughan's Electric Company, Pendleton, at $9,789. Four higher bids were received. The Commission has awarded this contract to the low bidder, W. R. Grasle Co.

"East Sheridan Section of the Salmon River Highway in Yamhill County. 0.54 mile of grading and paving. The low bid for this job was submitted by J. C. Compton Company, McMinnville, at $61,842.50. The second low and only other bid was submitted by the United Contracting Company, Portland, at $67,616.50. The Commission has awarded this contract to the low bidder, J. C. Compton Company.

"Furnishing ferry service at the Astoria-Megler Crossing of the Columbia River in Clatsop County. Babbidge and Holt, Inc., Portland submitted the low bid for this service at $147,205.20. The second low bid was submitted by C. J. Eldon, Portland, at $165,032.97. Four higher bids were received. The Commission has awarded this contract to the low bidder, Babbidge and Holt, Inc. "

A delegation from Parkrose consisting of Robert A. Freeman, H. H. Pearce, Lester Eaton, Harry Veit, and Mr. and Mrs. Bowerman, all of the Parkrose Chamber of Commerce; Erick Enquist, Mayor of Troutdale; Ernie Radeon, member, Lions Club, a Mr. Curry and a Mr. Moore, members, Kiwanis Club; and a Mr. Howell, member, American Legion, appeared before the Commission in the interests of the Columbia River Highway between Portland and Troutdale. Mr. Pearce headed the group. He asked the Commission to expedite completion of the present widening project on this highway east of 82nd Avenue so the work will be done before the next tourist season begins, and to extend the widening work to 122nd Avenue, pursuant to their previous request. The Engineer advised that the contractor on this job is making as rapid progress as is possible under prevailing weather conditions and that he anticipates the work will be completed some time this summer. He also advised that because of increases in construction costs, many of the contract jobs had to be reduced in size in order to stay within the amounts budgeted for them, and such was the case in this instance. Chairman Banfield advised that the Highway Commission feels that the work that is now under way in the Parkrose District is the only obligation that it has at this place. The Commission, he said, is doing the best that it can with monies available and considers that the Parkrose people are being given very fair treatment. He further explained that because of a lack of funds the Commission cannot very well build all of the four-lane highways that are requested, while so many sections of the state are badly in need of serviceable two-lane roads. He pointed out that the proposed Sullivan Gulch Highway between Portland and Troutdale is planned to be a four-lane highway when it is built, and because of that fact, the Commission is not in position to make this highway and the present one along Sandy Boulevard, which it closely parallels, four-lane highways. There followed a lengthy discussion of the subject, during which the following persons spoke in behalf of the improvement: Messrs. Pearce, Freeman, Mayor Enquist, Bowerman, Veit, Radeon, and Curry. Chairman Banfield concluded the discussion by stating that the Commission has only a certain amount of money at its disposal, that the Commission must be very careful to allocate this money to the several districts of the state on an equitable basis, and that there are many places in the state where highway improvements must be made before a four-lane highway is constructed between Portland and Troutdale; however, the Commission will give further thought to the matter when it considers the programming of future funds.

Mr. Freeman then brought up the subject of maintenance of the present highway, declaring that a poor job is being done by the maintenance crew. The Engineer was instructed to investigate the condition.

Mr. Curry urged the installation of an additional traffic signal at Sandy Boulevard and 102nd Avenue. The Commission took no action on the request.

The Commission again considered the matter of increasing the schedule of fares on the Astoria-Megler Ferry in order to avoid losses such as occur under the present rate schedule. Following careful consideration of this matter, motion was made by Commissioner Chandler that the rate for passenger cars and trucks, with drivers, be increased by an amount of 25 cents each, effective June 1, 1948, and that in other respects the present schedule of rates remain unchanged. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission. (A copy of the complete schedule of fares, as revised by this action follows)

Type of fare	Rate
Child passenger	$ .15
Adult passenger	.25
Advance sales - adults	.25
Passenger cars -with driver	1.25
Advance sales - car with driver	1.25
Passenger car with trailer and driver	
Up to 25'	1.50
Up to 35'	2.00
Up to 50'	2.50
Motorcycle - Single	.50
Sidecar	.75
Truck, light weight: with driver	
Under 20' special	1.25
Under 20'	1.75
Over 20' and under 30'	2.50
Over 30' and under 40'	3.00
Over 40' and under 50'	3.50
Over 50' and under 56'	4.25
Truck load - tons	.25
Livestock	.50
Package freight	--
Stages - with driver	2.25

The Engineer again reported on a request from the City of Warrenton for the improvement of State Secondary Highway No. 105 within the Warrenton city limits, first reported on the previous day, and again recommended approval of the project as outlined by him at that time. Details were explained for the benefit of Commissioner Schaupp. As a result of discussion, the Commission unanimously approved the project as recommended, on the condition that

needed right of way will be furnished by the county and city free of cost to the state. The work is to be done by contract in 1949 as a special major betterment project.

The Chief Counsel reported on a proposal by the Eugene City Council to change the zone classification of certain property in Eugene that will adversely affect the highway improvement that is planned for this place. He read aloud two letters concerning the subject and recommended adoption by the Commission of a state-wide policy covering such situations. He presented a form of resolution prepared in conformity with his understanding of the attitude of the Commission with respect to the subject. After careful consideration of the provisions thereof, the Commission approved the recommendation and by unanimous vote adopted the attached resolution marked EXHIBIT "C" which by this reference is made a part hereof with like effect as though extended in full herein. The Secretary was thereupon instructed to forward a copy of the resolution to the city council of each city and a copy to each county court. The Chief Counsel was instructed to send a copy to the City Council of Eugene for its information.

Pursuant to previous instructions from the Commission, the Engineer reported on the several requests made by the City of Canyonville for improvements along the Pacific Highway in this town, as follows:

Construct pavement full width between curbs through the main business district.

Request for permission to construct a sidewalk on highway right of way in the northern part of Canyonville.

Construction of a new connection for the Tiller-Trail Secondary Highway in Canyonville.

He advised that the pavement-widening work would cost about $2,000 and recommended approval of the expenditure as a minor betterment project. He also recommended approval of the city's request for permission to construct a sidewalk on the highway right of way in the northern part of town, provided it is built in the proper location and to approved standards, inasmuch as the city will pay the entire cost with city funds. Regarding changing the route of the Tiller-Trail Secondary Highway, he advised that this would involve construction of a new bridge across Canyon Creek, which is estimated to cost $30,000. Because of the scarcity of funds with which to finance such improvement, he recommended that the request be denied, however, that it be given consideration in formulation of the next construction program because it is a meritorious change. The Commission approved the recommendations by unanimous vote.

The Commission considered requests from the Coos County Court on the following matters: 1) That the Highway Commission take over the maintenance of two approach bridges on the Oregon Coast Highway between Coquille and Bandon, which bridges serve private property, 2) a resolution whereby Coos

County would take over and maintain certain abandoned portions of the Cape Arago Secondary Highway, 3) that the state sell to the county certain state-owned land in Bandon so that it can be used for commercial purposes, and 4) a proposal of the American Legion in Coquille to permit widening of Willard and Front Streets, which is the intersection of the Oregon Coast Highway with the Coos Bay-Roseburg Highway.

The Engineer advised that the bridges referred to by the court were built by the county in or about 1923 as a right of way consideration and since then have been maintained by the county but are now in a bad state of repair. He estimated the cost to put them in good condition at not less than $4,300. In return for the state taking over these bridges, he said, the county agrees to maintain an abandoned section of the Cape Arago Secondary Highway, being a section 1,100 feet in length which is now costing the state about $100 annually to maintain. The Chief Counsel advised that this is the only county in the state where such a condition is encountered; that the bridges are over a borrow pit on state highway right of way and in his opinion the request is merited. The Engineer suggested an agreement with the farmers whom the bridges serve. The Commission instructed the Engineer and the Counsel to work up details for such an agreement and report back to the Commission for further instructions.

The Engineer advised that no investigation had been made regarding the American Legion request for widening at the intersection of Willard and Front Streets in Coquille but that he would prepare a report for the Commission's consideration later.

Regarding the sale to the county of a tract of land in Bandon for resale purposes, the Engineer recommended that the property not be sold until the route of the Oregon Coast Highway is brought to its ultimate state of completion through this city. The Commission approved the Engineer's recommendation.

The Commission considered a request from the Klamath County Court that the state assume maintenance of the South Poe Valley County Road from Olene to a connection with the Malin-Poe Valley road now under construction, a distance of 9.73 miles. Action on this matter was deferred until the next meeting.

The Engineer presented an inquiry from C. G. Reiter, City Manager of Bend, whether or not the state will cooperate with the city in relocating a portion of the Powell Butte Secondary Highway around a proposed expansion of the Bend Municipal Airport. He recalled that permission for a temporary rerouting of a portion of the highway, 1,900 feet in length, was granted in 1942 as a war measure, whereas the rerouting now requested is approximately 1.25 miles in length. He stated that the proposed relocation is not in the interests of road users, that the travel distance would be increased by 1,000 feet, and that the change would increase curvature; however, he recommended approval of the request on the condition that the Civil Aeronautics Administration will reimburse the Highway Department for the full cost of a

survey, estimated at $600, and that the state be furnished a new road, without cost, comparable to the existing road. The Commission unanimously approved the Engineer's recommendation.

The Engineer requested instructions regarding the construction of the Shoeley Bridge-Sunset Camp project on Federal Aid Secondary Highway No. 12 in Columbia and Washington Counties. He advised that this is a Federal Aid County Road project consisting of surfacing and oiling, for which the sum of $119,000 was budgeted in the Postwar Program, although the current estimate of cost is $136,000, exclusive of two bridges on the Washington County end that are in bad condition, and must either be replaced or extensively repaired. He estimated the cost to replace these two structures at $45,000, which would make the total cost of the project $181,000. The Public Roads Administration, he said, will not approve the project unless provision is made for the repair and maintenance of the bridges, and the Washington County Court has advised that it will maintain the two bridges only when more county funds are available. He declared this is an unsatisfactory arrangement, as the bridges must be taken care of now; moreover, it is not acceptable to the Public Roads Administration. He suggested three solutions -- that Washington County definitely agree to take care of the bridges now; that the Commission increase the authorization for the project to $181,000; that the project either be deferred or the funds transferred to some other project. Following discussion the Commission unanimously deferred its decision until consideration is given to the formulation of the next construction program.

A petition was presented from residents of Lane County requesting the oiling of a 1.5 mile section of the Richardson-Eugene Secondary Highway approximately seven miles west of Eugene in order to alleviate the dust nuisance which obtains during dry weather. The Engineer advised that provision has been made in the present three year postwar program for the construction of the Oak Hill Railroad grade separation structure, and for the grading, surfacing and oiling of the Fisher Road-Oak Hill Section, and that when these projects are completed, the 1.42-mile section referred to will not be on the highway route and will revert to the county. The job is ready for contracting, he said, when a final decision has been reached with respect to the railroad company's participation in the cost of the grade separation project. He estimated the cost to oil the 1.5-mile section at not less then $15,000 and recommended that the request be denied. The Commission approved the recommendation unanimously.

In this connection the Engineer brought up for discussion a petition from the Elmira Union High School Parent-Teachers Association for the straightening of curves on the Badger Mountain section of the Richardson-Eugene Secondary Highway. They allege that the highway in its present condition is unsafe and a hazard to school children who travel it twice daily in their school bus.

The Engineer advised that investigation reveals the allegations to be well founded and that the narrow curves can be widened at an estimated cost of $4500. He recommended the expenditure. He also advised that a delegation had appeared in his office requesting additional rock surfacing on this highway

between Richardson and Globe. An investigation, he said, reveals that this section also needs improvement and should be stabilized by shaping the roadway and by adding surfacing rock, which would cost about $9,000. He recommended approval of this work as a minor betterment fund contingency project, which would make a total expenditure of about $13,500 on this highway. The Commission approved both projects by unanimous vote.

The Commission considered the adoption of a system of controlled access highways, otherwise known as "throughways". The Engineer presented a map showing the highways that, in his opinion, should be so designated, and advised that a physical examination has been made of only about 60% of the total mileage involved. The Chief Counsel explained legal features. After discussion the Commission decided to defer the adoption of a "controlled access" or "throughway" highway system until the physical examination of the entire highway system is completed.

The Commission also discussed the adoption of a general policy with respect to the acquisition of "right of access" to state highways, as a guide in connection with right of way purchases. The Commission by unanimous vote approved and adopted the attached resolution with regard thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Clyde H. Williams, Secretary-Treasurer of the Klamath Falls Suburban Rural Fire Protection District requesting financial aid from the State Highway Department in the operation of a fire protection district in suburban Klamath Falls. The Engineer advised that the Highway Department shop property at Klamath Falls lies within the fire protection district boundaries but is now well protected with fire fighting facilities so the added protection is not needed. He recommended that the request be denied. The Commission approved the recommendation unanimously.

The Commission discussed and approved an agreement with Columbia County providing for the abandonment of old portions of the Columbia River Highway between Rainier and Goble when the highway has been reconstructed between these points, bids for which work were received earlier in the session. The agreement was thereupon signed by the Commission.

The Commission had under discussion the abandonment as a state highway of the old route of the Pacific Highway between Azalea and the Douglas - Josephine County line where the highway has been rebuilt on other alignment. The Engineer advised that the old route no longer is of value for state highway purposes and recommended that it be abandoned as such and allowed to revert to Douglas County, as a county road, pursuant to agreement heretofore executed by the County Court and the Commission. He pointed out that Douglas County intends to allow the southerly section between the county line and Glendale Junction to revert to the abutting property owners, because of some bridges that the county does not want to maintain, and when that is accomplished Federal Aid Secondary Highway No. 245 will have no southern terminus, whereas the Federal Government requires that all Federal Aid Secondary Highways must have a connection with either a State Primary or Secondary Highway, a Federal Aid Highway or a Federal Aid Secondary Highway. In order to satisfy this requirement, he

recommended the extension of the present Federal Secondary Highway No. 245 to a county road junction in Glendale, a distance of about two miles, which extension, he said, has been approved by the county court. The Chief Counsel advised that the changes recommended by the Engineer are in order so far as legal features are involved. With this assurance the Commission approved both recommendations and thereupon by unanimous vote adopted the attached resolution relating thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to the Engineer's report on a request from the county court of Wasco County for the establishment of a reduced speed zone along the Columbia River Highway westerly from The Dalles city limits to Chenowith Creek, a distance of about two miles, as presented on the previous day. The Engineer again recommended adoption of a 45-miles-per hour speed limit for this section. The Commission approved the recommendation and by unanimous vote adopted the attached resolution, marked EXHIBIT "L" relating thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also discussed the Engineer's report, submitted on the previous day, on a request from the Cascade Plywood Company, Lebanon, for the designation of a reduced speed limit on the Santiam Highway from the south (east) city limits of Lebanon to a point about one mile south thereof, past the Company's plywood plant. Following discussion, the Commission approved the Engineer's recommendation that a 35-miles-per-hour speed zone be established at this place. The attached resolution marked EXHIBIT "M", relative thereto, was adopted by the Commission by unanimous vote and by this reference is made a part hereof with like effect as though extended in full herein.

Mark D. McCallister, right of way buyer, was present and explained details in connection with options secured from Verna D. Barnes for acquisition of right of way needed at the east end of the Broadway Bridge, Portland, for the Front Avenue project at that place, and from Margaret F. Spencer for acquisition of right of way needed at the east end of the Steel Bridge, Portland, for the same project. As a result of Mr. McCallister's presentation the Commission unanimously approved the purchase of the Barnes property (Item No. 11014) for the sum of $41,500 and the purchase of the Spencer property (Item No. 10861) for the sum of $105,000.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, May 24 and 25, 1948. The Secretary was instructed to make the usual arrangements to hold the meeting in the Imperial Hotel.

There being no further business to come before the Commission at this time the meeting adjourned at 5:30 p.m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

April 20, 1948

EXHIBITS "A" THROUGH "M"

Minutes of April 19 and 20, 1948

EXHIBIT "A"

Minutes of April 19 and 20, 1948

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

13704-A Plebuch, J. and H. Plebuch
Right of way
Option expires
September 14, 1948

	$	$	McChesney
7.20 acres at $150.00	1,080.00		
1.50 acres at $100.00-damaged	150.00		
3.0 acres at $90.00-damaged	270.00	1,500.00	"

State to build road approach

13724 - Chase, Merle J. and Elaine C. Chase
Right of way
Option expires
October 5, 1948

0.022 acre at $200.00	4.40		
900 sq. feet lawn at 2¢ sq. ft.	18.00		
2 shade trees	15.00	37.50	"

APP 19 1948

(Cont.)

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

10840 - S. P. & S. Ry. Co.,
Easement

Easement over and across Parcel #3	$ 00.00	$ 00.00	McChesney "

13734 - Kepner, Andrew J.
Right of way
Option expires
September 28, 1948

0.30 acre at $200.00	60.00		
24 rods new fence at $1.50 rod	36.00		
Move-12 rods fence at $1.00 rod (owner)	12.00		
15,000 sq.ft. lawn at 2¢ sq.ft.	30.00		
Shade trees -2 at $10 each	20.00	158.00	"

State to build approach road -

10850 - Hayes, Hattie T.
Right of way
Option expires
September 26, 1948

1.77 acres at $170.00	300.90	300 90	"

13710 - Britt, Lulu
Right of way
Option expires
September 29, 1948

0.023 acre at $200.00	4.60		
)160 sq.ft. rock wall at 15¢ sq.ft.	24.00		
)900 sq.ft. lawn at 2¢ sq.ft.	18.00		
Allowance)6 rods yard fence to move and) rebuild, at $2.00 rod	12.00		
)Shrubs, flowers-move-	10.00	68.60	"

10845 - Welter, Frank and Ellen O. Welter
Right of way
Option expires
September 26, 1948

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

	$	$	
10845-Welter, Frank and Ellen O. Welter (Cont.)		McChesney	
1.86 acres at $200.00	372.00		
1.50 acres -at $100.00 acre-severance	150.00		
700 feet 1" pipe at 15¢ ft-severed	105.00		
700 feet ditch plow or dig at 5 ¢ ft.	35.00		
36 rods new fence to build - $1.50 rod	54.00		
34 rods fence to move, rebuild- $1 rod	34.00	750.00	"
13726-Pacific Power & Light Company			
Right of way			
No option			
0.08 acre at $200.00	16.00		
Moving substation, estimated	6,475.00	6,491.00	"
13721-Slevoigh, H. J. and Leah H. Slevoigh			
Right of way			
Option expires			
October 12, 1948			
0.022 acre at $200.00	4.40		
600 sq.ft. lawn-allowance-2¢ sq.ft.	12.00		
60 ft. ivy vine	10.00	26.40	"
13722-Chase, Mabel E.			
Right of way			
Option expires			
October 11, 1948			
0.022 acre at $200.00	4.40		
Allowance- move, reset shrubs, flowers	10.00		
Allowance- trees	5.00	19.40	"

DEVILS LAKE OUTLET SECTION, OREGON COAST HIGHWAY

14519-Jeffries, Harry and Doris M. Jeffries			
Right of way and easement			
Option expires			
September 26, 1948			
654 sq.ft. at 20¢ sq. ft.	130.80		
0.057 acre - easement	00.00	130.80	Gardiner

EXHIBIT "A" (Cont.)

DEVILS LAKE OUTLET SECTION, OREGON COAST HIGHWAY (Cont.)

14466-Breeden, Ellis H. and Pauline Breeden
Right of way and easement
Option expires
September 26, 1948

	$	$	
1,089 sq.ft. at 20¢ sq.ft.	217.80		
0.075 acre - easement	00.00	217.80	Gardiner

LEBANON SECTION, SANTIAM HIGHWAY

13351-Galster, Ronald and Edna Galster
Right of way
Option expires
July 22, 1947

Damage in lieu of moving house	400.00	400.00	Norlin

13365-Anderson, Charles, C. and Lola L. Anderson
Right of way
Option expires
July 4, 1948

Damages-lieu moving and trespass	1,500.00	1,500.00	"

13374-Britton, Rex O.
Right of Way
Option expires
December 11, 1947

Damages- removal concrete foundation for garage	100.00	100.00	"

ZIGZAG-RHODODENDRON SECTION, MT. HOOD HIGHWAY

12377-Cosby, Osmund T. and Ruth C. Cosby, and Claudia Rose
Right of way
Option expires
CORRECTION

Lot 15, Block A, Rhododendron (1,180 sq. ft.)	00.00		
Allowance-moving dwelling - low bid	1,600.00		
Estimated cost purchasing Lot 14, Blk. A, Rhododendron, to convey to owner	400.00	2,000.00	Witt

Previous report: Estimated cost moving house - $950.00-

APR 19 1948

EXHIBIT "A" (Cont.)

PACIFIC HIGHWAY - CITY OF EUGENE - EAST BROADWAY

12011
+ 12012-Lytle, Vera M.
Waiver of Access

Waiver of access over 175 feet frontage	$ 150.00	$ 150.00	Collins

PACIFIC HIGHWAY - CITY OF EUGENE - COOPERATIVE PROJECT

+ 13388-City of Eugene
Right of Way
Option expires
July 13, 1948

1.67 acres	00.00	00.00	"

+ 13386-Beymer, Orea O. and Irene G. Beymer
Right of Way
Option expires
August 16, 1948

2,655 sq. ft. at 80 ¢ sq. ft.	2,124.00		
Allowance-wrecking building, moving materials therefrom	3,000.00		
Damage-cutting down area, inconvenience	2,000.00	7,124.00	"
No access			
Grantor to build retaining wall lieu giving easement			

+14013-Springfield Mill & Grain Co.
Right of way
Option expires
August 2, 1948

6,335 sq. ft. at 75 ¢ sq. ft.	4,751.25		
Allowance-removing, re-establishing large warehouse (estd. Larmers)	2,500.00		
Damage-loss 25 feet trackage, cutting down area	500.00	7,751.25	"

Condemnation - authorized payment $7,000.00-

+ 14018-Lane County
Right of way
Option expires
August 18, 1948

EXHIBIT "A" (Cont.)

PACIFIC HIGHWAY - CITY OF EUGENE - COOPERATIVE PROJECT (Cont.)

14018-Lane County (Cont.)

30,000 sq. ft. at 40¢ sq. ft.	$ 12,000.00	$		
12,800 sq. ft. at 50¢ sq. ft.	6,400.00			
Allowance-garage, repair shop	5,000.00			
Allowance-oil house, shed, oil room	1,600.00	25,000.00	Collins	
Owner to remove garage from right of way				

AGATE BEACH - NEWPORT SECTION, OREGON COAST HIGHWAY

4382 -Lincoln County
Right of way
Option expires-
x

275 sq. ft.	$ 00.00	$ 00.00	Landon

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

14432-Lundeen, Victor and Mabel Lundeen
Easement

0.01 acre - for pipe easement purposes	00.00	00.00	McChesney

MIDDLE GROVE-PUDDING RIVER SECTION, SALEM-SILVERTON HIGHWAY

14371-Dow, Lee and Helen Dorothy Dow
Right of Way
Option expires
September 20, 1948

0.49 acre at $600.00	294.00		
Allowance - resetting berry plants, anchor posts	50.00	344.00	Witt

CAMPBELL BRIDGE SECTION, HILLSBORO-SILVERTON HIGHWAY

14434-Christensen, Julius and Sarah Christensen
Stock pile site
Option expires
September 24, 1948

1.61 acres at $300.00	483.00	483.00	"
State to rebuild road into fields			

EXHIBIT "A" (Cont.)

FIR GROVE SECTION, ALBANY-BUENA VISTA HIGHWAY

14356-Holmes, A. E. and Laura Holmes Right of way Option expires October 1, 1948				
		#	$	
	0.83 acre at $200.00	166.00		
	120 rods fence at $1.50 rod	180.00		
	2 wells - 64 ft. at $900 ft.-allowance	576.00		
	Allowance-shrubs, flowers, hedge	25.00	947.00	Haskin
14343-Winn, James Arthur and W. M. Winn Right of way Option expires October 6, 1948				
	0.05 acre at $400.00	20.00		
	27 anchor posts at $7.32 each, remove and replace - change wires and trellis -	197.64	217.64	"
14561-Winn, James Arthur and Gladyse E. Winn Right of way Option expires October 6, 1948				
	0.24 acre at $200.00	48.00		
	Allowance - grapes, and peach tree	32.00	80.00	"
14349-Benedict, Charles M. and Nellie C. Benedict Right of way Option expires October 5, 1948				
	0.36 acre at $200.00	72.00		
	97 rods fence at $2.00 rod	194.00	266.00	"
14357-Holmes, Raymond L. and Helen Holmes Right of way Option expires September 16, 1948				
	0.02 acre State to lay drain tile	1.00	1.00	"

(Cont.)

APR 19 1948

14850

EXHIBIT "A" (Cont.)

FIR GROVE SECTION, ALBANY-BUENA VISTA HIGHWAY (Cont.)

14355-Jordan, Dave H. and Edith J. Jordan			
Right of way			
Option expires			
September 9, 1948			
	$	$	
0.19 acre at $200.00	38.00		
30 anchor posts, move - loss plants	60.00		
Allowance-walnut tree, shrubs	30.00	128.00	Haskin
14353-Marsh, C. A. and Hester L. Marsh			
Right of way			
Option expires			
September 7, 1948			
0.22 acre at $200.00	44.00		
Allowance-loss berry plants	35.00	79.00	"
14354-Hill, George W. and Sophie Hill			
Right of way			
Option expires			
September 9, 1948			
0.86 acre at $200.00	172.00		
141 rods fence at $1.50 rod	211.50		
Allowance - 3 fir trees	240.00		
Allowance - loss ladino clover crop	101.00	724.50	"
14555-Hilbert, Archie R. and Hilda May Hilbert			
Right of way			
Option expires			
October 4, 1948			
1.50 acres at $125.00	187.50		
51 rods fence at $2.00 rod-allowance	102.00	289.50	"
14344-Winn, W.M. and Luella L. Winn			
Right of way			
Option expires			
October 6, 1948			
0.54 acre at $400.00	216.00		
0.61 acre at $200.00	122.00		
10 rods fence at $2.00 rod	20.00		
Allowance-move hop poles - 33 at $7.32 each	241.56		
Allowance crop loss - 0.61 acre	50.00		
Allowance - grapes, 50 feet ornamental wire/steel fence	169.00	818.56	"

(Cont.)

APR 19 1948

EXHIBIT "A" (Cont.)

FIR GROVE SECTION, ALBANY-BUENA VISTA HIGHWAY (Cont.)

14346
14348-Bailey, J. A. and Mamie M. Bailey
Right of way
Option expires
October 4, 1948

	$	$	Haskin
1.90 acres at $200.00	218.00		
Allowance 140 rods fence at $2 rod	280.00		
Allowance-20 feet at $8 foot for irrigation well	160.00		
Severance-damage 1.0 acre at $200, 37½%	75.00		
Allowance-trees, shrubs, damage to front yard	319.00	1,052.00	

Contract purchasers-Alton Benedict and Dorothy May Benedict to receive $24.00 for fencing out of above amount of $1,052.00

14345-Lough, W.B and T. M. Lough
Right of way
Option expires
October 11, 1948

0.50 acre at $400.00	200.00		
Severance-damage to 0.16 acre value $400.00 acre-50%	32.00		
Allowance 42 rods fence at $2 rod	84.00		
Allowance-damage, reduction area, and for clearing new garden spot	184.00	500.00	"

14359-Vanderpool, Effie D., Delmar, and Walter
Right of way
Option expires
October 7, 1948

0.15 acre at $150.00	22.50		
Allowance- 30 rods fence at $2.15 rod	64.50		
Allowance- 2 anchor posts	3.00	90.00	"

ODELL SECTION, ODELL SECONDARY HIGHWAY

14541-Copple, Claude E. and Flora Y. Copple
Right of way
Option expires
October 7, 1948

			Berry
			Mayhew
0.11 acre	10.00	10.00	Reeder

(Cont.)

APR 19 1948

14932

EXHIBIT "A" (Cont.)

ODELL SECTION, ODELL SECONDARY HIGHWAY (Cont.)

14540-Issel, Frank and Esther Issel Right of Way Option expires October 7, 1948 0.06 acre	$ 5.00	$ 5.00	Berry Mayhew Reeder
14539-Plog, Harry J. and Emily A. Plog Right of Way Option expires October 6, 1948 0.40 acre	10.00	10.00	"
14538-Jones, Fred L. and Margaret Jones Right of way Option expires October 7, 1948 0.22 acre	10.00	10.00	"
14537-Moe, Forrest L. and Edith B. Moe Right of Way Option expires October 6, 1948 1.17 acres State to provide road approach-approx- State 78+60	10.00	10.00	"
14535-Kollas, Joseph E. and Sylvia L. Kollas Right of way Option expires October 6, 1948 0.39 acre	10.00	10.00	"
14536-Hood River County Right of way 0.04 acre	1.00	1.00	"
14549-Moilanen, Elmer W. and Lillie Mary Moilanen Right of way Option expires October 7, 1948 0.02 acre	5.00	5.00	"

APR 19 1948

(Cont.)

EXHIBIT "A" (Cont.)

ODELL SECTION, ODELL SECONDARY HIGHWAY (Cont.)

14544-Bedford, Leonard and Margariette Bedford
Right of way
Option expires
October 7, 1948

	$	$	
0.09 acre	5.00		Berry
Allowance-15 rods fence-move,rebuild at $2.00 rod	30.00	35.00	Mayhew Roeder

14551-Bowerman, Irwin and Marjorie Bowerman
Right of way and easement
Option expires
October 7, 1948

0.09 acre	10.00		
Easement channel change- State to fill old creek channel, adjacent area	00.00	10.00	"

14543-Udelius, Hilda
Right of way
Option expires
October 7, 1948

0.30 acre	10.00	10.00	"

CLOVERDALE-HEBO SECTION, OREGON COAST HIGHWAY

12578-Bohle, Fredrick W. and Helen Bohle
Easement option
Expires October 8, 1948

Temporary easement - 0.0287 acre	25.00		
Loss ornamental shrub	25.00		
Loss flowers, bulbs	25.00	75.00	Landon
State to remove portion porch if necessary			

12575-Hebo Cheese Association
Easement option
Expires October 6, 1948

Temporary easement - 0.026 acre	00.00		
Allowance-cutting off, refacing woodshed loss of 10 feet	100.00	100.00	"
State to take care of existing water pipe on bridge			

APR 19 1948

14951

EXHIBIT "A" (Cont.)

FRONT STREET PROJECT - CITY OF PORTLAND - PACIFIC HIGHWAY

*11014-Barnes, Verna B.
Right of way

	$	$	
Steam heating plant-allowance	750.00		
3,000 sq.ft. at $3.75 sq. ft.	11,250.00		
Building	29,500.00	41,500.00	McCallister

*10861-Spencer, Margaret F.
Right of way

17,550 sq.ft. at $1.25 sq. ft.	21,937.00		
Building	83,063.00	105,000.00	"

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY

12060-Stevens, Lawrence B. and Edna N. Stevens
Right of way
Option expires
September 10, 1948

0.45 acre at $200.00	90.00		Norlin
Allowance-17 rods fence at $3.00 rod	51.00	141.00	Parker
Access			

14428-Thomas, Minnie E.
Right of way
Option expires
September 11, 1948

0.37 acre at $500.00	185.00		
Allowance-moving outhouse	25.00		
Allowance-move 20 rods fence at $2 rod	40.00	250.00	"
Access			

14429-Glaspy, Wayne R.
Right of way
Option expires
September 11, 1948

0.29 acre at $500.00	145.00		
Allowance-moving outhouse, army tent	50.00		
Allowance-move 10 rods fence at $2 rod	20.00	215.00	"
Access			

(Cont.)

EXHIBIT "A" (Cont.)

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY (Cont.)

12063-Rust, D. C. and Nelva R. Rust
Right of Way
Option expires
September 12, 1948

	$	$	
2.01 acres at $200.00	402.00		
6.75 acres severed-10% $1350 value	135.00		Norlin
Allowance-76 rods fence at $3 rod	228.00	765.00	Parker
Access			

12076-Hadley, Robert C. and Zona C. Hadley
Right of way
Option expires September 2, 1948

1.0 acre at $50.00	50.00	50.00	"
Access			

12067-Keeney, Walter W. and Marthi Ann Keeney
Right of Way
Option expires
September 17, 1948

2.83 acres at $300.00	849.00		
109 rods fence at $3.00 rod	327.00		
2 gates at $20.50 each	41.00		
Damage-3 buildings, 10% $11,000 value	1100.00	2,317.00	"
State to construct cattle pass			
Access			

12062-Jones, Cyril M.
Right of Way
Option expires
September 16, 1948

0.07 acres at $200.00	14.00	14.00	"
Access			

12077-Wingard, Reese
Right of way
Option expires
September 16, 1948

2.20 acres at $50.00	110.00	110.00	"
Access			

(Cont.)

14856

EXHIBIT "A" (Cont.)

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY (Cont.)

12078-Anderson, S. M. and Marjorie M. Anderson, and Donald A. Watson and Juanita M. Watson
Right of way
Option expires
September 29, 1948

	$	$	
3.28 acres at $60.00	196.80	196.80	Norlin Parker
Access			
State to construct approaches			

12073-Bauguess, William J. and Dora B. Bauguess
Right of way and gravel bar
Option expires
September 2, 1948

1.60 acres at $100.00	160.00		
6.25 acres (pasture, gravel bar) at $90.00	562.50		
Allowance 15 rods fence at $3 rod	45.00		
Allowance-move barn, chickenhouse	136.25	903.75	"
Access			

12058-Hart, Thomas and H. D. Mathews
Right of way
Option expires
September 15, 1948

0.83 acre at $250.00	207.50		
Allowance-22 rods fence at $3 rod	66.00	273.50	"
Access			

12059-Mathews, H. D. and Thomas Hart
Right of way
Option expires
September 15, 1948

1.33 acres at $250.00	332.50		
Allowance-54.50 rods fence at $3 rod	163.50	496.00	"
Access			

12071-Russell, Amanda K.
Right of way and gravel bar
Option expires
September 9, 1948

(Cont.)

APR 19 1948

EXHIBIT "A" (Cont.)

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY (Cont.)

12071-Russell, Amanda K. (Cont.)

	$	$	Norlin Parker
2.0 acres at $300.00	600.00		
3.93 acres at $200.00	786.00		
21.01 acres (gravel bar) at $90	1,890.90		
Allowance-trees, nut/fruit	332.00		
Allowance-move garage, shed	125.00		
Allowance-126 rods fence, $2 rod	252.00		
Damage-loss shade trees, reduce yard	81.90	4,067.80	"
Access			

14522-Clayton, L.V. and P. E. Clayton
Right of way
Option expires
October 7, 1948

1.63 acre at $300.00	$ 489.00	$	
Severance-6.2 acres, 33 1/3%-value $2,170.00	723.00		
Damage-0.52 acre at $200 acre	104.00		
Crop loss-1.63 acre at $50 acre	81.50		
Allowance-fence 60 rods at $3 rod	180.00	2,183.00	"
Access			
State construct road approaches			

12053-Bedell, C. J. and O. E. Bedell
Right of way
Option expires
October 6, 1948

0.88 acre at $200.00 (pasture)	176.00		
1.76 acres at $300 (in crop)	528.00		
Severance-3.20 acres-1/3 value $960	320.00		
Allowance-98 rods fence (corral) $3 rd.	294.00		
2 gates, posts $22.50 each	45.00		
Allowance-move 30 cords wood	20.00		
Allowance-move (grantor) barn	800.00	2,183.00	"
Access			
State to construct approach			

12066-Mauney, Katie A.
Right of way
Option expires
October 7, 1948

0.90 acre at $500.00	450.00		
Severance-Approx. 0.26 acre	100.00		
Allowance-fence 33 rods at $3 rod	99.00		
Allowance-moving buildings	505.00	1,154.00	"
Access			
State to construct service road-Sta 651 and 662+25			

(Cont.)

APR 19 1948

EXHIBIT "A" (Cont.)

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY (Cont.)

12065-Upper Willamette Rod and Gun Club
Right of way
Option expires
September 2, 1948

	$	$	
1.02 acres at $200.00	204.00	204.00	Merlin Parker
Access			

12055-Riley, Tom O. and Marjorie E. Riley
Right of way
Option expires
September 29, 1948

1.74 acres at $250.00	435.00		
Allowance-49 rods fence at $3 rod	147.00		
Severance-45 acres 10% of $11,250.00	1,125.00		
2 gates	46.00	1,753.00	"
Access			
State to extend 220 V 3-phase power line			
State to construct cattle pass			
State to dig drain way			
State to construct road approaches-612+65 North and south sides			

12057-Eanes, Frank L. and Helen Eanes
Right of way
Option expires
August 17, 1948

1.02 acres at $250.00	255.00		
Allowance-garage	100.00		
Allowance-chicken house, hog pens, and fences	165.00		
Allowance-trees, fruit	455.00		
Allowance-48 plus rods new fence $3.00 per rod	145.00		
2 gates at $25 each	50.00		
Damage-severance 34.0 acres	850.00	2,020.00	"
Access			
State to construct and gravel approach roads			

12068-Dellage, J. M. and Norma F. Dellage
Right of way
Option expires
August 25, 1948

(Cont.)

EXHIBIT "A" (Cont.)

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY (Cont.)

12068-Dellage, J. M. and Norman F. Dellage (Cont.)

	$	$	Norlin
0.03 acre	10.00	10.00	Parker
Access			
State to construct approach road -			

12056-Butler, George W. and Alma Butler
Right of Way
Option expires
October 7, 1948

3.20 acres at $250.00	800.00		
Allowance-135 rods fence at $3 rod	405.00		
Severance-60 acres 10% 15,000.00 value	1,500.00		
Compromise to settle	295.00	3,000.00	"
Access			
State to construct road approaches and gravel-sta. 621+00, south side			
State to construct cattle pass			

12064-Pardee, William M. and Robert D. and Leah O. Pardee
Right of way
Option expires
August 17, 1948

0.96 acre at $300.00	288.00		
Allowance-move outhouse	50.00		
Allowance-move chickenhouse, woodshed, and fence	235.00		
Severance damage-deep cut	500.00	1,073.00	"
Access			
State to build approach, gravel			
State to provide well, if required			
State to move 24x32 frame house, and pump house			

12061-Dick, Norman and Blanche, and Delton D. Dickinson and Edith W. Dickinson
Right of way
Option expires
August 25, 1948

2.69 acres at $200.00	538.00		
Allowance-102 rods fence $2.50 rod	255.00		
Severance-damage 2.68 acres	200.00	993.00	"
Access-State construct road approach			

(Cont.)

14860

EXHIBIT "A" (Cont.)

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY (Cont.)

12054-Russell, Arch L. and Cora D. Russell
Right of way
Option expires
August 17, 1948

	$	$	Norlin Parker
6.21 acres at $277.50	1,723.28		
Crop Loss-6.21 acre, $50 acre	310.50		
Damage-severance-18.0 acres-value $4,950.00 20%	990.00		
Damage-severance-30.0 acres-value $3,000.00 - approximately 10%	349.72		
Allowance- 210 rods new fence $3 rod	630.00		
2 gates at $25.00 each	50.00	4,053.50	"
Access			
State to construct cattle pass			
State to construct, gravel approach roads			

14523-McCornack, Walter E. and Kathryn V. McCornack
Right of way
Option expires
October 12, 1948

0.51 acre at $500.00	255.00		
Allowance-shed barn, fruit trees, strawberry bed, plants, outhouse, etc-	273.00		
24 rods fence $3.00 rod-allowance	72.00		
Damage-severance-0.6 acre-value $500 per acre, or $300.00-50%	150.00	750.00	"
Access			
State to construct service road, and construct and gravel approach to service road-north side, Sta. 662 - 660+80			

12070-Brunton, Sherm C. and Leah M. Brunton
Right of way
Option expires
October 11, 1948

2.46 acres at $250.00	615.00		
Damage-severance-2.30 acres at $250 acre-value $575.00-40%	230.00	845.00	"
Access-State to construct, gravel road approaches			

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

14521-Griggs, Elizabeth, and Frank L. Smith and Mary Belle Smith
Right of Way
Option expires
October 5, 1948

0.98 acre at approx. $225.00 acre	225.00	225.00	"

APR 19 1948

(Cont.)

EXHIBIT "A" (Cont.)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (Cont.)

14553-Hutchins, W.B. and Everta Hutchins			
Channel change easement			
	$	$	Merlin
0.72 acre - channel change easement	00.00	00.00	Parker

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY

14110-Spence, Auby Weber			
Right of way			
Option expires			
September 24, 1948			
4.65 acres at $250.00	1,162.50		
Allowance-House, garage	2,686.00		
Allowance-old storage building	345.00		Berry
Allowance-cost new water system	500.00		Mayhew
Allowance-moving small cabin	124.00	4,817.50	Reeder
14464-Boyle, Bernard F. and Mary C. Boyle			
Right of way			
Option expires			
September 29, 1948			
1.71 acres at $60.00	102.60		
43 rods fence at $3.00 rod	129.00	231.60	"
14465-Anderson, John, and Ray L. Barton and Dorothy Barton			
Right of way			
Option expires			
September 29, 1948			
0.10 acre	20.00	20.00	"
14227-Zeigler, O. E. and Mae E. Zeigler			
Right of way			
Option expires			
September 17, 1948			
40,000 sq.ft. - 8 lots	400.00		
5,000 sq. ft. - parts 4 lots	100.00		
Allowance-chicken house, chicken fence	943.00		
Allowance-garage, shed, brooder house	542.00		
Allowance-fruit trees	50.00		
Allowance-2 cesspools, line, building	250.00		
Allowance-damages, too close buildings	1,200.00	3,485.00	"

(Cont.)

EXHIBIT "A" (Cont.)

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY (Cont.)

14106-Luscombe, Clayton E. and Edna L. Luscombe
Right of way
Option expires
August 3, 1948

	$	$	Berry
1.50 acres at $450.00	675.00		Mayhew
2.29 acres at $150.00	343.50		Reeder
Allowance-80 rods wire fence $2 rod	160.00		
Allowance-20 rods picket fence $4 rod	80.00		
Allowance-garage, shed, plus cost excavation new garage, drive	503.50		
Allowance-outside toilet, trees,	488.00		
Allowance-damages-taking garden/strawberries, too close building	750.00	3,000.00	

14226-Hampton, Floyd and Erma Hampton
Right of way
Option expires
August 24, 1948

8.0 acres, more or less, at $300 ac	2,400.00		
Allowance-House and garage, woodshed	3,420.00		
Allowance-barn, chicken house, brooder house, small shed, hog shed, corrals water reservoir	886.50		
Allowance-fruit trees	60.00		
Allowance-strawberries, loganberries	66.00	6,832.50	"

14228-Gilfillan, Myrtys Allen and Homer Gilfillan
Right of way
Option expires
September 9, 1948

20,000 sq. ft. (4 lots)	140.00	140.00	"

TIDEWATER SECTION, ALSEA HIGHWAY

12643-Hunter, G. P. and Eliza Hunter
Right of way
Option expires
September 17, 1948

0.184 acre at $1,000.00	184.00		
Allowance-damage to business during highway construction	500.00		
Allowance-damage to operations by reason reduced area	800.00		
Allowance-moving building, levelling ground to place building	416.00		
Allowance-moving equipment, and re-establishing plant	800.00	2,700.00	McChesney

APR 6 19

EXHIBIT "A" (Cont.)

JOSEPH-MONUMENT SECTION, JOSEPH-WALLOWA LAKE HIGHWAY

14422-7 Ditch Companies Right of way Option expires September 30, 1948			
0.60 acre at $100.00	$ 60.00	$ 60.00	Benfield
14418-Henry, Manford T. and Pearl E. Henry Right of way Option expires September 29, 1948			
20,038 sq. ft. at 10¢ sq. ft.	2,003.80	2,003.80	"
14419-Marr, Eugene M. and Mildred J. Marr, and Odell Marr Right of way Option expires September 30, 1948			
0.78 acre at $200.00	156.00		
Allowance-3¼ rods fence $2.00 rod	68.00	224.00	"
14420-Payne, Rose H. and Ruby J Payne and Floyd E. Payne Right of Way Option expires October 1, 1948			
4.88 acres at $200.00	976.00		
Allowance-320 rods fence at $2 rod	640.00	1,616.00	"
14426-Fogelquist, Charles F. and Jessie T. Fogelquist Right of way Option expires October 7, 1948			
0.37 acre at $900.00 acre	333.00	333.00	"
14424-Kellogg, Bruce C. and Lucille D. Kellogg Right of way Option expires October 9, 1948			
0.09 acre at $900.00	81.00	81.00	"
14416-Clark, Sam W. and Velma M. Clark Right of way Option expires September 29, 1948			
1,307 sq.ft. at 10¢ sq. ft.	130.70		
Allowance-10 rods fence at $2.50 rod	25.00		
Allowance-tree, woodshed	65.00		
Damage	50.00	270.70	"

(Cont.)

APR 19, 1948

EXHIBIT "A" (Cont.)

JOSEPH-MONUMENT SECTION, JOSEPH-WALLOWA LAKE HIGHWAY (Cont.)

14421-U. S. Government Right of Way			
0.31 acre at $100.00 State to move approx. 15½ rods fence - North end.	$ 31.00	$ 31.00	Benfield

BARKLEY SPRINGS-ALGOMA SECTION, THE DALLES-CALIFORNIA HIGHWAY

14413-Uhrman, Hans Right of way Option expires September 18, 1948			
1.41 acres at $100.00	141.00		
House	4,500.00	4,641.00	Witt
Waiver of access			

TILLER-DREW SECTION, TILLER-TRAIL HIGHWAY

13750-Lowery, Myrtle E. and Roscoe N. Lowery Right of way Option expires September 8, 1948			
4.87 acres at $15.00	73.05	73.05	Benfield
13753-Crume, Paul C. and Elzer Rainville Right of way Option expires September 11, 1948			
4.31 acres at $25.00	107.75	107.75	"

BAKER-DEWEY STREET UNDERPASS SECTION, BAKER-UNITY HIGHWAY

-14442-Woll, F. M. Release of damages			
Release of damages account grade change	00.00	00.00	Cozad
-9851-Conklin, Helen and A. E. Conklin, and Kenneth W. Miles Right of way Option expires September 30, 1948			
0.10 acre at $1,000.00	100.00		
Allowance-15 rods fence at $1.50 rod	22.50	122.50	"
-14444-Hubbard, Henry W. Right of way and Release of Grade Change damages			
Lot 7, Block 1, Stoddard Addition to Baker-release of damages account grade change	00.00	00.00	"

EXHIBIT "A" (Cont.)

BAKER-DEWEY STREET UNDERPASS SECTION, BAKER-UNITY HIGHWAY (Cont.)

**14441-Wasson, Chester H.
Right of way and release of grade change damages

	$	$	
Lot 5, Block 1, Stoddard Addition to Baker-release of damages account grade change	00.00	00.00	Cozad

KLGIN-BOSWELL RANCH SECTION, WALLOWA LAKE HIGHWAY

11422-Chandler, Mary E.
Right of way
Option expires
October 9, 1948

1.48 acres at $100.00	148.00		
1.0 acre at $150.00	150.00		
0.28 acre at $100.00	28.00		
0.33 acre at $150.00-severed-	49.50		
1.48 acres at $100.00	22.50		
Allowance-locust trees	202.00		
Allowance-damage to house, lawn	200.00	800.00	"
State to move, rebuild all fences, and provide gates and entrances			

11421-Hug, Bernal D.
Right of way
Option expired
March 8, 1948
(CORRECTION)

0.26 acre at $20.00	5.20		
Allowance-fencing 22 rods at $1.00 rod	22.00		
Allowance-damage-wheat crop	20.00	47.00	"

Previous report

Wheat crop loss $20.00-not included in first report

WEST RANCH-IRY CREEK SECTION, ISLAND CITY-SUMMERVILLE HIGHWAY

14335-Berry, Robert L.
Gravel pit
Option expires
October 1, 1948

2.30 acres at $175.00 approx.acre-	400.00	400.00	"
State to fence west and south sides			

(Cont.)

APR 19 1948

14866

EXHIBIT "A" (Cont.)

WEST RANCH-DRY CREEK SECTION, ISLAND CITY-SUMMERVILLE HIGHWAY (Cont.)

14334-Searles, Neil, and C. H. Booth
Gravel pit
Option expires
August 24, 1948

	$	$	
10.43 acres at $100.00	1,043.00	1,043.00	Cozad

TOWN OF MORO SECTION, SHERMAN HIGHWAY

*** 14532-Sherman Motor & Equipment Company
Maintenance Headquarters
Option expires
July 5, 1948

Land, (10,000 sq. ft.) building, and some equipment (est'd. $1,000)	15,000.00	15,000.00	"

OAKLAND SECTION, PACIFIC HIGHWAY

14534-Hall, John
Stock Pile site
Lease

1.0 acre - lease - 4/1/ to 10/1/48	20.00	20.00	Armstrong

EDDYVILLE SECTION, CORVALLIS-NEWPORT HIGHWAY

****14093-Weltin, T. E.
Maintenance Site
Option expires
July 14, 1948

1.25 acres, more or less at $800.00	1,000.00	1,000.00	McChesney

FIRST AVENUE-ESPLANADE STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11333-B Schallock, Errod and Floy R. Daggett
Right of way
Option expires
October 9, 1948

(Cont.)

APR 19 194-

EXHIBIT "A" (Cont.)

FIRST AVENUE-ESPLANADE STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY (Cont.)

11333-B Schallock, Fred and Floy R. Daggett (Cont.)			
14,175 sq. ft. at 2¢ sq. ft.	283.50	283.50	Witt

FOOTNOTE:

+ Pacific Highway - City of Eugene, East Broadway, and Pacific Highway - City of Eugene, Cooperative Project: See Page 14798 in the minutes for discussion of these items.

* Front Street Project, City of Portland - Item No. 11014 and Item No. 10861: See Page 14798 in the minutes for discussion of these items.

** Baker-Dewey Avenue Underpass Section, Baker-Unity Highway: See page 11799 in the minutes for discussion of these items.

*** Town of Moro Section, Sherman Highway - Item No. 14532: See page 14800 in the minutes for discussion of this item.

**** Eddyville Section, Corvallis-Newport Highway -- Item No. 14093. See page 14800 in the minutes for discussion of this item.

11968

EXHIBIT "B-1"

Minutes of April 19 and 20, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to wit:

Real property owned by Darleen Stevens, which property is located in the northwest quarter ($NW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 35, Township 7 North, Range 2 West, W.M., Columbia County, Oregon, and is more particularly described on the attached sheets and designated as parcel No. 1, and is further identified in the records of the Highway Commission as file R 10851, which property is being acquired for right of way purposes in connection with the Columbia River Highway.*

APP · APR 19 1948

(Cont.)

EXHIBIT "B-1" (Cont.)

Real property owned by F. C. Marshall and Addie M. Marshall, which property is located in the north half ($N\frac{1}{2}$) of the north half ($N\frac{1}{2}$) of the southeast quarter ($SE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 35, Township 7 North, Range 2 West, W.M., Columbia County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 10848, which property is being acquired for right of way purposes in connection with the Columbia River Highway.*

Real property owned by John B. Smith and Ruth E. Smith, which property is located in Lot 1, Block 3, Knight's Addition to the Town of Joseph, situated in Section 32, Township 2 South, Range 45 East, W.M., Wallowa County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 14417, which property is being acquired for right of way purposes in connection with the Joseph-Wallowa Lake Highway. *

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, and/or with the tenants or persons in possession, if there by any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

(Cont.)

APR 19 1948

14870

EXHIBIT "B-1" (Cont.)

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the nineteenth day of April, 1948.

FOOTNOTE:

* The names of the property owners and the detailed descriptionsof the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 103, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

APR 19 1948

EXHIBIT "B-2"

Minutes of April 19 and 20, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Vernonia-Sunset Camp Road in Washington County, State of Oregon, is a county road which has been designated and classified as a federal aid secondary highway and as such is qualified for improvement with state, federal, and county funds; and

WHEREAS, it is the purpose and plan to reconstruct and improve said highway pursuant to a cooperative agreement or arrangement between the United States Government, the State of Oregon, and Washington County; and

WHEREAS, the real property hereinafter described is necessary for right of way purposes in connection with the contemplated and proposed reconstruction and improvement of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described, which property is owned by the estate

EXHIBIT "B-2" (Cont.)

of L. H. Bjornson, is necessary for the reconstruction and improvement of the Vernonia-Sunset Camp Road in Washington County, State of Oregon, to-wit:

A parcel of land lying in the northeast quarter (NE¼) of Section 10, Township 3 North, Range 5 West, W.M., Washington County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to L. H. Bjornson recorded in Book 275, Page 627, of Washington County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 120 feet in width, 60 feet on each side of the center line of the Vernonia-Sunset Camp Road as said road has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 489+93.8 to Station 491+59.8, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 489+93.8, at which point the said center line intersects the northerly extension of the easterly line of said property; said point being 1525.8 feet south and 1612.5 feet west of the northeast corner of Section 10, Township 3 North, Range 5 West, W.M.; thence on a 1,911.11 foot radius curve right (the long chord of which bears South 78° 16' West 165.47 feet) a distance of 166 feet to the extended westerly line of said property at Station 491+59.8.

The parcel of land to which this description applies contains 0.18 acre, of which 0.065 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 0.115 acre lies outside of the existing right of way.

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a

(Cont.)

EXHIBIT "B-2" (Cont.)

final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the nineteenth day of April, 1948.

APR 19 1948

11971

EXHIBIT "B-3"

Minutes of April 19 and 20, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for right of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Highway Commission is authorized by law, when acquiring real property for right of way purposes, to acquire fee title to the real property sought to be acquired, or any interest therein, and the Commission is also authorized, when acquiring real property for such purpose, to acquire all right of access from the abutting property to the highway proposed to be constructed; and

WHEREAS, the State is now engaged in the reconstruction of a highway known as the Pacific Highway, on which highway the Commission has heretofore, by resolution duly and regularly adopted and made a part of its official records, authorized the acquisition of all right of access from abutting lands to said highway and the right of way thereof; and

WHEREAS, the Commission has heretofore acquired from Southern Pacific Company a parcel of land abutting upon Lot 1, Block 3, Fairmount Addition to the City of Eugene, in Lane County, Oregon; and

WHEREAS, the property acquired from Southern Pacific Company was, prior to its acquisition by the Commission, owned by the Southern Pacific Company and used by it as and for a right of way for a common carrier railroad; and

WHEREAS, the Commission is of the opinion that the owners of Lot 1, Block 3, Fairmount Addition to the City of Eugene, have no right of ingress or egress to or from the property abutting said lot to the north and formerly used

EXHIBIT "B-3" (Cont.)

as railroad right of way, but that the owners of said property appear to claim and purport to claim some right of ingress and egress to and from said property and have refused to waive and relinquish such right or rights as they may have or claim to have; and

WHEREAS, Waldemar Christensen and Dorothy K. Christensen are the owners of said Lot 1, Block 3, Fairmount Addition to the City of Eugene; and

WHEREAS, it is the judgment of the Commission that the rights, if any, of said parties to access to and from the property heretofore acquired from Southern Pacific Company and abutting their property to the north and upon which the Commission proposes to construct a modern highway facility to adequately serve the transportation needs upon the Pacific Highway should be acquired;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, a majority of the members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that all right of access to the Pacific Highway from the real property abutting said highway and described as Lot 1, Block 3, Fairmount Addition to the City of Eugene, if in fact any such right of access exists, should be acquired and all access to and from the said property and the Pacific Highway should be prohibited.

2. That if a relinquishment and waiver of the right of access, if in fact any such right exists, cannot be acquired by agreement, then J. M. Devers as Chief Counsel for the Commission, is authorized to institute and prosecute to final determination such action or proceeding as may be necessary to acquire and vest in the public the said access rights, or claimed access rights.

3. That, in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said access rights, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said access rights as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

4. That this resolution be entered in full in the minutes and records of this Commission as of the nineteenth day of April, 1948.

APR 19 1948

14876

EXHIBIT "C"

Minutes of April 19 and 20, 1948

RESOLUTION DECLARING POLICY OF THE STATE HIGHWAY COMMISSION WITH RESPECT TO HIGHWAYS THROUGH INCORPORATED CITIES

WHEREAS, the legislature by the enactment of Section 100-122, O.C.L.A. said: "The commission is authorized and directed, whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state, to select and designate the street or streets of such incorporated city or town over which the said state highway shall be routed* * *"; and

WHEREAS, by the enactment of Section 100-124, O.C.L.A., the Oregon legislature has said: "Complete jurisdiction and control of streets taken over by the highway commission as provided in this act shall be vested in the highway commission and shall extend from curb to curb, or, if there be no regular established curb, then such control shall extend over such portion of the right of way as may be utilized by the highway commission for highway purposes. Responsibility for and jurisdiction over all other portions of such street or road shall remain in the city or town"; and

WHEREAS, the Commission is by law authorized to acquire, in addition to fee title to the real property over which a street or highway is constructed, all right of access from abutting property to the highway to be constructed, relocated, or widened; and

WHEREAS, the Oregon legislature in recognition of the problems and responsibilities which arise in connection with the construction, maintenance, and operation of public highways, whether they be state highways, county roads, or city streets, said: "The kind, character and volume of traffic now moving over public highways, the speed at which such traffic moves, the prime and essential factors such as speed, safety and convenience to which transportation of persons and property over public highways is entitled, the relation which such transportation bears to the transportation systems of other states and of the nation as a whole, and the ever-increasing toll of injury to and death of persons, and the destruction of and damage to property caused by and resulting from accidents on public highways constitute and are conditions and elements which demand of highway officials a program of highway designing, highway regulations, highway use and operation, highway controls and highway safeguards which will make possible and will insure a degree of safety and convenience and a type and class of service not possible under existing law"; and

WHEREAS, the citizenry of the State of Oregon, speaking through the legislative assembly, made this solemn pronouncement: "To the end that human lives may be saved, property damage minimized, transportation by motor vehicle promoted, and highway travel in general safeguarded, the legislature hereby does find, determine and declare that this act is necessary for the preservation of public safety, the improvement and development of transportation facilities

(Cont.)

APR 19 1948

EXHIBIT "C" (Cont.)

in the state, the protection of highway traffic from the hazards of unrestricted and unregulated entry from adjacent property, the elimination of hazards due to highway grade intersections and in general the promotion of public welfare"; and

WHEREAS, highway authorities throughout the nation have by experience found that the capacity of a highway to accommodate large volumes of traffic depends not only on the width of highway surface, the number of traffic lanes, and the use of traffic control signals, but depends with equal significance on the extent to which a thoroughfare is opened and subjected to access from such thoroughfare to abutting properties and intersecting streets, and on the extent to which access from abutting properties and intersecting streets to such thoroughfare is allowed by constituted authority; and

WHEREAS, the use by the Highway Commission of funds made available to the State of Oregon by the Federal Government is conditioned in a large measure on approval by the Public Roads Administration of the type and design of highway, for the construction of which such Federal funds are to be used and allocated, and in this connection the Public Roads Administration when considering the plan and design of a highway gives due and searching consideration to the capacity of such highway, including the factors of safety which will attend and surround the highway when thrown open to traffic; and

WHEREAS, it is deemed by the Highway Commission appropriate and advisable that the policy of the State, in so far as such policy may be defined and expressed by the Commission, be fixed, determined, and made a matter of public record;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That this Commission does hereby recognize and confirm the principles announced by the legislature in the enactment of said throughway law.

2. The Commission does hereby discourage and denounce the interruption of the orderly movement of traffic, the unnecessary hazards which are created by the establishment of points of access from abutting lands to main arteries, and corresponding points of access from major traffic arteries to abutting property, and the impairment of the capacity of a highway which results from unrestrained and promiscuous access from abutting property to highway and from highway to abutting property.

3. Fully recognizing the extent to which main thoroughfares are impaired, the capacity of the highway diminished, unnecessary traffic hazards introduced and other destructive factors and agencies imposed on the general public by the introduction of uncontrolled and imperfectly regulated access

14878

EXHIBIT "C" (Cont.)

points, the establishment of commercial zones, together with other practices which serve primarily local and individual interests, the Commission does hereby find and declare that public welfare warrants and demands complete, wholesome, and constructive cooperation between the State, represented by its Highway Commission, and the cities of the State, represented by their municipal authorities, "to the end that human lives may be saved, property damage minimized, transportation by motor vehicle promoted, and highway travel in general safeguarded".

4. That this pronouncement and declaration of policy be given wide publicity, and State-wide cooperation is requested to the end that the best interests of the State may be served, the road users' money wisely invested, and the common good of all made the objective of highway officers -- State County, and City.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the 20th day of April, 1948, and the Secretary instructed to prepare a sufficient number of copies of the same so that a correct copy may be made available to the Public Roads Administration and to the mayor of each city of the State, to the several county courts, to the Superintendent of State Police, to the Public Utilities Commissioner, and to other public officials.

APR 19 1948

EXHIBIT "D"

Minutes of April 19 and 20, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Athena	$3,224.17
Fairview	1,304.21
Lafayette	2,394.61
Lonerock	196.70
Powers	3,258.38
Rockaway	4,070.83

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Athena - Lincoln Street, Washington Street, College Street, High Street, Adams Street, Jefferson Street, Currant Street, Darwin Street, Grandview Avenue, Hunt Avenue, 2nd Street, 3rd Street, 4th Street, 5th Street, 6th Street

Fairview - All city streets (maintenance)

Lafayette - All city streets

Lonerock - 3rd Street, 4th Street, 5th Street, "B" Street, "D" Street

Powers - Hemlock Street, Poplar Street, Spruce Street, 2nd Avenue, 3rd Avenue, Date Street, Cedar Street, Avenue "F", Birch Street, Alder Street, Avenue "H", Avenue "A", Avenue "B", Avenue "C", Avenue "D". Avenue "E", Avenue "G"

(Cont.)

EXHIBIT "D", (Cont.)

Rockaway - Ocean Boulevard, Owen Avenue, Nehalem Avenue, Park Street, Myrtle Avenue

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission shall be, and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the th day of April, 1948.

APR 19 1948

EXHIBIT "E"

Minutes of April 19 and 20, 1948

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Bonanza	$ 467.31
Canyonville	511.43
Clatskanie	1,419.98
Covo	643.80
Culver	363.02
Dayton	1,273.57
Malin	1,073.00
Richland	509.43
Tualatin	477.34
Waldport	1,263.54

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Bonanza - 6th Avenue

Canyonville - Main Street

Clatskanie - Poplar Street, 4th Street, Park Street, Conyers Street, 9th Street, Nehalem Street, Tichenor Street, 11th Street, 13th Street, 6th Street

Covo - Church Street, Orchard Street, Main Street, Foster Street, Alder Street, Elm Street, Caddie Street, Hibbler Street, French Street, Mill Street, Hill Street, Conklin Street, First Street, Second Street,

APR 19 1948

(Cont.)

14982

EXHIBIT "E", (Cont.)

Culver - "B" Avenue, "C" Avenue, "D" Avenue, "E" Avenue, 2nd Avenue, 3rd Avenue, 4th Avenue

Dayton - 1st Street, Alley between 3rd and 4th Street east of Ferry Street, Intersection of 3rd and Church Street, 4th Street, Intersection 8th and Church Street, Intersection 8th and Ash Street, Main Street, 2nd Street, Church Street, 6th Street, Intersection 8th and Ferry Street, Intersection 7th and Ferry Street, Intersection 2nd and Ferry Street, Intersection 1st and Ferry Street, Neck Road south of Palmer Creek Mill Street, Alley between 4th and 5th Street

Malin - 6th Street, Rosicky Avenue, Market Street

Richland - 2nd Street, 3rd Street, Main Street

Tualatin - Grove Street, Park Street

Waldport - Mill Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the th day of April, 1948.

APR 19 1948

EXHIBIT "F"

Minutes of April 19 and 20, 1948

R E S O L U T I O N

WHEREAS, the Commission heretofore with the approval of the Public Roads Administration, selected for designation as a Federal Secondary Highway a county road in Douglas County, which had for one of its termini a point near Glendale, and the other termini a junction point with the Pacific Highway; and

WHEREAS, the Highway Commission found it necessary and advisable to relocate the section of the Pacific Highway in Douglas County beginning at a point near Azalea and terminating at a point near Glendale Junction; and

WHEREAS, by reason of the relocation of said section of the Pacific Highway, all connection between Federal Aid Secondary Highway No. 245 was destroyed; and

WHEREAS, it is a rule and a requirement of the Public Roads Administration that all Federal Aid Secondary Highways must have connection with either a State Secondary Highway, a State Primary Highway, a Federal Aid Highway, or a Federal Aid Secondary Highway; and

WHEREAS, by reason of the relocation of the Pacific Highway between said two points, there will be eliminated as a part of said highway the section of the old route which begins at a point at or near Azalea and terminates at a point south of the Azalea Junction; and

WHEREAS, by agreement heretofore entered into between the County Court of Douglas County and the State Highway Commission, it is provided that the County Court shall and will take over the abandoned section of the Pacific Highway Route and maintain the same as a county road; and

WHEREAS, the section of the old route of the Pacific Highway which begins at or near the Glendale Junction and extends southerly for a distance of approximately one half mile, involves a bridge across Cow Creek, and it is the purpose and plan of the County Court and the Highway Commission to abandon entirely as a highway said section or part of the old route of the Pacific Highway for the reason that the maintenance of the same for public purposes will not longer be necessary; and

WHEREAS, it is the purpose of these parties to extend said Federal Aid Secondary Highway No. 245 from its junction with the old route of the Pacific Highway at or near Glendale Junction to a connection with the new location of the Pacific Highway at or near Azalea.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE COMMISSION, all members being present and affirmatively voting as follows:

APR 19 1948

(Cont.)

14884

EXHIBIT "F" (Cont.)

1. That the following section of the old route of the Pacific Highway hereby is eliminated and shall no longer be a part of the route or right of way of said Pacific Highway; said section being described as follows:

Beginning at the Douglas-Josephine County line at Highway Engineer's Station 33+22, thence northerly to a junction with the Glendale Federal Aid Secondary Highway No. 245, a distance of 1.84 miles; thence northeasterly via the former route of the Pacific Highway to a junction with the relocated Pacific Highway northerly from Azalea, at Highway Engineer's Station 12+50, being a distance of 7.38 miles, or a total distance of 9.22 miles.

2. That the route of the Pacific Highway between a point at or near Azalea and a point at or near Glendale Junction, shall be and the same hereby is described as follows:

Beginning at the Douglas-Josephine County line at Highway Engineer's Station 474+45.4; thence northerly and northeasterly to a junction with the old route of the Pacific Highway northeasterly of Azalea, at Highway Engineer's Station 585+70, being a distance of 7.86 miles.

3. That a road generally described as following the following route, to-wit: Beginning at a point on Federal Aid Highway, Route No. 3, which point is approximately eleven miles northeast of Glendale; thence southwesterly following the old route of the Pacific Highway to a county road intersection in Glendale, the total length of which is 11.25 miles shall be and the same hereby is designated as Federal Aid Secondary Highway No. 245.

4. That a copy of this resolution be presented to the Public Roads Administration, and that said Administration be requested to approve said route or road as a Federal Aid Secondary Highway.

5. That there is attached hereto and by this reference made a part hereof, a map on which is shown the old or abandoned route of the Pacific Highway between a point at or near Azalea or Glendale Junction, and there is shown, also, the existing and proposed extension of said Federal Aid Secondary Highway No. 245, and there is likewise shown the relocated line of the Pacific Highway. (*)

6. That this resolution be entered in the minutes and records of the Commission as of the twentieth day of April, 1948.

FOOTNOTE:

(*)The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 183, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

APR 20 1948

EXHIBIT "G"

Minutes of April 19 and 20, 1948

R E S O L U T I O N

WHEREAS, the Oregon Coast Highway, otherwise designated as U. S. Highway 101 as routed through the town of Cloverdale, Tillamook County, passes in front of the U. S. Post Office and,

WHEREAS, it has been reported to the Highway Commission by Clifford O. Dougherty, Postmaster, Cloverdale, Oregon, that the parking of motor vehicles in front of said Post Office seriously interferes with the movement of U. S. Mails and the Commission has therefore been requested to designate and establish the highway frontage in front of said Post Office as a "No Parking" area; and,

WHEREAS, it is the judgment of the Commission that every reasonable and legitimate action should be taken having for its object the speeding of the movement of U. S. Mails, and

WHEREAS, it appears that Cloverdale is an unincorporated town,

NOW, THEREFORE, be it and it hereby is resolved by the Commission, a majority of the members being present and voting affirmatively as follows:

1. That the highway area in front of the Post Office at Cloverdale, Oregon, particularly between Highway Engineer's Stations 551+07 and 551+37, as set forth on the Highway Commission Drawing attached hereto and by this reference made a part hereof, be and the same hereby is declared to be a "No Parking" area and the parking of motor vehicles within said area is prohibited provided that this prohibition shall not apply to motor vehicles operated by the United States or its contractors and engaged in the carrying of U.S.Mails.*

2. That the engineer hereby is instructed to erect and thereafter maintain in said area "No Parking" signs. He is further instructed to paint, in a conventional manner and color, the curb lines within the limits of the "No Parking" area.

3. That this resolution be entered in the minutes and records of the Commission as of the 19th day of April, 1948, and correct copies thereof mailed to the Superintendent of State Police and to Clifford O. Dougherty, Postmaster, Cloverdale, Oregon.

FOOTNOTE:

The drawing mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 27, under the heading "No Parking Resolutions" and said drawing by this reference is made a part of this minute entry to the same extent as if copied in full herein.

APR 20 1948

14856

EXHIBIT "H"

Minutes of April 19 and 20, 1948

RESOLUTION

WHEREAS, the Pacific Highway East is one of the major state highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that a short distance outside the corporate limits of the City of Woodburn there is maintained an auction mart on real property abutting on said highway, which establishment on certain days of the week is patronized by a large number of people, many of whom park their cars within the right of way limits of said highway and leave said cars so parked for extended periods of time; and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Commission a hazard not only to through traffic but to the owners and occupants of the parked cars is created; and

WHEREAS, in the opinion of the Commission public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of motor vehicles along the Pacific Highway East between Mile Post 34.95 (Engineer's Station 767+50) and Mile Post 35.213 (Engineer's Station 753+50) south of the City of Woodburn, in Marion County, Oregon, creates a hazard not only to through traffic but to persons owning and using said parked cars.

2. That in the opinion of the Commission the right of way of said highway at said location is not of sufficient width to permit parking

APR 20 1948

(Cont.)

EXHIBIT "H" (Cont.)

facilities for large numbers of cars and at the same time provide the degree of safety and convenience which in the opinion of the Commission should be provided the motoring public.

3. That the parking of motor vehicles on the right of way of said highway within said termini be and the same hereby is prohibited.

4. That the Engineer be and he hereby is instructed to erect at the said termini, and at such points between such termini as in the judgment of the Engineer are necessary to accomplish the purpose of this resolution and the action of the Commission as here declared, "No parking on highway shoulders" signs.

5. That a copy of this resolution be sent to the owners and operators of the said auction mart, and that a like copy be mailed to the Superintendent of State Police.

6. That this resolution be entered in the minutes and records of the Commission as of the nineteenth day of April, 1948.

APR 20 1948

11582

EXHIBIT "I"

Minutes of April 19 and 20, 1948

ORDER REDUCING MAXIMUM LOAD LIMITS ON CERTAIN STATE HIGHWAYS

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

LITTLE BUTTE STATE SECONDARY HIGHWAY NO. 270

ROGUE RIVER LOOP STATE SECONDARY HIGHWAY NO. 260

AND WHEREAS, the above-named state highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the spring months when the frost is leaving the ground, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways that the maximum weights permitted and authorized by law be reduced during such period;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon said roads during the spring months shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said roads were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be permitted upon said road during the spring period commencing March 25, 1948, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

The maximum weights which shall apply to the entire length of each of the following highways, to-wit:

LITTLE BUTTE STATE SECONDARY HIGHWAY No. 270

ROGUE RIVER LOOP STATE SECONDARY HIGHWAY No. 260

APR 19 1948

(Cont.)

EXHIBIT "I" (Cont.)

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highways at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the said highways at contact with the tread of the wheels of any one axle of a vehicle exceed fifty (50) percent of the maximum limit set by law for any one axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O.C.L.A., shall be in full force and effect from the 25th day of March, 1948, until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highways and at important crossroads on said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Jackson County and a like copy to the county clerk of Josephine County and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this nineteenth day of April, 1948.

14990

EXHIBIT "J"

Minutes of April 19 and 20, 1948

RESOLUTION LIFTING REDUCED LOAD LIMIT

on the

McKENZIE HIGHWAY NO. 15

WHEREAS, on the 12th day of March, 1948, at a meeting of the Oregon State Highway Commission, all members being present and participating, the said Commission passed and adopted a resolution reducing the maximum load limit on certain state highways, including the following highway, to-wit:

McKENZIE HIGHWAY NO. 15 from Mile Post 34.5 (Forest Boundary) to Mile Post 55.0 (Junction with Belknap Springs Road);

and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said above-named highway;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the

McKENZIE HIGHWAY NO. 15 from Mile Post 34.5 (Forest Boundary) to Mile Post 55.0 (Junction with Belknap Springs Road);

be and the same hereby is rescinded and cancelled as of the 16th day of March, 1948, and the maximum load limit permissible on the said section of said highway hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerk of Lane County, in which county said section of said highway is located, and the Superintendent of the Department of State Police for his information,

Dated this nineteenth day of April, 1948.

APR 19 1948

EXHIBIT "K"

Minutes of April 19 and 20, 1948

RESOLUTION

WHEREAS, the transportation of persons and property over public highways by private and for-hire motor vehicles has developed to a point where such means of transportation has become an integral and essential part of the transportation systems and agencies of the State and of the Nation;and

WHEREAS, the volume and type of motor vehicles now using the public highways of the State and the Nation have become such that highway standards and highway designs of yesterday are inadequate with respect to factors of safety, time element, weight of load, dimensions of vehicle, and all other factors entering into the problem of transportation over public highways;and

WHEREAS, highway construction, maintenance, and improvement are now and have been for some time financed in large measure by taxes and other charg imposed upon and paid by the road user, and, therefore, the convenience, safety, and economy of time and cost of operation are of prime significance to the road user; and

WHEREAS, highways which in design possess a minimum curvature, easy grade, two or more same-direction lanes, freedom from access or intersecting roads, streets, or lanes, and into,to, or from which abutting property owners have no, or at least a limited, right of access, constitute and are thoroughfares which, in the opinion of the Commission, afford and offer to the highway user economy of time and cost and safety of operation, to public officials charged with upkeep economy of maintenance costs, and for all interested parties a reduction in the toll of life and health and a reduction in property damage; and

WHEREAS, the state highways heretofore located and constructed, while adequate at that time to meet the needs and requirements of the type and volume of traffic then using the public highways, are now inadequate and in some instances unsafe for the type, volume, and character of traffic now imposed upon public highways; and

WHEREAS, it is deemed by the Commission advisable and for the public welfare that certain policies be defined and declared by the Commission to serve as patterns and guides in connection with future highway location and construction as applied to major highways; and

WHEREAS, the Commission heretofore, to-wit: On the thirtieth day of October, 1945, adopted a resolution intended to declare and establish the Commission's policy with respect to the acquisition of access from abutting property to a state highway, and from such state highway to the abutting property, but in said resolution the Commission confined the application of

EXHIBIT "K" (Cont.)

the policy then declared to certain specific highways, and

WHEREAS, it is now deemed advisable by the Commission that said policy should be general and should apply to all primary state highways, and, therefore, it is the purpose of the Commission to renew its declaration of policy as stated in said resolution, and to make said policy apply to all primary state highways;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That hereafter, unless otherwise expressly ordered by the Commission, whenever any segment, section, or major part of any primary state highway is relocated or the alignment of the same is changed, thereby necessitating the acquisition of new or additional right of way, there shall be acquired at the same time, in addition to the real property fee title to which is being acquired for right of way purposes, all right of access from the owner of land abutting upon said right of way and the highway to be constructed thereover and all right of access from said highway to the real property abutting thereon except at such points, in such manner, and for such purpose as may be agreed upon by the Commission and the abutting owner, or as may in the absence of agreement be designated by the Highway Commission.

2. That when it becomes necessary to acquire any real property for the realignment of any of the primary state highways, or any segment, section or major part of any of said highways by the power of eminent domain, the resolution authorizing such proceeding shall contain necessary findings and declarations with respect to the acquisition of all rights of access within the meaning of this resolution.

3. That the Engineer be and he hereby is instructed, when preparing and writing descriptions for the acquisition of real property for rights of way for highway construction as contemplated in this resolution, to provide for and include therein a call for a waiver of all right of access as provided herein, and the Chief Counsel hereby is instructed to conform with the purpose and provisions of this resolution when acquiring real property for the purposes covered by this resolution, whether such real property and right of access be acquired by agreement or by the exercise of the power of eminent domain.

4. That this resolution be entered in the minutes and records of the Commission as of the twentieth day of April, 1948.

APR 20 1948

EXHIBIT "L"

Minutes of April 19 and 20, 1948

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter; and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of Highway: Columbia River
Highway Number: 2 Route Number: US30

Location of termini	Established speed
M.P. 88.03 (at Chenowith Creek) to M.P. 90.08 (at west city limits of The Dalles)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highway specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

APR 20 1948

1187 1

EXHIBIT "M"

Minutes of April 19 and 20, 1948

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth, hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: South Santiam
Highway number: 16 Route number US20

Location of termini	Established speed
M.P. 14.06 (S. Limits Lebanon to M.P. 14.92 (West of Traffic Scales)	35 miles per hour

BE IT FURTHER ORDERED, that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

APR 20 1948

Portland, Oregon
May 24, 1948

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
George Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids for highway construction work as follows were opened and read in conformity with previously-published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

OREGON COAST HIGHWAY IN COOS COUNTY

DELMAR-COALEDO SECTION

McNutt Bros., Eugene	$ 657,681.00
Porter W. Yett, Portland	658,938.00
J. C. Compton Co., McMinnville	669,424.00
J. N. & M.J. Conley, Portland	728,574.50

OREGON COAST HIGHWAY IN CURRY COUNTY

BRUSH CREEK-HUNTER CREEK ROCK PRODUCTION PROJECT

Shoreline Constr. Co., Salem	$ 41,600.00
F. O. Laws, Myrtle Point	44,240.00
Homer G. Johnson, Portland *	49,050.00
McNutt Bros., Eugene	71,870.00

*Lump sum reduction of $3000.00 if also awarded the Hunter Creek-Calif. State Line Rock Production Project

OREGON COAST HIGHWAY IN CURRY COUNTY

HUNTER CREEK-CALIF. STATE LINE ROCK PRODUCTION PROJECT

Shoreline Constr. Co., Salem	$ 54,715.00
Homer G. Johnson, Portland	64,700.00
McNutt Bros., Eugene	97,995.00

PACIFIC HIGHWAY IN JACKSON COUNTY

TOLO OVERCROSSING

Snook Bros., Corvallis	$ 52,212.00

SILVER CREEK FALLS SECONDARY STATE HIGHWAY IN MARION COUNTY

MILL CREEK BRIDGE SECTION

Archie R. Averill, Portland	$ 58,845.50
Walder & Kenworthy, Portland	60,055.50
Vadare Construction Co., Portland	61,815.50

FRONT AVENUE AT HOOKER STREET, IN PORTLAND, MULTNOMAH COUNTY

FAILING SCHOOL PEDESTRIAN OVERCROSSING

C. M. Corkum Co., Portland	$ 17,310.95
J. P. Brittan & Co., Portland	17,972.00
Archie R. Averill, Portland	18,409.00
Lindstrom Bros., Portland	19,180.00
Kuckenberg Constr. Co., Portland	19,293.00
E. C. Hall Co., Portland	19,332.50
Birkemeier & Saremal, Portland	21,810.00
Don L. Cooney, Inc., Seattle, Wn.	23,357.25

JOSEPH-WALLOWA LAKE SECONDARY HIGHWAY IN WALLOWA COUNTY

NORTH UNIT, JOSEPH-WALLOWA LAKE SECTION

J. C. Papin, Baker	$ 55,907.00
Roy Norquist, Sweet Home	56,713.00

The Commission by unanimous vote approved the minutes of the meeting of the Commission held on April 19 and 20, 1948.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following matters:

1. Gift of Mr. E. T. Hoffman, Myrtle Point, Oregon, of an eight-acre myrtle wayside grove located on ORE42 near Powers Junction: The Parks Superintendent advised that Mr. Hoffman wishes to present this tract to the state as a memorial to his mother. He recommended acceptance of it because it contains some very old myrtle trees, of which there are only a few remaining in the state and because it is a very nice place in other respects; moreover, it would cost the state nothing. Commissioner Chandler concurred in the recommendation. Commissioner Schaupp moved acceptance of the gift as a wayside tract. The motion was seconded and carried by the unanimous vote of the Commission.

2. Request of Eslinger and Kirk Lumber Company for the privilege of maintaining a lumber mill on a 12-acre wayside tract adjacent to the Wilson River Highway about one mile west of McNamar's Camp: The Parks Superintendent advised that the company has a five-year operation at this location. He recommended that the request be denied. The Commission approved the recommendation unanimously.

3. Proposal of R. C. Moulton to assign to Mr. Ole Nygaard, Astoria, his interests in an agreement with the Highway Commission covering the cutting of standing burned timber on state-owned property adjacent to the Sunset Highway: The Commission's Chief Counsel reported on this matter on behalf of the Parks Superintendent. He advised that all that Mr. Moulton wants is to assign his interests to Mr. Nygaard who is an experienced operator and who will carry out the provisions of the agreement in the same manner as if he were the original party to it. He presented a form of assignment covering the matter and pointed out that one of the provisions thereof is that the state will retain the $500 that was deposited by Mr. Moulton as a guarantee until Mr. Nygaard has completed the operation to the satisfaction of the Commission. The Parks Superintendent recommended approval of the assignment. The Commission approved the recommendation unanimously.

4. Champoeg State Park Memorial Building: The Parks Superintendent advised that he and the Engineer contacted members of the committee representing the Oregon Historical Society with respect to the site and the general plan of the building and that the committee indicated its approval of both with one slight change in the building plans which is satisfactory from the state's standpoint. He suggested that it would now seem appropriate for the Commission to select an architect to approve the plans. Chairman Banfield advised that the American Institute of Architects is interested in the matter and that the local branch of this association, which is headed by Mr. B. Frank Roehr, has offered to assist in any way it can, its particular interest being in the exterior of the building which they feel should be of proper type in harmony with its surroundings. It was his thought that it would be advisable to accept this offer, for which there might be a slight charge. Commissioners Schaupp and Chandler concurred, whereupon the suggestion was adopted by the Commission unanimously. The Parks Superintendent was instructed to ask Mr. Roehr to come before the Commission on the following day to discuss further details. (Mr. Roehr was present on the following day and at that time advised that the plan of the building in general, as prepared, is very satisfactory and that the site is a beautiful one; however, he suggested that the exterior of the building should include specimens of different Oregon woods. He offered the services of his association, free of cost to the state, to assist in preparation of the design of the building. The Commission unanimously accepted Mr. Roehr's generous offer with thanks and thereupon instructed the Parks Superintendent to keep in close touch with Mr. Roehr in the further interests of this project.)

Chairman Banfield brought up for discussion matters pertaining to the proposed Sullivan's Gulch Highway. He suggested that, because of the importance of the matter and the fact that the people of the City of Portland voted down the proposition to pay 60 percent of the right of way costs, the Commission should inspect the route with the view in mind of adopting it as a throughway highway and of acquiring necessary right of way without financial assistance from the city. He pointed out that the estimated cost to the city is $1,750,000, which the city probably will be willing to contribute by the time the Commission is ready to build the highway, whereas any other route would cost the state at least $5,000,000 more for construction; moreover, any other route would have the disadvantage and inconvenience of stop streets. If the state is forced to finance both right of way and construction, he said, it will mean a delay in completion of the project of two to three years. The Chief Counsel advised that there are two laws whereby the Commission could adopt the route as a throughway---Highway Code of 1939 and Chap. 226, Oregon Laws, 1947, otherwise known as the "Throughway Law". He suggested that it should be done under the provisions of the latter-mentioned law, which would permit the city and the county to contribute funds. He read aloud excerpts from this law. Following discussion Commissioners Schaupp and Chandler approved Chairman Banfield's suggestion for inspection of the route and it was thereupon decided to make such inspection at 10:30 a.m.

The Assistant Counsel, Mr. J. W. DeSouza, presented a list of options which had been acquired with respect to the purchase of real property needed for right of way and other purposes throughout the state. The Commission discussed and approved a number of the items listed but because of lack of time before the inspection trip deferred final decision until the afternoon session.

The meeting adjourned at 10:30 a.m. to permit the Commission to inspect the route of the proposed Sullivan's Gulch Highway and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission resumed discussion of the options presented by the Assistant Counsel for the purchase of real property needed for various highway improvements throughout the state. After careful consideration of each item, the Commission approved the amounts of the options and authorized acquisition of the several tracts. The Commission by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The following notes refer to the right of way resolution attached hereto and marked EXHIBIT "A":

*Items Nos. 14529, 14530, 14577, and 14528, with reference to the Front Avenue project in the City of Portland, were approved by the Commission following discussion of a report by the Assistant Counsel later in the session on the entire Front Avenue Project. (See additional minute entry ahead on page 14904.)

** Item No. 14436, settlement with Haven F. Potterf for right of way for the East Springfield Section of the McKenzie Highway, Lane County. This settlement was approved by the Commission notwithstanding that the right of way is not needed for any approved project. It appears that the owner of the property plans to construct a service station and wants to be certain it is constructed in the proper location. The Engineer advised that the highway would have to be widened at this point and if the property is not acquired now it will cost considerably more later on if the service station has to be moved. In view thereof, the Commission authorized the purchase.

*** Items Nos. 14365, 14366 - Hostetler, and 14366 - Calkins, covering right of way needed for improvement of the Oregon Coast Highway at Devils Lake Outlet. These settlements were approved by the Commission on May 25 upon report from the Engineer and the Assistant Counsel that the right of way is needed to provide a standard highway right of way with a minimum 80 foot width plus slope easements on the east side of the highway. A bridge is to be constructed across the outlet and the right of way now being purchased will enable it to be placed in the proper location.

+ Item No. 9498 covering right of way purchased from H. J. Beardsley for the Owens Street-Midland Road Section of the Klamath Falls-Lakeview Highway, Klamath County. In the discussion of this item it was pointed out that settlement could not be reached with Mr. Beardsley until the Highway Commission reached an agreement with him for remodeling the front of his building which is involved. It was recalled that the Commission took bids on behalf of Mr. Beardsley at its meeting on March 11, 1948, for such remodeling work. The bids were referred to the Engineer and the Chief Counsel to contact Mr. Beardsley to ascertain his attitude with respect thereto. The Chief Counsel advised that Mr. Beardsley was contacted and that he is satisfied with the bid of Angelo Doveri in the amount of $18,375, which was the only bid received, and that he has entered into a contract with Mr. Doveri to do the work. The Commission approved the right of way settlement with Mr. Beardsley on the strength of this report.

++ Items Nos. 9846 and 14443, right of way needed in connection with the Baker Underpass Section of the Baker-Unity Highway in Baker County. The Commission approved both of these settlements but reiterated its previous decision not to construct the project until the City of Baker has fulfilled its obligation with respect to it.

In the discussion of right of way matters, the Commission also discussed briefly settlements presented by the Assistant Counsel for right of way for the Tillamook-Pleasant Valley Section of the Oregon Coast Highway. It appears that there are a number of properties for which settlements have not been reached with the owners, in view of which the Commission decided not to consider any of the settlements until all of the options possible have been secured.

The Commission also discussed acquisition of right of way needed for the proposed improvement of the Newberg-Dundee Section of the Pacific Highway West and for the Fir Grove Section of the Albany-Buena Vista Federal Aid Secondary Highway but deferred action on all of the options presented pending adoption of the survey for each of these projects.

In this connection the Commission ordered that hereafter no right of way settlements shall be presented to the Commission for approval unless and until the survey of the section for which the right of way is being acquired has been formally approved by the Commission.

The Assistant Counsel reported difficulties in reaching settlements with property owners for the acquisition of additional right of way that is needed for various highway improvements. He presented a list of the several parcels together with offers that he recommended in condemnation, as follows:

		Recommended Offer
Delmar-China Camp Creek Section of the Oregon Coast Highway		
14247	L. R. Siglin	$ 180.00
14103	L. R. Siglin - Paul Trolard, et ux contract purchasers	2800.00
Tolo Overcrossing Section of the Pacific Highway		
14515	Gold Ray Realty Co.	350.00
14518	Wright Lumber Co.	600.00
Euchre Creek-Gold Beach Section of the Oregon Coast Highway		
14004	Lloyd Corporation, Ltd.	1600.00
Ferry Street-Walnut Street Section of the Pacific Highway		
12010	J. J. Chisholm and Mae Chisholm and Nellie Chisholm	300.00
Agate Beach-Newport Section of the Oregon Coast Highway		
4427	H. W. and W. W. Gauntlett	9000.00
Lost Creek-Lowell Section of the Willamette Highway		
12069	Harry H. Wade and Rose Wade	1900.00

Following careful consideration of this matter, the Commission approved the offers in condemnation as recommended by the Assistant Counsel and thereupon, by unanimous vote, adopted the attached resolutions marked EXHIBITS "B1", "B2", "B3", "B4", and "B5", authorizing condemnation of the several tracts, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Assistant Counsel, Mr. DeSouza, brought up for discussion the request of Mr. W. H. Gillinwater, Crescent, Oregon, that the Highway Commission allow him $600 for removing a building on right of way purchased from him for improvement of The Dalles-California Highway at Crescent, Klamath County. He advised that the right of way has already been acquired, and as part consideration the state agreed to allow Mr. Gillinwater $600 for moving the building. The highway improvement, he said, is not ready to go forward, but Mr. Gillinwater wants to develop his holdings and would like to complete his deal with the Commission at this time. Mr. Gillinwater, he said, will not only move the building but will also clean up the premises and will construct the approaches to the building in the new location at his own expense. He recommended approval of the request. The Commission by unanimous vote approved the payment of $600 to Mr. Gillinwater on the basis of this report.

The Assistant Counsel also brought up for discussion the matter of installing a water-softening system on property of Mr. J. N. Hopper at Wolf Creek on the Pacific Highway, in Josephine County. It appears that during the improvement of the highway at this point it was necessary to destroy Mr. Hopper's well, so the state drilled him another one; however, the water is very hard and needs softening, which can be accomplished through special treatment. It also appears that Mr. Hopper is unwilling to release the state from further obligation even though the water-softening apparatus is installed. The Commission decided unanimously, in view of Mr. Hopper's attitude, to do nothing further with the matter until he is willing to cooperate.

The Commission discussed the matter of selling privately a building located on property acquired from Ray C. Fish, et ux. as right of way for improvement of the Eagle Creek-Sandy Section of the Woodburn-Sandy Secondary Highway, in Clackamas County. The Assistant Counsel advised that when the highway improvement was contracted it was thought that the building would be needed by the engineers in charge of the work; however, it developed later on that it was not needed for such purpose. He said that the building is not of much value and recommended acceptance of an offer of $150 which he has received for it. The Commission approved the recommendation.

The Assistant Counsel, Mr. Neuner, reported on the claim of Elmer and Edith Sohrweid arising out of damage to their property as the result of prospecting for road materials. He advised that the Highway Department negotiated with these people for the acquisition of a portion of their property, and as a result a tentative agreement was reached by which the state would have a 25-year ground lease; however, before the lease was executed it was discovered that the property did not contain the desired quantity or type of rock. In the course of the exploratory operations, he said, considerable work was done with a bulldozer, and a number of trenches were dug as wide as the bulldozer blade and from three to six or eight feet in depth. The aggregate length of the ditches, he said, was approximately 1,000 feet. He further stated that shortly after the exploratory work was completed the Sohrweids claimed an impairment of their well which might have been caused by the state's activities on their property. The Sohrweids, he said, feel that they have been damaged to the extent of $500 and have asked the state to pay them such sum. He recommended that the claim be allowed. The Commission approved the recommendation unanimously.

The Commission considered a compromise settlement recommended by the Chief Counsel of the condemnation case of the state versus Carl G. Bechen, et al. for right of way needed for the Gardner Ranch-Berger Ranch Section of the Sunset Highway. The Chief Counsel advised that the Bechen property is highly improved farm land which is being cut up very badly by reason of the highway construction; moreover, the state is taking about 19 acres of this property for its purposes and is also securing an easement from the Bechens for a drainage pipe in connection with the undercrossing of the railroad which crosses the property in a north and south direction. The Chief Counsel also stated that he has had the property appraised by outside appraisers whose appraisals run from approximately $11,000 to approximately $19,000. He recommended a compromise settlement for $16,000 plus an item of $60 for replacing some fencing that was destroyed during the highway construction. He pointed out that in this settlement a certain cattle pass which was originally requested has been eliminated and that access is being restricted to two farm crossings and one private access to a five-acre tract on the south side of the highway which is otherwise completely isolated from a public road. Following discussion the Commission approved the recommendation unanimously.

The Engineer brought up for discussion a request from the U. S. War Department that the state purchase a 200-foot strip of property along the west side of the North Santiam Highway near Detroit Ranger Station in order to prohibit any occupancy of the strip except by special permission from the Regional Forester. It appears that the War Department has been requested by the Forest Service to acquire the property, but the War Department feels it is the obligation of the state inasmuch as the state has been acquiring the rights of way for the other portions of the highway with a similar protective strip adjacent thereto. The Engineer recommended approval of the request, which, he said, would extend the protective wayside for a distance of about 240 feet and would involve the purchase of only 6.4 acres of land which is appraised at $960. In the discussion it was pointed out that the state now owns right of way 150 feet wide and that right of access to the highway along the section also has been acquired. A map was presented showing the area under discussion. The Commission deferred action on the matter until its next meeting.

At 3:00 p.m. Chairman Banfield announced publicly the awards of contract, bids for which were received at the morning session, the awards previously having been discussed and unanimously approved by the Commission:

"Delmar-Coalodo Section of the Oregon Coast Highway, in Coos County; 2.89 miles of grading and paving. The low bidder for this work was McNutt Bros., Eugene, at $657,681. Porter W. Yett, Portland, submitted the next low bid in the amount of $658,938. There were two higher bidders. The Commission has rejected all bids for this project.

"Brush-Creek-Hunter Creek Rock Production Project on the Oregon Coast Highway, in Curry County; furnishing crushed gravel in stockpiles. Shoreline Construction Company, Salem, was the low bidder for this work in the amount of $41,600. F. O. Laws, Myrtle Point, submitted the next low bid in the amount of $44,240. There were two higher bids. The contract has been awarded to the low bidder, Shoreline Construction Company.

"Hunter Creek-California State Line Rock Production Project on the Oregon Coast Highway, in Curry County. The Commission received three bids for this work, the low one being that of Shoreline Construction Company, Salem, at $54,715. The next low bid was submitted by Homer G. Johnson, Portland, in the amount of $64,700. The contract has been awarded to the low bidder, Shoreline Construction Company.

"Tolo Overcrossing on the Pacific Highway, in Jackson County; widening existing concrete viaduct and replacing existing frame trestle approach with fill, etc. Snook Bros., Corvallis, submitted the only bid for this work in the amount of $52,212. This bid is satisfactory and the Commission has awarded the contract to Snook Bros. at their bid price.

"Mill Creek Bridge Section on the Silver Creek Falls Secondary State Highway, in Marion County; involves construction of reinforced concrete viaduct over Mill Creek and 0.4 mile of highway roadbed and surfacing. Archie R. Averill, Portland, submitted the low bid at $58,845.50. Walder and Kenworthy, Portland submitted the next low bid at $60,055.50. There was one higher bid. The Commission has awarded the contract to the low bidder, Archie R. Averill.

"Failing School Pedestrian Overcrossing over Front Avenue at Hooker Street, Portland, Multnomah County. The low bid for this work was submitted by C. M. Corkum Co., Portland, at $17,310.95. J. P. Brittan & Co. Portland, submitted the next low bid at $17,972. There were six higher bidders. The Commission has awarded the contract to the low bidder, C. M. Corkum Co., at its bid price.

"Grading, surfacing and oiling, and construction of two concrete bridges on the North Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway, in Wallowa County. J. C. Papin, Baker, submitted the low bid for this work in the amount of $55,907. The only other bid received was that of Roy Norquist, Sweet Home, at $56,713. The Commission has referred these bids to the Engineer with authority to award the contract to the low bidder, J. C. Papin, at his bid price upon approval by the Public Roads Administration."

The Assistant Counsel, Mr. DeSouza, reported to the Commission on the status of right of way acquisitions on the Front Street Project in Portland. He exhibited a map on which there was shown the right of way as it originally was contemplated in 1940, upon which the Portland bond issue was based. The map also indicated separately the additional areas which have been added to the project since that time. From a financial standpoint it appears that the original appraisal on both sides of the river, as made in 1940, was $1,808,936.00, which in 1942, based on more definite information as to the requirements on the east side of the river, was revised to $2,051,107.00. The present net estimated cost of the right of way is $2,435,739.96. This is an extra amount over the 1942 appraisal of $384,632.96. The difference was accounted for by additional properties which have been added to the project and by increases in real property values since the time the appraisals were made. It was also reported

that expenditures made, plus the estimated cost of right of way not yet acquired, amounted to $2,509,196.00, which is $73,456.04 more than the net estimated cost of the right of way. This discrepancy was accounted for by the fact that in addition to land costs, the City of Portland has paid taxes, title insurance costs, repairs to structures, appraisals, etc., for the Front Street project, which expenditures were not included in the estimated costs of property.

In this connection Chairman Banfield brought up for discussion the matter of constructing a railroad underpass at the west end of the Steel Bridge which is estimated to cost about $500,000 and which was not included in the original plan for the Front Avenue improvement. He gave as his thought that this expense is not justified because of the bottleneck condition that exists along Front Avenue north of this point. The Engineer said that the underpass was added to the plan because of the grade crossing hazard at this point, however, he added that it is not imperative that the underpass be constructed now, as it can be installed later on if it is found necessary. He was instructed by the Commission to bring to the next Commission meeting a plaster model of the proposed project to enable the members of the Commission to visualize the conditions. It was also decided to inspect the premises some time during the next meeting.

The Commission reconsidered approval of four settlements for right of way on this highway as presented by the Assistant Counsel earlier in the session, which properties are located on the east side of the Willamette River. It was explained at the time that approval of these purchases would clean up all right of way matters on the east side of the river other than those that are being condemned by the City of Portland. The Commission, by unanimous vote, approved the settlements as recommended. (See items 14529, 14530, 14577, and 14528 listed in the right of way resolution marked EXHIBIT "A" and referred to on page 14898.)

Chairman Banfield also brought up for discussion matters pertaining to the proposed Sullivan's Gulch Highway. Following a brief discussion, the Chief Counsel was requested to prepare and present to the Commission on the following day a draft of a resolution adopting this route as a state highway and declaring it a throughway under the provisions of the "Throughway Law" enacted by the 1947 Legislature. (As requested, the Chief Counsel presented such resolution on the following day when it was adopted by the Commission by unanimous vote. See resolution attached hereto and marked EXHIBIT "N".)

The Commission discussed a report from the Engineer on the request of citizens of Nashville, in Lincoln County, for the designation of a county road. which extends from Nashville to Orton, as either a State Secondary or a Federal Aid Secondary Highway. The Commission indicated that it would not approve this project due to lack of funds with which to finance construction but deferred a definite decision until the following day when a delegation from Nashville is to be present. (See ahead for discussion of this matter with the delegation.)

The Engineer reported the results of investigations of alternate routes proposed for the Hillsboro-Silverton Secondary Highway through the town of Newberg. He estimated the cost of constructing the College Street route, which is the one preferred by the Newberg City Council, at $72,300 and the cost of right of way at $23,500, for a total of $95,800, compared with a total cost of $88,600 for the Meridian Street route, which is advocated by a group of citizens which appeared before the Commission at its meeting in April. He explained that the right of way cost on the College Street route includes an amount of $12,000 for removing the Union Oil Company's plant from its present location at the north end of this street, it being assumed that the plant would have to be re-established immediately. If the improvement of College Street at this particular point were deferred until a later date, he said, a saving of $7,000 can be effected because the Union Oil Company has plans to build a new plant in the not too distant future. It was his belief that the state could purchase additional property for the company's use and that the oil company would turn back to the state a right of way required for the highway improvement. If this saving can be effected, he said, it would reduce the total cost of the College Street route to $88,800 which is practically the same as the estimated cost of the Meridian Street route. He indicated a preference for the Meridian Street route. (For further details see Engineer's letter of May 18, 1948, directed to Mr. T. H. Banfield, in general files.) The Commission deferred action on this matter pending consultation with Mr. Frank C. Colcord, Mayor of the City of Newberg, who is scheduled to appear on the following day. (Mr. Colcord was unable to be present on the following day, so the matter was not discussed further.)

The Engineer reported results of investigations of complaints from residents on the Hillsboro-Silverton Secondary Highway about four miles south of Hillsboro that this highway is inadequately drained and as a result is flooded to a depth of about two feet each winter. He advised that this is one of the roads the Commission took over from Washington County, and the records disclose that for a period of several years it has been flooded because of inadequate capacity of two 36-inch pipe culverts. He recommended replacement of these two culverts with an 8' x 5' reinforced concrete box culvert which, he said, would correct the situation. He estimated the cost of the concrete box at about $4,000 and recommended approval of the work as a 1948 Minor Betterment project. The Commission approved the recommendation.

Pursuant to instructions from the Commission at the previous meeting the Engineer reported results of an investigation of the request of the City of Vale for the improvement of Washington Street, in Vale, as a by-pass route for Central Oregon Highway truck traffic through this town. He advised that the city is asking for the oiling of this street for a width of only 30 feet, which would cost about $5,000; however, he questioned that this would satisfy the people who sooner or later would want the street oiled the full width of 60 feet, placement of curbs and a heavier type pavement, which would cost about $25,000. He recommended that the request be denied for the reason that he can see no necessity for disbursal of the truck traffic at this time. The Commission approved the recommendation.

As requested by the Commission at the previous meeting, the Engineer reported on the status of field survey work necessary for projects designated in the first Three Year Postwar Program and on the surveys that will be needed for projects in future construction programs. He presented a list of projects and advised that many of them are possibilities for the next construction program the Commission will adopt. (See Engineer's letter dated May 19, 1948, directed to the Oregon State Highway Commission for the list referred to.) He suggested, in order that the best available use of the Department's limited engineer personnel can be made, that he be authorized to proceed with the completion of these surveys so they will be available when needed by the Right of Way Department in making appraisals and securing options for right-of-way. Chairman Banfield expressed himself in favor of granting this authority insofar as it concerns projects that the Engineer can recommend for inclusion in the next construction program, particularly that for 1949. Commissioners Schaupp and Chandler expressed themselves similarly and it was so ordered.

The matter of contributing state highway funds to assist in financing bank protection work along the Santiam River north of the new bridge on the Pacific Highway East, near Jefferson, was brought up for discussion by the Engineer. He advised that the Army Engineers have made a study of erosion conditions along the Santiam River at this point and report the need of protection facilities for about 3,200 feet on the north bank of the river a short distance above the bridge, and on the south side of the river about a half mile above this point. To correct the situation, they propose construction of about 1,100 feet of drift barrage which would cost a total of about $100,000, fifty percent of which they are asking the state to assume because of uncertainty that more than $50,000 of Federal monies will be available for the purpose. He recommended that the Commission approve an expenditure of $50,000 for this work because the bank erosion is serious and unless it is stopped may result in a major shift in the river channel, which would involve large expenditures on the part of the state and might necessitate construction of another bridge. The Assistant Counsel, Mr. Neuner, mentioned that the state might assume some liability if it joined in this undertaking. He suggested the possibility of the Federal Government contributing the entire amount under the Flood Control Act, which authorizes the Army Engineers to do anything necessary in connection with projects of this kind without assumption of any liability whatsoever. In view of this information the Commission deferred action on the project and referred the matter back to the Engineer and the Chief Counsel for a joint report and recommendation.

The Engineer reported on the request of the City of Astoria for two improvement projects in this city - widening of Taylor Avenue (Oregon Coast Highway) westerly from Bay Street to Hamburg Street, a distance of about 2,800 feet, and improvement of Leif Erickson Drive (Columbia River Highway) from 36th Street to 52nd Street. He advised that those projects have been investigated pursuant to authority from the Commission, and it has been found that the Taylor Avenue project consists of widening of a two-lane pavement to a standard four-lane facility and that such project would cost about $70,000. Additional right of way, he said, would not be required because the existing street is 100 feet wide. He also advised that the City of Astoria has agreed to require the removal of some buildings which encroach

upon the street area at such time as the improvement is made. The daily traffic volume on this street, he said, is 6,000 vehicles, and he recommended that this project be considered by the Commission for inclusion in the unallocated Major Betterment Program for the year 1949. The Leif Erickson project, he said, is not so important. He estimated the cost to construct this project, at $380,000 and the cost of right of way at $100,000 for a total of $480,000. He pointed out that the traffic volume on this street is only 2,700 vehicles per day, which feature, together with the high cost of the work, does not qualify this section for priority construction at the present time. He recommended that this project be denied. The Commission deferred definite action on both projects pending inspection on one of its trips this summer.

The Commission discussed a request from Mr. E. K. Willer, owner of Willer's Motor Hotel and Apartments, Newport, for permission to use a portion of state highway right of way in Newport for automobile parking purposes. The Engineer advised that the area that Mr. Willer wishes to use is a portion of a large area which the Commission plans to landscape at the north end of the Yaquina Bay Bridge; in fact, part of it has already been partially landscaped and is now covered with green grass; moreover, plans are being made to do additional landscaping work at this point. He pointed out that other requests have been made for the same privilege and if the Commission grants Mr. Willer's request it would establish an undesirable and probably an embarrassing precedent. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported on the request of the Albany Timber Carnival Association for the privilege of using Waverly Lake and Waverly State Park in connection with its annual carnival which is to be held on July 3 and 4, 1948. He said that he has had this matter investigated by the Traffic Engineer who recommends, if the Commission sees fit to grant this privilege, that the following conditions should apply: (1) That the Association be required to post a cash bond in the amount of $1,000 to guarantee adequate clean-up of the premises, (2) that sufficient parking attendants be provided by the Association to keep the highway clear of parked vehicles, (3) that the section of the Pacific Highway adjacent to the carnival activities be posted with "no parking" signs at the Association's expense, (4) that a minimum number of adequately marked and police patrolled pedestrian crossings be maintained at Association expense, and (5) that there be installed and maintained by the State Highway Department during the progress of the carnival standard Highway Department "Slow -- Congested Zone" signs. He advised that he concurs in the recommendation. As the result of discussion the Commission authorized the granting of a permit to the Carnival Association for the use of the state's property this year only on the conditions recommended by the Engineer. The Secretary was instructed to notify the Carnival Association of the action taken and to advise further that hereafter the Commission would expect the Association to make other arrangements for a place to hold its carnival.

The Engineer brought up for discussion the disposal of buildings in Eugene which were previously authorized for sale by the Commission, the bids having been referred back to the Engineer and the Chief Counsel for recommendation. The Engineer advised that the offer of $3,000 subsequently made by Mr

Kenneth Dodd for Buildings Nos. 11994 and 11997 has been investigated and that Mr. Joel D. Trapp, who submitted the high bid of $2,750 for these two buildings in the regular bidding procedure, was also contacted. Mr. Trapp, he said, has made a counter offer of $3,150 for the two buildings and in addition thereto agrees to rent the buildings to Highway Department employees at the rate of $25 per month for a six-months period. He further stated that he has discussed the entire matter with the Chief Counsel and it is their recommendation that Mr. Trapp's offer should be accepted, that the bids received for Building No. 10961 be rejected and that the Commission accept the high bid for each of the remaining buildings; otherwise, that all bids be rejected and sale of the buildings be re-advertised. The Chief Counsel verified the statement. The Commission unanimously approved the sale of the buildings as recommended.

The question then arose concerning the sale of additional buildings at this location. The Commission authorized the advertising for sale of these buildings subject to the condition that the successful bidder is not to be allowed to move the buildings over any highway or street under the jurisdiction of the State Highway Commission.

The Commission discussed briefly a Wasco-Heppner Secondary Highway improvement that has been requested by residents of Morrow, Gilliam, Wheeler, and Sherman Counties concerning which a delegation is to appear on the following day. The Engineer presented a straight line chart showing the status of improvement of this road. The Commission deferred action on the matter pending appearance of the delegation. (As the result of discussion with the delegation, the Commission agreed to inspect the project on one of its inspection trips this summer. See ahead for additional paragraph.)

A letter was presented from the Joseph Chamber of Commerce requesting the oiling of the main street in their town. The Engineer advised that this request has been investigated and it has been ascertained that what the Chamber of Commerce desires is the oiling of five blocks on the Wallowa Lake Highway. He said that this street is 100 feet wide with a ten-foot sidewalk on each side and an oiled roadway 36 feet wide along the center, so there remains 22 feet on each side to be oiled. He estimated the cost of the improvement at $4,785; however, pointed out that it would be only a temporary improvement, whereas a permanent job would cost about $25,000. He recommended, if the Commission approves the project, that it be done on a permanent-type basis. The Engineer pointed out that bids were received today for grading, surfacing, and oiling the North Unit of the Joseph-Wallowa Lake Section of this highway, 1.31 miles in length, the low bid being in the amount of $55,907; also, that there is insufficient money available to finance the improvement now requested. In view of this report the Commission by unanimous vote denied the request, however, agreed to inspect the project on one of its trips this summer.

There was presented to the Commission a request from the County Court of Klamath County that the State Highway Department take over and assume maintenance of the South Poe Valley County Road from Olene to a connection with the Malin-Poe Valley Road which is now being improved under state highway contract. The Engineer advised that this is a county road but that

it has been designated a Federal Aid Secondary Highway, and its maintenance is an obligation of the county. Were the state to assume the maintenance, he said it would be necessary to place the road on the State Secondary Highway System. He advised that the road was graded in 1944, surfaced in 1945 and 1946, and was oiled in 1947 and, whereas the wearing surface is now fairly good, it will probably need resealing some time during the next five years. He pointed out that the road is ten miles in length and that it contains a bridge with two 75-foot steel spans across Lost River, with a roadway width of only 15' 2" and badly in need of paint. Concerning the right of way width, he said, that a 60-foot right of way was acquired by resolution of the county court, but there are some sections where right of way fences are only 40 feet apart, so it probably will be necessary to spend some money to provide a uniform 60-foot right of way. He estimated the annual cost of maintenance for the next five-year period, if the state took over this road, at $9,832.

Commissioner Sharp gave as his understanding that the court is not asking the state to designate this road as a secondary highway but is asking the state only to enter into an agreement with the county to maintain it for the next five years. He gave as his thought that such an arrangement on a state-wide basis would encourage counties to construct more good county roads. Mr. George Neuner, Assistant Counsel, advised that the Commission has the legal authority to enter into such type of agreements with the counties if it so desires. As the result of discussion the Commission instructed the Engineer to report at the next meeting whether or not the state is in position financially and otherwise to assume such an obligation on a state-wide basis.

The Commission discussed a request from the City of Wheeler for the widening of the Oregon Coast Highway between Gamble Street and Hemlock Street, a distance of approximately 2,000 feet. The Engineer advised that this is a meritorious project that is estimated to cost about $6,000. He said that it is too small a project for contracting and probably should be performed by state forces. He recommended consideration of the project by the Commission in the formulation of its 1949 Minor Betterment Program, it being too late in the season to do it this year. The Commission approved the recommendation and also expressed a desire to inspect the project during the progress of one of its inspection trips.

A letter was presented from Mrs. John E. Fredrickson, Mapleton, Oregon, urging improvement of the "Route F" Highway between Eugene and Mapleton. The Commission denied the request for immediate undertaking, however, ordered that Mrs. Fredrickson be informed that the Commission is attempting to improve this route as fast as funds are available and will consider it along with other projects when the next construction program is formulated, although such consideration does not contain any promises to include it in the program.

The Commission discussed briefly four requests presented by the Coos County Court at the previous meeting of the Commission, as follows:

(1) State cooperation in construction of a bridge across the Coquille River at Bullards

(2) Matter of substituting a bridge project for an oiling project on the Myrtle Point County Road, Federal Aid Secondary Highway

(3) Request that the state take over the obligation of maintaining two approach bridges on the Oregon Coast Highway between Coquille and Bandon and as consideration therefor the County agrees to take over and maintain certain abandoned sections of the Cape Arago Secondary Highway

(4) Proposal of the American Legion, Coquille, with regard to widening the intersection of Willard and Front Streets, in Coquille

The Commission deferred a decision with respect to the first of the above-mentioned items until later in the session. (See ahead for additional paragraph where the Commission approved state cooperation conditionally.) As to substituting the bridge project for an oiling project on the Myrtle Point County Road, the Engineer advised that he has not yet received word from the Public Roads Administration whether or not it will approve such substitution of projects. In view thereof, the Commission deferred its decision until such information is forthcoming. The Commission approved the assumption of the obligation of Coos County with respect to maintaining the two approach bridges on the Oregon Coast Highway between Coquille and Bandon, in view of the opinion of the Chief Counsel that the obligation rightfully belongs to the state. The Engineer and the Chief Counsel were instructed to prepare a form of agreement with Coos County covering the matter and providing for the County to take over and maintain the abandoned sections of the Cape Arago Secondary Highway. The Commission deferred a decision with respect to the proposal of the American Legion, Coquille, pending a report from the Engineer.

The Engineer recommended and the Commission unanimously approved three Special State Tax Street Fund projects to be financed with a portion of the $250,000 fund which the 1947 Legislature withheld from the general apportionment of State Tax Street Funds to the counties and cities for expenditure by the State Highway Commission, as follows:

Cooperative project with the City of Florence

Placement of rock base and oil mat surfacing and otherwise stabilizing portions of Lincoln Street and Hamlin Street in order to carry heavy lumber hauling - Total estimated cost ---- $ 9,600.00
City's share ---------- 1,000.00

Cooperative project with the City of Newport

Re-aligning, grading, surfacing, and construction of curbs and sidewalks along Hurbert Street and Canyon Road between the Oregon Coast Highway and the water front ---------- Total estimated cost ---- $16,412.00
Surfacing work by the state ---------- 9,412.00
Balance to be paid by city and property owners 7,100.00

Project in City of Oakridge

Stabilizing and oiling Commercial Street from Cherry Street to Alder Street - Total estimated cost -$15,000.00

Regarding the project in Oakridge, the Engineer advised that this street carries especially heavy log and lumber traffic and will have to be improved entirely at state expense because the city is without funds.

The Commission discussed a request from the Clatskanie Kiwanis Club for construction of a footpath along the Lower Columbia River Highway between the Clatskanie city limits and the S. P. & S. Depot. The Engineer recalled that this matter had the attention of the Commission about a year ago and that Chairman Banfield and he inspected the project on April 30, 1947, when it was concluded that the cost of the footpath was more than would justify its construction. He pointed out that there is insufficient right of way on which to construct an adequate path, and estimated the cost to construct a narrow footpath within the present right of way width at $4,000. He recommended that the request be denied. Chairman Banfield gave as his opinion that the project is merited. He suggested that the right of way feature be further investigated before a final decision is made by the Commission. The suggestion was approved by Commissioners Schaupp and Chandler, whereupon the Engineer was instructed to make such investigation and to report his findings at the next meeting of the Commission.

The Engineer reported that several requests have been made by delegations from Oakridge for the improvement of the Willamette Highway, as follows:

(1) Channelization and illumination of the intersection of Crestview Drive with the Willamette Highway at Oakridge, estimated cost-$1,200;

(2) Widening of the present 18-foot oil surface to 20 feet and construction of four-foot shoulders along this highway between Willamette City and Oakridge, a distance of about one mile, estimated cost - $7,000;

(3) Widening of the Willamette Highway through the town of Oakridge, particularly between Highway Engineer's Stations 25+95 and 26+10 to provide for a standard street section with four lanes of traffic , estimated cost - $37,000.

The Engineer advised that investigation of the channelization project reveals considerable traffic congestion at this intersection, and it is his considered opinion that the project is needed. He recommended approval of an expenditure of $1200 for this purpose from the Minor Betterment Contingency Fund. The Commission approved the recommendation.

The Engineer also advised that the highway between Willamette City and Oakridge carries a large volume of traffic, particularly log and lumber traffic and in his estimation there is full justification for widening the present narr-

road. He said it is too late in the season to do the work this year because the oil crews have a full schedule; however, he recommended approval of the project as a minor betterment item for 1949 construction. The Commission approved the recommendation.

As to the third project, widening the Willamette Highway through Oakridge for four lanes of traffic, the Engineer recommended that the request be denied. The Commission approved the recommendation.

In connection with this discussion the Engineer reported on the condition of the Willamette Highway in general east of the town of Oakridge. He recited briefly the history of the original construction, advising that a contract was awarded prior to World War II for construction of the section, including an oiled surface, but the oiling work was never completed because of war time conditions and the freezing of Forest Highway Funds. Since that time, he said, the road has been maintained by the state in the best manner possible under existing conditions, but it is now in bad shape, and must be improved. He pointed out that Forest Highway Funds in the amount of $630,000 were previously allocated in the First Year Forest Highway Program for surfacing and bituminous macadam construction between Oakridge and Salt Creek Tunnel and $70,000 was approved in this program for similar work on a section about seven miles long east of the tunnel, but such funds no longer are available; likewise, an amount of $130,000 of prewar Forest Highway Funds, with which it was proposed to finance the Odell Lake Section, no longer is available. He suggested, since the highway east of the tunnel is in bad condition, that he be authorized to work up plans for resurfacing the section between the tunnel and a point about 15 miles easterly thereof, which work he estimated would cost about $700,000, and then discuss the project with the Public Roads Administration and the U. S. Forest Service, which are concerned. Chairman Banfield pointed out that the highway is already constructed and is being maintained by the state and that people who travel it consider it to be a state highway, and if the state uses state money to improve it so that it will carry traffic properly, then the Commission should have an agreement with the Public Roads Administration and the Forest Service covering reimbursement for the expenditure later on with Forest Highway Funds. It was his thought, in that case, that the State Highway Commission should have the privilege of stating where the money should be spent. Members of the Commission, he said, are agreed that the road must be improved. As the result of further discussion of the matter the Commission unanimously authorized the Engineer to work up the plans for the project between Salt Creek Tunnel and a point 15 miles easterly thereof and to arrange with representatives of the Public Roads Administration and the U. S. Forest Service for a joint meeting with the Commission to discuss the possibility of including this project in the next Forest Highway Program.

The matter of extending the proposed improvement of the Oregon Coast Highway along the Delmar-Coaledo Section between Coquille and the City of Coos Bay was also discussed by the Commission at this time. It was pointed out that bids were received this day for grading and paving a 2.89-mile section, which is 1½ miles shorter than the section originally proposed, it having been necessary to reduce the length of the section to fit the monies available; but the bids

were rejected as being too high. It was the thought of the Commission that the project should be constructed as originally planned in order to provide a satisfactory improvement, if funds can be found to finance the work, and if there are funds available the additional 1½-mile section should be included in the project when it is re-advertised for bids. The Engineer was instructed to review the financial setup and to report later in the session. (The Engineer submitted such report on the following day and at that time requested authority to re-advertise the project on the basis of including the extra 1½-mile section. The Commission approved the request unanimously.)

The Commission discussed a request from the County Court of Lane County for the improvement of two sections of the Territorial State Secondary Highway No. 200, one section being between the Siuslaw Highway Junction at Franklin, a distance of 1.8 miles, and the other being a section between Crow and Gillespie Corners, 8.1 miles in length. The Engineer advised that both improvements are desirable were funds available to finance them. He estimated the cost of the first project at $100,000 and the second at $350,000. The Commission denied the request for both improvements, however, instructed the Engineer to bring these projects to the Commission's attention when the next construction program is being discussed.

The Commission considered, approved, and signed a modification of its project agreement with the Public Roads Administration concerning the Front Avenue Project in Portland. Such agreement increases the Federal aid apportionment for this project from $667,210 to $703,210. The Engineer advised that it is possible to secure this increase because of unprogrammed urban funds which have to be programmed before June 30, 1948, in order not to lose them.

The Commission also considered and unanimously approved a form of agreement prepared by the Chief Counsel and the Engineer with Harry I. Hamilton Company covering the rebuilding of the center pier on the South Dillard Bridge in Douglas County, which was badly damaged by high water during the flood period in January 1948. The agreement was signed later in the session.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1947 State Tax Street Funds which they received in 1948 and that the plans for the projects they propose to finance with such funds have been examined and found satisfactory:

Aumsville	Falls City	Moro
Aurora	Garibaldi	Nehalem
Barlow	Gervais	Paisley
Bay City	Island City	Philomath
Donald	Madras	Talent
Echo		Willamina

The Engineer recommended that the plans be approved by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "C" which resolution by this reference is made a part hereof to the same effect as though entered in full herein.

The Engineer also advised that the following cities and towns have met the legal requirements with respect to the expenditure of 1946 State Tax Street Funds which they received in 1947 and that the plans of the projects which they propose to finance with such funds have been examined and found satisfactory:

Amity	Imbler	Maupin	Sandy
Glendale	Island City	Oakland	Scappoose
Halsey			

He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "D" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly matters pertaining to the proposed inter-county bridge over the Willamette River between Salem and West Salem but took no action thereon nor made any statements relative thereto pending presentation of the matter by a delegation which is scheduled to appear before the Commission on the following day. (See ahead for the delegation's presentation.)

The Engineer reported that, pursuant to authority heretofore granted him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission at its meetings on March 11 and April 20, 1948, the conditions of the awards having been satisfied:

Willamette River Bridge at Independence; bids received April 20, contract awarded April 30 to Macco Corporation, Clearwater, California, the low bidder

Little Pudding River Bridge on Salem-Silverton Federal Aid Secondary Highway, Marion County; bids received April 20, contract awarded April 26 to low bidder, Geo. E. Berry, Beaverton

Construction of bridge over Salmon River on Oregon Coast Highway, Lincoln County; bids received April 20, contract awarded April 26 to Tom Lillebo, low bidder

Grading and paving Rainier-Goble Section, Columbia River Highway, Columbia County; bids received April 20, contract awarded April 26 to Leonard & Slate, Oreg. Ltd., low bidder

Grading, paving, etc. on Oregon City-New Era Section, Pacific Highway East, Clackamas County; bids received March 11, contract awarded May 5 to Warren Northwest, Inc., low bidder

The Commission by unanimous vote approved the contract awards as reported by the Engineer.

In this connection the matter of the award of the contract for remodeling the Beardsley Building in Klamath Falls was again brought up for discussion. The Commission by unanimous vote approved the award of this contract by Mr. H. J. Beardsley to Angelo Doveri, contractor, Klamath Falls, who submitted the only bid for this work, in the amount of $18,375, at the meeting of the Commission held on March 12, 1948. The Commission also confirmed its previous action approving payment of the sum of $18,375 to Mr. Beardsley as consideration for right of way required for improvement of the South Sixth Street Project across Mr. Beardsley's premises in Klamath Falls.

The Engineer requested authority to construct 18 small buildings and make improvements to certain existing buildings located at maintenance stations situate at the following locations, involving a total expenditure of $28,780:

Maint. Sta. Location	Description	Amount
Alkali Lake	Storage building for inflammable materials, 8'x12'	$ 400.00
Paisley	Storage building for inflammable materials, 8'x12'	400.00
Suntex	Storage building for inflammable materials, 8'x12'	400.00
Brothers	Storage building for inflammable materials, 8'x12'	400.00
Bend	Storage building for inflammable materials, 12'x16'	700.00
John Day	Storage building for inflammable materials, 12'x16'	700.00
Lakeview	Storage building for inflammable materials, 12'x16'	700.00
Drain	Storage building for inflammable materials, 8'x12'	400.00
Grants Pass	Construct equipment storage shed, 20'x60'	800.00
Eagle Point	Construct equipment storage shed, 20'x32'	500.00
Post	Construct equipment storage shed, 28'x48'	4,000.00
Drain	Construct woodshed, 12'x14'	200.00
Reedsport	Construct woodshed, 12'x14', construct fence, install kerosene tank	580.00
The Dalles	Construct storage shed 20'x40' using salvaged material for frame	600.00
Basque	Construct employee cabin, to be prefabricated at Burns	3,000.00
Ukiah	Construct equipment storage building 32'x60' using salvaged building material from Pendleton right of way purchase	5,000.00
Klamath Falls Shops	Construct 36'x36' addition to blacksmith shop at Klamath Falls Shops	5,000.00
Meacham	Convert recently purchased residence into a duplex for employee housing	5,000.00
	Total Additional Building Minor Betterment Projects for 1948	$28,780.00

He also requested authority to construct a standard maintenance headquarters building at Maupin which he estimated would cost $15,000. He said that the Highway Department now has rented quarters at this place which are very unsatisfactory and that it would be highly desirable if the Department could construct its own building on property it owns at this location. He pointed out that there was set up in the 1948 budget for construction of buildings and improvement of maintenance stations the sum of $194,785, of which amount $160,785 remained unallocated as of May 1, 1948. The total of the projects now requested, he said, is $43,780 which, if approved by the Commission, will leave a balance unallocated of $117,005 and a reserve of $5,215. The Commission approved both requests by unanimous vote.

The Engineer reported that the surveys for the following sections of state highways have been completed and asked the Commission to approve them as the permanent routes of such highway sections:

McMinnville-Newberg Section of the Pacific Highway West, in Yamhill County;

Great Northern Railway Crossing-Merrill Section of the Klamath Falls-Malin Highway, in Klamath County;

Odell Secondary Highway, in Hood River County;

Fir Grove School-Benton County Line Section of the Albany-Independence County Road, in Polk and Benton Counties.

After due consideration of the report of the Engineer with respect to each of the surveys under discussion, the Commission approved and adopted the surveys by the adoption by unanimous vote, of the resolution marked EXHIBIT "E" attached hereto and by this reference made a part hereof with like effect as though extended in full herein.

The meeting adjourned at 5:00 p.m. to reconvene on the following day in the same room at 9:00 a.m.

Portland, Oregon
May 25, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, First Asst. State Highway Engineer
W. W. Stiffler, Second Asst. State Highway Engineer
M. H. Hawke, Chief Accountant
G. W. Neuner, Assistant Counsel
H. B. Glaisyer, Secretary

Mr. J. M. Devers, Chief Counsel, was excused. He returned to the meeting at 2:00 p.m.

Bids as follows for highway construction work were opened and read aloud by the Secretary in conformity with previously-published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. in the same room:

COQUILLE SERVICE BUILDING IN COOS COUNTY

EXTENSION ON BUILDING

A. T. Fox, North Bend	$10,362.00

ODELL SECONDARY HIGHWAY IN HOOD RIVER COUNTY

HOOD RIVER JUNCTION-ODELL CREEK SECTION

Shoreline Constr. Co., Salem	$79,750.00
J. N. and M. J. Conley, Portland	80,304.00
Allen E. Satchett and Francis Gatchel, Hood River	81,848.80
Vernie Jarl, Gresham	87,654.50

SPRAGUE RIVER HIGHWAY IN KLAMATH COUNTY

THREE BRIDGES OVER SPRAGUE RIVER

Perkins Bros., Portland	$141,110.00
R. H. Jones, Hillsboro	156,830.00
McHutt Bros., Eugene	177,910.00

ISLAND CITY-SUMMERVILLE COUNTY ROAD IN UNION COUNTY

DRY CREEK-WEST RANCH SECTION

E. C. Hall Co., Portland	$73,090.00
Vernie Jarl, Gresham	75,490.00
D. F. McKenzie, Salem	76,119.00
J. N. & M. J. Conley, Portland	76,755.00
Newport Constr. Co., Portland	79,767.00
Edwin C. Gerber, Oregon City	87,579.00

The Commission considered the following requests for extensions of time within which to complete highway contracts:

The General Construction Company, Contract No. 2972 for the reconstruction of ferry slips for the Astoria-Megler ferry on the Oregon Coast Highway in Clatsop County, requested an extension of time of 21 days, from April 15 to May 6, 1948, within which to complete this job. They stated additions to the original contract required more and longer piling, thereby necessitating extra work. The Engineer advised that a greater penetration was obtained in driving the piling for the ferry slips than was anticipated and that the contractor encountered delays in obtaining the longer piling and was further delayed on account of strikes. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

J. P. Brittan and Company, Contract No. 2880 for construction of the Buck Hollow Bridge on Sherars Bridge Secondary Highway No. 290, in Sherman County, requested an additional extension of time of 30 days, from December 31, 1947, to January 30, 1948, within which to complete this job. They alleged that difficulty in obtaining sufficient skilled labor, damage caused by a flash flood, and the abnormal winter weather prevented the completion of the job within the specified time. The Engineer advised that the structure was completed, except for minor clean up and finishing operations, within the previously extended time limit and that the reasons given by the contractor are generally true. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

Tom Lillebo, Contract No. 2774 for the construction of the Fuller and Ojalla Bridges over the Siletz River on the Siletz Secondary Highway, in Lincoln County, requested an additional extension of time of 148 days, from September 1, 1947, to January 26, 1948, within which to complete this job. He alleged that difficulty in getting a steel crew to replace a defective angle brace and rainy weather which delayed painting operations, prevented him from completing the job within the limits of the previous time extension. The Engineer advised that the reasons given by the contractor are generally true and that no inconvenience to the public or extra cost to the state was occasioned by the delay. He recommended that the extension of time requested be granted without penalty.

A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Struss and McCoy, Contract No. 2859 for furnishing crushed rock in stockpiles for the John Day Rock Production Project on the John Day Highway, in Grant County, requested an additional extension of time of 122 days, from June 1, 1948, to September 30, 1948, within which to complete this job. They alleged that bad winter weather conditions prevented completion of the project within the previously-extended time limit. The Engineer advised that the contractor has not shown evidence of being able to conduct a project of this type in a satisfactory manner and that his failure to complete the project within the period of the first extension of time will increase the cost to the state by reason of engineering expense. He recommended that the additional extension of time now requested be granted on the condition that the contractor be required to reimburse the state for engineering costs which accrue to the state after December 31, 1947. The Commission approved the recommendation unanimously.

John A. Logan, Contract No. 2856 for grading, bituminous macadam surfacing, and construction of a bridge on the Tutuilla Creek Section of the Pendleton-John Day Highway, in Umatilla County, requested an additional extension of time of 61 days, from May 1, 1948, to July 1, 1948, within which to complete this job. He alleged that the job is completed except for a small amount of oiling on the bridge approaches, which could not be done sooner because of unsuitable weather. The Engineer advised that because of a shortage of bridge materials the contractor was unable to complete the bridge work early enough in the fall to permit oiling the approaches before the rainy season set in and that the late spring prevented completion of the job within the previously-extended time limit. He recommended for these reasons that the additional extension of time now requested be granted without penalty. The Commission approved the recommendation unanimously.

R. A. Heintz-Construction, Contract No. 2844 for grading and topping on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County, requested an additional extension of time of 13 days, from March 31 to April 13, 1948, within which to completethis job. They alleged that extremely wet weather and additional work ordered by the Engineer because of flood damage prevented the completion of the job within the previously-extended time limit. The Engineer advised that the reasons given by the contractor are correct and accordingly recommended that the additional extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Kuckenberg Construction Company, Contract No. 2874 for the construction of ramps at the west end of the Ross Island Bridge, Portland, on the Front Avenue Section of the Pacific Highway West, in Multnomah County, requested an additional extension of time of 30 days, from April 30, 1948,

to May 30, 1948, in which to complete this job. They alleged that delay in securing additional light fixtures, caused by a strike, prevented completion of the job within the limits of the previous time extension. The Engineer advised that the job is complete except for the installation of the light fixtures and poles in the hand rail and that such work would have been completed had it not been for a strike in the foundry plant which was to furnish the bases for the fixtures. He recommended, for this reason, that the additional extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Erick Enquist, Contract No. 2946 for construction of a bridge over Oneonta Creek on the Columbia River Highway, in Multnomah County, requested an additional extension of time of 31 days, from April 30, 1948, to May 31, 1948, within which to complete this job. He alleged that his failure to complete the project within the previously-extended time limit was due to certain experimental work that the Highway Department conducted on this structure regarding distributing of loads. The Engineer advised that the reason given by the contractor for overrunning the previously-extended time limit is substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

McNutt Brothers, Contract No. 2845 for grading the Glendale Junction-Wolf Creek Section of the Pacific Highway, in Douglas and Josephine Counties, requested an extension of time of 228 days, from October 31, 1947 to June 15, 1948, within which to complete this job. They alleged that a delay in the award of the project and the starting of work, a considerable overrun on excavation and other items, and an unusually wet fall had prevented completion within the time limits as specified in the contract. The Engineer advised that bids for this job were received by the Commission on August 6, 1946, but the award of the contract was not made until September 24, 1946, because of right of way difficulties. He further stated that the contractor's operations were handicapped by an unusual amount of rainfall during the fall and spring months. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

McNutt Brothers, Contract No. 2933 for surfacing the Globe-Elmira Section of the Richardson-Eugene Secondary Highway, in Lane County, requested an extension of time of 40 days, from May 31, 1948, to July 10, 1948, within which to complete this job. They asserted that the furnishing of 5000 cubic yards of excess material ordered by the state prevented completion of the job within the limits specified in the contract. The Engineer advised that the reason given by the contractor is correct, the Commission at its April meeting having authorized the purchase of the extra material from this contractor. Work contemplated under the

original contract, he said, was completed by May 17, 1948. He recommended that the extension of time now requested be granted without penalty. The Commission approved the recommendation unanimously.

The State Highway Commission, in passing on contractor's requests for extensions of time within which to complete the contracts as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the time limits specified.

In this connection the Commission discussed the penalties assessed at its April meeting against Angelo Doveri with respect to Contracts Nos. 2814 and 2802 for bridge work on The Dalles-California and Klamath Falls-Lakeview Highways in Klamath County. It was the sentiment of the Commission that the penalties previously assessed are not entirely justified in view of the fact that the traveling public had not been inconvenienced; that the contractor's operations were handicapped by inclement weather, shortage of steel, and by a change in plans for the bridge footings. After due consideration of these facts, the Commission by unanimous vote ordered the cancellation of the penalty heretofore assessed against each of these jobs.

The Engineer reported that Contracts Nos. 2880, 2802, 2844, 2912 and 2774 for state highway construction have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion the Commission approved and accepted the contracts as reported and by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended herein.

The Commission considered a request of Mr. James McGilchrist of Salem for permission to use a narrow strip of highway right of way approximately 125 feet long and 6½ feet wide along the westerly side of South Commercial Street (US 99E), in Salem. The Assistant Counsel advised that an agreement has been prepared in the form of a revocable permit granting Mr. McGilchrist this privilege, in which the state is fully protected. He recommended that the permit be granted. The Engineer concurred. The Commission unanimously approved the recommendation. The agreement was signed later in the session.

The Engineer presented for the Commission's consideration an agreement with the State of Washington providing for the relocation and maintenance of a water pipe line on US 101 in Pacific County, Washington, to serve the Megler ferry terminal. He stated that the Washington Highway Department plans to reconstruct the Washington Coast Highway northerly from Megler this year and that in the process of construction it will be necessary to relocate the existing pipe line. He recommended approval of the agreement

as the water pipe line is necessary to serve the ferry terminal. The Commission unanimously approved the Engineer's recommendation and signed the "Acceptance of Permit" later.

The Engineer brought up for discussion the matter of reimbursing the U. S. Reclamation Service for 50 percent of the cost of constructing certain irrigation structures on The Dalles-California Highway north of Madras, pursuant to a previous written agreement dated September 18, 1947.

He advised that by a strict interpretation of the federal law covering matters of this kind, the Bureau of Reclamation could require the state to pay the entire cost; however, it is billing the state for only one-half of the total expense, which amounts to $5550. He recommended payment of such amount. The Commission unanimously approved the Engineer's recommendation.

The Commission considered a request from Lela J. Lambert, Legislative Chairman of the Oregon Federation of Garden Clubs, that the Highway Commission's previous designation of US 99E and US 99W, between Portland and Junction City, as "Blue Star Memorial Drive" be extended to the California state line. The Engineer advised that the State of California has already designated the Pacific Highway throughout its entire length in that state as "Blue Star Memorial Drive" and that the State of Washington has plans to take similar action. He recommended a modification of the Commission's previous action so as to include the entire length of this highway in Oregon. The Chief Counsel concurred, advising that, in his estimation, that is within the intent of the Oregon Legislature when it adopted House Joint Resolution No. 18 at its 1947 session. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution marked EXHIBIT "G" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the condition of the Weston-Elgin Secondary Highway is such that it has been necessary to extend the effective period of the reduced load limit heretofore ordered by the Commission for this road. He advised that the present order expired on May 15 and that because of the late spring and damage that has occurred from severe frost boils he has renewed the posting for reduced loads. He requested approval of his action and recommended that the effective period of the order be extended indefinitely. The Commission approved the Engineer's recommendation and thereupon be unanimous vote adopted the attached resolution relating thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested confirmation of the placing of a 50 percent reduced load limit on the John Day Highway between Austin Junction, Mile Point 191.06, and Unity Junction, Mile Point 213.76, in Grant County, which he ordered on May 17. He explained that the spring thaw, in combination with the heavy loads being hauled over this section, made it necessary to reduce the load limit. The Commission confirmed the Engineer's action in this matter and thereupon by unanimous vote adopted the attached resolution

relative thereto marked EXHIBIT "I" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer recommended that the reduced load limit heretofore in effect on the Little Butte Secondary Highway No. 270 in Jackson County be rescinded as of May 11, 1948, as the condition of the road is now such that full legal loads may be hauled over it. The Commission approved the Engineer's recommendation and thereupon adopted the attached resolution, marked EXHIBIT "J", relative thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that a conference had been held in Salem with various representatives of the heavy hauling industry concerning the new rules and regulations adopted by the Commission on March 12, 1948, governing the transportation over state highways of overweight and over-dimension loads. He stated that as a result of the conference he wishes now to recommend two changes in the policy of the Commission as outlined in its resolution of March 12, 1948 -- 1) Lower the insurance requirements for private and contract haulers so that the limit would now be $50,000/$100,000 and $25,000 for public liability and property damage coverage, and 2) Allow Division Engineers and District Maintenance Superintendents of those divisions named in the March resolution to issue permits for widths up to 12 feet on highways or sections of highways found by the Engineer, based upon a survey, to be of a design and construction capable of accommodating such widths with safety to the traveling public.

The Engineer recommended that several other suggestions and requests of heavy haulers as set forth in his written report to the Commission dated May 20, 1948, be denied. The Commission, after discussion, approved the Engineer's recommendations and thereupon unanimously adopted the attached resolution marked EXHIBIT "K", rescinding its action of March 12, 1948, and incorporating all matters pertaining to truck movements pursuant to Section 115-393 O. C. L. A., which resolution is by this reference made a part hereof with like effect as though extended in full herein.

The Engineer presented a request from the Board of County Commissioners, Pacific County, Washington, for five passes allowing use of the Astoria-Megler ferry by the members of the Board and its clerk without payment of fee. The Commission approved the request unanimously, subject to the condition that the passes shall be issued to the members individually and shall not be transferrable. It was understood that this action is not to be considered the establishment of a precedent with respect to the issuance of passes for use of this ferry service, but is simply a courtesy extended to these public officials who are directly interested in this ferry operation,

The Engineer presented a request from Blue Gray Stages, Inc., of Aberdeen, Washington, for exemption from payment of the extra fee ordered by the Commission at its April meeting for vehicles using the Astoria-

Megler ferry service. The Commission considered that it could not grant this concession without establishing an undesirable precendent and showing favoritism and accordingly denied the request unanimously.

The Engineer presented for the Commission's consideration the advisability of sending a representative of the State Highway Department through the middle western states to interview applicants for engineering positions in Oregon, there being a shortage of engineers in this state. He advised that recently 190 inquiries and 44 applications for employment have been received from engineers of this district and gave as the feeling of the Civil Service Commission that it can not approve employment of people on the basis of their applications alone. In view thereof, and for the reason that there is no feasible way that applicants can be brought to Oregon for interview unless they are assured of employment, he recommended that a qualified person representing the Department be authorized to interview applicants at their places of residence, including Dallas, Texas; Chicago, Illinois; Denver, Colorado; Indianapolis, Indiana; St. Louis, Missouri; and Kansas City, Kansas. He suggested that Mr. Hollis W. Libby, Chief Locating Engineer, be given this assignment, which would take about two weeks' time and would cost the state about $500. Following discussion the Commission approved the recommendation unanimously.

The Commission by unanimous vote confirmed the oral authority previously given the Engineer to sell to Thomas C. O'Connor, Long Beach, Washington, for the sum of $16, a life boat salvaged from the old ferryboat "North Beach" and for which the Highway Department has no use.

The Commission considered the matter of prohibiting car parking on the shoulders of the Pacific Highway East in front of a new dance hall and an open-air theater about five miles north of Salem. The Engineer advised that this matter was called to his attention by the Deputy Superintendent of State Police who states that a dangerous condition is created by such parking. An investigation by the Traffic Engineer, he said, reveals that considerable hazard does exist which can be corrected if "no parking" signs are installed. He recommended the installation of "no parking on highway shoulder" signs between M.P. 45.47 and M.P. 45.83. The Commission approved the Engineer's recommendation and thereupon unanimously adopted the resolution which is attached hereto marked EXHIBIT "L" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered the following requests for traffic signal installations:

1. A petition from Portland residents for a two-way "stop and go" traffic signal at the intersection of S.E. 21st Street and Powell Boulevard (Mt. Hood Highway). The Engineer advised that this is a hazardous intersection but there are many others where conditions are more acute that are not protected by traffic signals. He recommended that the petition be denied for the present but that it be given

further consideration when the more hazardous intersections have been signalized. He recalled that there had been a stop and go signal at this intersection at one time but that it had been removed or taken out of operation early in the war. He was instructed by the Commission to investigate the matter further and report the actual status of the existing signal.

2. Request of Ell M. Rostin of Tigard for the installation of a flashing red signal at the junction of the Beaverton-Aurora and Scholls Secondary Highways in the town of Progress. The Engineer advised that an investigation reveals a basic need for a signal at this location and recommended the installation of a four-way flashing red beacon at an estimated cost of $330, the funds to be taken from the 1948 Minor Betterment Budget. The Commission approved the Engineer's recommendation.

3. Request of the City Council of St. Helens and a petition of 594 citizens of this town for installation of an automatic traffic signal at the intersection of Columbia Boulevard with U. S. Highway 30 in St. Helens. The Engineer advised that an investigation reveals that this signal is not justified because the traffic is not heavy and the accident record is not bad. The proximity of a railroad crossing, he said, presents complications which would prevent satisfactory operation of the signal unless it were tied in with train movements. He pointed out that there is at the present time a flashing beacon at this intersection and that the highway at this place is now zoned for a 35-mile-per-hour speed. He recommended that the request be denied. The Commission approved the recommendation.

4. Request of the Corvallis Womens Club for a "stop and go" signal at the intersection of Third and Madison Streets, Corvallis, on the Pacific Highway West. The Engineer advised that the amount of traffic at this point does warrant a signal installation; however, there is a project pending in Corvallis which, when completed, will provide for a one-way street plan involving Third and Fourth Streets. He recommended that the signal not be installed at this time in order to give the one-way street plan a trial, it being his thought that the volume of traffic at the intersection when the one-way street plan is in operation may not justify the expense of the signal. The Commission approved the recommendation.

5. A petition from residents and business interests on Powell Boulevard in Portland for a flashing beacon installation at the intersection of 122nd Avenue and the Mt. Hood Highway. The Engineer advised that an investigation discloses that a flashing beacon should be installed at this point because of increased building activity, a school crossing, heavy traffic volume, and because of the poor accident record. He recommended the installation of a beacon flashing red on both approaches from 122nd Avenue and flashing amber on the main highway, the entire cost of which, estimated at $220, would

have to be paid by the state because it is outside the Portland city limits. The Commission approved the recommendation

6. Request made at a previous meeting by a Parkrose delegation for the installation of a traffic signal at the intersection of Sandy Boulevard and 102nd Avenue in Portland. The Engineer advised that this matter has been investigated, and it is his belief that the condition complained of will be corrected automatically upon completion of the signal installation project that is now underway between 82nd Avenue and 112th Avenue. The synchronization of these signals, he said, very likely will eliminate the basis of complaint at 102nd Avenue. He recommended that the request be denied. The Commission unanimously approved the recommendation.

The Engineer reported the need to establish a reduced speed limit on the Oregon City South End County Road which is being used as a detour for highway traffic during construction of the Oregon City-New Era Section of the Pacific Highway East. He advised that the road is quite narrow and has several sharp curves, and observations reveal that traffic is moving over it at a much greater speed than is safe. He recommended a maximum speed limit of 35 miles per hour for this section. The Commission approved the recommendation by unanimous vote and instructed the Engineer to take up the matter through the proper authorities, since this is a county road under the jurisdiction of the Clackamas County Court, which, according to the legal requirement, must make application to the State Speed Control Board for such speed restriction.

The Commission considered the adoption of a policy with respect to the sale of rock to private individuals from state-owned quarries. The Engineer advised that numerous requests for this privilege have been received from private individuals and in the past he has been very reluctant to accommodate them under the general belief that the quarries are obtained for state use only. He pointed out that when a quarry has been obtained by condemnation, the state could not, in compliance with existing laws, permit the use of materials for any purpose but road construction. He requested the adoption of a definite policy for future guidance. This matter was discussed at considerable length and as a result thereof, the Commission decided unanimously that it would be satisfactory to let anyone obtain material from its quarries or stock piles to the extent that the state's activities are not handicapped thereby, and provided material is not available from any other nearby source, and provided further that it does not place the state in the position of competing with a commercial concern. The Commission left it with the Engineer to pass on all requests for this privilege with instruction to act in accordance with his best judgment and to the state's best interests.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Monday and Tuesday, June 28 and 29, 1948, in Portland. The Secretary was instructed to make the usual arrangements for use of the Green Room in the Imperial Hotel.

A delegation from Lincoln County consisting of E. J. Calkins, County Commissioner; D. B. Ambler, County Engineer; T. S. Stansbie, Mayor or the City of Toledo; Vance Taylor, Corvallis; and John C. Kendall, attorney, Portland, representing the C. D. Johnson Lumber Corporation of Toledo, was present and urged the Commission to designate the Nashville-Orton-Siletz County Road as a state secondary highway and to improve the road to modern standards. Mayor Stansbie headed the group. He pointed out that the road is a connecting highway between the Eddyville-Blodgett and the Siletz State Secondary Highways and that its improvement is badly needed because of the heavy amount of traffic which uses it, particularly logging trucks. He advised that the present road has only a graveled surface and that its increased use by logging trucks has increased the cost of maintenance to a point beyond the financial ability of Lincoln County to keep it in proper condition. His statement was confirmed by Mr. Ambler, who added that the road now carries ten times as much traffic as it did five years ago and, notwithstanding the fact that the county is spending about half of its road funds to keep the road in condition, it is going to pieces faster than they can repair it.

Mr. Kendall stated that he represents the C. D. Johnson Lumber Corporation of Toledo which operates over this road and which is asking that a survey of this road be made and a report submitted indicating its present condition and the cost to improve it with a view in mind that the Commission will at some later date take it over as a state road. The C. D. Johnson Lumber Corporation, he said, is now building a unit of 36 houses in the area up the Siletz River and will be operating in that vicinity continuously on a sustained-yield basis, and this road is necessary to the company's operations.

Chairman Banfield advised that the Highway Commission realizes that traffic is heavy on county roads, but to establish a policy of taking over each road when the traffic becomes heavy or when counties feel that the cost to maintain their roads is beyond their financial ability to pay, is a policy that the Commission at the present time cannot adopt; anyway, the Commission is not in position today to act on the matter. He pointed out that every county in the state has similar problems, especially where there has been heavy hauling of timber, and that the Commission is not in position financially to assume these obligations because there are so many roads now on the State Highway System throughout the state which are badly in need of reconstruction and maintenance. In the further discussion of this matter, Mr. Ambler advised that insofar as the Lincoln County Court is concerned, it is asking the state to assume the obligation for improvement of the westerly end of the road between Siletz and Orton, which is now a designated Federal Aid Secondary Highway. The conference was concluded with a statement by Chairman Banfield that the Commission is not favorable to assuming jurisdiction over this road and does not wish to lead the members of the delegation to believe that it is in a position to do so; however, the Commission will instruct its Engineer to investigate that portion on the Federal Aid Secondary Highway System and report his findings, although that does not necessarily mean that the Commission intends to improve it in its next construction program. The Engineer was thereupon instructed to make such investigation.

Mrs. John Raeish, Portland, was present and discussed with the Commission her claim for royalties for the use of a relief map of Oregon constructed by her former husband, John Shaw, and herself for the State Highway Department, which map is now in the office of the State Highway Engineer. She alleged that under the terms of their contract (Miscellaneous C & A #515 in the Commission's files) they were to own exclusive rights and privileges to the mould, photographs, etc., for commercial sale for a period of ten years, after which time the rights were to be owned jointly with the state. She demanded the sum of $15,000 for her rights in the contract. The Commission referred the matter to the Legal Counsel with instructions to analyze the terms of the contract and report back to the Commission at its next meeting if the state is obligated to Mrs. Raeish in any way.

County Judge L. D. Felsheim, Coos County, and Mr. Wayne N. Woodward, Coquille, appeared before the Commission regarding Coos County's requests, made at the previous meeting, for state cooperation on the following projects:

1. Construction of a bridge across the Coquille River on a county road at Bullards. They were informed by Chairman Banfield that the Commission has not yet discussed this matter but will try to act on it before adjournment. (The Commission discussed the matter later in the day and at that time decided to cooperate with Coos County in the construction of this bridge on a 50-50 basis provided the total cost does not exceed $600,000 and provided further that the state will be obligated in no way to designate or build a highway leading to the bridge. See ahead for additional paragraph.)

2. Transfer of Federal Aid Secondary Highway funds from an approved oiling project to a proposed bridge project on the Myrtle Point County Road. The Engineer advised that the Public Roads Administration has not yet approved the transfer. Chairman Banfield indicated that the Commission would have no objection to such transfer of projects if it were approved by the Public Roads Administration.

3. Assumption by the state of the maintenance of two private approach bridges on the Oregon Coast Highway between Coquille and Bandon in consideration for which the county agrees to take over and maintain certain portions of the abandoned sections of the Cape Arago Secondary Highway. The Commission accepted the County Court's proposition by unanimous vote and instructed the Engineer and the Chief Counsel to prepare an appropriate form of agreement with the county covering the matter.

4. Proposal of American Legion Post, Coquille, regarding the widening of the intersection of Willard and Front Streets in Coquille. The Engineer advised that he is not ready to make a recommendation with respect thereto.

5. Judge Felsheim brought up for discussion the improvement of the road along the north side of Coos River, westerly from the present Enegren Ferry crossing to a place known as Graveyard Point.

He advised that the owners of property abutting on this road have petitioned the County Court to abandon it, but the Court would like to know the attitude of the Highway Commission with respect thereto before doing so, in view of the possibility that it might be needed by the state if it selects the Graveyard Point location as the site for a bridge to replace Enegren Ferry.

The Engineer advised that an investigation is being conducted for the proposed bridge to replace the Enegren Ferry and that three different locations had been considered, one of which is known as the "Graveyard" location. He suggested that it would be advisable for the county to keep the road until the Commission has taken action on the site for the proposed bridge. The Commission deferred action on the matter pending receipt of the Engineer's report.

Judge Felsheim also inquired as to the Commission's intentions regarding the improvement of the Oregon Coast Highway between Coos Bay and Coquille, which, he said, is the county's No. 1 project. He was informed by Chairman Banfield that the bids received by the Commission at this meeting for construction of the Delmar-Coaledo Section were rejected because they were too high, but the project will be re-advertised for bids as soon as possible and will include an additional one and one-half miles as originally planned. Judge Felsheim advised that Coos County will take over and assume jurisdiction of the portions of the present highway that are abandoned by the state as a result of this improvement.

A delegation composed of County Judge J. D. Burns, Gilliam County; County Judge J. M. Wilson, Sherman County; H. L. Kirkpatrick, farmer, and F. B. Mercer, businessman, both of Condon, appeared before the Commission and urged further improvements to the Wasco Secondary State Highway No. 300 between Wasco and Condon. Mr. Kirkpatrick headed the group. He pointed out that this highway westerly from Condon for a distance of about five and one-half miles is now under contract for surfacing but from that point to the top of Cottonwood Grade, the road is unsurfaced and for the most part is impassable during the winter months. He urged the Commission to authorize the surfacing of this twelve-mile section. Judge Burns also urged this improvement which he alleged was one time promised by a former Highway Commission. The Commission agreed to inspect the road on one of its trips this summer.

Judge Wilson asked the Commission to consider the re-routing of this highway so that people wanting to go to DeMoss Springs will not have to travel several miles in a round about way, through Klondike, to get there. He suggested a direct connection extending east from the town of DeMoss Springs. The Commission agreed to inspect the project on one of its trips this summer.

The Engineer reported that Mayor Frank C. Colcord, Newberg, who was to have been present at this meeting to discuss with the Commission the proposed re-routing of the Hillsboro-Silverton Secondary Highway through Newberg, cannot keep his appointment. This project was discussed briefly by the Commission but no action was taken. The Commission decided to inspect the alternate routes proposed, on one of its field trips this summer.

The Engineer brought up for discussion a request from the Oregon Motor Transport Association that Salem-Dayton Secondary Highway No. 150, throughout its entire length and that portion of Three-Mile Lane Secondary Highway No. 152 from Dayton to its junction with the Pacific Highway West, be designated as a detour route for trucks during construction of the Oregon City-New Era Section of the Pacific Highway East which is now under way. The Association considers, he said, that the detour via Oregon 215 and Oregon 211 is unsafe for heavy truck traffic because of excessive grades. He pointed out that the route suggested is now classified as a Group II Highway, however, advised that a recent investigation and trial run reveals that it is of such construction, alignment and design that it will safely accommodate vehicles of a length and weight permitted on Group I highways. He therefore recommended that it be reclassified as a Group I Highway. The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's approval additional Minor Betterment work orders for 1948 performance, totaling $34,190, as follows:

Oil Bus Stops:

Beaverton-Hillsdale Highway in Multnomah County, oil 8 bus stops	$ 600.00
Tualatin Valley Hwy., Sunset Hwy., to Hillsboro, oil 24 bus stops	1,800.00
Tualatin Valley Hwy., Hillsboro-Forest Grove, oil 12 bus stops	900.00
Pacific Highway West in Washington County, oil 2 bus stops Avalon Park	140.00
Beaverton-Hillsdale Hwy. in Washington County, oil 8 bus stops	600.00
Total	$ 4,040.00

Shoulder Rock:

Tualatin Valley Hwy., Place 3' shoulder rock Washington County line to widened pavement at Yamhill, 7.84 miles	$ 7,000.00
Tualatin Valley Hwy., Grade, widen and place 3' shoulder rock, Yamhill to St. Joe Jct., 7 1/2 miles	13,000.00
Total	$20,000.00

(Cont.)

Grade Revision:

Revise, grade and resurface M.P. 10.77 where railroad grade crossing has been abandoned on Scholls Secondary	$ 2,150.00
Revise, grade and surface M.P. 32.40, Sunset Highway, where deep drain and tunnel have been built to correct slide	8,000.00
Total	$10,150.00

Total Additional Minor Betterment Projects for 1948	$34,190.00

He advised that all of the projects are highly desirable and are included in the 1948 budget as approved in principal by the Commission at its meeting on January 5, 1948. The Commission approved the projects and by unanimous vote authorized the Engineer to proceed with the improvements as outlined in the work orders.

NOTE:- Copies of the work orders mentioned above are on file in the office of the State Highway Commission, Salem, being "Highway Department Budget" File #2b.

The Commission had under discussion the offer of "Save the Myrtle Woods, Inc.", Portland, to present to the state as a gift, for park purposes, a forty-acre tract of land on Brummet Creek, Coos County, which contains a fine stand of virgin myrtle trees. The State Parks Superintendent, who was present, advised that the tract is a nice one but it is 25 miles from the Coos Bay-Roseburg Highway, so he could not recommend its acceptance. The Commission thereupon unanimously decided not to accept the gift and instructed the Secretary to so inform the Association by appropriate letter of thanks.

The Engineer brought up for discussion the matter of re-advertising for bids for the construction of the Coaledo-Delmar Section of the Oregon Coast Highway for which bids had been rejected on the previous day. He recommended the calling for bids on the basis of the original plan which includes an additional one and one-half miles of work and a bridge. The Commission approved the recommendation unanimously. The Engineer was also authorized to prepare plans and specifications for the improvement of a fifteen-mile section of the Willamette Highway east of Salt Creek tunnel so this project can go forward without delay when final approval by Federal officials has been given.

The Engineer reported an offer from the Dictograph Products Co., Inc., to revise and put in first-class condition the inter-office communication system now installed in the Highway Department offices. He advised that the recent moves in the State Office Building have made necessary numerous changes in the system and recommended acceptance of the company's offer to do the work for $1446.00. The Commission approved the Engineer's recommendation unanimously.

Mr. B. Frank Roehr, President, Portland Chapter, American Institute of Architects, appeared before the Commission regarding the plans for the proposed Champoeg Park memorial building. He stated that his group has inspected the site which they consider a very beautiful one, and that they have examined the plans which, in general, are satisfactory. He suggested, however, that it would be advisable to incorporate in the structure specimens of different Oregon woods to the end that it would harmonize more with the natural surroundings and would be in keeping with a building such as the pioneers might have erected in their time. Mr. Roehr further advised that his group is very much interested in this project and will contribute its services to the state, gratuitously, if it can be of any help in any way, particularly in the matter of coordination of design, suggestions as to materials, type of construction, etc. To facilitate the architects in studying the design, he said, the group would like to have a few months to investigate the various phases involved. The Commission accepted Mr. Roehr's generous offer with thanks, and instructed the State Parks Superintendent to keep in close contact with the architects' group in the further interests of this project.

The Commission had under discussion the Engineer's report dated May 20, 1948, concerning the $20 per month salary increase for state employees which was approved by the State Emergency Board on May 12, 1948, upon the joint recommendation of the State Civil Service Commission and the State Budget Director. (See copy of Engineer's report in general files for details.) He pointed out that the increase was approved as a "cost of living" increase for all employees in state service, whether classified or unclassified, excepting those employees whose salaries are established by the legislature, and that such increase becomes effective on June 1, 1948, and expires on January 1, 1949. Monthly-paid employees, he said, will receive a $20 per month increase whether they work on a 40-hour week basis or on a 48-hour week basis, and hourly paid employees will receive an increase of 11 cents per hour, which will average $20.90 per month for those employed on a 44-hour week basis and $22.88 per month for those who work a 48-hour week. The Engineer advised that approval of this increase by the Highway Commission will mean an added cost to the Highway Department of $389,191.27 for the seven-month period from June 1, 1948, to January 1, 1949. He recommended approval of the plan by the Commission as an inducement to prospective employees and to retain the services of present employees, which is difficult to do under the present salary arrangements. He also recommended that about 320 employees who, under the rules and regulations of the Civil Service Commission, are eligible for "step" increases in salary on the basis of merit, be allowed such increases as they become due in addition to the "cost of living" increase.

This matter was discussed by the Commission at considerable length during which Chairman Banfield stated that the members of the Commission want a clear understanding of the entire matter before taking action. The Engineer was thereupon instructed to render a written report on the subject which shall include, among other things, a statement as to salary increases that have been allowed employees of the State Highway Department since December, 1947, the base rate of employees in each classification as of 1940, and particularly what the "end" result is going to be and how the State Highway Department will be affected.

The meeting recessed for luncheon at 11:45 a.m. and reconvened at 2:00 p.m. in the same room with the same persons present. Mr. J. M. Devers, Chief Counsel, was also present.

A delegation from Marion and Polk Counties representing the Greater Oregon Bridge Association and the Salem Long Range Planning Commission appeared before the Commission regarding the construction of a new bridge across the Willamette River between Salem and West Salem. The group was headed by Mr. Charles A. Sprague, Salem, and included C. A. McClure, engineer for the Salem Long Range Planning Commission; Hedda Swart, Marion County Engineer; Walter Musgrave, Mayor of West Salem; Paul Wallace, Salem businessman; Earl Burk, West Salem Councilman; and Ben Maxwell, Secretary of the Greater Oregon Bridge Association. Mr. Sprague recited briefly the history of the several bridges that have been built at this location, pointing out that the first one was erected in 1886 at a cost of $50,000, the second in 1890 at a cost of $71,000, followed by the construction of the third and present bridge in 1918 at a cost of $250,000. These bridges, he stated, were paid for jointly by Marion and Polk Counties. He stated that a new four-lane bridge is badly needed and that widening of the present bridge would not suffice as it would not eliminate the bottlenecks that now exist on the approaches to the present structure. He cited the great increase in population in Salem and West Salem, the development of industry in these two areas and the fact that the bridge serves as a link between the North Santiam Highway and the coast. He presented pictures showing the congestion on the present bridge, a petition signed by approximately 1,550 residents of the vicinity, and data on traffic volume. A one-hour traffic count on May 24, 1948, he said, showed 1,500 vehicles crossing the bridge and a one-day count in February 1948 showed a traffic volume in excess of 11,000 vehicles. He suggested retention of the present bridge and construction of a second four-lane bridge, at a new location, in the Commission's three-year construction program. He estimated the cost of the new bridge between $2,000,000 and $2,800,000, depending on the location, and advised that it is not a question of location but how soon the state will build the bridge.

Chairman Banfield advised that the Commission must act on its own traffic studies and it might happen that in the final analysis the findings of the Engineer would not be to the liking of the people. The Commission, he said, has discussed the matter only in an informal manner so is not prepared to act now, but will give it serious consideration when the Engineer submits his report. He inquired if Marion and Polk Counties would participate

financially in the construction of this bridge. Mr. Sprague replied that this matter had not been discussed with the counties or with Salem or West Salem but that it was his thought that the bridge, as it is a link in a primary highway, should be the responsibility of the State Highway Commission. He stated that when negotiations had reached the point of financial cooperation they would make the necessary contacts with the cities and counties involved. The Engineer thereupon was instructed to continue his studies of the project and report his findings, which are to include information concerning the desirability and feasibility of the project and costs involved.

The Commission authorized the Engineer to attend a meeting of the President's Highway Safety Conference and a meeting of the Executive Committee of the American Association of State Highway Officials which are to be held in Chicago during the week June 13 to 20, 1948; estimated cost, $292.30. He also was authorized to attend a meeting in Washington, D. C., if necessary.

The Commission discussed dates for field inspection trips to be made during this summer and fall, and tentatively set the week beginning July 12 for the first of such trips. The Engineer was instructed to prepare an itinerary for three trips and to furnish a list of projects for inspection on each trip, including those which have been requested by the public and those which he considers are preference projects.

The Assistant Counsel, Mr. DeSouza, presented a map showing additional right of way that is needed in connection with construction of the bridge over the outlet to Devils Lake on the Oregon Coast Highway, in Lincoln County, which matter had been deferred from the previous day. The Engineer pointed out that in order to secure good alignment at this location, it is necessary to acquire small strips of property on both ends of the bridge and that the moving of a service station is the largest single item of expense. He stated that the property is needed to provide a standard width right of way, 80 feet wide, and recommended that it be purchased at the estimated cost of $14,365. The Commission approved the recommendation unanimously.

Reconsideration was given by the Commission to the request of Coos County for state cooperation in the construction of a bridge over the Coquille River at a place known as Bullards, near Bandon. Following discussion, the Commission voted unanimously to pay 50 percent of the total cost of the project provided that such total cost does not exceed $600,000 and that Coos County will reimburse the state for advancing its share of the expense at the rate of $30,000 annually until the county's share has been paid in full; and provided further, that the state's constribution shall be limited to cooperation in the bridge construction only, and that the state shall not be asked to contribute toward the cost of constructing any approach road leading to the bridge, nor shall the Commission's action, in agreeing to cooperate in the bridge construction, be considered in any way a commitment or an obligation on the part of the Commission to designate or construct a state highway leading to the bridge. The Engineer was instructed to make further studies with respect to the costs involved and report back to the Commission whether or not the bridge can be constructed for $600,000, the amount of his preliminary estimate.

The Commission discussed with the Engineer bids received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts, as follows, such awards having had the unanimous approval of the Commission:

"Construction of a 20' x 34' extension to a Coquille service building in Coos County. A. T. Fox, North Bend, submitted the only bid for this job at $10,362. The Commission has rejected this bid as being too high.

"Hood River Junction-Odell Creek Section of the Odell Secondary Highway in Hood River County; 1.87 miles of grading, surfacing, and oiling. Shoreline Construction Company, Salem, submitted the low bid for this work at $79,750. The second low bid was submitted by J. N. & M. J. Conley, Portland, at $80,304. Two higher bids were received. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when approved by the Public Roads Administration.

"Construct three bridges over Sprague River on the Sprague River Highway in Klamath County. State Project. Perkins Bros., Portland, submitted the low bid for these structures at $141,110. The second low bid was submitted by R. H. Jones, Hillsboro, at $156,830. One higher bid was received. The Commission has awarded this contract to the low bidder, Perkins Bros.

"Dry Creek-West Ranch Section of the Island City-Summerville County Road in Union County; 6.96 miles of surfacing and oiling. E. C. Hall Company, Portland, submitted the low bid for this project at $73,090. Vernie Jarl, Gresham, submitted the second low bid at $75,490. Four higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder, E. C. Hall Co., when the award has been approved by the Public Roads Administration."

The Chief Counsel presented and read aloud for the Commission's consideration, a resolution which he had prepared outlining the Commission's position in regard to the designation of Sullivan's Gulch, Portland, as the route of entrance of the Columbia River Highway into Portland from the east, and declaring such route a "Throughway". The members of the Commission expressed general approval of the provisions of the resolution with one addition to show that the Commission has no intention either to withdraw or to "withhold" funds rightfully allocated and regularly belonging to any other city or county to aid in financing the Sullivan's Gulch route. Adoption of the resolution was deferred pending a conference with a group of interested people who were present.

Mr. John M. Richardson, Manager, Portland Development Company, headed this group which included F. M. Hathaway, property owner; Wilgus Smith, realtor; Ralph W. Rasmussen, representing General Paint Corp.; Earl Nelson,

Attorney; Gordon S. Yerby, representing Howard-Cooper Corp.; and a Mr. Johnson, also of the Howard-Cooper Corp.

Mr. Richardson stated that the Portland Developement Company took an active interest in defeating, at the last election, the plan submitted at that time for financing the share of the City of Portland in the Sullivan's Gulch project and that all of the people with whom he discussed the matter declared that it was not a matter of providing funds that induced them to vote against the tax levy measure, but that they did not want the highway built in Sullivan's Gulch.

Mr. Hathaway stated that he represents residents and business firms along upper Sandy Boulevard from 52nd Street to Parkrose, all of whom definitely are opposed to the Sullivan's Gulch Highway and who contributed funds to defeat it.

Mr. Rasmussen pointed out that the highway as proposed goes through the middle of the General Paint Company's plant and will force the company to find another location, either in Portland or some other city. He advised that the company has 100,000 square feet of floor space in its building and to replace it, at $10 per square foot, would cost $1,000,000, which the company would demand for its property, and in addition thereto, the company would demand an additional amount, estimated at $500,000, to pay the cost to move machinery, etc.

Mr. Nelson stated that the amount of taxes involved to pay Portland's share of the cost of the highway is small and that the major thing which concerns them is the disruption of business. Portland, he said, is in serious competition with the state of Washington for the location of new business and, in his estimation, it would be better if the city were to protect the business it now has rather than to discourage it by taking away the business sites in Sullivan's Gulch.

Mr. Yerby declared that the project will force industry away from the railroad sidings located in Sullivan's Gulch and inquired where industry would go if forced to move.

In reply to the statements of the group, Chairman Banfield explained that the Highway Commission, in constructing highways throughout the state, finds it necessary at times to discommode individuals whether it be on farms, in homes, or in industry, and that it is the Commission's responsibility to the people of the state to provide an overall benefit to the greatest number. The State Highway Department, he said, realizes that in the near future east and west traffic in Portland must be taken care of, and the Commission feels that a highway through Sullivan's Gulch is the natural solution of the problem. To reconstruct either Sandy Boulevard or Halsey Street to fit the conditions, he said, would disrupt a far greater number of businesses than would the construction of the highway in Sullivan's Gulch; moreover, the cost to construct either of such routes would be at least $5,000,000 more than that to construct the Sullivan's Gulch route. He cited also that if either of these two alternate

routes are used, a very serious cross traffic problem will result requiring the installation of numerous stop and go traffic signals, thereby delaying traffic. In contrast with these problems, he cited the natural advantages of Sullivan's Gulch, which would have few crossings at grade, and would require but very few signal installations. For these reasons, he said, the Commission must proceed carefully and plan ahead so as to make certain that it selects the route that will provide for the most free and easy flow of traffic. Mr. Yerby inquired if the Fremont route had been considered and was informed by Chairman Banfield that such route had not been considered seriously because of its excessive cost, estimated at $40,000,000.

At the request of the Commission, the Secretary at this point read aloud a number of telegrams and letters received from the following, in which the Commission is urged to proceed with its tentative plan to construct a highway in Sullivan's Gulch:

Telegram from D. D. Koeninger, Pendleton
Telegram from William M. Oliver, President, Association of Building Owners and Managers, Portland
Telegram from Pendleton Grain Growers, Inc., Pendleton
Telegram from Igleheart Bros., Inc. Pendleton
Telegram from Smith Canning Company of Oregon, Pendleton
Telegram from Smith Frozen Foods of Oregon, Pendleton
Telegram from Apple Growers Association, Hood River
Letter from Dairy Cooperative Association, Portland
Letter from City Planning Commission, Portland
Card from P. E. Leveque, Portland

Mr. Rasmussen inquired if the Commission had considered the use of by-pass routes, particularly north of Portland via St. Johns bridge with a branch leading south of the city via McLaughlin Boulevard, thus avoiding the most heavily built up area. Chairman Banfield replied that the by-pass routes will cause as great a traffic problem as the other more direct routes. He further stated that the Sullivan's Gulch highway is not a "rush" project and that probably it would be two or three years before any business would have to move from the Gulch, which should give industry and residents affected plenty of time to adjust themselves. The immediate plan, he said, is to acquire the right of way and if satisfactory settlements cannot be reached by negotiation, then the state would condemn the needed property.

Commissioner Chandler identified his position by making the following statement:

"Mr. Chairman, I would like to have what I have to say set out fully in the minutes so that my position on this will always be in black and white. When I came on the Commission I felt it was my duty to look at highways from a state-wide policy, build those highways throughout the state that would take care of present traffic and provide highway facilities that would be adequate for future travel in the state. When this Sullivan's Gulch measure was first presented,

I spent quite a little time with our engineers going over their location and their survey and estimates of costs of the five different sections and asked their candid opinion as to what their best recommendation was to get the traffic through Portland and out to the water-level highway that is now under construction up the Columbia and I suppose will be continued until it is finally finished. Ten days ago, in company with Mr. Baldock and Mr. Williams and Mr. Boardman, we left The Dalles early in the morning and leisurely inspected the entire route of the Columbia River Highway from The Dalles right into Portland. We inspected the parks and waysides at the same time. We came in over Sandy Boulevard through Parkrose and inspected the work that is being carried on out there at the moment. Then we personally inspected the route from the east end of Burnside Bridge on up through the Sullivan's Gulch, and, taking all factors into consideration, which, I can assure you, have had a great deal of study and thought, not only for present needs but for future needs and from a standpoint of the entire State of Oregon, ignoring the primary benefits to Portland and Multnomah County, it is my considered opinion that this Commission would be lax in its duty as a Commission if it did not preserve for the people the route up Sullivan's Gulch to tie into the Columbia River Highway at Troutdale, and with that I make a motion that the resolution be adopted."

Commissioner Schaupp made known his attitude with the following statement:

"Mr. Chairman, I had occasion to be in New York last fall and I was surprised to know what made New York a real city. They have spent millions of dollars on their throughways, in preserving their rights of way, roads into the city. I had occasion to go over all those routes, and I have come to the conclusion that from a question of transportation we must look far into the future. Now, one gentleman here stated that the people on Sandy Boulevard were almost unanimously against the Sullivan Gulch road. I don't know if the question was whether or not they wanted traffic to come down Sandy Boulevard and that Sandy Boulevard would be the main entrance, but from all of the reports made by the engineers, it is not only not feasible, but very expensive to construct or reconstruct Sandy Boulevard for an entrance into Portland. In going over the various projects for the past two years, and in studying the various entrances, I am struck very much with the entrance afforded by Sullivan Gulch. It is an entrance that looks to me to be a natural entrance. I just can't get away from the proposition that Sullivan Gulch affords a speedy entrance. I had occasion to talk to some people last night who were opposed to the Sullivan Gulch route and they said they understood in this election that there would be no entrances into or exits from Sullivan Gulch, that it was to be a throughway and nobody could get off or on, and if they had known they could get off and on that highway in so many places, they would have voted for it. I made a statement yesterday with respect to the allocation of funds for this road. I would like to incorporate into my statement with respect to use of funds that I am impressed also in this manner: This doesn't mean that you are going to disrupt business

out there immediately. It is giving the people who are in the manufacturing business along that route probably two or three years to get ready for it. I think that proposition should be appreciated by those people. It doesn't mean that this highway is going to be constructed immediately. It means it is going to be constructed as the funds are available. It seems to me that to preserve this entrance into Portland for the people of the state is a duty that falls on the Highway Commission, and I would be very loathe to shirk that duty because I think it is a duty and so far as I am concerned, I believe it is the duty of the Highway Commission to preserve Sullivan Gulch as an entrance into Portland, and I vote for the adoption of the resolution."

Chairman Banfield then stated, "Gentlemen, I declare the resolution passed unanimously."

(Note: The resolution referred to in the above discussion is attached hereto, marked EXHIBIT "N," and by this reference is made a part hereof to the same effect as though copied in full herein.)

Mr. Ralph D. Lloyd, a large property holder in Sullivan's Gulch, was also present in the interests of this project. He informed the Commission that, while he did not wish to see Sullivan's Gulch destroyed, as it has been developed at considerable expense, nevertheless, he recognizes that progress must come and hopes that the plans can be worked out so that the commercial value of the Gulch will not be entirely destroyed. He further stated that he realizes that an adequate highway route into Portland is the key to the handling of traffic in the Columbia River valley and that Portland is the gravity center of the whole set up, wherefore, he is in favor of the Sullivan's Gulch route. Chairman Banfield assured Mr. Lloyd that the Commission is very appreciative of his attitude.

The matter of constructing a Highway Department office building in Salem was brought up for discussion. The Engineer was instructed by the Commission to submit a complete detailed written report on this subject for consideration by the Commission at its next meeting.

The Commission considered, approved and signed agreements, etc., as follows:

Agreement with C. J. Wojohn permitting him to use park property in Short Sand Beach State Park, Tillamook County, for road purposes.

Supplemental agreement with Green Mountain Lumber Company covering extension of the privilege heretofore granted to company to maintain a logging road across Van Dazer Forest Corridor, Lincoln County.

Permit agreement with the State Board of Forestry providing for construction and maintenance of a road through state highway property on Sexton Mountain, Josephine County.

1110

Agreement with the Southern Pacific Company covering installation of a traffic signal at the crossing of the Southern Pacific Company tracks and the Crater Lake Highway near Eagle Point, Jackson County.

Modification of project agreement covering increased apportionment of Federal funds in connection with the Front Avenue Project, Portland.

Agreement with Harry I. Hamilton Company for reconstruction of the center pier on the South Dillard Bridge across the Umpqua River on the Pacific Highway, in Douglas County.

Permit authorizing James McGilchrist to use narrow strip of highway right of way along South Commercial Street (Pacific Highway East) in Salem Heights Addition to the City of Salem, Marion County.

"Acceptance of Franchise" whereby the Commission accepts from the Washington Highway Department a permit to construct, operate, and maintain a water pipe line on a portion of Washington Primary State Highway No. 12, in Pacific County, Washington, to serve the Kegler Ferry Terminal.

Assignment by R. C. Moulton of his interests in his agreement with the State Highway Commission for removal of burned down timber along the Sunset Highway, in Clatsop County, to Ole Nygaard.

Agreement with State Game Commission providing for the installation of a fish screen on the south end of a culvert north of Multnomah Falls on the Columbia River Highway, Multnomah County.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:45 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

May 25, 1948

EXHIBITS "A" through "H"

Minutes of May 24 and 25, 1948

EXHIBIT "A"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY

*14529-	Jackson, Bertha Mae Right of Way Option expires	$	$	McCallister
	1,450 sq. ft. at 50¢ sq.ft.	725.00		
	Building	4,775.00	5,500.00	"
*14530-	McCorvey, Claude C. and Petrollor McCorvey Right of Way			
	1,450 sq.ft. at 50¢ sq. ft.	725.00		
	Building	4,275.00	5,000.00	"
*14577-	Portland Gas & Coke Company Right of way			
	297 sq.ft. for temporary detour road during construction underpass and ramps west end Steel bridge-Portland	00.00	00.00	"

(Cont.)

EXHIBIT "A" (Cont.)

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY (Cont.)

*14528 - Norton, Helen R.			
Right of Way			McCallister
2,374 sq.ft. at 30¢ less sq.ft.	$ 700.00	$	
Building	2,300.00	3,000.00	

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

13723-Caldwell, C. N. and Alice T. Caldwell			
Right of Way			
Option expires			
October 6, 1948			
0.022 acre at $200.00	4.40		
Allowance-moving/rebuild garage and workshop	373.60		
Allowance-600 sq.ft. lawn, shrubs	22.00	400.00	McCluney
13711-Thayse, Harriet			
Right of Way			
Option expires			
November 4, 1948			
0.011 acre at $200.00	2.20		
Allowance - berry bushes	12.80	15.00	"
13726-Pacific Power & Light Company			
Right of Way			
x			
(CORRECTION)			
0.08 acre at $200.00, plus cost of securing partial release of mortgage-allowance	100.00		
Allowance-removing and reconstructing sub-station, if it becomes necessary - estimated by Company as	6,962.00	7,062.00	"
Previous report:			
Estimated cost of removing and reconstructing substation -	6,475.00		
13705 - Thompson, Cecil C. and Ada J. Thompson			
Right of Way			
Option expires			
x			
(CORRECTION)			

(Cont.)

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

13705-Thompson, Cecil C. and Ada J. Thompson (Cont.)

	$	$ McChesney
Allowance - 300 feet 3/4 inch water pipe, digging 300 feet ditch	40.00	40.00 "

Previous Report:

Allowance-running water across highway to pasture lands overlooked -

13714-Zimmerman, Harold and Jeanette M. Zimmerman
Right of way
Option expires
October 20, 1948

0.018 acre at $200.00	3.60	
750 sq.ft. at 2¢ sq.ft.	15.00	
Allowance-shade trees	10.00	28.60 "
State to slope bank		

13733-Bowers, Chester L. and Ethel M. Bowers
Right of Way
Option expires
October 23, 1948

0.15 acre at $200.00	30.00	
Allowance-wrecking, rebuilding garage	100.00	
Allowance-2,000 sq.ft. lawn-2¢ sq.ft.	40.00	
Allowance-climbing rose arbor	25.00	
Allowance-12 rods new fence, $1.50 rod	18.00	213.00 "
State to construct concrete steps, slope bank, replace approach road		

13730-Hooker, Minnie M.
Right of way
Option expires
October 22, 1948

0.044 acre at $200.00	8.80	
Allowance-trees, shrubs, lawn	132.00	
Moving house, garage, gas pump, tank, estimated	1,368.00	1,508.80 "
State to replace grantor's road approaches		

(Cont.)

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

13719-Girt, Neal R. and Charity S. Girt
Right of way
Option expires
October 27, 1948

	$	$	McChesney
0.044 acre at $200.00	8.80		
Allowance-damages, taking front yard, too close house	156.20		
Allowance-nut, fruit, ornamental trees, holly hedge, 1,000 feet lawn	235.00	400.00	"

13718-Smith, Charles C. and Lillian L. Smith
Right of Way
Option expires
October 27, 1948

0.044 acre at $200.00	8.80		
Damage-allowance, lieu moving house, cutting off porch	446.20		
Allowance-lawn, trees	45.00	500.00	"

PACIFIC HIGHWAY, CITY OF EUGENE, COOPERATIVE PROJECT

11971-A Walton, Pauline and Hattie Walton Waite
Right of way
Option expires
October 21, 1948

18,730 sq.ft. at 16¢ sq.ft.	2,996.80	2,996.80	Collins

CITY OF EUGENE (*FERRY-WALNUT STREETS) SECTION, PACIFIC HIGHWAY

11433-A Thorgerson, Andrew
Right of Way

Waiver of access for 90 feet -	300.00	300.00	"

12005-Shelley, R. S. and Ross B. Shelley
Waiver of access

Waiver of access - 125 feet	100.00	100.00	"

12009-Merwin, Benton S. and Marie Merwin
Right of Way

Waiver of access - 75 feet	200.00	200.00	"

(Cont.)

EXHIBIT "A" (Cont.)

CITY OF EUGENE,(*TERRY-WALNUT STREETS) SECTION, PACIFIC HIGHWAY (Cont.)

11955-Campbell, Ruth Right of Way x				
	2,050 sq.ft. at 50¢ sq.ft.	$ 1,025.00	$	Collins
	House-6 roomed	3,975.00	5,000.00	
	Plus waiver of access			
12002-Dutch Girl Dairy Right of Way x				
	Waiver of access-265 feet	750.00	750.00	"
9309-A Campbell, Cogswell F. and Mary Ruth Campbell Right of Way Option expires November 13, 1948				
	90 sq.ft.	00.00	00.00	"

EAST SPRINGFIELD SECTION, MCKENZIE HIGHWAY

**14436-Potterf, Haven F. and Jean L. Potterf Right of way Option expires October 7, 1948				
	289 sq.ft. at $1.40 sq.ft.	404.60		
	Allowance-25.5 sq.yds. concrete sidewalk at $2.50 sq.yd.	63.75		
	Allowance-gravel to raise sidewalk	13.84	482.19	"

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

14590-Kinney, Frank I. and Elbert E. Dixon and Lillian O. Dixon Right of Way Option expires November 9, 1948				
	0.28 acre at $300.0	84.00		
	17 rods fence at $3.00 rod-allowance	51.00	135.00	Parker Norlin

(Cont.)

EXHIBIT "A" (Cont.)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (Cont.)

14591-Nystrum, Vernice S.
Right of way
Option expires
November 12, 1948

0.01 acre at $300.00	$ 3.00	$	
Allowance-moving outhouse, chicken coop, and 1 rod fence	38.00		
	41.00		
Credit: State to convey to Nystrum 2/100 acre at $300.00 per (File 14590)-----	6.00	35.00	Parker Rollin

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY

12067-A Keeney, Walter W. and Marthi Ann Keeney
Right of Way
Option expires
November 5, 1948

0.35 acre at $300.00	105.00		
10 rods fence at $3.00 rod	30.00		
Allowance-apple trees, and brooder house - move	15.00	150.00	"
State to construct, gravel road approaches, west line			

12075-Lyon, Harry T. (Lyon) and Eula Edna Lyon
Right of Way
Option expires
November 7, 1948

2.34 acres at $50.00	117.00		
0.50 acre at $50.00	25.00		
Timber-allowance-22 trees at $5 each	110.00		
Allowance-preparation bldg. site	36.00	288.00	"
Plus waiver of access			
State to provide road approaches			

12079-Crampton, Cora E. et al
Right of Way
Option expires November 16, 1948

2.0 acres at $125.00	250.00		
1.27 acres at $50.00	63.50		"
Allowance-timber, piling	200.00		
Forwarded	513.50		

(Cont.)

EXHIBIT "A" (Cont.)

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY (Cont.)

12079-Crampton, Cora E. et al (Cont.)

Brought forward	$ 513.50	$	Morlin
Allowance-fruit trees (11)	110.00		Parker
Allowance-wrecking or moving: houses, barn, garage, woodshed, outhouses, garage with concrete foundation, plants, and 250 feet water pipe	2,340.00		
2 road approaches-allowance	150.00		
54 rods fence-$2 rod "	108.00		
Business access-allowance	500.00	3,721.50	
Waiver of access			
Estimate of moving by Geo. Lammers - $5800.00			

MYRTLE CREEK-CANYONVILLE SECTION, PACIFIC HIGHWAY

14295-Lawson, Asa W. and Pearl A. Lawson
Gravel bar
Option expires
November 12, 1948

25.44 acres at $250.00	6,360.00	6,360.00	Benfield

NORTH ROSEBURG SECTION, PACIFIC HIGHWAY

14512-Davidson, Earl E. and Garnet J. Davidson
Right of Way
Option expires
November 3, 1948

635 sq.ft. at 56¢ plus	356.40		
Allowance-fill lot-approx. 216 cu. yds. at 73½¢ cu.yd.	158.60		
Allowance-moving pump island and changing garage	1,485.00	2,000.00	Haskin

TOLO OVERCROSSING SECTION-PACIFIC HIGHWAY

14630-Quackenbush, Paul W.
Right of Way
Option expires
November 12, 1948

0.32 acre at $450.00	144.00	144.00	Benson

(Cont.)

EXHIBIT "A" (Cont.)

TOLO OVERCROSSING SECTION, PACIFIC HIGHWAY (Cont.)

14514-Colpitts, Roy W.
Gravel pit and borrow pit
x
10 year lease on 15.0 acres for borrow and gravel - 5¢ cu. yd.
0.62 acre hauling road
State to construct cattleguard --- --- Benson

14517-Table Rock Lumber Company
Right of Way
Option expires
November 5, 1948

0.28 acre at $450.00 $ 126.00 $ 126.00 "

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY

14105-Cribbins, A. E. and Stella Cribbins
Right of Way
Option expires
October 29, 1948

0.28 acre 25.00 25.00 Mayhew

COQUILLE SECTION, OREGON COAST HIGHWAY

14579-Schroeder, Elbert R. and Wilda Schroeder
Easement for sewer
x
Easement-strip of land 8 feet wide 27.53 feet long 10.00 10.00 "

14580-Oerding, George E. and Vera T. Oerding
Easement for sewer
x
Easement - strip land 8 feet wide 183.34 feet long 19.00 19.00 "

AGATE BEACH-NEWPORT SECTION, OREGON COAST HIGHWAY

14589-Hall, Claude E. and Isabelle Hall
Borrow
Option-

0.67 acre - materials lease 00.00 00.00 Landon

(Cont.)

EXHIBIT "A" (Cont.)

AGATE BEACH-NEWPORT SECTION, OREGON COAST HIGHWAY (Cont.)

4429 -Badley, Wilbur F. and Anna L. Badley Right of Way Option expires October 14, 1948				
	2,100 sq.ft. at 25¢ sq.ft.	$ 525.00	$ 525.00	Landon
	State to provide suitable drive-ins and drive-outs			
14596-Niemela, Ophia L. Right of Way Option expires July 29, 1948				
	10,000 sq.ft. at 7½¢ sq.ft.	750.00	750.00	"
4377- Wood, Horace J. and Mae Wood Right of Way Option expires October 29, 1948				
	2,100 sq.ft. at 13⅓¢plus sq.ft.	281.44		
	State to convey Lots 14, 15, Blk.146,Agate Beach #2, even exchange-File #14596-	281.44	00.00	
	Allowance- 11 rods picket fence at $1.00 rod	11.00		
	Allowance- 17 rods chicken wire, 50¢ rod	8.50		
	Allowance- lawn, shrubbery, flowers, lieu moving garage	175.00		
	Plus moving house, estimated at	3,000.00	3,194.50	"
14363-Wood, H. J. and Pansy Wood Right of Way Option expires October 29, 1948				
	3,496 sq.ft. at $0.134 sq.ft.	468.65		
	State to convey lands of equal value	468.65	00.00	"

(Cont.)

EXHIBIT "A" (Cont.)

AGATE BEACH-NEWPORT SECTION, OREGON COAST HIGHWAY (Cont.)

14469-Krause, L., Leonard Trustee
Borrow pit
x
0.43 acre - temporary borrow materials $00.00 $00.00 Landon

4435- General Petroleum Corporation of California
Right of Way and slope easement
Option expires
November 2, 1948

2,160 sq.ft. at 15¢ sq.ft. 324.00
10 foot slope easement included for temporary use only 324.00 "

TIDEWATER SECTION, ALSEA HIGHWAY

13632-B Hurley, George L. and Marie F. Hurley
Right of Way
Option expires
November 13, 1948

0.03 acre at $1,000.00 30.00
0.05 acre at $500.00 25.00 55.00 McChesney

13079-B Kleinclaus, Wolfred P. and Katherine M. Kleinclaus
Right of Way
Option expires
November 12, 1948

0.06 acre at $1,000.00 60.00 60.00 "

DEVILS LAKE OUTLET SECTION, OREGON COAST HIGHWAY

14365-Hostetler, H. A. and Osa King Hostetler ***
Right of Way
Option expires
November 11, 1948

867 sq.ft. at 3¢ sq. ft. 25.00 25.00 Gardiner

14366-Hostetler, H. A. and Osa King Hostetler, and George and Wilma Conklin ***
Right of Way
Option expires
November 14, 1948
4,565 sq.ft. at 30¢ sq.ft. 1,369.50 1,369.50 "

(Cont.)

EXHIBIT "A" (Cont.)

DEVILS LAKE OUTLET SECTION, OREGON COAST HIGHWAY (Cont.)

14366-Calkins, George A. and Wilma Calkins ***
Right of Way
Option expires
November 17, 1948

1,307 sq.ft. at 30¢ sq.ft.	$ 392.10	$	Gardiner
Allowance- 712 cu. yds. fill at 75¢ cu. yd.	543.00	935.10	"

YOUNGS BAY BRIDGE-LEWIS AND CLARK RIVER SECTION, OREGON COAST HIGHWAY

13421-Larson, Victoria A. and P. A. Larson
Right of way
Option expires
September 30, 1948

2.54 acres at $500.00	1,270.00		
Waiver of access	100.00		
44 rods fence at $2.00 rd.	88.00	1,458.00	Benson

13418-Ferttunes, Esther
Right of Way
Option expires
November 10, 1948

1.37 acres at $1,000.00	1,370.00		
66 rods fence at $3.00 rod	198.00		
Allowance-concrete and blk. foundation for house including 15 rods new fence $3 rod	800.00		
Temporary haul road, removing material to new site - allowance	200.00	2,568.00	Reeder

SHERIDAN SECTION, SALMON RIVER HIGHWAY

14439-Lohr, John L.
Slope easement
x
55 sq.ft. 00.00 00.00 Cutler

14438-Papstein, Frances
Slope easement
730 sq. ft. 00.00 00.00 "

(Cont.)

EXHIBIT "A" (Cont.)

SHERIDAN SECTION, SALMON RIVER HIGHWAY (Cont.)

14437-Landingham, Blanche
Slope easement

1,125 sq.ft.	$ 00.00	$ 00.00	Cutler

STEIWER HILL-MURDER CREEK SECTION, PACIFIC HIGHWAY

11050-Miller, Wick
Right of way
x
(CORRECTION)

126 rods fence and 8 anchor posts, additional allowance	72.36	72.36	Benson Parker

Previous report:

January 22, 1945, Commission approved sum of $201.00 for construction above fence; at that time fence could not be constructed; on account increased materials prices, the above additional sum of $72.36 is demanded

WEST PORTLAND-TUALATIN SECTION, WEST PORTLAND-HUBBARD HIGHWAY

14435-Greenhoot, Francis and Bessie M. Greenhoot
Right of Way
Option expires
October 9, 1948

6,857 sq.ft. at 2¢ less sq.ft.	130.40		
State to convey to owner 16,520 sq.ft. at 2¢ sq.ft.	330.40		
Amount of $200.00 to be paid by owner to State		00.00	Witt

BONNEVILLE SECTION, COLUMBIA HIGHWAY

10793-Henderson, S. E., and Emon Chaloupka
Right of Way
Option expires
July 20, 1948

0.89 acre	6,500.00	6,500.00	Parker

EXHIBIT "A" (Cont.)

FIRST AVENUE-ESPLANADE STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

11333-C Branthen, Carl
Right of Way
Option expires
October 13, 1948

4,725 sq.ft. at 2¢ sq.ft. $ 94.50 $ 94.50 Witt

OWENS STREET-MIDLAND ROAD SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

+9598- Beardsley, H. J. and Eunice Beardsley
Right of Way
(CORRECTION)

To labor and materials furnished for construction and alteration of the Beardsley Building at Klamath Falls

Bid by Angelo Dovari 18,375.00

Former report:

Altering building $7,500.00
Value property conveyed 3,000.00
10,500.00 10,500.00 Cozad
7,875.00

BAKER UNDERPASS SECTION, BAKER-UNITY HIGHWAY

+9846- Anderson, M. R.
Right of Way
Option expires
October 13, 1948

2176 sq. ft. at 65¢ plus sq.ft. 1,500.00
Allowance-moving main building 700.00
Allowance-cement for foundation, basement, driveway 900.00
Allowance-plumbing, wiring, moving building, cement floors, foundation, etc. 900.00 4,000.00 "

+14443-Jacobs, G. C.
Right of way
x

Release for grade change 00.00 00.00 "
State to provide curbs

14954

EXHIBIT "A" (Cont.)

JOSEPH-MONUMENT SECTION, JOSEPH-WALLOWA LAKE HIGHWAY

14425-West, Harry L.
Right of Way
Option expires
October 14, 1948

0.01 acre at $900.00	$ 9.00	$ 9.00	Benfield

14574-Young, Beatrice L.
Right of Way
Option expires
October 13, 1948

0.082 acre at $900.00	73.80	73.80	"

14575-Shaw, Harold A.
Right of Way
Option expires
October 13, 1948

0.072 acre at $900.00	64.80	64.80	"

14415-Rumble, Daisy E.
Right of Way
Option expires
September 29, 1948

13,939 sq.ft. at 10¢ sq.ft.	1,393.90		
Damage, allowance- reduction of area	606.10	2,000.00	"

14423-McCulley, Frank, H. Keith Wilson, 'Max Wilson, and Bruce Kellogg
Right of Way
Option expires
October 12, 1948

1.42 acres at $900.00	1,278.00	1,278.00	"

ODELL SECTION, ODELL HIGHWAY (Secondary)

14376-Judd, L. E. and Florence Judd
Right of Way
Option expires
October 14, 1948

0.94 acre	5.00	5.00	Berry Reeder
State reestablish approaches			
State construct cattlepass			
State construct farm crossings, east side, west side			
Grantor to move all fences			

(Cont.)

EXHIBIT "A" (Cont.)

ODELL SECTION, ODELL HIGHWAY (Secondary) (Cont.)

14378-Hood River County Right of Way Option expires x				
	0.12 acre	$ 1.00	$ 1.00	Berry Reeder
14387-Brock, Clarence C. and Ethel Brock Right of Way Option expires October 13, 1948				
	0.72 acre State provide farm crossing State provide cattlepass State provide approach, west side Grantor to move all fences	1.00	1.00	"
14546-Hood River County School District Right of Way Option expires October 12, 1948				
	0.04 acre	1.00	1.00	"
14548-Kemp Lodge #181, IOOF Right of Way Option expires October 13, 1948				
	0.03 acre	5.00	5.00	"
14547-LaBounty, Merlyn James and Linda H. LaBounty Right of Way Option expires October 12, 1948				
	0.02 acre	5.00	5.00	"
14545-Naumes, J. P. and Billie N. Naumes, and John A. Weber and Martha Ann Weber, and Theodore K. Weber Right of Way Option expires October 14, 1948				
	0.06 acre	5.00	5.00	"

(Cont.)

EXHIBIT "A" (Cont.)

ODELL SECTION, ODELL HIGHWAY (Secondary) (Cont.)

14542-Bevil, Charles H. and Hildred I. Bevil Right of Way Option expires October 18, 1948			
0.15 acre	$ 5.00	$ 5.00	Berry Reeder
14550-Erickson, Grace M. Right of Way Option expires October 15, 1948			
0.03 acre State to remove old garage, if necessary	25.00	25.00	"
14377-Miner, Benton B. and Wendell I. Kirby Right of Way Option expires October 14, 1948			
0.56 acre	00.00	00.00	"
Allowance-50 rods fence at $2	60.00	60.00	
State to re-establish road approaches			

FOOTNOTE:

* Front Street Project, City of Portland - See Page 14898 in the minutes for discussion of these items.

** East Springfield Section, McKenzie Highway, Item 14436 - See page 14899 in the minutes for discussion of this item.

*** Devils Lake Outlet Section, Oregon Coast Highway, - See page 14899 in the minutes for discussion of these items.

+ Owens Street-Midland Road Section, Klamath Falls-Lakeview Highway - Item 9598 - See Page 14899 in the minutes for discussion of this item.

++ Baker Underpass Section, Baker-Unity Highway - See Page 14899 in the minutes for discussion of these items.

EXHIBIT "B-1"

Minutes of May 24 and 25, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Oregon Coast Highway (State Highway No. 9) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of the Oregon Coast Highway extending from Delmar to China Camp Creek, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for right of way and other purposes; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor; and

(Cont.)

EXHIBIT "B-1"(Cont.)

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Oregon Coast Highway, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of the Oregon Coast Highway known and designated as the Delmar-China Camp Creek Section. (*)

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described on the attached sheets, which are made part of this resolution. (*)

3. That both of said real properties are needed and the acquisition of the same is necessary for the specific purpose stated in the description of each ownership.

4. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury or damage.

5. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described on the attached sheets, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the respective parcels of real property described on the attached sheets and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission. (*)

6. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and

(Cont.)

EXHIBIT "B-1" (Cont.)

said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

7. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same, and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

8. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

9. The real properties sought to be acquired are described on the attached sheets, consisting of two pages, on which sheets are shown the respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties, said parcels of real property being otherwise identified as Parcels Nos. 1 and 2. (*)

10. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fourth day of May, 1948.

FOOTNOTE:

(*) The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 106, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

1960

EXHIBIT "B-2"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway (State Highway No. 1) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, part of the federal highway system; and

WHEREAS, for the purpose of widening the right of way so that a better alignment may be made possible for the construction of a more adequate crossing to serve the traveling public at the Tolo Overcrossing in Jackson County it is necessary that real properties be acquired for right of way purposes; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor; and

WHEREAS pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

(Cont.)

EXHIBIT "B-2" (Cont.)

WHEREAS, the Pacific Highway, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the properties described on the attached sheets are needed and required for use in connection with the widening and improvement of the section of the Pacific Highway known and designated as the Tolo Overcrossing Section. (*)

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described on the attached sheets, which are made part of this resolution. (*)

3. That both of said real properties are needed and the acquisition of the same is necessary for the specific purpose stated in the description of each ownership.

4. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury or damage.

5. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described on the attached sheets, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the respective parcels of real property described on the attached sheets and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission. (*)

6. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase donation, agreement, or by the exercise of the power of eminent domain.

7. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and

(Cont.)

directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

8. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or either of them, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

9. The real properties sought to be acquired are described on the attached sheets, consisting of two pages, on which sheets are shown the respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties, said parcels of real property being otherwise identified as Parcels Nos. 1 and 2. (*)

10.. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fourth day of May, 1948.

FOOTNOTE:

(*) The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 107, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part hereof with like effect as though extended in full herein.

EXHIBIT "B-3"

Minutes of May 24 and 25, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Oregon Coast Highway (State Highway No. 9) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of maintaining said highway and reconstructing portions thereof in order to adequately serve the traveling public, it is necessary that real properties be acquired for the purpose of providing a location and facility for the appropriation, acquisition, and manufacture of roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to acquire property for such purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

(Cont.)

EXHIBIT "B-3" (Cont.)

1. That the Commission does hereby find and declare that the following described property is needed and required as a storage site and for a plant set-up in connectionn with the appropriation, acquisition, and manufacture of roadbuilding materials required and needed for the maintenance and reconstruction of the Euchre Creek-Gold Beach Section of the Oregon Coast Highway, which said property is described as follows, to-wit:

A parcel of land lying in the northwest quarter (NW¼) of Section 16, Township 36 South, Range 14 West, W.M., Curry County, Oregon, the said parcel being described as follows:

Beginning at a point on the south line of the county road, said point being North 89° 36' East 1325.8 feet and South 0°40' West 79.4 feet from the northwest corner of Section 16; thence south 0° 40' West 563.5 feet to the north bank of Rogue River; thence South 76°43' West along the north bank of said river 226.6 feet; thence North 0° 40' East 650.1 feet to the south line of the county road; thence along said south line of the county road South 84° 52' East 107.5 feet and South 77°29' East 115.4 feet to the point of beginning.

The parcel of land to which this description applies contains 3.08 acres.

Together with all the tide lands of the Rogue River fronting and abutting thereon.

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel to the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

5. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fourth day of May, 1948.

EXHIBIT "B-4"

Minutes of May 24 and 25, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Highway Commission is authorized by law, when acquiring real property for right of way purposes, to acquire fee title to the real property sought to be acquired, or any interest therein, and the Commission is also authorized, when acquiring real property for such purpose, to acquire all right of access from the abutting property to the highway proposed to be constructed; and

WHEREAS, the State is now engaged in the reconstruction of a highway known as the Pacific Highway, on which highway the Commission has heretofore, by resolution duly and regularly adopted and made a part of its official records, authorized the acquisition of all right of access from abutting lands to said highway and the right of way thereof; and

WHEREAS, the Commission has heretofore acquired from Southern Pacific Company a parcel of land abutting upon Lot 3 and the east 15 feet of Lot 4, Block 2, Fairmount Addition to the City of Eugene, in Lane County, Oregon; and

WHEREAS, the property acquired from Southern Pacific Company was, prior to its acquisition by the Commission, owned by the Southern Pacific Company and used by it as and for a right of way for a common carrier railroad; and

(Cont.)

EXHIBIT "B-4" (Cont.)

WHEREAS, the Commission is of the opinion that the owners of Lot 3 and the east 15 feet of Lot 4, Block 2, Fairmount Addition to the City of Eugene, have no right of ingress and egress to or from the property abutting said lot to the north and formerly used as railroad right of way, but that the owners of said property appear to claim and purport to claim some right of ingress and egress to and from said property and have refused to waive and relinquish such right or rights as they may have or claim to have; and

WHEREAS, J. J. Chisholm and Mae Chisholm, husband and wife, and Nellie Chisholm are the owners of said Lot 3 and the east 15 feet of Lot 4, Block 2, Fairmount Addition to the City of Eugene; and

WHEREAS, it is the judgment of the Commission that the rights, if any, of said parties to access to and from the property heretofore acquired from Southern Pacific Company and abutting their property to the north and upon which the Commission proposes to construct a modern highway facility to adequately serve the transportation needs upon the Pacific Highway should be acquired;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that all right of access to the Pacific Highway from the real property abutting said highway and described as Lot 3 and the east 15 feet of Lot 4, Block 2, Fairmount Addition to the City of Eugene, if in fact any such right of access exists, should be acquired and all access to and from the said property and the Pacific Highway should be prohibited.

2. That if a relinquishment and waiver of the right of access, if in fact any such right exists, cannot be acquired by agreement, then J. M. Devers, as Chief Counsel for the Commission, is authorized to institute and prosecute to a final determination such action or proceeding as may be necessary to acquire and vest in the public the said access rights, or claimed access rights.

3. That, in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said access rights, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said access rights as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

4. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-fourth day of May, 1948.

EXHIBIT "B-5"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Willamette Highway (State Highway No. 18) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of the Willamette Highway extending from Lost Creek to Lowell, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for right of way and other purposes; and

(Cont.)

11928

EXHIBIT "B-5" (Cont.)

WHEREAS, pursuant to the provisions of Section 100-115, O.C.L.A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways, and is authorized to acquire the necessary rights of way therefor; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes all right of access from abutting property to the highway; and

WHEREAS, the Willamette Highway, as one of the major highways of the State, carries a large volume of traffic and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the property described on the attached sheet, which description is made a part of this resolution, is needed and required for right of way purposes in connection with the reconstruction and maintenance of the Lost Creek-Lowell Section of the Willamette Highway, which property is owned by Harry H. Wade and Rose Wade. (*)

2. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury or damage.

3. The Commission does hereby further find and declare that, in addition to the acquisition of the real property described on the attached

(Cont.)

EXHIBIT "B-5" (Cont.)

sheet, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting property to the parcel of real property described on the attached sheet and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission. (*)

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcel of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement can be reached, then it is hereby further ordered that the said J. M, Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

6. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein, as in his judgment may be for the best interests

(Cont.)

14070

EXHIBIT "B-5" (Cont.)

of the State, the State Highway Commission, and/or the defendant property owners.

7. This resolution shall be entered in full in the minutes and records of this Commission as of the twenty-fourth day of May, 1948.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 110, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

14971

EXHIBIT "C"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws, 1943 as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Aumsville	$1,043.37
Aurora	1,039.09
Barlow	222.36
Bay City	2,300.53
Donald	795.35
Echo	1,941.34
Falls City	3,057.40
Garibaldi	3,844.20
Corvais	1,419.66
Island City	756.87
Madras	3,399.49
Monroe	1,329.86
Nohalem	1,056.19
Paisley	1,013.43
Philomath	3,745.85
Talent	1,629.19
Willamina	3,788.61

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Aumsville - All city streets

Aurora - Liberty Street, Bobs Avenue, 2nd Street, 3rd Street, 4th Street

Barlow - Main Street, Maple Street, First Street, Second Street

(Cont.)

1 19772

EXHIBIT "C" (Cont.)

Bay City - First Street, Second Street, Fourth Street, Fifth Street, Sixth Street, Seventh Street, Ninth Street, Thirteenth Street, Fifteenth Street, Hare Street, Warren Street, Hendricks Street, High Street, Ocean Street, Pacific Street, Main Street, Trade Street, "A" Street, "C" Street, "D" Street, "E" Street, Portland Avenue, Seattle Avenue, Union Avenue, Tillamook Avenue, McCoy Avenue, Williams Avenue, Spruce Street, Salmon Street, "B" Street

Donald-Crissell Street, Feller Street, Williams Street, Ehlen Street, Mathieus Road, Oak Street, Cone Street, Rees Street

Echo - Garden Street, Bonanza Street, Buckley Street, DuPont Street

Falls City - North Main Street, First Street, Pine Street, Mill Street Fairoaks Road, Wood Street, Alan Street, 5th Street, 6th Street, South Side East Avenue, Chamberlain Street, West Boulevard, Terrace Street, Fairview Avenue, Alley off Parry Road

Garibaldi - Garibaldi Avenue

Gervais - 5th Street

Island City - "C" Street

Madras - 4th Street, 7th Street

Monroe - Railroad Street, Main Street, Howard Street

Nohalem - 9th Street, Tohls Avenue, "I" Street

Paisley - Main Street

Philomath - All City streets

Talent - Gibson Street, "I" Street, Wagner Avenue, Old Pacific Highway

Willamina - James Street, Cherry Street, "B" Street, "D" Street, Churchman Street, 1st Street, Baker Street, Brown Street, Franklin Street, "C" Street, 4th Street, Gentry Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of 24th day of May, 1948.

1 1973

EXHIBIT "B"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws, 1943 there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Amity	$1,093.06
Glendale	1,117.13
Halsey	611.71
Imbler	365.02
Island City	354.99
Maupin	535.50
Oakland	1,189.33
Sandy	1,323.71
Scappoose	1,006.82

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Amity - Oak Street, Woodson Street, Gotchell Street, Sherman Street

Glendale -Pacific Avenue, Molly Street

Halsey - 5th Street West, 4th Street West, 3rd Street West, 1st Street West, 1st Street East, "C" Street West, "D" Street West, "F" Street West, "G" Street West, "H" Street West, "I" Street West, "G" Street East, "O" Street, "D" Street East

Imbler - 2nd Street, 3rd Street, Main Street, 5th Street, 6th Street 7th Street, Esther Street

Island City - "C" Street

Maupin - Grant Street, Dufur Street, 4th Street, 5th Street, 6th Street

Oakland - Oak Street, 3rd Avenue

(Cont.)

1-1971

EXHIBIT "E" (Cont.)

Sandy - Hood Avenue, Pleasant Avenue, Strauss Avenue, Cherry Avenue.

Scappoose - West Street and six un-named side streets, Casey Avenue, Williams Avenue, 3rd Street, 2nd Street, Maple Avenue

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3 adopted by the City of Maupin on March 12, 1947 and approved by the Highway Commission on April 23, 1947, shall be canceled, in accordance with the request of the City of Maupin on file in the records of the State Highway Department, and Resolution Forms 1 and 2 adopted by the City Council on April 14, 1948 be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of May, 1948.

EXHIBIT "E"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of each of the following sections of state highways, to-wit:

McMinnville-Newberg Section of the Pacific Highway West, in Yamhill County

Great Northern Railway Crossing-Merrill Section of the Klamath Falls-Malin Highway, in Klamath County

Odell Secondary Highway in Hood River County

Fir Grove School-Benton County Line Section of the Albany-Independence County Road, in Polk and Benton Counties

and in connection therewith to prepare maps showing the route and location of said sections of highways and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the surveys of the above-mentioned sections of state highways, together with the maps, which for identification purposes bear the map file Nos. 3B-24-22; 5B-8-23; 6B-15-1; 6B-27-9; 6B-26-20; and 6B-24-19; respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-fourth day of May, 1948.

1 1077.

EXHIBIT "F"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2774 with Tom Lillebo for construction of the Fuller and Ojalla Bridges over the Siletz River on the Siletz Secondary Highway, in Lincoln County; completed January 26, 1948

Contract No. 2802 with Angelo Doveri for widening the Altamont Canal Bridge on The Dalles-California Highway, in Klamath County; completed January 14, 1948

Contract No. 2844 with R. A. Heintz-Construction for grading and topping on the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County; completed April 13, 1948

Contract No. 2880 with J. P. Britton & Co. for construction of the Buck Hollow Bridge on the Sherars Bridge Secondary Highway, in Sherman County; completed January 30, 1948

Contract No. 2912 with Albina Engine & Machine Works, Inc. for construction of the ferryboat "M. R. Chessman"; completed April 21, 1948 (*)

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

FOOTNOTE: (*)

This acceptance does not waive any rights which the state might have under the 90-day guarantee period called for in the specifications in Article 1.8.10 on Page 25.

EXHIBIT "G"

Minutes of May 24 and 25, 1948

R E S O L U T I O N

WHEREAS, in recognition of the service and sacrifice made by the service men and women in World War II and in response to a resolution enacted by the legislative assembly of the State of Oregon when in regular session in 1947, the Commission adopted a resolution by which there are designated as Blue Star Drive the Pacific Highway East and the Pacific Highway West from the Oregon-Washington line to the junction of said highways at Junction City, Oregon; and

WHEREAS, the members of the Oregon Federation of Garden Clubs have urged that the resolution adopted by the Oregon Legislature be given an interpretation which will authorize the designation of the Pacific Highway from the Oregon-Washington state line to the Oregon-California state line as the Blue Star Drive in Oregon; and

WHEREAS, it is the opinion of the Commission that the resolution adopted by the legislature permits of a dual interpretation or construction, one of which authorized the designation of the units of the Pacific Highway defined as Pacific Highway East and Pacific Highway West, and the other of which constructions authorized the designation of the Pacific Highway from the Oregon-Washington state line to the Oregon-California state line as the Blue Star Drive; and

WHEREAS, it is the purpose and decision of the Commission to give the greatest possible public recognition and show all possible public appreciation of the service performed and the sacrifices made by those who served in World War II;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the Pacific Highway East and the Pacific Highway West from the Oregon-Washington state line to the junction of said highways at Junction City, and the Pacific Highway from said Junction City to the Oregon-California state line be and said entire highways shall be and the same hereby are designated and hereafter shall be known as the Blue Star Drive.

2. That said Blue Star Drive shall, in recognition of those who did so much for the homeland and for the world, be appropriately marked with suitable tablets and ornamentations to give life and perpetuity to this resolution and its purpose.

3. That the Engineer be and he hereby is instructed to prepare and bring to this Commission for consideration designs of tablets and ornamentations and upon selection and approval of the type, design, number and location of tablets and ornamentations, then said Engineer is hereby instructed to erect and thereafter maintain the same.

4. This resolution shall be deemed to amend, supplement and where inconsistent, rescind the provisions of the resolution adopted by this Commission on the twelfth day of March, 1948.

5. That this resolution shall be entered in the minutes and records of the Commission as of the twenty-fifth day of May, 1948, and a true copy thereof filed with the Secretary of State.

1 1078

EXHIBIT "H"

Minutes of May 24 and 25, 1948

R E S O L U T I O N

WHEREAS, the State Highway Commission at a meeting held on the twenty-fifth day of November, 1947, adopted a resolution and entered an order reducing the maximum weight of loads transported over the Weston-Elgin Secondary State Highway No. 330, which resolution and order was to be in effect during the spring months or during the period from February sixteenth to May 1, 1948; and

WHEREAS, subsequent to the adoption of said resolution; to wit: on the thirtieth day of December, 1947, the Commission adopted an amendatory resolution by which the period of said original resolution was extended; and

WHEREAS, the Engineer has reported that present conditions which prevail with respect to the Weston-Elgin Highway, and which conditions are due to the late spring and the damage which has resulted from severe frost action, necessitate the continuance of said load limit beyond the date fixed in said original and said amendatory resolution; and

WHEREAS, it is the judgment of the Commission that public interests warrant and will be served by a continuance of said load limit restriction for an indefinite period;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That it is hereby ordered that the order of this Commission made on November 25, 1947, as amended, by which the maximum weight of loads transported over the Weston-Elgin Secondary State Highway No. 330 was fixed at fifty percent of the maximum allowed by law, shall continue and be in effect until otherwise modified or rescinded by order of this Commission.

2. That a certified copy of this resolution and order be given to the County Clerk of Umatilla County, a like copy to the County Clerk of Union County, and a like copy to the Superintendent of State Police.

3. That it is further ordered that the Engineer be and he hereby is instructed to post or cause to be posted a notice in a conspicuous manner and place at each end of the above named highway and at important or strategic crossroads entering said highway advising the limitations, prohibitions and regulations of traffic as fixed and determined in this order.

4. Dated this 25th day of May, 1948.

EXHIBIT "I"

Minutes of May 24 and 25, 1948

ORDER REDUCING MAXIMUM LOAD LIMIT ON THE JOHN DAY HIGHWAY NO. 5

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to wit:

JOHN DAY HIGHWAY NO. 5, between Austin Junction (M.P.191.06) and Unity Junction (M.P.213.76), in Grant County.

AND WHEREAS, the above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highway during the spring months when the frost is leaving the ground, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced during such period;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon said road during the spring months shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said road was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highway that the maximum total weight of load and vehicle which shall be permitted upon said road during the spring period commencing May 17, 1948, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

The maximum weights which shall apply to the entire length of the following highway, to wit:

JOHN DAY HIGHWAY NO. 5, between Austin Junction (M.P.191.06) and Unity Junction (M.P.213.76), in Grant County.

(Cont.)

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the said highway at contact with the tread of the wheels of any one axle of a vehicle exceed fifty (50) percent of the maximum limit set by law for any one axle.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O.C.L.A., shall be in full force and effect from the 25th day of March, 1948, until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway and at important crossroads on said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Grant County and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this twenty-fifth day of May, 1948.

EXHIBIT "J"

Minutes of May 24 and 24, 1948

RESOLUTION LIFTING REDUCED LOAD LIMIT ON

THE LITTLE BUTTE SECONDARY HIGHWAY No. 270

WHEREAS, on the 19th day of April, 1948, at a meeting of the Oregon State Highway Commission, a majority of members being present and participating, the said Commission passed and adopted a resolution reducing the maximum load limit on certain state highways, including the following highway, to wit:

LITTLE BUTTE SECONDARY HIGHWAY No. 270, in Jackson County

and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said above-named highway;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the

LITTLE BUTTE SECONDARY HIGHWAY NO. 270, in Jackson County

be and the same hereby is rescinded and cancelled as of the 11th day of May, 1948, and the maximum load limit permissible on the said section of said highway hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerk of Jackson County, in which county said highway is located, and the Superintendent of the Department of State Police for his information.

Dated this twenty-fifth day of May, 1948.

1198?

EXHIBIT "K"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, the Commission is given authority under Section 115-393, O.C.L.A., to grant written permits for the movement of vehicles, articles, property or things having a combined weight in excess of statutory restrictions of a size not permitted under existing statutory restrictions, and

WHEREAS, modern industry has produced, and is continuing to produce, and industries are already using equipment, commodities, property and articles of a weight, type and size which can not be transported over the highways of this State under existing statutory limitations, and

WHEREAS, a limited number of sections of Oregon highways are so designed and constructed that loads in excess of statutory limitations, both as to weight and dimensions, may, under certain conditions, be transported without damaging such sections of highways and with a minimum of hazard to the motoring public, and

WHEREAS, frequent requests are made to the Commission for permission to move equipment, commodities and articles having a weight and dimension in excess of that permitted under existing statutory limitations, and it is desirable, and in the best public interest, to facilitate the movement of such equipment, commodities and articles in cases where the movement is proposed on sections of highways which will permit such movements, and where the hazard to the motoring public is at a minimum, and

WHEREAS, the Commission is of the opinion that it is feasible and practical to delegate to the State Highway Engineer, the Second Assistant Highway Engineer, and the Director of Permits, authority to issue permits under Section 115-393, upon certain terms and conditions, and when certain facts are found to exist, and

WHEREAS, the Commission is of the opinion that it is practical and feasible to delegate to certain personnel of the Commission, hereinafter named, the authority to issue permits under Section 115-393, under certain conditions and when certain facts are found to exist, and

WHEREAS, the Commission believes that the best public interest will be served in making a delegation of authority under terms and conditions hereinafter stated,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, acting pursuant

(Cont.)

EXHIBIT "K" (Cont.)

to the authority of Section 115-393, O.C.L.A., and not otherwise as follows:

1. That no permit shall be issued under the provisions of Section 115-393, unless and until there is delivered to the Highway Department a written application for a permit upon the form attached hereto, marked Exhibit "A" and by this reference made a part hereof. (*)

2. That any permit issued pursuant to the provisions of Section 115-393, shall be in the form attached hereto, marked Exhibit "B" and by this reference made a part hereof; that said Exhibit "B" is hereby adopted as the form of a permit to be issued under the provisions of Section 115-393, and no permit shall be issued on any other form, nor shall the printed form, as attached, be changed in any manner except upon the express direction of the Commission. (*)

3. That but one permit shall be issued to a given permittee for the purpose of facilitating the movement of a given vehicle, article, property or thing, regardless of whether such movement would be in excess of statutory limitations as to width, length, height or gross weight, or any combination.

4. That when the State Highway Engineer, Second Assistant State Highway Engineer, the Director of Permits, or the personnel hereinafter named in paragraphs 10 and 11, find that the proposed movement is to be made over a highway classified as either a Group 1 or Group 2 highway, as set forth under the resolution of the Commission, dated July 21, 1947, the amendmentof said resolution dated December 29, 1947, and any further action of the Commission, they are authorized to issue a permit for a movement, subject to the limitations hereinafter stated, having weights not in excess of the following, to-wit:

80,000 pounds maximum gross weight,
19,000 pounds on any single axle,
37,000 pounds on any set of tandem axles.

$W = 1000 \times (L+40)$ for any group of axles spaced more than 18 feet apart.

$W = 850 \times (L+40)$ for any group of axles spaced 18 feet or less apart.

5. The granting of a permit shall be conditioned upon a finding by the State Highway Engineer that the specific section of highway, the specific bridges, or other structures are in a structural condition and of a design which will permit such movements. In the

(Cont.)

EXHIBIT "K" (Cont)

event the State Highway Engineer shall find that a specific section of highway, a specific bridge or other structure has developed a weakness, or for some other reason, such section, bridge or structure will not safely permit such weights, he is hereby directed to reduce the maximum weights provided in any permit, accordingly.

6. On all highways, other than those set forth as Group 1 and Group 2 highways, under the Commission's resolutions above referred to, the maximum weights to be provided in any permit shall, subject to the maximum hereinabove stated in paragraph 4, be based upon the recommendation of the State Highway Engineer. When the State Highway Engineer finds that the weight of any given movement is not more than the maximum stated in paragraph 4, and can be moved with safety upon highways other than Group 1 and Group 2 highways, then the State Highway Engineer, the Second Assistant Highway Engineer and the Director of Permits, and only these officials, are permitted to issue a permit under Section 115-393.

7. No permit shall be issued unless and until the permittee shall have furnished to the Department satisfactory evidence that he has procured and has in full force and effect, a policy, or policies, of liability insurance, including property damage, in an insurance company duly qualified and and licensed to do business in the State of Oregon, in amounts not less than those hereinafter set forth. Each of said policies shall name as assureds, the the State of Oregon, by and through its State Highway Commission, and its officers, agents and employees, jointly and severally. The amounts of said insurance shall be not less than the following:

(a) In case the permittee is a contract (for hire) hauler, the liability insurance shall be in the amount of $25,000 property damage and $50,000 - $100,000 public liability.

(b) In the case of private haulers (hauling for themselves) other than ranchers and farmers, the liability insurance shall be in the amount of $25,000 property damage and $50,000 - $100,000 public liability.

(c) For ranchers or farmers transporting their own equipment, $10,000 property damage and $10,000 - $20,000 public liability.

(d) Log and lumber carriers, and moving vans, $25,000 property damage and $50,000 - $100,000 public liability.

8. No permit shall be issued unless and until the permittee shall furnish to the Commission an indemnity bond, as provided for in Section 115-393, or in lieu of such bond, a certified check or cash in amount equal to the penal sum of the bond, as follows:

(Cont.)

EXHIBIT "K" (Cont.)

(a) Contract haulers, - $10,000
(b) Private haulers, other than ranchers or farmers - $10,000
(c) Ranchers or farmers, - $1,000
(d) Log and lumber carriers, and also moving vans, - $10,000

The bond shall be in the form attached hereto, marked Exhibit "C" and by this reference made a part hereof. (*)

9. Each and all the permits issued shall contain the provision that the permit shall be null and void for non-compliance with any of the descriptions, terms or conditions printed or written in the form of permit.

10. Under the direction of the State Highway Engineer and subject to the conditions hereinabove set forth, and also as hereinafter set forth in paragraph 12, Maintenance Superintendents of the following Districts, and in their absence, District Maintenance Officemen therein, shall have authority to issue permits for movements within the limits of their respective Districts, and not otherwise:

2-A Astoria	4-B Redmond
2-C Corvallis	4-C Klamath Falls
3-A Eugene	5-A John Day
3-B Coquille	5-B Pendleton
3-C Grants Pass	5-C Baker
4-A The Dalles	5-D Burns

11. Under the direction of the State Highway Engineer, Division Engineers, Acting Division Engineers, and in their absence, Assistant Division Engineers, and in their absence, the Division Office Engineers in the following Divisions shall have authority to issue permits, subject to the foregoing conditions, and subject also to the conditions of paragraph 12, and for movements within their respective Divisions, and not otherwise:

Division 3, Roseburg, Oregon
Division 4, Bend, Oregon
Division 5, LaGrande, Oregon

12. District Maintenance and Division personnel, as set forth in paragraphs 10 and 11 above, shall have authority to issue permits on Group 1 and Group 2 highways, only, provided, however, that they shall not have authority to issue permits upon the section of the Columbia River Highway between the City of Portland and the City of The Dalles. The maximum weight and dimensions which may be permitted in permits issued by District and Division personnel, shall be as follows:

(a) Weight. Maximum weights shall be subject to the limitations set forth in paragraph 4 of this resolution.

(b) Overheight. No permit shall be issued in excess of the clearance limits allowable for all structure as shown on "vertical clearance map" of the State highway system; provided, however, that no permit shall be issued for a height in excess of six inches less than the minimum vertical clearance on the route over which a movement is to be made.

(Cont.)

EXHIBIT "K" (Cont.)

(c) Overwidth. No permit shall be issued permitting a width in excess of ten feet six inches; provided, however, that upon highways or sections of highways found by the Engineer, based upon surveys, to be of a design and construction which will accommodate with reasonable safety to the traveling public, movements having widths in excess of ten feet six inches, permits may be issued for movements having widths up to the maximum found by the Engineer, but in no event, in excess of twelve feet.

(d) Overlength. No permit shall be issued permitting a movement having an overall length of more than fifty-five feet on Group 1 highways, or not more than fifty feet on Group 2 highways.

13. All permits providing for overall height, width or length in excess of those set forth in paragraph 12 above, shall only be issued by the State Highway Engineer, Second Assistant State Highway Engineer or the Director of Permits.

14. That each and all of the terms and conditions set forth in the form of permit attached hereto as Exhibit "B", shall be and are hereby adopted as regulations and requirements of the Commission (*)

15. If at any time, or under any condition, the State Highway Engineer, the Second Assistant State Highway Engineer, the Director of Permits, any Division Engineer, Acting Division Engineer, Assistant Division Engineer, District Maintenance Supterintendent or Staff Engineer of the Department shall be of the opinion that a given movement is unduly hazardous to the motoring public, or is not being made according to the terms and conditions of any permit issued, or can not be made with safety to highway facilities and structures, they are hereby directed and authorized to forthwith stop such movements and take all necessary, proper and reasonable steps to correct the condition and minimize and alleviate the hazard to the motoring public, and to State highway facilities and structures.

16. The resolution of the Commission, dated March 12, 1948, and appearing as Exhibit "P" on pages 14786 to 14790 of the Minutes of the March, 1948, meeting of the Commission, be and the same hereby is rescinded; provided, however, that said resolution shall continue in full force and effect so far as existing permits, insurance and claims are concerned, it being the intention of the Commission to merge said resolution into the instant resolution.

This resolution shall be entered in full in the records and minutes of the Commission, as of May 25, 1948 .

FOOTNOTE: (*)

The exhibits mentioned in the above resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Item No. 6, under the heading "Special Matters" and said exhibits by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, the Pacific Highway East is one of the major state highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that at a point approximately five miles north of the corporate limits of the City of Salem there is maintained a dance hall on real property abutting on said highway, which establishment on certain nights of the week is patronized by a large number of people, many of whom park their cars within the right of way limits of said highway and leave said cars so parked for extended periods of time; and

WHEREAS, there also has been constructed on real property adjacent to the said highway near the aforementioned dance hall an outdoor theater which in the opinion of the Commission will likewise invite our cause indiscriminate and extended parking of motor vehicles on the highway right of way; and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Commission a hazard not only to through traffic but to the owners and occupants of the parked cars is created; and

WHEREAS, in the opinion of the Commission public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of motor vehicles along Pacific Highway East between Mile Post 45.47 (Engineer's Station 213468) and Mile Post 45.83 (Engineer's Station 194468) north of the City of Salem, in Marion County, Oregon, creates a hazard not only to through traffic but to persons owning and using said parked cars.

2. That in the opinion of the Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of cars and at the same time pro-

(Cont.)

EXHIBIT "L" (Cont.)

vide the degree of safety and convenience which in the opinion of the Commission should be provided the motoring public.

3. That the parking of motor vehicles on the right of way of said highway within said termini be and the same hereby is prohibited.

4. That the Engineer be and he hereby is instructed to erect at the said termini, and at such points between said termini as in the judgment of the Engineer are necessary to accomplish the purpose of this resolution and the action of the Commission as here declared, "no parking on highway shoulders" signs.

5. That a copy of this resolution be sent to the owners and operators of the said dance hall and a copy to the owners and operators of said outdoor theater, and that a like copy be mailed to the Superintendent of State Police for his information.

6. That this resolution be entered in the minutes and records of the Commission as of the twenty-fifth day of May, 1948.

EXHIBIT "M"

Minutes of May 24 and 25, 1948

RESOLUTION

WHEREAS, the Commission on July 21, 1947, upon the recommendation of its Engineer and after careful study and consideration, adopted a resolution under the authority and within the meaning of Chapter 156, Oregon Laws, 1947; and

WHEREAS, by the terms of said resolution, the Commission adopted and approved Exhibit "A" and Exhibit "B", by which action on the part of the Commission certain highways and certain sections of highways are designated and classified as Group I Highways, and other highways and sections of highways are designated and classified as Group II Highways; and

WHEREAS, among the highways designated and classified in said resolution are Oregon Route No. 221, otherwise known as the Salem-Dayton Highway, and a part of the highway known as Three-Mile Lane Highway, which begins at Dayton and ends at the junction with 99W, and which were classified and designated as Group II Highways; and

WHEREAS, based upon the advice and recommendation of its Engineer, the Commission now finds that said Oregon Route No. 221 and the section of the Three-Mile Lane Highway, which section begins at Dayton and ends at the junction of said highway with 99W, may be reclassified and may be designated and classified as Group I Highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all members being present and voting affirmatively:

1. That Oregon Route No. 221 (Salem-Dayton Highway), and the section of Three-Mile Lane Highway, which begins at Dayton and ends at the junction of said highway with 99W, be and the same hereby are designated and classified as Group I Highways and the former classification and designation hereby are rescinded.

2. That this resolution be entered in the minutes and records of the Commission as of the 25th day of May, 1948, and the Secretary hereby is directed to deliver to the Superintendent of State Police a full, true, and complete copy thereof, and deliver a like true copy to the Public Utilities Commissioner.

EXHIBIT "H"

Minutes of May 24 and 25, 1948

R E S O L U T I O N

WHEREAS, the Oregon State Highway Commission recognizes the significance and the purport of its obligation to locate, lay out, construct, and maintain public highways adequate in all respects to meet the needs of the motoring public and prevent, as far as possible, personal injury, loss of life, and destruction of property; and

WHEREAS, the Commission for some time has recognized the possibilities and the natural advantages of a proposed highway route, commonly known as the Sullivan Gulch route; and

WHEREAS, for the purpose of preserving for the people of Portland, Multnomah County, and the people of the State generally, the advantages and highway possibilities of said route, the Highway Commission and the municipal authorities of the City of Portland, after due and careful consideration, reached an understanding and agreement that the area known as Sullivan Gulch, both that part within and that part without the corporate limits of the City of Portland, should be employed and used as the location for a major traffic artery to serve the motoring public entering the City of Portland from the east, over the Columbia River Highway and its connecting streets and roads, and the volume of motor traffic, local and state, having a destination or destinations in the eastern section of the City and points beyond, and to that end and for such purpose the Highway Commission and the municipal authorities of said City pledged their joint and cooperative effort to accomplish the construction of an access-controlled highway through and beyond said Sullivan Gulch; and

WHEREAS, notwithstanding the fact that the voters of Portland refused to make available necessary funds for the acquisition of real properties required for and in connection with said project, it is still the conviction and solemn belief of this Commission that appropriate action, steps, and procedure should be taken to preserve for the public, including the people of Portland, the Sullivan Gulch route so that in due time there may be constructed a highway possessed of volume traffic capacity, traffic controls, and modern safety factors; and

WHEREAS, the State Highway Engineer in response to instructions given by the Commission has surveyed the route known as the Sullivan Gulch route, and has surveyed other available and competing routes, and has filed with the Commission his report which contains the estimated cost to construct a highway over the Sullivan Gulch route, and the estimated cost to construct a highway over each of the other competing routes; and

(Cont.)

EXHIBIT "N" (Cont.)

WHEREAS, as a result of said study and exploration work on the part of the Engineer, it appears that the Engineer has found and has so reported that using Sandy Boulevard as an alternate or competing route, the improvement of which would consist in widening operations, would cost $5,000,000.00 in excess of the cost of the Sullivan Gulch route, and that the use of such highway would not make possible the elimination at reasonable cost of cross traffic; and

WHEREAS, said Engineer in his report and exploration gave study to the use of Halsey Street as an alternate or competing route, and found in connection with such study that the construction of an arterial artery employing said Halsey Street would cost in excess of $7,000,000.00 over and above the cost to construct an arterial along Sullivan Gulch, and found also that the use of Halsey Street as an alternate route would not make possible the elimination of cross-street traffic; and

WHEREAS, said Engineer has reported that as a result of his study and exploration, he has found and determined that there is no other feasible or practicable route which affords and offers the same privileges, advantages, and opportunities for an access-controlled highway as does the Sullivan Gulch route; and

WHEREAS, the Highway Commission has given due and careful consideration to all of the engineering data and facts presented by the Engineer, and the Commission has, in addition, made personal inspection of the Sullivan Gulch route and of the other proposed routes, and is of the opinion, and it is the deliberate conclusion and judgment of the Commission that the route known as the Sullivan Gulch route is more feasible, more practicable, and affords and offers more natural advantages and natural barricades to intersecting traffic arteries, and it is, therefore, the judgment of the Commission that said route should be protected and that official action should be taken to the end that said route may be preserved for the use and benefit of the general public; and

WHEREAS, the Oregon Legislature, when in session in 1947, gave due and considerate study to the problems of motor traffic as such problems are related to state highways and city streets, and as a result of such study and deliberation, the Legislature enacted Chapter 226, Oregon Laws, 1947, known as the throughway law; and

WHEREAS, by the enactment of said law, the Legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways; and

WHEREAS, "to the end that human lives may be saved, property damage minimized, transportation by motor vehicle promoted, and highway

(Cont.)

EXHIBIT "N" (Cont.)

travel in general safeguarded", it is the purpose and declared policy of this Commission to exercise the authority and power vested by the Legislature in the Commission in so far as it is feasible, practicable, and advisable so to do;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively:

1. That the Commission does hereby recognize an urgent need for highways so located, so designed, and so constructed and maintained as to afford traffic arteries possessing traffic capacity, safety factors, and highway controls within the meaning and the purpose of the throughway law.

2. That the Commission does hereby and now announces its purpose and policy to exercise, in so far as possible and appropriate, the power and authority vested in it by the enactment of the throughway law; namely, Chapter 226, Oregon Laws, 1947.

3. That a route defined as beginning at the Harbor Line, which is at the east end of the Burnside Bridge, extending thence easterly for a distance of 5.34 miles to a junction with 92nd Avenue at the easterly boundary of the Portland city limits; thence along a location immediately south of and parallel to the Union Pacific Railroad tracks to a point approximately 2,000 feet east of Rockwood Road; thence across the railroad and continuing parallel to the railroad on the north side to a point near Arrata Road; thence in a northeast direction to a connection with the Upper Columbia River Water Level Highway near the proposed Sundial Underpass, Engineer's Station 740+80, said highway being 14.03 miles in length and being more particularly shown on the attached map marked Exhibit "A" and by this reference made a part hereof, together with suitable on and off connections or traffic interchanges at or near N. E. 12th Street, N. E. 33rd Street, N. E. 37th Street, N. E. 42nd Street, N. E. 60th Street, N. E. 82nd Street, N. E. 92nd Street, Rockwood Road, Birdsdale Road, and Arrata Road shown on the attached Exhibit "A" by the symbol X, hereby is designated as the route of a state highway, and the Commission does hereby order and declare that a highway shall be constructed along and over said route under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in said throughway law. (*)

4. That the survey of said route made by the Engineer pursuant to the instructions of this Commission, which said survey has been filed in the records and files of the Commission in Salem, Oregon, hereby is approved and adopted as the survey of a highway to be known as the Sullivan Gulch Highway, and it hereby is further ordered that when a highway is constructed along and over said route, such highway shall be located and constructed in harmony with and pursuant to

(Cont.

EXHIBIT "N" (Cont)

the lines of said survey.

5. That the Engineer is hereby authorized and directed to prepare at once all necessary maps and real property descriptions needed and necessary for use in the acquisition of real properties for rights of way and other highway purposes, and furnish said data to the Legal Department at the earliest possible date.

6. That upon receipt of said descriptions and other data, the Legal Department shall promptly proceed, pursuant to the regular and approved method, to procure options from the owners of the real properties over which said highway route is located, and bring said options to the Commission for consideration and approval.

7. That when all of the real properties needed in connection with and for the construction of said highway have been acquired and title thereto has been vested in the State, by and through its State Highway Commission, construction of said highway shall be commenced and shall be carried forward in units or sections, the size of which said units and the order of their accomplishment or construction shall be wholly within the discretion of the Commission.

8. It is the declared purpose of this Commission that funds employed for the acquisition of real properties and for the construction of said highway shall be drawn solely and only from highway funds rightfully belonging and regularly allocated to the City of Portland and Multnomah County as a part of District 1. It is further the declared purpose and fixed policy of this Commission that in no event and under no circumstances shall funds rightfully allocated and regularly belonging to any other county or city, and the district in which said county or city may be located, be withdrawn or withheld from any such county or city, or in any way employed for or to aid in the accomplishment of said Sullivan Gulch Highway or any part thereof.

9. That since the said route involves the location of the tracks and property of the Union Pacific Railroad Company, the Engineer and the Commission's Chief Counsel are hereby instructed and directed to confer with the officers of said Railroad for the purpose of reaching an agreement as is called for under Section 17 of said throughway law.

10. That this resolution be entered in the minutes and records of the Commission as of the twenty-fifth day of May, 1948.

FOOTNOTE:

(*) The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 37, under the heading "Resolutions Adopting Surveys" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
June 28, 1948

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
M. E. Hawks, Chief Accountant
E. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfie announced that the awards of contracts would be made at 3:00 p.m. in the same room:

CITY OF MYRTLE POINT, COOS COUNTY

MYRTLE POINT PAVING PROJECT

D. F. McKenzie, Salem	$ 13,746.00
Porter W. Yett, Portland	14,732.00

CITY OF POWERS, COOS COUNTY

POWERS OILING PROJECT

Baker and Wilson, Coos Bay	$ 3,133.34

COQUILLE SERVICE BUILDING IN COOS COUNTY

EXTENSION OF BUILDING

VaDare Construction Co., Portland*	$ 10,300.00

*Bidder will accept only one project.

CITY OF CENTRAL POINT, JACKSON COUNTY

CENTRAL POINT BITUMINOUS MACADAM SURFACING PROJECT

Babler Bros., Portland	$ 17,265.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY

AGATE BEACH-NEWPORT SECTION

J. N. & M. J. Conley, Portland	$ 324,007.50
E. C. Hall Co., Portland	329,083.50

SILVERTON COUNTY ROAD IN MARION COUNTY

MIDDLE GROVE-PUDDING RIVER SECTION

	Using Asphalt	Using Tar
Warren Northwest Inc., Portland	$ 237,993.00	--
E. C. Hall Co., Portland	245,816.00	--
J. N. & M. J. Conley, Portland	251,185.00	--

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

TROUTDALE SECTION

Vernie Jarl, Gresham	$ 182,415.00
Kuckenberg Construction Co., Portland	204,470.00
E. C. Hall Co., Portland	205,495.00
Roy L. Houck, Jr., Salem	210,957.00
J. N. & M. J. Conley, Portland	216,194.00
Babler Bros., Portland	218,880.00
McMutt Bros., Eugene	220,850.00
Leonard & Slate, Oreg. Ltd., Portland	266,790.00
Guy F. Atkinson Co., Portland	274,515.00

BUILDING AT MAUPIN, WASCO COUNTY

MAINTENANCE BUILDING

	Alternate "A" (Frame Const.)	Alternate "B" (Masonry Block Const.)
Archie R. Averill, Portland	$ 13,030.00	$ 13,060.00
VaDare Constr. Co., Portland*	14,300.00	14,790.00
R. H. Jones, Hillsboro	14,919.00	18,123.00
Lorenz Bruun Co., Portland	18,490.00	20,296.00

*Bidder will acept only one project

The Commission unanimously approved the minutes of the meeting held on May 24 and 25, 1948.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following matters:

(1) Additional expenditure of $4,000 for construction of Round Top Road in Cove State Park: The Parks Superintendent advised that in 1943 cinders had been sold to a contractor for $4,000 with the understanding that the money was to be used later in development of the park. He recommended that the money be used now for improvement of the road. The Commission unanimously approved the Superintendent's recommendation.

(2) Request of Pioneer Bible Clubs, Bend, to purchase 30 acres of land on the Deschutes River about three miles north of Bend: The Parks Superintendent advised that this land had been obtained from the U. S. Government for recreational purposes and recommended that it be retained by the state for such purpose. The Commission approved the recommendation.

(3) Length of lease for State Forester's occupancy of a tract of land in Wallowa State Park as a site for a fire warden's residence: The Chief Counsel advised that the State Forester has requested a 25-year lease. He questioned the advisability of granting a lease for such duration because it would commit future Commissions. After discussion the Chief Counsel was instructed to prepare a lease on a 15-year basis with provision for cancellation of the lease sooner, if necessary, by paying for the building on a depreciated-value basis.

(4) Improvement of road leading to Saddle Mountain State Park: The Parks Superintendent advised that the exisiting road to this park was built in 1941 by C.C.C. forces, but no work had been done on it since then, and the road now is almost impassable. He estimated the cost to improve the road at $7,500 and recommended approval of the expenditure, provision for which is contained in the 1948 Park Budget. The Commission approved the recommendation unanimously, subject to the condition that the work shall be done by state forces under the direction of the State Highway Engineer.

(5) Appointment of a Supervisor for state parks located in Columbia River Gorge: The Parks Superintendent stated that provision was made in the 1948 Park Budget for employment of five park supervisors, but only two appointments have been approved by the Commission to date. He explained that the great amount of brush cutting and trimming to be done along the upper Columbia River Highway necessitated the employment of a supervisor in this area, and he requested authority to secure the services of a competent man at this time. Motion was made by Commissioner Schaupp that the request be approved. The motion was seconded by Commissioner Chandler and carried unanimously.

(6) Sale of myrtle wood stored at Humbug Mountain State Park: The Parks Superintendent requested authority to sell approximately one truck load of dry myrtle wood, in blocks of various sizes, which is stored at thi park, being a portion of the wood that was prepared by C.C.C. forces for manufacture into furniture for the Silver Creek Falls Park Lodge. He recommended that it be sold on a competitive-bids basis. The Commission unanimously approved the recommendation on motion of Commissioner Schaupp which was seconded by Commissioner Chandler.

(7) Offer of W. R. Kurtz, Madras, to deed to the state for park purposes eight acres of land situated on the Warm Springs Highway near the bridge at the entrance to Warm Springs Agency: The Parks Superintendent presented a map showing the location of the property and recommended acceptance of the gift because, he said, it is the only place on the river which could be used as a wayside. He pointed out that there are no restrictions attached to the gift; however, he suggested that when right of way is acquired for the proposed improvement of the highway at this location, additional property between the highway and the river be included so as to control the river frontage. The Engineer concurred in the recommendation and suggestion. The Commission unanimously accepted Mr. Kurtz's offer with thanks and authorized acquisition of the additional acreage as suggested.

(8) Offer of H. H. Wilman, Coos Bay, to pay $75 for hay in Shore Acres State Park: The State Parks Superintendent recommended acceptance of the offer. The Commission approved the recommendation unanimously. (An offer of $120 was received later from Nels S. Peterson and was accepted in lieu of Mr. Wilman's offer upon assurance by the Chief Counsel that the transaction is legal.)

(9) Bids received in Salem June 21, 1948, for the sale of boat concession privilege in Sunset Bay State Park: The Engineer reported bids received as follows:

BOAT CONCESSION PRIVILEGE IN SUNSET BAY STATE PARK

	Percentage of Gross Receipts
L. A. Smith, Coos Bay	16%
Sportsman Dock, Coos Bay	* 8%

*eight percent of gross receipts, less Federal Transportation Tax

He advised that the Chief Counsel, the State Parks Superintendent and he concur in recommending acceptance of the offer of Mr. L. A. Smith, which provides for payment to the state of 16 percent of the gross receipts. The Parks Superintendent pointed out that the sale of this concession does not prevent privately owned boats from operating in the park. The Commission approved the recommendation unanimously.

Mr. J. W. DeSouza, Assistant Counsel, presented a list of properties needed for various highway improvements throughout the state for which options have been obtained. Following careful consideration of each item in the list and the amount of the individual options, the Commission approved the options and authorized acquisition of each tract on such basis. The resolution attached hereto marked EXHIBIT "A", which by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The following notes refer to items appearing in the above-mentioned resolution marked EXHIBIT "A":

* In connection with Item No. 14654 the Engineer reported that the Rasmussen Paint Company, whose business is established in Sullivan's Gulch, wishes to know how long they will be permitted to remain in their present location. He was instructed to advise the Company that it will not be disturbed for at least two years, which should give ample time for re-establishment of the company business. The Commission decided unanimously to continue with the acquisition of necessary right of way as rapidly as is possible. The Chief Counsel was instructed to keep the Commission advised as to the amount of money that is being committed for right of way so the amount allocated for this purpose will not overrun.

** In the discussion of right of way acquisitions in Gold Beach (Item No. 9036), the Chief Counsel reported difficulties in securing a satisfactory settlement with a Mr. Crooks who owns property that the state needs south of Second Street. He suggested, if the Commission so desired, that the proposed project could go forward as originally planned except that it be terminated at Second Street rather than at Fourth Street, and that it be extended northerly from its present terminus at Sunset Inn to the Rogue River Bridge. The Engineer pointed out that it will cost about $127,000 more than is available to construct the section between Sunset Inn and the bridge, notwithstanding that the present project is terminated at Second Street; moreover, the survey of that section has not been made. As a result of discussion of this matter, the Commission decided to terminate the present project at Second Street if a satisfactory settlement cannot be arranged with Mr. Crooks for right of way across his property. The Engineer was authorized to advertise the project for bids to be received as soon as plans and specifications can be prepared. He was also authorized to complete the survey for the section between Sunset Inn and the Rogue River Bridge. The Chief Counsel was authorized to negotiate options for right of way that is needed for such section.

*** Settlements for right of way, gravel bars, hauling roads, etc., in connection with the Judkins Point-Goshen Section of the Pacific Highway, in Lane County. The settlements listed in the aforementioned resolution, marked Exhibit "A", were all approved by the Commission following discussion and approval of the location survey of this section of highway. In this connection the Engineer reported that the survey has been completed and is ready for adoption by the Commission. After due consideration the Commission approved and adopted the survey as the permanent route of this section of highway. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of state highway, to wit:

Judkins Point-Goshen Section of the Pacific Highway, in Lane County;

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the survey of the Judkins Point-Goshen Section of the Pacific Highway, together with the map, which for identification purposes bears the map file No. 5B-32-9, field notes and other engineering data submitted by the Engineer hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-eighth day of June, 1948.

+ All of the settlements for right of way listed under the heading, "Central Howell-Silverton Section, Salem-Silverton Highway" were approved by the Commission, notwithstanding that this highway is a county road under jurisdiction of the Marion County Court. The Commission questioned the advisability and justification of acquiring right of way for county roads at state expense in view of the fact that the counties now receive 19 percent of state highway revenues and could well afford to use such funds for purposes of this kind. The Engineer and the Chief Counsel were instructed to submit a report on the situation as it now exists showing the mechanics of what is now being done with respect to purchase of right of way for county road improvements.

++ Item No. 14647, purchase of right of way from Wilkes School District No. 7, Multnomah County, for the Sullivan Gulch Section. The Assistant Attorney reported details of this transaction, pointing out that the district plans to remodel its present building and to construct an addition thereto this summer, so is particularly anxious to receive a settlement with the Highway Commission for right of way that it needs, also pointing out that if the Commission does not settle with the district now, the district will proceed with its plans to increase its facilities on the present site, which will result in additional cost to the state later on. The Engineer advised that the adopted highway location passes

through the school property and cannot be changed because of the proximity of the Union Pacific Railroad. In view of these disclosures, the Commission decided unanimously to close the transaction with the district on the basis of the settlement disclosed in the aforementioned resolution, marked Exhibit "A".

During the discussion of right of way matters the Commission also considered the following:

1. Settlement with Armour Field Spaulding for right of way needed for the Vista Avenue-Multnomah County Line Section of the Sunset Highway; File No. 14026. A decision in this matter was deferred pending receipt of information concerning property along this section that is owned by Multnomah County and the City of Portland. The Chief Counsel was instructed to contact the city and county officials with regard thereto and report back to the Commission.

2. Settlements for right of way needed for the proposed improvement of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway, in Tillamook County. The Assistant Attorney presented a list of settlements agreed upon to date. The Commission deferred action pending a full report when appraisals on the unsettled properties have been received.

3. Settlement with property owners in the City of Coos Bay for right of way needed for the Coos Bay Section of the Oregon Coast Highway. Action on this matter was deferred by the Commission pending further developments regarding cooperation by the city in acquiring excess properties.

4. The Assistant Attorney reported the status of the agreement with Gates & Son, moving contractors, for re-establishing the Clemsen tavern building on the Oregon City-New Era Section of the Pacific Highway East. He advised that the offer of Gates & Son to move the building for $9,066 was accepted, the next low bid being that of Mr. Guy Johnson at $10,378, but Gates & Son now wish to withdraw from the agreement. He requested instructions. The Chief Counsel suggested that Gates & Son be held to their proposition and if they refuse, that they be required to pay to the state the difference between their bid price and that of the next bidder, an amount of $1,312. It was the Commission's decision that Gates & Son be held to their contract, and it was ordered that they be so informed.

The Assistant Counsel presented a list of properties needed in connection with state highway improvements but concerning which he has been unable to secure satisfactory settlements by negotiation. He presented a list of such properties together with the offer that he recommended be made for each parcel in the event that it becomes necessary to acquire the property by condemnation, as follows:

Baker Undercrossing Section of the Baker-Unity Highway	Recommended Offer
9850 Louise D. Cowan	$100.00

Central Howell-Silverton Section of the Salem-Silverton Highway		Recommended Offer
14643	Ellen Steffen (Rosina Steffen, life interest)	$450.00
14643B	Oliver Steffen, et al.	125.00
13628	D. A. Steffen, et al.	300.00
		Plus low bid for moving

Following careful consideration of each item the Commission authorized condemnation of the several tracts at the recommended offers and thereupon adopted by unanimous vote the attached resolutions marked EXHIBITS "B1" and "B2", with respect thereto, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Assistant Attorney presented for the Commission's consideration the continuation of a lease with Richfield Oil Company on state-owned property at Bonneville. He stated that the present lease agreement is on a gallonage basis with a minimum payment of $20 per month and that during 1947 the payments averaged approximately $30 per month. The Commission decided unanimously to continue the lease on the present basis until the property is needed for highway purposes.

The Chief Counsel presented for the Commission's consideration a form of certificate from the National Parks Service establishing acceptance by the state of Silver Creek Falls Recreational Area. He recommended acceptance of the certificate which, he said, is a routine requirement of the Federal Agency. The Commission approved the recommendation. The certificate was signed by the Commission on the following day.

The Commission considered a report by the Engineer on the acquisition of right of way needed for relocating the Lewis and Clark River-Youngs Bay Bridge Section of the Oregon Coast Highway, near Astoria. The Engineer recalled that the Commission on February 4, 1947, formally adopted the survey of this section but did not authorize acquisition of the right of way which, in his estimation, should be purchased now because the area is rapidly being developed and the right of way will cost much more later on. He pointed out that when the highway is realigned at this point, it must be built on the adopted location because there is no satisfactory alternate. He estimated the cost of the right of way at about $40,000. The Commission deferred its decision until the following day. (This matter was again discussed on the following day at which time the Commission authorized the Chief Counsel to proceed with the securing of options for the right of way.)

The Commission discussed a report from the Engineer on a request from the U. S. Forest Service and U. S. War Department that the state purchase a 200-foot strip of property along the west side of the North Santiam Highway near the relocated Detroit Ranger Station in order to preserve the roadside scenery. The

Engineer advised that the area consists of approximately 6.4 acres which had been appraised at $960, and that while the property is of no particular value for highway usage its acquisition by the state will prevent unsightly building development. He recommended that it be purchased as a matter of cooperation with the federal departments and to protect the scenic value of the highway. The Commission approved the Engineer's recommendation on condition that the property can be purchased at a reasonable figure.

There was presented for the Commission's consideration a request from the City of Reedsport for an easement permitting installation of an 18-inch concrete pipe line across the Oregon Coast Highway under the south span of the Umpqua River Bridge and construction of a levee embankment on highway property. The Engineer advised that the easement is in connection with a flood control project that is being constructed under Army Engineers' supervision. He further stated that the project had been investigated and that it is his recommendation that the easement be approved. The Commission approved the Engineer's recommendation unanimously. (The easement was signed by the Commission on the following day.)

The Commission also considered a request from the U. S. War Department for permission to use certain state-owned property on the North Santiam Highway for relocation of a State Salmon Hatchery necessitated by construction of the Detroit Dam. The Engineer advised that the proposed site is on a wide section of right of way which was given to the state by the U. S. Forest Service under a special useage permit for the protection of scenic values, and that the portion to be used for hatchery purposes is outside the normal right of way width where it will not interfere with highway operations nor in any way detract from the scenic value of the roadway. He recommended that the request be granted provided the buildings and other facilities to be constructed are not unsightly and that concurrence is granted by the U. S. Forest Service. The Commission approved the recommendation unanimously.

A request was considered from the City of Reedsport for use of state-owned property in Reedsport on which to construct a war memorial building to be used as a youth center. The Engineer pointed out that the Highway Department now maintains a building on this property which would have to be re-established, and there is a quantity of stockpiled surfacing material which would have to be removed; moreover, a new site would have to be acquired. He estimated the cost to acquire a new site at $5,000 and to re-establish the building at $15,000. Following discussion, the Commission approved the city's request on the condition that the city will furnish the state another satisfactory site and will re-establish the building and stockpiles on the new site at no cost to the state.

A letter was presented from the City of Astoria pointing out the necessity for the state to acquire right of way for the further improvement of the Columbia River Highway in the eastern part of Astoria. The Engineer recalled his report to the Commission at its February meeting on a request from the City of Astoria for two improvement projects in Astoria, one being the widening of Taylor Avenue on the Oregon Coast Highway and the other being the improvement of the Columbia River Highway in the eastern part of town from 36th

Street to 52nd Street, the estimated costs of which are $70,000 and $480,000, respectively. He also recalled the action taken by the Commission at that time. As the result of discussion the Secretary was instructed to inform the city that the Commission cannot see its way clear to spend state money at this time for right of way in Astoria in view of the large expenditures that are now being made in this vicinity, which will not permit the additional expense.

Consideration was given by the Commission to the offer of McNutt Bros., contractors, to sell to the state for the sum of $1,500 a service garage building which they constructed on state property in connection with their contract on the Pacific Highway near Glendale, Douglas County. The Engineer advised that the building could not be duplicated for less than $4,000 and that it can be used to good advantage for equipment storage. He recommended acceptance of the offer. The Commission approved the recommendation unanimously.

The Engineer reported that, pursuant to previous agreement and understanding, the Sumpter Valley Railroad Company has delivered deeds conveying to the state portions of the old railroad right of way along the Baker-Unity Highway and the Sumpter Valley Secondary Highway between Baker and Sumpter, that are serviceable for highway purposes. He recommended acceptance of the deeds and that the company be thanked for its cooperation. The Commission approved the recommendation.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Engineer exhibited a model of the improvement that is proposed for Harbor Drive at the West and East approaches to the "Steel Bridge", Portland. This was inspected by the Commission but no action was taken thereon.

The responsibility of the Commission in connection with work to be performed under the $250,000 Special State Tax Street Fund set up by the 1947 Legislature was discussed. The Chief Counsel gave as his opinion that the Commission has satisfied the requirements under the law when it allocates the funds to projects regardless of whether or not the work contemplated is performed in the year in which the allocation is made. He further stated that by such allocations the cities have claims against the fund which could not be released except by the cities themselves. As a result of this discussion, the Commission by unanimous vote approved "cooperative construction projects" for the following cities and towns covering improvements to be financed with Special State Tax Street Funds, made available in 1948:

Myrtle Point	Riddle	Dallas
Powers	Brownsville	Independence
Central Point	Sweet Home	West Salem

The establishment of zones on the ocean beaches and the use of such zones by motor vehicles and aircraft was discussed by the Commission. The Chief Counsel advised that no permits had been issued by the Commission for such use of the beach areas. He read aloud the law on the subject and advised that the

Attorney General in a recent opinion indicates that the Commission has supervision and control over the beaches and that it is within the authority of the Commission to grant permission for the landing of aircraft upon the beach if it so desires, and to prescribe rules and regulations therefor. He advised further that the law prescribes that any action on the part of the Commission must be based on a petition by a county court or a city. The Chief Counsel was instructed to write the county courts of those counties bordering the Pacific Ocean, advising them of their responsibility under the law with respect to such matters, and stating facts and that complaints have been filed. The Commission will then act on the replies received. (For further details see copy of the Chief Counsel's report in the general files.)

Chairman Banfield brought up for discussion the matter of regulating the speed and spacing between trucks operating on state highways, particularly trucks to which trailers are attached. It was his thought that some of the trucks travel too close together to facilitate passing by ordinary traffic and that the speed that they maintain on curves prevents them from staying on their own side of the road. (The Engineer advised that one trucking company, Consolidated, has already instructed their drivers to maintain a 500-foot space between vehicles of this sort. In addition, he stated that on trial runs in securing special permits, they were required to stay on their own side at 35 miles per hour.) The Chief Counsel advised that the present law requires a minimum distance of 300 feet between such vehicles except when passing; however, the Commission has legal authority to specify a greater distance between them and to regulate the speed of the vehicles if it considers that advisable, in so far as movements are controlled by permit. The enforcement of the provisions of the permits, he said, is a police function. It was the thought of the Commission that the rights of truckers should be subordinated to those of other traffic, that the distance between trucks should be not less than 500 feet and the speed of trucks should not exceed 30 miles per hour on curves and not more than 50 miles per hour at any point if they cannot stay on their own side of the highway at greater speeds. The Engineer and the Chief Counsel were instructed to give the matter consideration and report their recommendation to the Commission on the following day. (The Engineer and the Chief Counsel presented their joint recommendation on the next day. The Commission approved the recommendation and at that time adopted a resolution relative thereto outlining the Commission's stand, which resolution is contained herein marked EXHIBIT "N".)

The Chief Counsel reported on the claim of Mrs. John Raeish arising out of an agreement between her former husband, Mr. John Shaw, and the Highway Commission for constructing a relief map of Oregon now in the office of the State Highway Engineer. He advised that he had investigated the matter thoroughly and, in his estimation, the Commission has no obligation to Mrs. Raeish. Action on this matter was deferred by the Commission pending discussion with Mrs. Raeish on the following day. (Mrs. Raeish appeared before the Commission the following day, and her claim was denied. See additional entry ahead. The Chief Counsel was instructed to provide her with a copy of his written report. See also copy of report in general files.)

The Chief Counsel presented a number of communications, consisting of historical facts, received from J. Neilson Berry concerning Champoeg State Park. He advised that no action was necessary and the Commission ordered the communications filed.

The Commission ratified the action of the Chief Counsel terminating the trust agreement involving George F. Gunnell which arose out of a breach of contract No. 2747 for the Enegren Ferry operation. The Assistant Counsel advised that all obligations pertaining to this matter have been fulfilled.

A request was presented from Technocracy, Inc., for permission to erect Technocracy markers on property controlled by the Highway Department adjacent to the Pacific Highway East north of Albany. The Chief Counsel recommended that the request be denied as it would violate the Commission's established policy with respect to the maintenance of signs in that area. The Engineer concurred. The Commission unanimously approved the recommendation upon motion of Commissioner Chandler, which was seconded by Commissioner Schaupp.

The Chief Counsel requested instructions as to disposition of buildings on block 86 in Salem which has been acquired by the Commission as a site for the proposed State Highway Office Building. He reported receipt of a number of inquiries concerning several of the houses and suggested that it would be advisable to call for bids for the purchase of those buildings and if a satisfactory bid is not received, that they be rented until it is necessary to remove them in order to accommodate the Highway Department Office Building.

As the result of considerable discussion the Commission decided, in view of uncertainties that exist with respect to construction of an office building for Highway Department use, to rent the houses for a period of one year, commencing August 1, 1948, and ending July 31, 1949, with the understanding that either the state or the lessee may terminate the lease at any time by giving the other party sixty days' written notice, and that the lease may be extended from month to month after July 31, 1949, on the basis of the original lease agreement. Motion to that effect was offered by Commissioner Schaupp, seconded by Commissioner Chandler, and carried by the unanimous vote of the Commission. The Chief Counsel was authorized and instructed to proceed in conformity therewith.

In this connection the Commission also discussed the advisability of constructing a Highway Department Office Building on property already acquired for such purpose in the Capitol group area, Salem, and the Engineer's written report on this subject, in which he suggests two general plans for such building, including charts and tables showing the department's space requirements for about 20 years, and an estimate of cost under each plan. (See copy of Engineer's report in general files for details.)

It was the thought of Chairman Banfield that before the Commission takes any definite action with respect to a new building, the matter should be discussed again with the Board of Control to ascertain whether or not any office space will be available to the Highway Department when the State Office Building,

now under construction, is completed, it being his thought that public reaction might be unfavorable were the Commission to spend a lot of money for construction of a building to the detriment of highway construction. Commissioner Schaupp stated his concurrence with the remarks of the Chairman. Commissioner Chandler inquired if the working efficiency of employees is adversely affected under present working conditions and was informed by the Engineer that conditions are somewhat improved by transfer of the auditing department to the new building at the shops, but there still exists an overcrowded situation in the present office building; moreover, the placement of the auditing department at the shops is an inconvenience; also the designing of highway projects could be expedited if additional working space were provided. As a result of this discussion, the Commission decided unanimously that it would be proper to confer again with the members of the State Board of Control before proceeding further in this undertaking. The Engineer was instructed to arrange a meeting with the Board within the next two weeks.

The Commission discussed with the Engineer bids received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts as follows, the action of the Commission with respect to each project, as stated, being by unanimous vote:

"Myrtle Point Paving Project on Maple Street in the City of Myrtle Point, Coos County; 0.28 mile of paving. D. F. McKenzie, Salem, submitted the low bid for this job at $13,746. The only other bid received was submitted by Porter W. Yett, Portland, at $14,732. The Commission has awarded this contract to the low bidder, D. F. McKenzie.

"Powers Oiling Project on Poplar Street and Fourth Avenue in the City of Powers, Coos County; 0.44 miles of surfacing and oiling. The Commission received only one bid for this project, being that of Baker & Wilson, Coos Bay, at $3,133.34. The contract has been awarded to Baker & Wilson.

"Addition to Service Building at Coquille, Coos County; Construct 20' x 34' extension to frame building. The Commission received only one bid for this job, being that of VaDare Construction Company, Portland, at $10,300. This bid has been rejected as being too high. (See Note (1) following announcement.)

"Central Point Bituminous Macadam Surfacing Project on Pine Street in the City of Central Point, Jackson County; 0.53 mile of Type B-3 wearing surface. Babler Bros., Portland, submitted the only bid for this project at $17,265. This bid has been rejected as too high.

"Agate Beach-Newport Section of the Oregon Coast Highway, Lincoln County; 2.24 miles of grading, surfacing and oiling. J. N. & M. J. Conley, Portland, submitted the low bid for this job at $324,007.50. The only other bid received was of E. C. Hall Company, Portland, at $329,083.50. Both bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Middle Grove-Pudding River Section of the Silverton County Road, Marion County; 5.49 miles of grading and paving. Warren Northwest, Inc., Portland, submitted the low bid for this job, using asphalt, at $237,993. The second low bid was submitted by E. C. Hall Company, Portland, at $245,816. One higher bid was received. All bids have been referred to the Engineer with authority to award the contract to the low bidder when approved by the Public Roads Administration.

"Troutdale Section of the Columbia River Highway, Multnomah County; 0.69 mile of grading. Vernie Jarl, Gresham, submitted the low bid for this job at $182,415. The second low bid was submitted by Kuckenberg Construction Co., Portland, at $204,470. Seven other higher bids were received. All bids have been referred to the Engineer with authority to award the contract to the low bidder when approved by the Public Roads Administration.

"Contruct Maintenance Building at Maupin, Wasco County; 32' x 76' masonry block or frame maintenance building and other miscellaneous work. Archie R. Averill, Portland, submitted the low bid for this project at $13,030 on Alternate 'A', frame construction, and $13,060 on Alternate 'B', masonry block construction. The second low bid was submitted by VaDare Construction Company, Portland, at $14,300 for Alternate 'A' and $14,790 for Alternate 'B'. Two higher bids were received. The contract has been awarded to the low bidder, Archie R. Averill, using Alternate 'B'."

(1) The Engineer requested authority to construct the Coquille Service Building Extension with state forces in view of the fact that the bids received on two occasions have been too high. The request was approved by the Commission unanimously.

The Chief Counsel brought up for discussion a compromise settlement with Mr. M. Chase for right of way needed for the Troutdale Section of the Columbia River Highway, in Multnomah County. He advised that the Commission had previously approved an offer of $850 for this property in condemnation; however, Mr. Chase would not settle out of court for that sum but stated a willingness to settle if paid an additional amount of $650. He recommended acceptance of the compromise offer. The Commission approved the recommendation unanimously.

The Chief Counsel presented a request from the Rogue River Valley Irrigation District for a lease permitting construction of an irrigation canal on a strip of state-owned property about ten feet wide and 759 feet long adjacent to the Crater Lake Highway near Medford. He presented a map showing the proposed location of the ditch. The Engineer recommended sale of the property to the district rather than leasing it to the district because the property would be of no value for highway purposes with the ditch on it, and it would be very difficult to secure the removal of the ditch later on. Action on this matter was deferred by the Commission until the following day pending receipt of additional information. (The Engineer and the Chief Counsel recommended later in the session that the property be sold rather than leased to the district if the district is willing to pay a reasonable amount for it. The Commission approved the recommendation.)

The Chief Counsel read aloud a letter from Mr. Ed Turnbull, Eugene, regarding the cutting of the concrete curb along the newly constructed highway in Eugene to accommodate a Mr. Byers who has purchased and is developing property at this location. It appears that there is a local controversy over the zoning in this area, and that the City Council has passed an ordinance with respect to the zoning feature which is being referred to the people, and that it would be up for vote soon. He pointed out that the cutting of the curb in this instance would be contrary to the policy and principle of the Commission to do everything in its power to preserve and maintain safety on the highways and recommended that it not be allowed regardless of the outcome of the referended measure. The Commission instructed the Chief Counsel to notify the parties concerned that the Commission still feels the same as in the past about such matters and will not permit the curb to be cut if it can prevent it.

The Engineer reported on the request of the Safety Committee of the Grants Pass Lions Club for installation of a guard fence on the Rogue River Bridge in Grants Pass. He recalled that this matter had been considered by the Commission in February, 1948, and that action had been deferred pending further investigation. This investigation has been made, he said, and it has been found that there is no specific hazard that can be attributed to lack of chains or guard fence, and that the conditions here are no different than they are at any other bridge except as to illumination. He recommended against installation of chains or fence but suggested that it would be helpful to install appropriate lights. As the result of discussion, the Commission decided unanimously not to install either guard rail or lights, and instructed the Chief Counsel to so inform the Lions Club.

A report was submitted by the Engineer on the request of the City of Umatilla for widening the Umatilla River Bridge on the Columbia River Highway. He estimated the cost to widen the structure to carry present-day traffic, including two five-foot sidewalks, at $148,000, and gave as his opinion that the improvement is warranted. Action on the matter was deferred pending inspection of the bridge by the Commission on its trip in July.

The Commission considered a request from the Superintendent of State Police for Highway Department cooperation in a plan to improve the police and highway department radio network. The Engineer advised that the present setup is a pioneer installation which should be modernized because of the increased use that is being made of it. The Commission deferred action pending a meeting with the Superintendent of State Police which the Engineer was instructed to arrange.

A request was presented from the Neahkahnie Community Club for the removal of sharp curves on the Oregon Coast Highway at the west limits of Nehalem. The Engineer advised that the section of roadway they wish improved is a county road now being used as a temporary route for the Oregon Coast Highway and probably will be used as such for at least ten years. In view of this information

the Commission considered that it might be advisable to improve it somewhat and accordingly instructed the Engineer to investigate and report the cost involved.

A request from the Ashland Chamber of Commerce for improvement of the Pacific Highway between Medford and Ashland was considered by the Commission. The Engineer advised that the existing pavement, which varies in width from 20 to 22 feet, was reconstructed between 1931 and 1938; also, that the average daily traffic between the two cities is 5,600 vehicles per day with a traffic volume of 9,000 vehicles daily at the south limits of Medford. The ultimate plan for this section, he said, is a four-lane roadway which is estimated to cost approximately $2,200,000, exclusive of the improvement of the highway through the urban area of Medford. He gave as his opinion that the construction of a four-lane facility between Medford and Ashland is warranted. The Commission considered, in view of the money that it has spent in this district during the past few years, that it could not approve this project in the near future. (A delegation appeared before the Commission on the following day concerning this project; see entry ahead.)

Pursuant to instructions from the Commission at the previous meeting, the Engineer reported the results of a re-check of the cost estimate to construct a bridge over the Coquille River at Bullards Ferry, Coos County. He advised that the re-check discloses that the bridge and the approaches thereto can be built well within $600,000, the amount of his previous estimate, provided there are no further increases in the cost of material and labor. The structure, he said, is estimated to cost $526,000 and the approaches, $56,000. The Commission questioned the advisability of proceeding with this project in view of the additional burden that has been placed on highway funds by reason of the Columbia River flood and the reconstruction of the Oregon Coast Highway between Coquille and Coos Bay, and the probability that it will be necessary to replace the Enggren Ferry with a bridge in the not too distant future and in connection therewith to construct a one and one-half mile section of highway as has been requested, and the additional expense incident to construction of a bridge in the City of Myrtle Point in lieu of the improvement of the Coquille-Arago-Myrtle Point County Road as a Federal Aid Secondary Highway project, all of which add to a heavy financial obligation. As the result of discussion the Commission voted unanimously to withdraw its offer to the Coos County Court for the immediate construction of the Bullards Ferry Bridge.

The Engineer then submitted his report on the substitution of a bridge project for an oiling project on the Coquille-Arago-Myrtle Point County Road in Coos County. He recalled that at the May meeting the Coos County Court had requested that funds programmed for surfacing and oiling this county road be transferred to the construction of a bridge over the Coquille River at Myrtle Point. The amount of money set up in the Federal Aid Program for surfacing and oiling, he stated, is $130,000, whereas investigations reveal that the bridge and approaches will cost approximately $250,000. Mr. Tom Davis, District Engineer, Public Roads Administration, who was present, stated that the Public Roads Administration would approve the transfer of the funds from the oiling project to the bridge project but he could make no promises that Federal cooperation would be granted on the additional $120,000 required for the bridge. The

Commission indicated approval of the bridge project but deferred a definite decision pending further study of its finances and discussion with a delegation on the following day; however, the Engineer was authorized to complete the design of the bridge. (See additional minute entry ahead.)

The Commission considered and ordered filed a report from the Engineer covering weighmasters' operations for the month of April, 1948. The report reveals that violations have increased approximately one percent during the last two or three years, principally in sections where platform scales are not available.

The Commission considered a request from the Public Roads Administration for the submission of plans for urban highways in all cities in the state having a population of 5,000 or more. The Engineer exhibited maps prepared from origin and destination surveys conducted by the Traffic Department indicating both an interim and an ultimate Federal Aid System including all cities of 5,000 population or more, except Salem where studies are not yet complete. He explained details in connection with each and pointed out that very few changes have been made in the list he submitted for the Commission's approval two years ago. Following careful consideration of the plans the Commission approved them unanimously as recommended by the Engineer, and authorized him to forward them to the Public Roads Administration. (For further details see copy of Engineer's written report and maps filed in the Commission's records and files under the heading "Special Matters", being File No. 31, in Salem.)

In this connection the Commission discussed particularly a proposed US97 By-pass in the City of Klamath Falls, which passes through property owned by the City of Klamath Falls and by Klamath County. The Engineer was instructed to prepare a map showing the proposed alignment for use in discussing the matter with the delegation which was to appear before the Commission on the following day.

The Engineer presented a report on the results of bids received in Salem on June 21 for the sale of buildings in Eugene. He submitted a list of the high bidder for each building together with the appraised value of each, as follows:

Sale of Buildings and Tract of Land in Eugene

Item No.	Item	High Bidder		High Bid
1	Bldg. No. 13384	M. S. Barker	Eugene	$ 200
1A	Tr. of Land, 364E 7th Ave.	M. S. Barker	"	2,200
2	Bldg. No. 9953-B	C & D Wrecking Co.	"	200
3	" " 11995	Merle E. Meyer	"	55
4	" " 11996	C & D Wrecking Co.	"	150
5	" " 11469	C & D Wrecking Co.	"	250
6	" " 9140	C & D Wrecking Co.	"	125
7	" " 9141	C & D Wrecking Co.	"	200
8	" " 9142	C & D Wrecking Co.	"	250
9	" " 9143	C & D Wrecking Co.	"	200

The Engineer recommended acceptance of the high bid in each instance. The Chief Counsel concurred. The recommendation was approved unanimously by the Commission.

The Engineer also reported the result of taking bids in Salem on June 10 for the purchase of timber in "Van Duzer Forest Corridor" on the Salmon River Highway and presented a tabulation of the bids received as follows:

Sale of Approximately 550M-FBM Timber on Salmon River Highway

		Murphy Timber Co.		Coastal Timber Co.		Gerrabrant Lumber & Investment Co.	
		Unit		Unit		Unit	
Fir	per M	21.00		10.00		8.00	
Hemlock	per M	4.00				5.00	
All other species	per M			4.00			
	Totals		$11,817.00		$7,000.00		$4,800.00

The Engineer advised that since these bids were received, the Parks Superintendent decided to preserve 39 additional trees containing about 114M-FBM, and representing approximately 20% of the timber on which the bids were based. Because of this change, he said, the Murphy Timber Company withdrew its offer, alleging that the 39 trees, in general, are of better quality than the trees to be cut and that the decrease in the number of trees to be removed would increase their cost of operations; however, the company agreed later on to pay $7,080 for the timber, which offer was accepted following telephonic approval by Commissioners Ben R. Chandler and A. W. Schaupp. The Engineer requested confirmation of the transaction at this time for the record. The Commission by unanimous vote approved the sale of the timber to Murphy Timber Company at its revised offer. (An agreement covering the matter was signed on the following day.)

The Commission considered a proposal to allow a $20 per month cost-of-living wage increase to Highway Department employees as authorized by the State Emergency Board on May 12, 1948, upon the joint recommendation of the Civil Service Commission and the State Budget Director. The Engineer presented a written report on the subject, dated June 11, 1948, as previously instructed by the Commission, giving an overall wage picture of the Highway Department situation since the first of the year and containing his recommendations which are summarized, as follows: (1) that all employees be given a $20 cost-of-living wage adjustment as of June 1, 1948; (2) that those employees found to merit a classification of average or above on their merit rating status be given the regular merit rating increase on July 1, 1948, in addition to the cost-of-living adjustment; and (3) that approval be given to increase the salary of certain classifications in the Accounting Department subject to approval by the Civil Service Commission in order to correct apparent inequities in the rates of pay for these classifications, as explained in his separate report on June 11, 1948. (See copy of both reports in general files for details.) The Commission unanimously approved the Engineer's recommendations upon motion by

Commissioner Schaupp, which was seconded by Commissioner Chandler, with the understanding that the $20 cost-of-living increase shall be effective from June 1, 1948, to December 31, 1948, and that whether or not the increase continues after December 31, 1948, will depend on action by the legislature. It was also understood that the wage adjustments as recommended for the Accounting Division shall be considered as a change in the basic pay structure and that the $20 cost-of-living adjustment is to apply in addition to whatever increases are granted in the basic plan. Chairman Benfield gave as his thought that these increases will place the Highway Department employees on a fair level of compensation with industry as a whole so no one should feel that favorable consideration for further increases would be granted in a few months.

The Commission discussed a request from the Silverton Planning Commission for an extension of the improvement of the Salem-Silverton County Road from Pudding River to and through the town of Silverton. The Engineer recalled that bids were opened today for construction of a section of this road from Middle Grove to Pudding River. He estimated the cost to extend the improvement from Pudding River to McClaine Street in Silverton at $250,000, the cost to continue the improvement to 2nd Street at $215,600, and to construct the section from 2nd Street to a connection with the Cascade Secondary Highway north of Silverton at $150,000. He pointed out that no part of the improvement is contained in any construction program and suggested that no commitment of any kind be made concerning the project until an accurate survey is made. The Commissio deferred action on the matter pending the appearance of a delegation from Silverton on the following day. (See additional entry ahead.)

The Commission considered a request from the Clarno Grange, Wheeler County, for permanent improvement of the Shaniko-Fossil Secondary Highway No. 29 The Engineer advised that this highway is 43.65 miles in length and that only a short section south and west of Fossil has been improved by grading and gravelin and that to reconstruct the balance, including oiling, would cost approximately $2,000,000. He suggested that if the road is reconstructed, it be built over a period of time and that an expenditure of $100,000 to $150,000 be considered in arranging the next construction program. Following discussion the Commission unanimously denied the request.

A request from the Yamhill County Court for replacement of an existing bridge across the North Yamhill River on the Federal Aid Secondary County Road just west of the City of Carlton was considered by the Commission. The Engineer advised that the bridge was built by the county in 1914 on a State Highway Department design and should be safe under 20-ton loads; however, it is a narrow bridge structure and the trestle approach is badly decayed and should be rebuilt within the next few years in order to keep the bridge serviceable. He estimated the cost to replace the bridge, including approaches, at $125,000. The Commission deferred action on the request pending inspection of the structure. The matter is to be considered in formulating the next construction program.

The Commission considered and approved an agreement with the City of Milton, Umatilla County, covering a cooperative drainage project adjacent to the Oregon-Washington Highway in Milton, as previously authorized at its meeting on March 12, 1948.

The Engineer reported that the City of Arlington has satisfied the legal requirements with respect to the expenditure of 1945 State Tax Street Funds received by the city in 1946 and that the plans for the project which they expect to finance with such funds have been examined and found satisfactory. He recommended approval of the plans. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the cities of Haines and Arlington have satisfied the legal requirements with respect to the expenditure of 1946 State Tax Street Funds received by them in 1947 and that the plans of the projects which they expect to finance with such funds have been examined and found satisfactory. He recommended approval of the plans of both cities. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto, marked EXHIBIT "D", which by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer further reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of the 1947 State Tax Street Funds received by them in 1948 and that the plans of the projects which they expect to finance with such funds have been examined and found satisfactory: Amity, Arlington, Brownsville, Cascade Locks, Condon, Eagle Point, Estacada, Gold Hill, Ione, John Day, Lakeview, Lostine, North Powder, Oceanlake, Pilot Rock, Scappoose, Sisters, and Sublimity. He recommended that the plans of each city be approved. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with respect thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly a request from the State Fish Commission for the designation and improvement as a state secondary highway of the county road which extends from Nashville to Siletz in Benton and Lincoln Counties. The Engineer advised that the eight-mile section between Siletz and Logsdon (Orton) is a Federal Aid Secondary Highway and that it will cost about $200,000 to improve it between these points. The Commission deferred action on the matter pending the appearance of a delegation the following day. (The delegation that appeared later was told that the Commission is not in position to approve this project in the immediate future.)

A petition was presented from residents of Coos Bay and vicinity requesting (1) the construction of a bridge across Coos River replacing Enegren Ferry on the Coos River Secondary Highway in Coos County; (2) construction of a road along the right bank of Coos River between Enegren Ferry and Graveyard Point as an approach to said bridge; and (3) operation of the Enegren Ferry 24 hours daily until completion of the bridge or until the road along the right bank of Coos River to a connection with the county road at Cooston is constructed. The Engineer quoted from his written report to the Commission on the subject, dated June 22, 1948, in which he advises that four bridge sites have been investigated

and concludes that of the four sites the one at Catching Slough will afford the greatest benefit to the traveling public and the State Highway Commission; further, that a bridge should be constructed across Coos River as soon as there are funds to finance it. (See written report in general files for details.) The Commission took no definite action on the matter except that Commissioner Chandler suggested that the Bullards Bridge should be given priority consideration over the other project.

The Commission also discussed briefly a request from the Weyerhaeuser Timber Co. and its logging road contractor, Morrison-Knudsen Co., for 24-hour operation of the Empgren Ferry as an accommodation to secure full advantage of daylight hours. The Engineer advised that the present ferry operates 20 hours daily and that the additional four hours of operation would not handle any more traffic but would be a matter of convenience only. He recommended against the 24-hour operation as he did not consider the extra expense, estimated at $5,000 annually, justified. Commissioner Chandler advised that the Morrison-Knudsen Co. is now operating two shifts daily but will soon increase them to three. He suggested that the state might add one more hour to the present ferry schedule for the benefit of the Weyerhaeuser Timber Co. The Engineer was instructed to investigate the feasibility of starting operations of the ferry an hour earlier in the morning and quitting an hour earlier; also, the feasibility of operating the ferry on a 21-hour basis. His findings are to be transmitted to the members of the Commission by telephone when final instructions will be given. The request for 24-hour operation was denied.

The meeting adjourned at 5:00 p.m. to reconvene on the following day at 9:00 a.m. in the same room.

Portland, Oregon
June 29, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Sitffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Wenner, Assistant Counsel
M. E. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read in conformance with previously published notice, following which Chairman Benfield announced that awards of contracts would be made at 3:00 p.m. in the same room:

INDEPENDENCE-ALBANY COUNTY ROAD IN BENTON COUNTY

FIR GROVE SECTION

	Using Asphalt	Using Tar
Stevenson Construction Co., Salem	$ 45,362.00	$ --
Allen E. Sackett & Gatchel Sand & Gravel Co., Hood River	45,699.50	--
Roy Norquist, Sweet Home	47,450.10	--
Modoc Construction Co., Beaverton	47,954.00	48,692.00
D. F. McKenzie, Salem	48,023.00	--
Del R. Beebe Construction Co., Eugene	48,087.50	--
E. C. Hall Co., Portland	60,367.00	--

CITY OF RIDDLE, DOUGLAS COUNTY

RIDDLE DRAINAGE AND BITUMINOUS MACADAM SURFACING PROJECT

Roseburg Paving Co., Roseburg	$ 12,007.25
Jack Robinson, Waldport	16,412.00
Babler Bros., Portland	18,330.00

ROSEBURG OFFICE BUILDING IN DOUGLAS COUNTY

ADDITION TO BUILDING

	Basic Bid	Basic Bid Less Alternate
VaDare Construction Co., Portland*	$ 15,860.00	$ 15,210.00
Todd Building Co., Roseburg	22,332.00	21,907.00

*Bidder will accept only one project

PACIFIC HIGHWAY IN LANE COUNTY

EUGENE SECTION

	Using Asphalt	Using Tar
Del R. Beebe Construction Co., Eugene	$ 378,025.25	$ --
E. C. Hall Co. & J. C. Compton Co., Portland	399,936.00	--
Tower Sales & Erecting Co., and Walder & Kenworthy, Portland	483,334.00	484,090.00

WILLAMETTE HIGHWAY IN LANE COUNTY

LOST CREEK-LOWELL SECTION

	Using Asphalt	Using Tar
Roy L. Houck, Jr., Salem	$ 295,030.50	--
E. C. Hall Co., Portland	309,062.50	--
McNutt Bros., Eugene	318,032.00	--
K. F. Jacobsen Co., Portland	337,600.00	--

CITIES OF BROWNSVILLE AND SWEET HOME, LINN COUNTY

BROWNSVILLE AND SWEET HOME GRADING AND PAVING PROJECT

Warren Northwest, Inc., Portland $ 45,351.00

CITIES OF DALLAS, INDEPENDENCE AND WEST SALEM, POLK COUNTY

DALLAS, INDEPENDENCE AND WEST SALEM GRADING AND PAVING PROJECT

	Using Asphalt	Using Tar
Warren Northwest, Inc., Portland	$ 56,219.00	--

The Commission again discussed the report of the Engineer and Chief Counsel on the question of purchasing right of way for the proposed re-alignment of the Youngs Bay-Lewis and Clark River Section of the Oregon Coast Highway in Astoria. As a result thereof the Chief Counsel was authorized to negotiate such right of way and the Engineer was instructed to prepare necessary descriptions for it.

The Commission also discussed a request from the City Planning Commission of Klamath Falls that right of way for the proposed west side by-pass for The Dalles-California Highway at Klamath Falls be secured now, but deferred action pending the appearance of a delegation on this subject. (See minute entry ahead.)

Reconsideration was given by the Commission to the request of the Rogue River Valley Irrigation District for permission to construct its irrigation canal on state highway property adjacent to the Crater Lake Highway, in Jackson County. Pursuant to instructions received on the previous day, the Engineer and the Chief Counsel reported additional facts and recommended sale of the strip of land to the district rather than leasing it, if the district will pay a reasonable sum for it. The Commission approved the recommendation unanimously.

A delegation from Silverton and vicinity consisting of M. G. Gunderson, O. Bailey, Earl Adams, Robert Duncan, and Oscar Edlund, businessmen; Henry Alm, Postmaster; Gus Herr, President of the Chamber of Commerce; Henry Pritzlaff, Secretary of the Chamber of Commerce; Michael Cosovich, representing Mayor Dickerson; and Dr. P. A. Loar, Chairman of the Planning Commission, appeared before the Commission regarding the Salem-Silverton County Road. Dr. Loar was spokesman for the group. He asked the Commission to extend the present improvement of this road from its present terminus at Pudding River into Silverton including a new bridge across Silver Creek. He also asked the Commission to acquire the right of way needed for a proposed extension of this road to a connection with the Hillsboro-Silverton Secondary State Highway. The Commission pointed out that the road referred to is a county road under the jurisdiction of the Marion County Court, whose obligation it is to acquire any right of way that

is needed; also, that the Commission is in no position now to make a commitment as to construction of the extra section but will consider it, along with the many other projects that have been requested, in the formulation of its next construction program which will be arranged after the Commission has completed its inspection trips this summer.

A delegation representing the Ashland and Jackson County Chambers of Commerce appeared before the Commission and requested the further improvement of the Pacific Highway between Central Point and Ashland. Present were Franklyn J. Van Dyke, State Representative; Ed Singmaster; Paul Rynning, County Engineer; and Don Lane, Manager, Jackson County Chamber of Commerce. Mr. Van Dyke was spokesman for the group. He requested construction of a four-lane highway between Central Point and Ashland as the project of primary importance to the people of the Ashland district, and gave statistics as to population, resources, etc., in support thereof. It was his thought that the increase in population, the large volume of traffic that uses the highway between these points, together with the traffic congestion that occurs near the cities of Ashland and Medford, and the traffic accident record are justification for such improvement. Messrs. Singmaster, Rynning, and Lane also spoke for this improvement. Mr. Rynning spoke in behalf of the Jackson County Court which, he said, is very desirous of this improvement. Chairman Banfield inquired if the delegation considers this improvement of more importance than the reconstruction of the crooked section south of Canyonville and was answered in the affirmative, whereupon he advised that the Commission would give the matter consideration. In conclusion Mr. Van Dyke advised that their district is developing rapidly industrially and urged acquisition of right of way now for a four-lane highway while it can be purchased at reasonable expense.

A delegation from Lane County, consisting of Messrs. Gene Washburne, Swisshome, and Lloyd Hyde, Alsea, appeared before the Commission and urged the improvement of the Alsea-Deadwood Secondary Highway No. 201, in Lane County. Mr. Washburne was spokesman. He presented a petition containing the signatures of 450 residents and property owners of the district requesting the improvement, and a letter from Willamette Post No. 293, Veterans of Foreign Wars, Eugene, endorsing the petition. Mr. Washburne recalled that in the fall of 1947 the Commission tentatively promised the improvement, but the work has not been done and as a consequence, during the last winter, the highway at times was impassable. In the discussion that followed Chairman Banfield advised that investigation made at that time revealed that it would cost about $125,000 to provide even a temporary improvement, which sum is far more than the Commission could spare for the purpose in view of the volume and kind of traffic that the road carries, and the fact that there are so many other roads throughout the state of more importance to the general public. Mr. Washburne urged that something be done to maintain travel over the road this winter. The Engineer advised that rock had not been placed on the roadway, as was contemplated, because none had been found available. The Commission instructed the Engineer to make further investigations with respect to suitable rock sources and to report his findings at the next meeting of the Commission.

A delegation from Eastern Oregon, consisting of County Judge Nelson B. Higgs and County Commissioners J. L. McCullough and A. A. Bardwell, Harney County; William Meiners, County Commissioner, Umatilla County; and Lloyd Ogilvie John Day, representing the Three Flags Highway Association, appeared before the Commission and inquired as to the Commission's plans with respect to the following highways: (1) Completion of the Pendleton-John Day and John Day-Burns Highways, in Grant and Harney Counties; (2) Completion of the Dixie Summit Section of the John Day Highway east of Prairie City, Grant County; (3) Reconstruction of the John Day-Mt. Vernon Section of the John Day Highway, Grant County; (4) Reconstruction of the Beech Creek Section of the Pendleton- John Day Highway, Grant County; (5) Improvement of the Willamette Highway over Willamette Pass; (6) Completion of the Warm Springs Highway between Madras and Wapinitia Junction; and (7) Completion of the Rome-Princeton Secondary Highway, in Malheur County. Judge Higgs was spokesman for the group. He stressed the need for further improvement of the John Day-Burns and Pendleton-John Day Highways. Chairman Banfield explained in considerable detail the financial set-up for the improvements requested, including state, Federal aid, and forest highway funds and advised that insofar as the first Three-Year Program is concerned, the Commission has made no changes in its program and expects to carry through that program as originally outlined as funds become available to finance the work. He pointed out that it was impossible to carry through on the program originally arranged for third year postwar forest highway funds because the previous Congress did not appropriate necessary funds, but the prospects are that the present Congress will make such funds available so that work can go forward; however, nothing definite can be stated at this time because official notification has not yet been received from the Federal authorities. The Commission, he said, has not provided a program for Federal funds recently made available but plans to make several inspection trips througout the state this summer and when they are completed, will then be in position to arrange a program and will be pleased to confer with the county courts and others interested as to the projects which should be included therein, as was done when the first Postwar Program was arranged.

The County Court of Crook County, represented by County Judge Asa W. Battles and County Commissioner J. C. Minson, appeared before the Commission regarding the designation as a state secondary highway of the county road which extends southeasterly from Prineville to a connection with the Crooked River-Paulina Secondary Highway No. 380 near the "Shorty" Davis Ranch, locally known as the "Combs Flat Road". Commission Chandler gave as his understanding, from a discussion of the subject that Commissioner Schaupp and he had with the County Court on a recent inspection trip, that Crook County was to contribute $35,000 of county money, to be matched by a like amount of state money, to finance this road improvement, the state then to take over the road on the condition that the county would assume jurisdiction over the present secondary highway from the "Shorty" Davis Ranch to a connection with the Crooked River Highway; also, that the County Court was to make formal written application to the Commission to that end, but to date the application has not been received. Commissioner Schaupp confirmed the statements of Commissioner Chandler. Judge Battles agreed to furnish such written application in the near future. He was informed that the Commission would take "quick" action upon receipt of the court's letter.

The following persons composed a delegation which appeared before the Commission and requested improvements to the Nashville-Siletz County road, in Lincoln County: R. W. Nash, Nashville; Vance Taylor, Lions Club, Corvallis; and J. C. Kendall, Attorney, Portland. Mr. Kendall acted as spokesman. He stated that his group is particularly interested in the improvement of the easterly end of the road, between Nashville and Orton, inasmuch as that section is not on the Federal Secondary System, and inquired if the Commission is in position to give them any definite information concerning it. The Engineer reported that it would cost about $200,000 to reconstruct the section from Siletz to Orton for log truck traffic, and that he had no information as to how much it would cost to reconstruct the section east of Orton. Mr. Nash asked the Commission to designate the entire county road from Nashville to Siletz as a state highway. He alleged that this route, when constructed, will afford a much better route than the present one due to a low 250-foot summit crossing and a water grade the balance of the distance, and in addition, will serve a very fertile valley that is now undeveloped and will make it possible to market approximately one billion feet of timber in the district. Mr. Nash further stated that Lincoln County has $50,000 of county funds which it is willing to contribute as match money toward the financing of the project, and the local people have raised several thousand dollars additional, which they will be pleased to put into the work. Chairman Banfield stated that the Commission is not in position at this time to take on additional state highways due to the big demand for funds to improve the highways on the present system, and the Commission does not want to give any encouragement for the project under discussion. Mr. Kendall then asked for the improvement of the section between Orton and Siletz and was informed that the matter is being studied by the Engineer and the Commission will consider it when the Engineer's report is received.

Messrs. Paul Landry, Ed Bell, and Fred Hoagland, representing the City Council and the City Planning Commission of Klamath Falls, appeared before the Commission regarding the adoption of a proposed west side by-pass route for The Dalles-California Highway in Klamath Falls and the acquisition of right of way therefor. Mr. Landry headed the group. He stated that the City of Klamath Falls and Klamath County own property along the proposed route which they are holding, pending a decision by the Commission whether or not the state needs it as right of way. If the property is not needed as right of way, he said, it will be sold so it can be placed back on the tax rolls. The Engineer advised that the general route for this by-pass has been selected but has not been approved by the Commission, and it now appears necessary to make some changes due to the recent building of an auto court at the south end of the project. He also said that he expects to make a complete report to the Commission at its next meeting. Chairman Banfield advised that the Commission probably would take some action before adjournment with respect to the general location of the by-pass. Following departure of this group, the matter was again discussed and the Engineer was authorized to make a detailed survey of the project and to avoid the auto court development if possible.

Pursuant to instructions from the Commission on the previous day, the Engineer and the Chief Counsel presented their joint recommendation with

respect to the regulations of trucks operating on state highways. The Chief Counsel read aloud a draft of a resolution on the subject which, he said, expressed the wishes of the Commission as he and the Engineer understood them. The Commission approved and by unanimous vote adopted the resolution as read, a copy of which resolution is attached hereto, marked EXHIBIT "B", and by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from Mr. Russell Hubbard, Reedsport, for a survey of proposed new alignment of the Oregon Coast Highway between Reedsport and North Bend as a convenience to him in laying out a subdivision south of Reedsport. The Engineer advised that he does not have data on this subject and that it would be necessary to make a survey in order to get necessary information. The Commission declared its reluctance to divulge advance plans for any highway improvement that is still in embryonic stage and accordingly ordered that Mr. Hubbard be informed that the Commission has no new road or alignment projected here at the present time.

The Engineer brought up for discussion the need to expedite the [illegible] improvement of the Willamette Highway east of Meridian Dam which, for the most part, has only a temporary roadway surface. He briefly recited the history of this project pointing out that an amount of $700,000 was set up for it in the First Year Forest Highway Program and an amount of $450,000 was tentatively approved for the Third Year Forest Highway Program, but neither amount was made available, so the proposed work could not be done. He estimated the present-day cost to complete the 15-mile section east of Salt Creek Tunnel (M.P. 56.52 to M.P. 71.52) at $700,000 and suggested, because present indications are that there will be a deficiency of Forest Highway Funds, that the Commission allocate state funds in such amount to finance the work which is urgently needed. The Commission unanimously approved the project as outlined by the Engineer and an allocation of $700,000 of state funds therefor, pursuant to his suggestion, thus confirming action taken previously at its May 24th meeting. (See Engineer's report on this subject, dated June 24, 1948, in general files for details.)

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

A delegation composed of the following persons from Central Oregon, representing the John Day-Ochoco Highway Association, appeared before the Commission in the interests of the Ochoco Highway:

A. R. Bowman, insurance, Prineville
John Hudspeth, representing Hudspeth Pine, Inc. and Hudspeth Sawmill Co., Prineville
W. Lester Houk, Central Oregon Chamber of Commerce
H. L. Munkru, Chamber of Commerce, Prineville
C. C. McGlenn, Manager, City of Prineville Railway, Prineville
R. P. McRae, Mayor, Prineville
C. W. Foster, farmer, Prineville
E. E. Gervais, timberman, Prineville

H. S. Mesereau
R. G. Jones, Forest Products Co.
Bruce A. Scott, Dodge-Plymouth Agency, Prineville
L. E. Bertram, Manager, Prineville Machinery and Supply, Prineville
M. E. Owens, Owens Freight Lines, Prineville
Arthur S. Michel, merchant, Prineville
Richard F. Houk, Ford dealer, Prineville
Jack Marks, H. G. Foran Lumber Co., Prineville
R. B. Bachelder, merchant, Prineville
R. A. Thompson, trucking, Prineville
Jake McDaniel, representing Evans Pine, Inc., Prineville
Rep. W. B. Morse, Prineville
Floyd L. Martin, Chamber of Commerce, Portland
A. M. Erickson, Erickson Food Market and Erickson Dept. Store, Prineville
Henry C. Hulett, Ochoco National Forest, Prineville
W. L. MacDonald, U.S. Forest Service, Portland
Frank B. Folsom, U.S. Forest Service, Portland
Dan E. Taylor, Taylor Equipment Co., Prineville
Keith C. Province, Mitchell Pastime, Mitchell
H. H. Hinninger, Pacific Power & Light Co., Prineville
Clarence Hudspeth, Mt. Creek Mill, Mitchell
R. G. Gauntlett, Mitchell Cafe, Mitchell
George M. Henderson, First National Bank, Portland
Earnest R. Brookshire, Brookshire & Son, Mitchell
Ed Krupke, stockman, Mitchell
John Collins, stockman, Mitchell
Bud Spoo, lumberman, Mitchell
L. E. Coles, Manager, Ochoco Irrigation District
Guy F. Wade, Green Spot of Oregon
Howard W. Turner, Madras
C. A. VanWinkle, Mitchell
Lloyd Ogilvie, John Day
Asa W. Battles, Prineville
Wallace Almark, Prineville
Cecil M. Sly, Prineville
Jess C. Minson, Powell Butte

Mr. Bowman was spokesman and introduced the speakers. He presented a brief in support of the oral request containing endorsements from numerous industries which operate in this vicinity, favoring the completion of this highway. Speaking in behalf of the project were Messrs. Mesereau, Ogilvie, Krupke, Spoo, Hudspeth, McGlenn, Rep. Morse, Hulett, and McDonald. Numerous oral arguments were presented in support of their brief.

Chairman Benfield expressed regrets that all of the construction work contemplated in the Three Year Postwar Program could not be completed as anticipated, particularly the Forest Highway Projects which are involved in the completion of the Ochoco Highway. He explained the Forest Highway Fund set-up, advising that a definite program was arranged with the Public Roads

Administration and the U.S. Forest Service for the first two postwar years and a tentative program was arranged for the third postwar year, but because Congress did not appropriate sufficient Forest Highway funds to finance all of the work, construction was limited to projects contained in the first postwar year program. The Commission, he said, now understands that the present Congress has appropriated additional funds for forest highway work and if the funds materialize, the Commission hopes to be able to carry through the forest road projects as already planned and to secure the approval of the program tentatively set up for the third year. Chairman Banfield also explained that because the Ochoco Forest Road Project could not proceed, the Commission considered it advisable to transfer, temporarily, Federal Aid monies set up for an adjoining section in order to finance additional work on the Warm Springs Highway; however, the Commission intends to restore funds to the Ochoco Highway as soon as the new Federal money is made available, which will permit completion of the project as originally arranged. He pointed out that th Commission is doing the best it possibly can under the circumstances and while the Commission's intentions are the best, it cannot promise that it can do everything that the delegation asks because similar requests have been received from other sections, all of which are legitimate, and there may not be sufficient money for all.

In reply to an inquiry from Mr. Mesereau whether or not US28 will benefit by the new monies, Chairman Banfield advised that the district served by US28 is now about two years behind in construction, and it is the intention of the Commission to follow through on the original construction program for this highway if at all possible. This concluded the conference.

A delegation representing the Bend and Central Oregon Chambers of Commerce appeared before the Commission regarding the completion of the Warm Springs Highway. State Representative William Niskanen, Bend, headed the group which included William Baer, Chairman, Highway Committee, Bend Chamber of Commerce, Bend; R. W. Sawyer, Bend; Floyd West, Manager, Bend Chamber of Commerce, Bend; D. W. Poole, Redmond; Max A. Pinney, Redmond; Charles Stark, Manager, Klamath Falls Chamber of Commerce, Klamath Falls; and Judge C. L. Allen, County Judge, Deschutes County. Mr. Niskanen stated that the people of Central Oregon are disappointed in the noncompletion of this highway which, he alleged, has been scheduled for construction for fifteen years, and which, in 1938, they were assured would be completed in the near future. He referred to a diversion of funds from the Warm Springs to the I.O.N. Highway in 1938 and declared that they were definitely assured at that time that every effort would be made to concentrate funds on the Warm Springs Highway when the I.O.N. Highway was completed. He expressed appreciation of the fact that the war held up construction, however, added that the war has been over for a long time but the highway is still in an uncompleted status. Mr. Niskanen stressed the need to complete this highway with particular reference to the Mill Creek Bridge, from the industrial, agricultural, and social standpoints, and requested definite assurance that the Commission will take early action so there will be a reasonable chance that the highway will be open for public use early in the spring of 1949. He inquired as to the plans of the Commission in that regard.

Charlie Stark, Manager, Klamath County Chamber of Commerce, stated that the people of his district are interested in this project but not to the extent that it be a substitute for the Willamette Highway project, which is their first concern. Anything that can be done for the furtherance of the Warm Springs Highway, he said, will be in the best interests of the general traveling public.

Chairman Banfield explained at considerable length the reasons, financial and otherwise, why the Warm Springs project has not been completed, and the plans of the Commission to complete it. He first corrected Mr. Niskanen's statement that the people had been given definite assurance that the highway would be completed by 1948 by stating that the records do not disclose that there has been any set obligation on the part of the Commission to complete the project at any particular time. He also explained the procedure followed by the Commission in programming the funds available, including State, Federal Aid, and Forest funds, with the approval of the Federal agencies concerned. He pointed out that bids have been received on the Mill Creek Bridge construction on three different occasions, but the work was not contracted on the first occasion because the Federal Authorities in Washington, D.C., would not approve the award, and on the second and third occasions the bids were considered too high. The Engineers are now redesigning the structure, he said, for a different type of facility, and it is anticipated that the project will be re-advertised for bids to be received in September, 1948. Chairman Banfield also pointed out that the Commission, in its endeavor to expedite completion of this highway, arranged the temporary transfer of funds from another project that could not go forward because of lack of Forest Highway money, and also advanced state money, to finance work at the north end. In conclusion, Chairman Banfield advised that the Highway Commission has never tried to dodge any responsibility with respect to this project, but, on the other hand, is doing its best to expedite it, regardless of the feeling of the group, and expects to continue to do so.

Mr. Baer also made a few remarks concerning this project.

The Commission discussed with the Engineer the bids received at the morning session and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts as follows, the action of the Commission with respect to each project being by unanimous vote:

"Fir Grove Section of the Independence-Albany County Road in Benton County; 2.14 miles of grading, surfacing and oiling. Stevenson Construction Co. of Salem submitted the low bid for this job at $45,362, using asphalt. The second low bid was submitted by Allen E. Sackett and Gatchel Sand and Gravel Co., Hood River, at $45,699.50, using asphalt. Five higher bids were received. The Commission has awarded this contract to the low bidder, Stevensen Construction Co.

"Riddle Drainage and Bituminous Macadam Surfacing Project on Main and Fourth Streets in the City of Riddle, Douglas County; 0.27 mile of Type B-2 wearing surface. Roseburg Paving Co., Roseburg, submitted the low bid for this job at $12,007.25. The second low bid was submitted by Jack Robinson, Waldport, at $16,412. One other bid was received. The Commission has awarded this job to the Roseburg Paving Co.

"Addition to office building at Roseburg in Douglas County; 24' x 60' extension on frame office building. VaDare Construction Co., Portland, submitted the low basic bid at $15,860 and a basic bid less the alternate of $15,210. Todd Building Co., Roseburg, submitted the second low basic bid at $22,332 and a basic bid less alternate at $21,907. No other bids were received. The Commission has rejected all bids on this job as being too high.

"Eugene (High Street-Walnut Street) Section of the Pacific Highway in Lane County; 1.51 miles of grading and paving. Del R. Beebe Construction Co., Eugene, submitted the low bid for this job, using asphalt, at $378,025.25. The second low bid submitted was the joint bid of E C. Hall Co. and J. C. Compton Co., Portland, using asphalt, at $399,936. One other bid was received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Lost Creek-Lowell Section of the Willamette Highway in Lane County. 4.15 miles of grading, surfacing, and oiling. Roy L. Houck, Jr., Salem, submitted the low bid for this job, using asphalt, at $295,030.50. The second low bid was submitted by E. C. Hall Co., Portland, using asphalt, at $309,062.50. Two higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Brownsville and Sweet Home Grading and Paving Project on two city streets in Brownsville and on two city streets in Sweet Home, Linn County; 0.7 mile of grading and 1.0 mile of paving. Warren Northwest, Inc., Portland, submitted the only bid for this job at $45,351. The Commission has awarded the contract to Warren Northwest, Inc., at its bid price.

"Dallas, Independence, and West Salem grading and paving project on city streets in Dallas, Independence, and West Salem, Polk County; 0.25 mile of oiling, 1.0 mile of paving, and other work. Warren Northwest, Inc Portland, submitted the only bid for this job at $56,219, using asphalt. The Commission has awarded the contract to Warren Northwest, Inc., at its bid price."

Mr. A. J. Beddingfield, Attorney, Coos Bay, representing Coos Bay Lumber Co., and Mr. David L. Davies, representing Evans Products Co., comprised a delegation which appeared before the Commission seeking relief from a charge that is being made by the U.S. Forest Service for the truck-hauling of logs over a forest service road south of the town of Powers. Mr. Beddingfield explained that the Forest Service maintains a forest development road which extends easterly about 20 miles from the county road about five miles south of Powers, which road the Coos Bay Lumber Co. is using in connection with its logging operations in the same vicinity, and that recently the company, as well as other owners of private stands, was given notice that it would have to pay a charge of five cents per mile per M-FBM of timber that it hauled over the road, although this charge since has been reduced to three cents because an arrangement was made with some of the loggers to perform certain maintenance work. Mr. Beddingfield pointed out that the Attorney General heretofore has held that traffic over Forest roads, when these roads are used by the public generally, becomes subject to regulation by the Public Utilities Commissioner and payment of the gasoline tax, which places the company in a position of being taxed twice. He asked the Commission to take action as is necessary to

relieve his company and others from such double taxation and suggested that that might be accomplished by the state taking over and maintaining the road. Mr. Davies endorsed the remarks of Mr. Beddingfield and advised that the double taxation is going to cost the Evans Products Company $30,000 annually. It was his thought, inasmuch as the general public will be benefitted by the road maintenance, that the public should pay the expense involved. Chairman Banfield advised that the Highway Commission is in the position where it cannot tell the Forest Service how to operate its road; neither can the Commission tell the Secretary of State nor the Public Utilities Commissioner the amount of fee to be charged since the road is not on the state highway system, and the Commission does not feel that it should be added to the system because there are more roads on the system now than can be properly cared for. At his request, the Chief Counsel advised from the legal standpoint. He said the only thing the Highway Commission can do about the matter is to notify the state agencies concerned that the Commission will offer no objections to granting the relief requested, inasmuch as those agencies have to comply with the statutory requirements with respect to their responsibilities. He added that the Highway Commission is strictly within its rights in conveying such information to these agencies. Following further discussion the Commission voted unanimously to act pursuant to the advice given by the Chief Counsel and thereupon referred the matter to the Engineer to contact the Secretary of State, the Public Utilities Commissioner, and the Superintendent of State Police with regard thereto.

County Judge L. D. Felsheim, Coos County, appeared before the Commission regarding a previous request by the Coos County Court for the substitution of a bridge project for a resurfacing and oiling project on the Coquille-Arago-Myrtle Point County Road, a Federal Aid Secondary Highway. Chairman Banfield advised that this matter has been investigated by the Engineer who estimates the cost of the bridge at approximately $250,000 whereas the allocation set up for the resurfacing and oiling project is only $130,000. He further advised that due to this difference in cost the Commission would have to give the matter more study and, whereas the Public Roads Administration is agreeable to the substitution, there still is the question of financing the work. He pointed out that if the Commission should approve the change, it might result in the county missing out on some other project. Judge Felsheim then advised that an understanding has been reached with the people who want the oiling job, that the county will spend for such work the amount that it has set up to repair the bridge, so if the Commission can hold in reserve its $130,000 until its next state program is prepared, then add to it a sufficient amount to finance the bridge construction, that will be satisfactory to all. He was informed that the Commission will endeavor to comply with this suggestion.

Judge Felsheim also inquired concerning the decision of the Commission with respect to the construction of a bridge across Coquille River at Bullards Ferry. Chairman Banfield advised that the Commission is being put to such heavy expense for repairs necessitated by the Columbia River flood and for other emergency purposes that it now appears necessary to hold in abeyance, for the time being, further consideration of this bridge; moreover, it is also necessary to defer preparation of the final design and plans for the structure. He added,

however, that the Commission has plans to make several inspection trips this summer and when they are completed, the matter will be brought up for discussion again.

Judge Felsheim also inquired if the Commission has reached a decision with respect to the county's request for construction of a bridge to replace the Enegren Ferry on Coos River. He was informed that the Engineer has reported on the matter but the Commission has not yet acted on it. It was pointed out that four locations were investigated by the Engineer who estimates that it is going to cost about $700,000 to provide a suitable substitute for the ferry, in view of which the Commission may leave it up to the county to decide which project should go forward--this one or the Bullards Bridge. Judge Felsheim expressed a decided preference for Bullards Bridge as the county's No. 1 project.

Mrs. John Raeish, Portland, appeared before the Commission regarding settlement of her claim, previously filed with the Commission, arising out of construction of a relief map of the State of Oregon which is now reposing in the office of the State Highway Engineer. The Chief Counsel advised that he has carefully studied the contract between the Commission and Mrs. Raeish's former husband, John Shaw, for the production of the map, and it appears, under the terms of this contract, that Mr. Shaw's rights attached only to the mold, and anything beyond the right to use the mold or to take reproductions of the map would be by voluntary action of the Commission, because the Commission is not legally obligated under the terms of the contract to grant such privilege. He read aloud his letter to the Commission on the subject. (See copy in general files.) It was the decision of the Commission that it must abide by the opinion of its Chief Counsel, and that unless and until the Engineer and the Chief Counsel report that an injustice has been done, the Commission can take no action other than to deny the claim.

The Engineer brought up for discussion the question of width of right of way to be secured for the Great Northern Crossing-Merrill Section of the Klamath Falls-Malin Highway in Klamath County, in view of irrigation ditches existing adjacent to the adopted highway location. He recommended right of way 100 feet wide which would provide for four lanes of traffic, would leave the irrigation ditches entirely on private property, and would make it possible to secure side borrow for fills, thus decreasing construction costs. Commissioner Schaupp suggested a 60-foot right of way so as to avoid condemnation and the moving of houses to accommodate the irrigation ditches, which would be necessary if a 100-foot right of way were acquired. Following discussion the Commission decided unanimously in favor of a 60-foot right of way provided such width meets the approval of the Public Roads Administration.

The Engineer reported that, pursuant to authority previously given him by the Highway Commission, he has awarded contracts as follows, bids for which were received by the Commission on May 24 and 25, 1948, the conditions of the awards having been satisfied:

Grading, surfacing, and oiling on the Hood River Junction-Odell Creek Section of the Odell Secondary Highway in Hood River County; contract awarded May 28, 1948, to the low bidder, Shoreline Construction Company.

Surfacing and oiling on the Dry Creek-West Ranch Section of the Island City-Summerville County Road in Union County; contract awarded May 28, 1948, to the low bidder, E. C. Hall Company.

Grading, surfacing, and oiling on the North Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway, Wallowa County; contract awarded May 28, 1948, to the low bidder, J. C. Papin.

The Commission by unanimous vote confirmed the awards as reported.

The Engineer asked the Commission to confirm the telephonic authority previously given him to negotiate contracts with Parker-Schram Company, General Construction Company, and Lloyd Calkins for emergency construction necessitated by reason of the Columbia River flood conditions. The Commission unanimously confirmed such authority and the awarding of contracts to the contractors mentioned.

In this connection the Engineer requested authority to negotiate with the General Construction Company for the replacement of a hydraulic fill on Swift Secondary Highway in North Portland near the point where the flood broke through. He estimated that 55,000 cubic yards of fill material would be required and advised that the contractor will do the work at a cost of 55 cents per cubic yard. He also requested authority to negotiate a contract with Parker-Schram for paving the fill at a cost of $7.00 per ton in place. The Commission unanimously approved both requests.

The Engineer reported on damage caused by the recent Columbia River flood. He estimated the cost to restore highway facilities by reason thereof at approximately $500,000, of which amount, he said, the Federal Government probably will contribute $240,000. In addition he mentioned the need to rebuild, at a higher elevation, a three-mile section of the Upper Columbia River Highway in the vicinity of Celilo Canal, between Mile Points 95.4 and 98.4, where flood damage also occurred, and which he estimated would cost $250,000. The state, he said, can expect reimbursement in the amount of $150,000 from Federal emergency flood relief funds for this work. He summarized the expenditures as a total first cost to the state of $750,000 out of which, he said, reimbursement in the amount of $390,000 could be expected from the Federal Government. He recommended approval of the Celilo Canal project, also that the general budget be increased $50,000 and the special maintenance budget be increased $700,000 to take care of the total flood damage expense. The recommendations were approved by the Commission by unanimous vote with instructions to transfer the total amount from the construction fund account.

Further, in this connection, the Engineer requested authority to present to the Federal Government for reimbursement the following flood damage projects: Denver Avenue-Union Avenue project at an estimated cost of $390,000; a project along the new grade of the Upper Columbia River from Troutdale to Dodson at a cost of $25,000; and the Upper Columbia River Project above The Dalles near the Celilo Canal at an estimated cost of $250,000. The Commission approved the request unanimously.

The Engineer requested instructions with respect to the handling of overruns on project authorizations. He presented a written report on the subject (see copy in general files), including a list of Federal Aid Postwar Projects under contract and showing the amount originally authorized, the amount of the contract authorization, and the amount of the latest revised estimate for each project. He pointed out that some of these projects have overrun and some have underrun, but during the past 15 years the average has remained within one percent of the project authorizations. He also said that in the past, the Engineering Office has assumed authority to authorize minor overruns of project authorizations if such overruns were unavoidable or essential to the satisfactory completion of the project, notwithstanding that the present Commission has taken no definite action granting such authority. He suggested, in order to avoid the necessity of referring to the Commission each project overrun or underrun, that he be authorized to approve overruns on project authorizations in amounts not to exceed five percent on projects in excess of $100,000 and to approve ten percent overruns on projects under $100,000, with the provision that the total contract authorization for all projects under contract shall not be exceeded without authority from the Commission. The Commission unanimously approved the Engineer's request

The Engineer reported that the survey for the Bunker Hill-Delmar Section of the Oregon Coast Highway has been completed and asked the Commission to approve this survey as the permanent route of said highway section. After due consideration the Commission approved the survey and thereupon by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of state highway, to wit:

Bunker Hill-Delmar Section of the Oregon Coast Highway, in Coos County;

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the survey of the Bunker Hill-Delmar Section of the Oregon Coast Highway together with the maps, which for identification purposes bear the map file Nos. 5B-12-2, 5B-23-19, and 5B-23-20, field notes and other engineering data submitted by the Engineer hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-ninth day of June, 1948.

The Commission considered the following requests for extensions of time within which to complete highway contracts:

Porter W. Yett, Contract No. 2892 for grading, paving and structures on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County, requested an extension of time of 303 days from November 30, 1947, to September 30, 1948, within which to complete this job. He stated that unfavorable weather during the grading operations and difficulties in securing labor and materials had prevented completion of the job within the time specified in the contract. The Engineer advised that the reasons given by the contractor for failure to complete the contract within the specified time are correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Vernie Jarl, Contract No. 2919 for grading and surfacing on the Hay Creek-Condon Section of the Wasco-Heppner Highway in Gilliam County, requested an extension of time of 62 days from June 30, 1948, to August 31, 1948, within which to complete this job. He alleged that wet weather, which caused the subbase to be extremely soft and unfit to operate on, prevented completion of the job within the specified time limit. The Engineer advised that the contractor was requested to suspend operations until such time as the subgrade became stabilized. He recommended, in view of the conditions encountered, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

K. F. Jacobsen and Company, Inc., Contract No. 2891 for grading and bituminous macadam surfacing on the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road, in Multnomah and Washington Counties, requested an additional extension of time of 75 days from June 1, 1948, to August 15, 1948, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to additional surfacing material which they were ordered to produce and to bad weather conditions. The Engineer advised that weather conditions during March, April, and May were so

unfavorable that it was impossible for the contractor to complete the surfacing and bituminous macadam work on time. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

R. A. Heintz Construction, Contract No. 2887 for grading, surfacing, oiling and structure on the Eagle Creek-Sandy Section of the Woodburn-Sandy Highway in Clackamas County, requested an additional extension of time of 62 days from June 30, 1948, to August 31, 1948, within which to complete this job. They alleged that heavy spring rains prevented completion of the job within the limits of the previously extended time. The Engineer advised that the contractor's statement is substantially true. He added that the contractor also experienced some delay at the start of his operations because of right of way difficulties. He recommended that the additional extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimousl;

Lindstrom Brothers, Contract No. 2931 for bridge construction on the Hillsboro-Forest Grove Section of the Tualatin Valley Highway in Washington County, requested an additional extension of time of 60 days from May 31, 1948, to July 31, 1948, within which to complete this job. They alleged that high water conditions seriously interfered with the progress of their work and as a consequence they were unable to complete their contract within the previously extended time limit. The Engineer advised that the reason given by the contractor for overruning the time limit is substantially correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commissio approved the recommendation unanimously.

Gerald Miller, Contract No. 2948 for grading and topping on the East Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway, in Gilliam County, requested an extension of time of 46 days from June 30, 1948, to August 15, 1948, within which to complete this job. He alleged that his failure to complete the job within the specified time limit was due to extremely high water in the John Day River which prevented access to the island from which the selected roadbed topping material was to be secured for this job. The Engineer advised that the reason given by the contractor is substantially correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

Porter W. Yett, Contract No. 2853 for paving the North Plains-Barnes Road Section of the Sunset Highway in Washington County, requested an additional extension of time of 107 days from June 15, 1948, to September 15, 1948, within which to complete this job. He alleged that the extremely soft subgrade resulting from extremely unfavorable weather prevented the starting of paving operations before June 15, the date of expiration of the previously extended time. The Engineer advised that due to unusual

and severe weather conditions during the past winter and spring, the subgrade did not dry out sufficiently to permit the placement of any pavement, and very little rock surfacing, so he asked the contractor to postpone such operations until the subgrade was in suitable condition. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Guy F. Atkinson Company, Contract No. 2896 for bridge construction at the Bridal Veil Overcrossing on the Columbia River Highway in Multnomah County, requested an extension of time of 60 days from May 31, 1948, to July 30, 1948, in which to complete this job. The contractor alleged that progress was delayed by the necessity for additional foundation work which prevented completion of the painting work prior to the rainy season and that he was ordered by the Resident Engineer to postpone such work until the dry season arrived. The Engineer advised that all work had been completed, except the painting, well ahead of schedule and that the painting had been delayed for reasons stated by the contractor. He recommeded, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

R. H. Jones, Contract No. 2906 for bridge construction on the Reese Creek-Antelope Creek Section of the Crater Lake Highway, in Jackson County, requested an extension of time of 30 days from May 31, 1948, to June 30, 1948, in which to complete this job. He stated that extremely bad weather and the scarcity of competent labor had prevented completion of the job within the time specified in the contract. The Engineer advised that the structure is open to traffic and that only the painting of handrails and finishing of concrete remains to be done which will not inconvenience traffic. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission granted the extension of time to June 30, 1948, without penalty.

Note: The State Highway Commission, in passing on the contractors' requests for extensions of time within which to complete contracts as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the time limits specified.

The Engineer reported that contracts numbers 2819, 2870, 2871, 2875, 2920, 2922, 2926, 2946, 2950, 2951, and 3005, for state highway construction have been completed according to the requirements of the contracts or modifications thereof and that the jobs are now ready for acceptance by the Commission. After due consideration of the Engineer's report with respect to the contracts under discussion the Commission approved and accepted the contracts as reported

and by unanimous vote adopted the attached resolution relative thereto marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a letter from the Clatsop County Industrial Committee of Astoria requesting a reduction in toll charges on the Astoria-Megler ferry. The Engineer recommended that the Industrial Committee be advised by letter of the large investment that the state has in the ferry, the fact that it is operated without the cooperation of the State of Washington, and that the present toll rates are necessary to amortize the investment. The Commission approved the recommendation and ordered that a letter to that effect be sent to the committee. The request for a reduction in rates was denied.

The Engineer brought up for discussion a letter from Congressman Lowell Stockman to Malcolm Epley, Herald and News, Klamath Falls, advising that there has been earmarked by the House Appropriations Committee, in the Interior Department appropriation bill now before Congress, $150,000 of Federal Indian Affairs Funds for improvement of the Sprague River County Road in Klamath County provided the state contributes a like amount of state funds for matching purposes pursuant to previous agreement. The Engineer advised that the Commission did have an agreement about three years ago to match $150,000 of Indian Affairs Funds on the Sprague River Road but that this obligation has been fulfilled by the contracting of three bridges on this road at an estimated cost of $150,000. There is no agreement at the present time, he said, for the matching of future funds. The Commission deferred action on this matter pending receipt of additional information from Washington, D.C.

The Engineer requested an additional authorization of $178,300 for the purchase of equipment as follows:

Equipment on Rental

18 light cars	$1,500 ea.	$ 27,000
27 light trucks	2,400 ea.	64,800
3 105 cubic feet compressors	2,200 ea.	6,600
5 jack hammers	250 ea.	1,250
1 sand spreader	1,000 ea.	1,000
4 power saws	500 ea.	2,000
3 tractor dozers	9,000 ea.	27,000
1 trench hoe for Lorain shovel	2,000 ea.	2,000
5 pull graders	2,600 ea.	13,000
Sub-total		$144,650
Office equipment (miscellaneous)		$ 8,400
Radio equipment (change to high frequency - F.M.)		20,950
Traffic engineering equipment		2,400
Engineering equipment (not on rental)		1,500
Photographic Department equipment (camera)		226
Parks Department equipment		174
Total requested		$178,300

The Engineer submitted a written report giving details and showing the status of the equipment budget. (See copy of report in general files.) The Commission unanimously approved the purchase of the equipment as requested.

The Engineer requested authority to purchase two sets of highway loadometers at $550 each, for use where no platform scales are available, and two weightographs at $400 each at a total cost of $1,900. He advised that the weightographs, which will be installed on beam-type scales where considerable weighing is performed, will reduce to a minimum errors made by reason of the personal equation. The Commission approved the request unanimously.

Consideration was given by the Commission to request from the Washington County Court that the existing bridge over Gales Creek on the Tualatin Valley Highway near Forest Grove be given to Washington County when it is replaced by a new structure. The Engineer advised that the bridge referred to is too narrow for re-use on a state highway and recommended approval of the request on the condition that the county will pay the expense of hauling it away. The Commission unanimously approved the Engineer's recommendation.

The Commission considered a proposal from the Bonneville Power Administration to assign to Douglas Electric Cooperative, Inc., and to Lane County Electric, Inc., its interest in certain power line crossings of Primary State Highway No. 1 and Secondary State Highway No. 220, in Lane and Douglas Counties, respectively. The Chief Counsel advised that he could see no objection to the assignments and recommended that they be approved. The Commission approved the recommendation and later in the day signed the assignments.

The Engineer presented for the Commission's consideration a request from Mr. Fred H. Twohy, District Superintendent of the Railroad Mail Service in Portland, for the establishment of a "no parking" zone on US101 in front of the post office in Gardiner, Douglas County, in order to facilitate the receipt and dispatch of mail. He advised that the request has been investigated and recommended that a post office loading zone be designated with "no parking - mail cars excepted" signs installed. The Commission approved the recommendation and thereupon unanimously adopted the attached resolution with regard thereto, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the City Council of Cottage Grove for designation of a "no parking" area on South Highway Street (Pacific Highway) for a distance of 70 feet south of 6th Street intersection in Cottage Grove. The Commission approved the request upon the recommendation of the Engineer, who advised that the City Council had passed an ordinance designating the area for no parking. The Commission thereupon adopted the attached resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from the City of Gold Hill for the removal of existing railroad stop signs on the Sams Valley Secondary Highway at the intersection of 4th Street and the Southern Pacific tracks in Gold

Hill. The Engineer advised that the signs were installed as a wartime measure and were approved by the Highway Commission in July, 1942. Investigation has been made, he said, which reveals that there is about 50 percent observation of the stop signs and that law enforcement is not practical due to the urban nature of the crossing. It was his thought that the signs should be removed. It was the feeling of the Commission that there was good reason for installing the signs in the first place which probably still exists; moreover, the signs would relieve the Commission from responsibility in case of future accidents. Accordingly, the request was denied.

At 4:20 p.m. Commissioner Chandler was excused from the remainder of the meeting.

The Engineer reported on the petition of Portland residents for the installation of a stop and go traffic signal at the intersection of 21st Ave and Powell Boulevard (route of Mt. Hood Highway) in Portland. He recalled that this matter was first considered by the Commission at its May meeting and was referred back to him for further investigation with respect to the existing signal. He advised that the matter was taken up with Mr. Fowler, Traffic Engineer for the City of Portland, who points out that the existing signal is an obsolete type and is not complete in that it has been partially dismantled to provide parts for other more necessary city signals of the same type; also, that the City of Portland is conducting a study for signal needs along Powell Boulevard and plans to submit his recommendations for an eventual signal installation to the Highway Commission when the study is complete. The Engineer recommended that further consideration of this matter be deferred until the traffic engineering studies have been completed. The recommendation was unanimously approved by the Commission.

A request was presented from the City of North Bend for installation of traffic signals at the intersection of Sherman Avenue (Cape Arago Secondary Highway) and Virginia Avenue in North Bend. The Engineer advised that an investigation by the Traffic Engineer reveals a question whether or not signals are needed at this location. When the North Bend-Coos Bay Project on the Oregon Coast Highway is completed, he said, there will be a traffic signal just one block south of this particular intersection, and it is believed that traffic congestion at the Sherman Avenue-Virginia Avenue intersection will be materially relieved when this signal gets into operation. He recommended that the request be denied until a further study can be made after the new highway is open and the other signal put into operation. The recommendation was approved unanimously.

The matter of increasing the amount of the state's cooperation in connection with the installation of flashing signals at the crossing of the Halsey-Sweet Home Secondary Highway No. 212 with the Southern Pacific Company's main line tracks near the town of Halsey in Linn County was discussed by the Commission. The Engineer recalled that the Commission, at its meeting on December 29, 1947, authorized payment with state funds of 50% of the cost of installing a signal at this place, the state's share to be $2,000, but subsequent investigation reveals that, because of the large number of switching

tracks near this crossing, a more expensive type of installation will be necessary to prevent the signal from operating while trains are switching or standing on the adjacent side tracks. The railroad company, he said, is now asking the state to contribute 50% of the cost to install the better type signal which is estimated to cost a total of $6400, which will increase the state's share from $2,000 to $3,200. He recommended approval of the expenditure. The Commission approved the recommendation unanimously.

A request was considered from the Traffic Safety Committee of the City of Klamath Falls regarding the need for traffic control on Alameda Street at Portland Avenue and the Esplanade intersections, and at the crossings on the new highway entering Klamath Falls from the north via Esplanade Street. The Engineer advised that the project now under construction provides a considerable amount of island design and channelization which it is believed will eliminate any acute traffic problems, and whereas it may develop that some sort of signal control will have to be installed, it is his belief that consideration of signalization should be deferred until the new highway facility is completed and there has been an opportunity to observe its operation. He so recommended. The Commission unanimously approved the recommendation.

The Commission considered a request from Henry L. Wiard, Klamath Falls, for the installation of signal lights at street intersections along South 6th Street in Klamath Falls (Green Springs Highway), beyond the limits of the widened section. Mr. Wiard also requested aid in obtaining the removal of mail boxes from the street. The Engineer reported that an investigation of this matter has been made by the Traffic Engineer who recommends against the signal installation because the section is now zoned for a 35 mile-per-hour speed; in addition thereto, the street is posted with standard "look out for pedestrians ahead" signs; moreover, the accident rate is very low. He advised that he concurs in the recommendation. In regard to the mail boxes it was the Engineer's thought that such matter is more or less controlled by the Post Office Department and he recommended that the Commission not intercede in the mail box controversy. The Engineer's recommendations were unanimously approved by the Commission.

The Commission considered a request from the Taft Chamber of Commerce for the installation of a "blinker" caution light at the intersection of the Oregon Coast Highway and Pacific Avenue in Taft. The Engineer advised that investigation disclosed a large volume of traffic at this point, which, in his estimation, warrants the installation of the light. He recommended that a flashing beacon be installed, flashing amber on the main highway and red on the approach streets, at an estimated cost of $250; also, that a pedestrian lane be painted across the Oregon Coast Highway along the northerly side of Pacific Avenue. The Commission approved the Engineer's recommendation.

A petition was presented from the Battin Parent Teachers Association, Milwaukie, requesting (1) designation of a reduced speed limit of 25 miles per hour on 82nd Avenue between King Road and Southeast Clatsop Street, and (2) installation of an automatic "stop and go" signal at the intersection of 82nd Avenue and Battin Road. The Engineer advised that this entire section of highway

is almost completely built up with residences and business establishments; also, that there are a number of heavily traveled cross streets, and the highway is only two lanes wide. The accident record, he stated, is high, being approximately 19 accidents per mile per year. He recommended the establishment of a 35 mile-per-hour speed limit on the Cascade Secondary Highway (82nd Avenue) between the south limits of Portland, Mile Point 6.49, and Mile Point 8.19, near Harmony Road. It was his thought that the requested speed of 25 miles per hour is too low to permit proper enforcement. The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto, marked Exhibit "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

As to the request for the installation of a signal at the intersection of 82nd Avenue and Battin Road, the Engineer advised that there is some justification for this light, but as there are many stop and go lights on 82nd Avenue consideration should be given to the synchronization of all these lights before additional installations are made. The Engineer was instructed to make a survey of this situation and to report to the Commission before discussing the matter with city officials. The city is to be contacted later relative to paying 50% of the cost to install and synchronize the lights along the entire street.

The Commission considered agreements with John L. Davidson and Leland L. Dysinger granting to the state permission to enter upon their property along Lick Creek immediately upstream from the crossing by the Little Butte Secondary Highway in Jackson County, in connection with improvement of the creek channel. The Assistant Counsel advised that the change is primarily for the benefit of the highway and recommended that the agreements be approved. The Commission adopted the recommendation and later in the day signed the agreements.

The Commission also considered and approved an agreement with Washington County Court pertaining to a change in grade, alignment, and abandonment of certain sections of county roads affected by the construction of the Sunset Highway. The agreement was signed later in the day.

The Commission discussed an agreement with Coos County providing that the county shall take over and maintain a portion of the abandoned section of the Cape Arago Secondary Highway, and that the state shall take over and maintain two farm approach bridges on the Oregon Coast Highway near Coquille. It was pointed out that this matter had been considered and approved by the Commission at a previous meeting and that the agreement had been prepared pursuant to ideas expressed at that time. The Commission approved and later in the day signed the agreement.

The Commission unanimously adopted the attached resolution, marked Exhibit "J", providing for the abandonment, in favor of the owners of abutting land, certain sections of the old right of way of the Green Springs Highway

between Keen Creek and Jenny Creek, in Jackson County, which right of way no longer is of value for state highway purposes since the highway has been realigned.

The Engineer requested instructions concerning the disposition of a short section of old right of way on the Pacific Highway immediately north of Central Point in Jackson County where the highway has been re-aligned. He advised that the property has value to the state as a storage site and recommended that it be retained for such purpose. The recommendation was unanimously approved by the Commission. (See EXHIBIT "K")

An agreement was considered with Coos County pertaining to the relocation of the Oregon Coast Highway between Delmar and Coaledo and providing that the County shall take over and maintain certain eliminated sections. The Engineer recommended approval. The Commission adopted the recommendation and later in the day signed the agreement.

The Engineer reported that the reduced load limits heretofore in effect on the following highways are no longer required as the condition of the roads is now such that full legal loads may be hauled, and recommended that they be lifted:

1. John Day-Burns Highway from John Day to Burns, limit removed June 4, 1948.

2. Weston-Elgin Secondary Highway from Weston to Elgin, limit removed June 16, 1948.

3. Rogue River Loop Secondary Highway, limit removed June 20, 1948.

4. Eddyville-Blodgett Secondary Highway from Nashville to Blodgett, limit removed June 16, 1948.

5. Monmouth Secondary Highway from Monmouth to the Kings Valley Secondary, limit removed June 16, 1948.

6. John Day Highway from Austin Junction to Unity Junction, limit removed June 1, 1948.

The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution, marked Exhibit "L", relative thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested confirmation on the placing and removal of a five-ton reduced load limit on the Upper Columbia River Highway between Castle Rock and Boardman, Mile Points 166.0 to 172.0. He advised that the highway was posted for restricted loads on June 15, 1948, because of the unstable condition of the highway caused by the Columbia River flood, but the signs

were removed on June 23, 1948, due to improved conditions. The Commission unanimously approved the Engineer's action on this matter.

He also requested confirmation for the placing of a 50 percent reduced load limit June 14, 1948, on the Oregon Coast Highway between Mile Points 376.0 and 394.0, being roughly the section from Brookings to the California State Line, and the removal thereof on June 21, 1948. He advised that conditions had improved so that the restriction was no longer needed after June 21. The Commission unanimously approved the Engineer's action.

Authority was requested by the Engineer for Mr. E. F. Halik, Equipment Superintendent, to attend, at state expense, the Road Equipment Show which is to be held in Chicago during the week of July 16 to 24. He explained that all of the most modern maintenance equipment would be on display at this show and in his estimation an opportunity would be afforded to secure some good ideas on special equipment for maintenance work. The request was approved unanimously.

The Engineer also requested authority for Mr. F. B. Crandall, Traffic Engineer, to attend at state expense a meeting of the Institute of Traffic Engineers in Philadelphia on October 11, 12, and 13, 1948. He explained that Mr. Crandall is a member of the Institute of Traffic Engineers and has been requested to accept the chairmanship of one of the technical sessions. It was his thought that it would be of value to the state for him to attend this session to keep abreast of developments pertaining to traffic safety. The Commission approved the request.

The Engineer requested confirmation of oral authority previously granted to Ernest Rostel, Assistant Director of the Travel Department, to attend, and to maintain an Oregon exhibit at the Chicago Railroad Fair during the period from July 20 to September 6, 1948. He estimated the cost involved at about $650. and advised that the expenditure meets the approval of the Travel Advisory Board. The Commission confirmed the authority.

The Commission discussed a date for its proposed inspection trip through Northeastern Oregon and scheduled such trip for July 12 to 16, 1948. The Engineer and Secretary were instructed to make necessary preparations for the trip.

The Commission also discussed a date for its next regular meeting and decided to hold such meeting on August 9 and 10, 1948, in the Imperial Hotel, Portland.

The Engineer requested authority for the expenditure of approximately $12,000 on the Green Springs Highway for widening at Mile Points 12.26, 12.33, 12.49, and 16.07 so that combination vehicles 60 feet in length can be operated over this highway without encroaching into the opposing lane of travel. He explained that by widening at the locations mentioned, the Green Springs Highway could be reclassified from a Group II to a Group I highway,

which classification would permit the operation of vehicles 60 feet in length. The Commission unanimously approved the widening as a minor betterment project, however, deferred action on the reclassification of the highway pending the actual observation of results obtained.

The Commission approved and later in the day signed a quitclaim deed correcting certain features of a previous deed conveying to the Weyerhaeuser Timber Company a parcel of land situated in Lot 6, Block "A", Porter Hill Addition to North Bend, in Coos County.

The Chief Counsel presented for consideration a resolution abandoning, in favor of the Trojan Powder Company, a portion of the old right of way of the Lower Columbia River Highway. He advised that the land under consideration is not needed for state purposes and that, under ordinary procedure, it would revert to the adjoining property owner, which in this instance is the Trojan Powder Company. He recommended adoption of the resolution. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with respect thereto, marked Exhibit "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

An agreement with Lincoln County with respect to construction and maintenance of pedestrian paths connecting motor vehicle parking areas with beach areas near the Oregon Coast Highway at Agate Beach in Lincoln County was discussed by the Commission. The Engineer presented a map showing the proposed paths, explaining that the agreement provides that the state is to construct two footpaths, at an estimated cost of $2,200, which will be maintained by the county, and the county will vacate Harbor Street west of the highway. It was his thought that, inasmuch as it is not desired to encourage motor vehicle traffic on the beach, the vacation of Harbor Street would be of considerable benefit. He recommended that the Commission approve the agreement. The Commission approved the recommendation and later in the day signed the agreement.

The Engineer presented for the Commission's consideration a proposed agreement with O. C. Yocom Company covering emergency repairs to the Amity-Dayton Secondary Highway in Yamhill County in order to permit heavy truck traffic to be detoured over this highway during construction of the Oregon City-New Era Section of the Pacific Highway East. He explained that the road is being severely damaged by heavy traffic and that Mr. Yocum has agreed to resurface the section at a cost of about $7,000. He said that it is the state's responsibility to keep the road in good condition and pointed out that approval of the agreement would not only provide for a good traversable road, but would also facilitate certain construction work that Mr. Yocum has under contract with the state. He recommended approval of the arrangement. The Commission unanimously approved the recommendation.

The Commission considered a request from the Marion County Court that the old Mill Creek Bridge on the Silver Falls Secondary Highway at the

east city limits of Salem be returned to the county when the new bridge now under construction at that place is completed. The Engineer advised that the present bridge, which is a narrow structure, was built by the county years ago and is of no value for state highway purposes. He recommended that it be given to the county on the condition that the county will remove it without cost to the state. The Commission approved the recommendation.

The Commission considered and denied a request from Mr. Robert W. Sawyer, editor of the Bend Bulletin, for a change in the minute entry concerning Mill Creek Bridge on the Warm Springs Highway, as it appears in the Commission minutes of April 20, 1948.

Consideration was given by the Commission to a request from the City of Coos Bay and the Coos Bay Chamber of Commerce for permission to construct a floating dock, 1,040 feet long, on the harbor line south of Central Avenue in North Bend. The Engineer advised that this request was received too late to allow time for an investigation; moreover, the state has not acquired the water-front property at this location. The Commission deferred action on the matter pending investigation and a report by the Engineer.

The Chief Counsel presented for the Commission's consideration the granting of a permit to Elizabeth Ellis Thompson, Herbert Cooper Thompson, et al., for an access roadway to the Pacific Highway in Eugene. He explained that the Thompson property is cut off from access to the highway and an arrangement had been made to give them an exit so that traffic leaving their premises will flow with the highway traffic. He pointed out that right of access is not being acquired at this location and recommended that the permit be granted. The Commission unanimously approved the recommendation.

The Chief Accountant requested authority to employ two additional clerk-typists for the five remaining months in 1948 who, he said, are required to take care of the increase in volume of invoices and tax ledger records. He pointed out that, if approved, it would be necessary to increase his budget in the amount of $1,500. The Commission unanimously approved the request and budget increase.

Mr. R. H. Kellog, Senior Highway Engineer, Public Roads Administration appeared before the Commission regarding suggested changes in the allocation of forest funds for the North Santiam Secondary Highway. He explained that some of the projects for which money had been allocated are costing less than was originally estimated and that this money has been placed in a State Contingency Fund to finance additional construction on bridges on that route; also, that $115,000 has been added to a previously approved project on Timberline road so that construction of this road could proceed. He stated that the proposed shifts will not affect the status of new Federal money which probably will be available soon. The State Highway Engineer advised that the proposed changes have been checked and found satisfactory. He recommended that they be approved. The Commission approved the Engineer's recommendation and thereupon signed the following letter directed to the Chief, Forest Service, and Commissioner of Public Roads, Washington, D.C., recommending approval of the revised program:

June 29, 1948

15041

486 Oregon General June 29, 1948

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

Due to increased construction costs and to the necessary variation from programmed construction because of limited cash appropriations, it is desirable to effect certain modifications in the presently approved Forest Highway programs for the State of Oregon. In accordance with regulations for administering Forest Highways it is therefore recommended that the following revisions of programs be approved:

Project	Present Program Amount	Date Apprd.	Recommended Decr. or Incr.	Revised Program
24-A2, North Santiam Hwy., Grading	50,000	5-22-46	- 50,000	None
24-A2, North Santiam Hwy., Grading	300,000	11-7-45	- 300,000	None
24-B5, North Santiam Hwy., Steel Purchase Breitenbush Bridge	75,000	12-3-47	- 15,000	60,000
24-B6, North Santiam Hwy., Breitenbush & Tumble Creek Bridges	-	-	+ 145,000	145,000
24-B3, Un.2, C4, Un.1 North Santiam Hwy., Grading	225,000	12-3-47	- 60,000	165,000
50-A2, B1, Timberline Hwy., Grading	180,000	10-30-45	+ 115,000	295,000
	830,000		- 165,000	665,000

On May 22, 1946 the Secretary approved a transfer of $350,000 from Oregon Project 10-D1,E to Project 24-A2 and on December 3, 1947 approved the transfer of $300,000 of this amount to finance the two following projects:

24-B3, Unit 2, C4, Unit 1	$225,000
24-B5, Steel Purchase Breitenbush Bridge	75,000

Since Project 24-A2 is now fully financed out of the $300,000 Cooperative State Funds, under agreement with the Corps of Engineers,

(Cont.)

it is recommended that the $50,000 of Forest Highway Funds still remaining as programmed to that project be transferred to the State contingent for allocation to other projects on this route.

Because of the financing of Project 24-A2 out of Cooperative State Funds it is also recommended that the $300,000 as approved for this project on November 7, 1945 be taken down and transferred to the State contingent for allocation to other projects on this and other routes in Oregon.

On December 3, 1947 there was approved $75,000 to finance the purchase of steel for the Breitenbush Bridge. Cost of this purchase is now estimated to be $60,000 and it is recommended that $15,000 be taken down from this project and transferred to the State contingent for allocation to other projects on this route.

Construction of the Breitenbush and Tumble Creek Bridges, exclusive of steel purchased, is estimated to cost $200,000, of which $55,000, cost of the Tumble Creek Bridge, will be financed by War Department funds in accordance with agreement with that Department. It is recommended that $145,000 of Forest Highway funds be programmed from the State contingent to Project 24- B6, construction of Breitenbush and Tumble Creek Bridges.

The present estimated cost of the Public Roads Administration share of Project 24-B3, Unit 2, C4, Unit 1, is $165,000 and it is recommended that the $60,000 remaining of the $225,000 as approved December 3, 1947 be transferred to the State contingent for reallocation to other projects on this and other Oregon routes.

On October 30, 1945 the Secretary approved allocation of $180,000 to the Timberline Forest Highway, Oregon Project 50-A2,B1, grading. Cost of this project is now estimated to be $295,000 and it is recommended that an additional $115,000 be allocated to this project from the State contingent.

The remaining $165,000 in the State contingent will be recommended for allocation under future programs.

Very truly yours,

W. H. LYNCH
Division Engineer

By /s/ F. E. Andrews
F. E. Andrews
Acting Division Engineer

U. S. FOREST SERVICE
By /s/ H. J. Andrews
Regional Forester

OREGON STATE HIGHWAY COMMISSION
By /s/ T. H. Banfield
Chairman

O.K. R. H. Baldock

By /s/ A. W. Schaupp
Commissioner

By _____
Commissioner

June 29, 1948

15013

The Commission considered and signed agreements, etcetera, as follows:

Agreement with John L. and Elizabeth T. Davidson granting permission to the State Highway Department to enter upon property adjacent to Lick Creek and immediately upstream from the Little Butte Secondary Highway crossing of this creek at M. P. 6.81, Jackson County, in connection with creek channel improvement.

Agreement with Leland L. Dysinger and Jessie G. Dysinger granting permission to the State Highway Department to enter upon property adjacent to Lick Creek and immediately upstream from the Little Butte Secondary Highway crossing of this creek at M.P. 6.81, Jackson County, in connection with creek channel improvement.

Agreement with the City of Salem covering installation of traffic signals at the intersections of "D" Street, Market Street, and Silverton Road, with Capitol Street (Pacific Highway East), in Salem.

Agreement with Coos County covering abandonment of certain portions of the Delmar-Coaledo Section of the Oregon Coast Highway when the new route is completed and opened for travel.

Agreement with Coos County covering maintenance by the Highway Commission of two approach structures to the Oregon Coast Highway between Coquille and Bandon and maintenance of the abandoned right of way of the Cap Arago Secondary Highway between Engineer's Stations 274+60 and 285+85 by the county.

Agreement with Lincoln County covering construction and maintenance of pedestrian paths connecting motor vehicles parking areas with beach areas in proximity to Oregon Coast Highway. Agate Beach.

Agreement with Murphy Timber Company covering purchase by the company of timber adjacent to the Salmon River Highway, Tillamook County.

Agreement with the City of Milton covering cooperative drainage project on Main Street (Oregon-Washington Highway), in Milton, Umatilla County.

Agreement with Washington County covering change in grade, alignment, and abandonment of certain sections of county roads affected by the construction of the Sunset Highway.

Consent to assignment by the Bonneville Power Administration to Lane County Electric, Inc., all rights and interests in two power line crossings of the Pacific Highway and the Richardson-Eugene Secondary Highway, Lane County.

Consent to assignment by the Bonneville Power Administration to Douglas Electric Cooperative, Inc., all rights and interests in two power line crossings of the Pacific Highway and the Territorial Secondary Highway, Douglas County.

Easement to the City of Reedsport over and across the right of way of the Oregon Coast Highway under the southerly span of the Umpqua River Bridge in Reedsport, Douglas County.

Certificate of acceptance from the U. S. Department of the Interior establishing acceptance, according to Governmental rules, of the Silver Creek Falls Recreational Area, Marion County.

Easement agreement with the Hebo Cheese Association covering use by the state of the Association's property for a detour highway in connection with construction of the bridge across Three Rivers on the Oregon Coast Highway at Hebo, Tillamook County.

Quitclaim deed to Weyerhaeuser Timber Company correcting certain features in the description of the deed conveying to the company certain property adjacent to the Oregon Coast Highway in the Porter Hill Addition to the City of North Bend, Coos County.

Bargain and sale deed conveying unto Hiram J. Chase property on the Rainier-Goble Section of the Columbia River Highway, Columbia County.

Bargain and sale deed conveying unto Charles H. and Annie A. Robinson property on the Rainier-Goble Section of the Columbia River Highway, Columbia County.

Agreement with O. C. Yocom Co. covering repair of damages to Amity-Dayton Secondary Highway, Yamhill County, caused by truck traffic.

Access Road Permit granting to Herbert Cooper Thompson, et al. the right to construct and use an access road across Seventh Street (Pacific Highway) in Eugene, Lane County.

Project Agreement with Public Roads Administration covering Statewide Planning Survey for 1948.

There being no further business to come before the Commission at this time, the meeting adjourned at 5:00 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

June 29, 1948

EXHIBITS "A" THROUGH "O"

Minutes of June 28 and 29, 1948

EXHIBIT "A"

Minutes of June 28 and 29, 1948

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY

14527- Cannon, Annie Right of Way			
	$	$	McCallister
2,500 sq. ft. at 40¢ sq. ft.	1,000.00		
Building	2,500.00	3,500.00	"
11842- Wolfman, A. and Rose Wolfman Right of Way and slope easement			
314 sq. ft. at 25¢ sq. ft.	78.50		
275 sq. ft. slope easement- Waiver of access and change of grade	27.50 794.00	900.00	"

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY

*14654- Gustin, Caroline M. and Ernest A. Gustin
Right of way
Option expires
December 10, 1948

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.)

	$	$	
50,000 sq. ft. (50x100 lot) at 1¾ sq. ft.	950.00	950.00	Berry Mayhew

BARNES ROAD- MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

3294-A Cooke, O. F. and Ella M. Cooke
Right of Way
Option expires
July 29, 1947
(Correction)

3.231 acres at $2,000.00	6,462.00		
Allowance- loss walnut trees- 30 at $20 each	600.00		
General damage, including partial waiver access, inconvenience	3,000.00		
Moving garage, winery building- low bid	15,680.00	25,742.00	Collins

Previous report:

Moving garage, winery building estimated at $15,000.00

SUNDIAL SECTION, COLUMBIA RIVER HIGHWAY

14634- Multnomah County
Right of Way
Option expires
December 10, 1948

0.16 acre at $500.00	80.00	80.00	Parker

MILWAUKIE-ESTACADA SECTION, MILWAUKIE-ESTACADA HIGHWAY

13578-A Turk, Floyd and Daisy Turk
Gravel pit
Option expires
November 17, 1948

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

MILWAUKIE-ESTACADA SECTION, MILWAUKIE-ESTACADA HIGHWAY (Cont.)

	$	$	McChesney
2.0 acres at $100.00	200.00	200.00	

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

12975- Lundeen, Victor and Mabel Lundeen
Borrow
Option expires
December 6, 1948

0.38 acre at $200.00	76.00	76.00	"

NEWBERG-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

2018- Buckley, Francis Allen and Ursula E. Buckley
Right of Way
Option expires
November 24, 1948

0.24 acre at $500.00	120.00		Witt
Allowance- fencing, 15 rods at $2 rod	30.00		
Waiver of access	10.00	160.00	
State to rebuild road entrances			

NEWBERG-DUNDEE SECTION, PACIFIC HIGHWAY WEST

14408- Wells, Lucinda M.
Right of Way
Option expires
November 19, 1948

1,632 sq. ft. at 1¢ sq. ft.	16.32		"
Allowance- nut trees, grape vine, strawberries	90.00	106.32	
State to reconstruct driveways			

14406- Priddy, Alonzo F. and Irene J. Priddy
Right of Way
Option expires
November 13, 1948

0.262 acre at $500.00	131.00		
Allowance- walnut and filbert trees	270.00	401.00	"
Waiver of access			

(Cont.)

JUN 28 1948

15048

EXHIBIT "A" (Cont.)

NEWBERG-DUNDEE SECTION, PACIFIC HIGHWAY WEST (Cont.)

14405- Nelson, Mamie
Right of Way
Option expires
November 10, 1948

	$	$	
0.039 acre at $1,000 less	25.00	25.00	Witt

PRINGLE CORNER-MCMINNVILLE SECTION, PACIFIC HIGHWAY

13186- Fuller, Ethel Clark
Right of way and
easement

12,675 sq. ft. at 2¢ sq. ft.	253.45		
1 year haul road easement	40.00		
13,896 sq. ft. additional land area required on account change road location	37.50	330.95	"

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

13707- Thayer, H. W. and Elba H. Thayer
Easement

0.041 acre- permanent easement- State to construct road approach, east side highway, at Engr. Sta. 548+35	00.00	00.00	McChesney

10848-9 Marshall, F. C. and Addie M.
Right of Way
Option expires
November 17, 1948

10.0 acre in exchange for 1.84 acres	00.00	00.00	"

10839- Welter, Ethel May
Right of Way
Option expires
November 20, 1948

10,000 sq. ft. at 2¢ sq. ft.	200.00	200.00	"

13709 Robinson, Lloyd B, and Bernice L. Robinson
Easement

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

	$	$ McChesney
0.044 acre- permanent easement	00.00	
Allowance- damages	100.00	
Allowance- 12 rods fence $3 rod	36.00	136.00
13730- Hooker, Minnie M.		
Right of Way		
Option expires		
October 22, 1948		
0.044 acre- $200.00 per acre	8.80	"
Allowance- trees, shrubs, lawn	132.00	
Allowance- moving house, garage, gas pump, estimated	1,368.00	1,508.80
State to replace grantor's road approaches		
13719-Girt, Neal R. and Charity S. Girt		
Right of Way		
Option expires		
October 27, 1948		
0.044 acre at $200.00	8.80	"
Allowance- damages, taking front yard, too close house	156.20	
Allowance- nut, fruit, ornamental trees, holly hedge, 1,000 ft. lawn	235.00	400.00
13718- Smith, Charles C. and Lillian L. Smith		
Right of Way		
Option expires		
October 27, 1948		
0.044 acre at $200.00	8.80	
Damage- allowance, lieu moving house, cutting off porch	446.20	
Allowance- lawn, trees	45.00	500.00 "
10851- Thomas, Walter W. and Mabel H. Thomas		
Right of Way		
Option expires		
December 9, 1948		
2.95 acres at $150.00	442.50	442.50 "

NESKOWIN-HEBO SECTION, OREGON COAST HIGHWAY

6072-A Duvall, Wallace		
Right of Way		
Option expires		
December 17, 1948		

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

NESKOWIN-HEBO SECTION, OREGON COAST HIGHWAY (Cont.)

	$	$	
Allowance moving small post-office building	100.00		
Allowance moving picket fence, constructing concrete sidewalk	100.00	200.00	Landon
Owner may construct new sidewalk on highway right of way			

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

4388- Chilton, Cecil E., and Lucy Chilton
Right of Way
Option expires
December 21, 1948

11.37 acres at $492.50	5,600.00		
Less 3.60 acres at $500.00 to be conveyed by the State	1,800.00	3,800.00	McCallister
State to provide driveway under bridge, rock			
State to provide approaches			
State to reconstruct all bridges			
State to construct new bridge, and culvert			
State to reconstruct well or wells, damaged or impaired			
State to construct fences			
State to replace or repair any damage done by reason highway construction			

AGATE BEACH-NEWPORT SECTION, OREGON COAST HIGHWAY

4459- York, Mary H.
Right of Way
Option expires
November 17, 1948

475 sq. ft. at 30¢ sq. ft.	142.50		
Moving building, estimated	1,500.00	1,642.50	Landon
State to grade and fill, if necessary, and reconstruct sidewalk to house			

10969- Finlayson, Frank and Alice Finlayson (formerly Jerry and Josephine Munkers)
Right of way and slope easement
x
(Correction)

1,100 sq. ft. (right of way)	00.00
4,400 sq. ft. (slope easement)	00.00

EXHIBIT "A" (Cont.)

AGATE BEACH-NEWPORT SECTION, OREGON COAST HIGHWAY (Cont.)

	$	$	
Allowance new double garage, relaying plank floor, grass seed, and new lawn, and new clothes line	335.00		
Reconstruction of sidewall and understructures house, low bid	1,118.50	1,453.50	Landon

Previous report July 23, 1943:

Estimated cost reconstruction of sidewall and understructure of house- $622.00

4444- Ruebush, Clarence L. (formerly W. G. Walrad, Adm. Ann Olson Estate)
Right of Way
x
(Correction)

842 sq. ft. at 10¢ sq. ft.	84.20		
Moving buildings- low bid	1,510.00	1,594.20	Landon

Previous report June 18, 1937:

Buildings to be removed from right of way, but no estimate given

4377- Wood, Horace J. and Mae Wood
Right of Way
x
(Correction)

2,100 sq. ft. at 13¼¢ plus sq. ft.	281.44		
State to convey lots 14, 15, Blk 146 Agate Beach #2, even exchange-file #14596	281.44	00.00	"
Allowance- 11 rods picket fence $1 rod	11.00		
Allowance-17 rods chicken wire fence 50¢ rod	8.50		
Allowance- lawn, shrubbery, flowers lieu moving garage	175.00		
Plus moving buildings- low bid	3,879.00		
Plus, if required, raising telephone and power lines-estimated	500.00	4,573.50	"

Previous report:

Moving house, estimated $3,000.00
Raising telephone and power lines - charge not mentioned as it was not known if there would be any

JUN 28 1948

15052

EXHIBIT "A" (Cont.)

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY

14135- Smith, Robert E. and Blanche V. Smith
Right of Way
Option expires
December 2, 1948

	$	$	
2.43 acres at $400.00	972.00		
1.46 acres at $200.00	292.00		
Allowance for 47 rods fence at $2.00 rod	94.00		
Allowance- 21½ rods fence at $4 rod	86.00		
Allowance- moving garage, corral, stock shute, shrubs, trees, and hedge	272.00	1,716.00	Mayhew

14136- Smith, Robert E. and Blanche V. Smith
Right of Way
Option expires
November 17, 1948

0.41 acre at $200.00	82.00		
Allowance- damage	94.00	176.00	"

14123- Schoonover, Gordan L. and Evelyn M. Schoonover
Right of Way
Option expires
November 18, 1948
(Correction)

0.5 acre at $500.00	250.00		
Allowance: Moving shop, storage shed, woodshed	210.00		
Allowance- trees, shrubs, flowers, plants	160.00		
Cost of moving house, and grading, etc. - low bid	1,170.00		
General damage-	110.00	1,900.00	"

Previous report:

Moving costs estimated- $1750.00-
additional allowance given

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY (Cont.)

14117- Douglas, Harry M. and Myrtle Douglas, and Edward W. Thomas and Helen Thomas
Right of Way
Option expires
July 21, 1948
(Correction)

	$	$	
0.16 acre at $200.00		32.00	
Moving garage, grading and bulkhead work - low bid		419.00	451.00 Berry-Mayhew-Reeder

Previous report:

Re-establishing driveway, relocating cess pool, estimated - $250.00

14598- Hickey, H. B., Jr. and A. M. Standish, Trustees
Right of way
Option expires
December 9, 1948

0.06 acre at $200.00		12.00	12.00 Mayhew-Reeder

**GOLD BEACH SECTION, OREGON COAST HIGHWAY

9036- Morse, Charles F.
Right of Way
Option expires
December 2, 1948

*1,110 sq. ft. and building-	1,166.00		
Less portion to be paid by City of Gold Beach	749.33		Ben R. 416.67 Chandler-Landon
*(undivided 1/3 interest)			

9036- Moore, D. M.
Right of Way
x
x

*1,100 sq. ft. and building-	1,166.00		
Less portion to be paid by City of Gold Beach	749.33	416.67	"
*(undivided 1/3 interest)			

JUN 28 1948

15054

EXHIBIT "A"(Cont.)

MYRTLE CREEK-CANYONVILLE SECTION, PACIFIC HIGHWAY

14307- Dodge, Glen W. and Stella Gardner Dodge
Gravel Bar
Option expires
November 18, 1948

	$	$	
4.96 acres at $300.00 (gravel bar)	1,488.00		
0.25 acres at $500.00 (orchard)	125.00		
Allowance- Walnut trees-2 at $60	120.00	1,733.00	Benfield

14308- Riddle, Glen M. and Agnes A. Riddle
Gravel Bar
Option expires
December 8, 1948
(Correction)

2.57 acres at $300.00	771.00	771.00	"

Previous report:

Commission, on March 29, 1948, approved acquisition of 2.57 acres at $100.00 per acre, or $257.00. As $300.00 per acre was given other owners on this gravel bar, a new option was taken, giving this owner rate of $300.00 per acre, in place of $100.00 per acre.

14306- Kite, Eleanor Linn and Carl J. Kite, and Earl C. Pittman and Fredrick A. Archer
Gravel bar
Option expires
November 18, 1948

1.54 acres at $300.00	462.00	462.00	"

JOHNS-MACKIN GULCH SECTION, PACIFIC HIGHWAY

12184-A Johns, Leland Stanford, Edison Llewelling Johns and Cora Lizzie Chadwick
Right of Way
Option expires
December 9, 1948

1.03 acres at $250.00	257.50	257.50	"
State to construct fence- about 36 rods			

JUN 28 1948

EXHIBIT "A" (Cont.)

RAMSEY CANYON-CRATER LAKE SECTION, SAMS VALLEY HIGHWAY

14246- Douglas, J. D. and Christine Douglas
Gravel bar
Option expires
December 3, 1948

	$	$	
8.85 acres (gravel bar) at $150	1,327.50		
1.0 acre (cabin site) at $500.00	500.00		
Damages and compromise to settle	172.50	2,000.00	Norlin

14085- Dodge, Burdette L., Jr. and Sibyl F. Dodge
Gravel bar and haul road and easement
Option expires
December 3, 1948

3.81 acres at $150.00 (permanent easement)	571.50		
11.59 acres at $250.00 (gravel bar)	2,897.50	3,469.00	"

State to construct cattle-guard and gate, and bridge over creek

***JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

11427- Service, Charles A.
Gravel bar and haul road
Option expires
November 25, 1948

11.77 acres at $127.50 per acre	1,500.00	1,500.00	Norlin-Parker

14636- Pope, L. C.
Gravel Bar
Option expires
November 25, 1948

2.22 acres at $67.50 plus per	150.00	150.00	"

11428- Glass Rose E.
Haul Road
Option expires
December 2, 1948

1.80 acres at $100.00	180.00		
Allowance- damage	70.00	250.00	"
Plus cattle-guard			
State to replace damaged fencing- if any			

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY (Cont.)

12333- Hough, Cora
Right of way
Option expires
December 14, 1948

	$	$	
1.53 acres at $1,000.00	1,530.00		
Allowance- garage, barn, 8 loads gravel for new driveway at $8.60, and fruit trees	538.80		
Moving house, estimated	2,765.35		Norlin-Parker
Drilling and casing well, estimated	500.00	5,334.15	

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY

12079- Crampton, Cora E. et al
Right of Way
Option expires
December 14, 1948

0.79 acre at $50.00	39.50		
Allowance for timber and piling	89.00	128.50	"
State to place 1 inch pipe across roadway			

12078- Anderson, S. M. and Marjorie M. Anderson, and Donald A. Watson and Juanita M. Watson
Right of Way
Option expires
December 14, 1948

2.04 acres at $60.00	122.40	122.40	"
State to construct water tank and pipes and reconstruct wooden stairway and dirt path to tank			

PACIFIC HIGHWAY, CITY OF EUGENE, EAST BROADWAY

12010- Chisholm, Nellie
Waiver of access
x

105 feet- waiver of access on front	300.00	300.00	Collins

PACIFIC HIGHWAY, EUGENE, CO-OPERATIVE PROJECT

13379- McNutt Bros.
Right of Way

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

PACIFIC HIGHWAY, EUGENE, CO-OPERATIVE PROJECT (Cont.)

	$	$	
3,048 sq. ft. at $2.00 sq. ft.	6,096.00		
Damages: lieu moving buildings and reduction area	7,904.00	14,000.00	Devers

FIR GROVE SECTION, ALBANY-BURNA VISTA HIGHWAY

14358- Weese, S. J. and Ila M. Weese
Right of way
Option expires
October 25, 1948

1.42 acres at $250.00	355.00		
Allowance- 177 rods fence at $2 rod	354.00		
Allowance- fruit, shade, nut trees, loss strawberries, and shrubs	540.00		
Allowance- damages to front yard, barn lot, for moving cordwood, hog pens	185.00	1,434.00	Haskins

14356-A Holmes, A. E. and Laura Holmes
Gravel site and haul road
Option expires
x

2-year lease on 4.591 acres- yardage basis- 5¢ cub yard			
Hauling road over 0.964 acre	- - - - - - - - - -	"	

SWEET HOME SECTION, SANTIAM HIGHWAY

14293- Brown, William F.
Right of Way
Option expires
July 22, 1948

410 sq. ft.	00.00	00.00	Devers

14298- Middleton, Raleigh and Marcella Middleton
Right of Way
Option expires
November 6, 1948

2,538 sq. ft. acquired by Sweet Home	00.00		Jess M.
Moving buildings- low bid	6,300.00	6,300.00	Parker

JUN 28 1948

15058

EXHIBIT "A" (Cont.)

CENTRAL HOWELL-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY

14638- Aubrey, H. R. and Mina Aubrey
Right of Way
Option expires
December 16, 1948

	$	$	
0.30 acre at $400.00	120.00		
Allowance-160 rods fence at $2	320.00	440.00	Norlin
State to reconstruct and gravel approaches			

14639- Rutschman, Roy E. and Eleanor E. Rutschman
Right of Way
Option expires
December 17, 1948

0.197 acre at $400.00	78.80		
Allowance-70 rods fence at $2 rod	140.00	218.80	"
State to construct and gravel approaches, south side. Set back private light pole, if necessary; put in culvert under highway			

14641- Rudishauser, Henry W. and Frieda K. Rudishauser, and Emma Rudishauser
Right of Way
Option expires
December 21, 1948

0.15 acre at $400.00	60.00		
Allowance- 40 rods fence at $1 rod	40.00		
Allowance- loss gooseberry bushes, spud plot	50.00	150.00	"
State to construct and gravel road approach, south side			

14642- Lichty, Alexander and Clara Lichty
Right of Way
Option expires
December 16, 1948

0.13 acre at $400.00	52.00	52.00	"
State to construct road approach and gravel same, south side			

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

CENTRAL HOWELL-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY (Cont.)

14640- DeBoer, Wesley and Marjoie June DeBoer
Right of Way
Option expires
December 16, 1948

	$	$	
0.134 acre at $400.00	53.60		
Allowance- nut trees	295.00		
Allowance- 30 rods fence at $2 rod	60.00		
Allowance- box, catch basin	80.00		
Allowance- Move granary-garage	580.00		
Allowance- Damage- lawn and small shrubs	100.00	1,168.60	Norlin
State to construct and gravel road approaches			
State to connect 18' pipe under road to drainage box being built by grantor, north side			

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY

13813- Peters, Harold A. and Una U. Peters
Right of Way
Option expires
December 15, 1948

0.57 acre at $150.00 less	85.00		
80 rods fence at $1.50 rod	120.00		
Allowance- 3 shade trees at $10	30.00	235.00	Haskin

13822- Rodreick, George P. and Emma M. Rodreick
Right of Way
Option expires
December 16, 1948

1.35 acres at $100.00	135.00		
173 rods fence at $1.50 less	259.00		
Allowance- new cess pool	45.00		
Allowance- shade, shrubs	35.00	474.00	"

13820- Speelman, LeRoy A. and Lela D. Speelman
Right of Way
Option expires
December 15, 1948

1.45 acres at $100.00	145.00		
160 rods fence at $1.50 rod	240.00	385.00	"

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY (Cont.)

13823- Wright, R. Lee and Jewell J. Wright
Right of Way
Option expires
December 16, 1948

	$	$	
1.22 acres at $150.00		183.00	
Allowance- 80 rods at $1.50 rod		120.00	
Allowance- 50 rods at $2.00 rod		100.00	403.00 Benfield

13826- Tuning, Earl L. and Rachel S. Tuning
Right of Way
Option expires
December 16, 1948

0.64 acre at $100.00	64.00	
Allowance- 170 rods fence at $1.50 per rod	255.00	319.00 "

13829- Bond, Weaver
Right of Way
Option expires
December 15, 1948

0.61 acre at $81.00 plus	50.00	
Allowance- 160 rods fence at $1.50 per rod	240.00	290.00 "

BAKER-FLAGSTAFF HILL SECTION, BAKER-HOMESTEAD HIGHWAY

14592- Peyron, William R.
Stock Pile
Option expires
December 6, 1948

0.96 acre at $15.00	14.40	14.40 Cozad

BAKER SECTION, BAKER-UNITY HIGHWAY

14440- Larkin, Ben D.
Right of Way
Option expires
August 22, 1948

Lot 9, Block 1, Stoddard Addition to Baker- 3,300 sq. ft.	5,000.00	5,000.00 "

Owner to remove improvements

(Cont.)

JUN 28 1948

EXHIBIT "A" (Cont.)

BAKER SECTION, BAKER-UNITY HIGHWAY (Cont.)

9846- Anderson, R. R.
Right of Way
x
x
(Correction)

		$	$
Original settlement		4,000.00	
1,355.46 sq. ft. at 15¢ sq. ft.		203.32	4,203.32 Cozad

Previous report:

1,355.46 sq. ft. not included

JOSEPH-MONUMENT SECTION, JOSEPH-WALLOWA LAKE HIGHWAY

14417- Smith, John B. and Ruth E. Smith
Right of Way
Option expires
x

1,307 sq. ft. at 10¢ sq. ft.	130.70	
Allowance- fencing, ornamental trees, moving shrubs, damage to property	219.30	350.00 Banfield

Condemnation- $325.00

UKIAH SECTION, JOHN DAY-PENDLETON HIGHWAY

14581- Huston, L. O.
Maintenance Site
Option expires
November 20, 1948

6 lots at $100.00 per lot (44,000 sq. ft.) 220x200	600.00	600.00 Cozad

MONUMENT-HAMILTON SECTION, KIMBERLY-LONG CREEK HIGHWAY

14326- Stubblefield, Otis E.
Easement
Option expires
x

0.06 acre- perpetual easement for haul road	20.00	20.00 "

15062

EXHIBIT "A" (Cont.)

BLY MOUNTAIN-BEATTY SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

5942- Klamath Indian Tribe
Quarry, stockpile, and
Hauling road

	$	$	
5-year lease/permit on 3.79 acres at $5.00 per year	25.00		
Permit fee	1.00	26.00	DeSouza

MORO-GRASS VALLEY SECTION, SHERMAN HIGHWAY

14431- King, Estate O. P.
Stock Pile
Option expires
November 9, 1948

0.40 acre at $150.00	60.00	60.00	Cozad

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY

14647- Wilkes School District #7
Right of Way
Option expires
December 20, 1948

48,351 sq. ft. at 7¢ sq. ft.	3,384.57		
Allowance- moving school building, gymnasium, caretaker's residence, and re-establishing with basement, etc.	28,950.00	32,334.57	Berry Mayhew Reeder

JUN 28 1948

EXHIBIT "A" (Cont.)

CLOVERDALE-HEBO SECTION, OREGON COAST HIGHWAY

9893- Thompson, Howard A.
Right of Way
Option expires
December 22, 1948

	$	$	
1,306 sq. ft. at 10¢ sq. ft.	130.60		
Allowance- wrecking woodshed in lieu moving	75.00		
Plus moving house, estimated	1,500.00	1,705.60	Landon

**GOLD BEACH SECTION, OREGON COAST HIGHWAY

9042- Walker, A. G. and Oleta Walker
Right of Way
Option expires
December 12, 1948

2,404 sq. ft. at 20¢ sq. ft. plus	488.20		
Plus moving buildings- estimated	2,500.00	2,988.20	"

FOOTNOTE:

* Sullivan Gulch Section, Sullivan Gulch Highway, Item 14654 - See Page 14998 in the minutes for discussion of this item.

** Gold Beach Section, Oregon Coast Highway - See Page 14998 in the minutes for discussion of this item.

*** Judkins Point-Goshen Section, Pacific Highway - See Page 14998 in the minutes for discussion of this item.

+ Central Howell-Silverton Section, Salem-Silverton Highway - See Page 14999 in the minutes for discussion of this item.

++ Item No. 14647 - Sullivan Gulch Section, Sullivan Gulch Highway, Wilkes School District #7 - See Page 14999 in the minutes for discussion of this item.

15061

EXHIBIT "B-1"

Minutes of June 28 and 29, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

(Cont.)

JUN 28 1948

EXHIBIT "B-1" (Cont.)

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described is necessary and acquisition of the same by the State is required for right of way purposes in connection with the Baker-Unity Highway, which parcel of real property is owned by Louise D. Cowan and is described as follows, to-wit:

A parcel of land lying in Lots 9 and 10, Block 1, J. E. Smith Addition to Baker, situated in Section 20, Township 9 South, Range 40 East, W. M., Baker County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Louise D. Corey recorded in Book 77, Page 45, of Baker County Records of Deeds; the said parcel being described as follows:

Beginning at the northwest corner of said Lot 9; thence South 49° 22' East along the northerly line of said lot a distance of 11.54 feet; thence South 39° 16' West a distance of 50 feet; thence North 49° 22' West along the southerly line of said Lot 10 a distance of 12.71 feet to the west corner of said Lot 10; thence North 40° 36' East along the westerly line of said block a distance of 50 feet to the point of beginning; containing 606 square feet.

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of the said real property, which said description shall be available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner, and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the

(Cont.)

JUN 28 1948

15066

EXHIBIT "B-1" (Cont.)

compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-eighth day of June, 1948.

JUN 28 1948

15967

EXHIBIT "B-2"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Salem-Silverton Highway in Marion County, State of Oregon, is a county highway which has been designated and classified as a federal aid secondary highway and as such is qualified for improvement with state, federal, and county funds; and

WHEREAS, it is the purpose and plan to improve said highway pursuant to a cooperative agreement or arrangement between the United States Government, the State of Oregon, and Marion County; and

WHEREAS, the tracts or parcels of real property hereinafter described are each and all necessary for right of way purposes in connection with the proposed improvement of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

(Cont.)

JUN 2[illegible] 1948

EXHIBIT "B-2" (Cont.)

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for right of way purposes in connection with the improvement of the Salem-Silverton Highway in Marion County, State of Oregon, which said real properties are described as follows, to wit:

Real property owned by Ellen F. Steffen, which property is located in the T. C. Shaw D. L. C. in Section 6, Township 7 South, Range 1 West, W. M., Marion County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 14643; (*)

Real property owned by Oliver E. Steffen, et ux., which property is located in the Wesley Shannon D. L. C. No. 52, also in Section 6, Township 7 South, Range 1 West, W. M., Marion County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 14643 B; (*)

Real property owned by D. A. Steffen, et ux., which property is located in the Wesley Shannon D. L. C. No. 52, also in Section 6, Township 7 South, Range 1 West, W. M., Marion County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 13628. (*)

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence

(Cont.)

EXHIBIT "B-2" (Cont.)

and prosecute to final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

4. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-eighth day of June, 1948.

FOOTNOTE:(*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 111, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

15070

EXHIBIT "C"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there has been by the Oregon State Highway Commission apportioned to the city hereinafter named for disbursement during the calendar year 1946 for street purposes as provided in said law the sum or amount set opposite the name of said city:

Arlington ----------$914.72

AND, WHEREAS, said city has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the Commission, conformed to and complied with the requirements of said law so as to qualify said city for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified, the following streets in the following named city:

Arlington - Columbia Street, Main Street, intersection "D" and Main

2. That the type, plan and character of improvement proposed in the resolution filed with the State Highway Commission by the above named city hereby are approved.

3. That the action taken by said city as evidenced by appropriate resolutions adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city so as to qualify said city to receive and use the funds apportioned to said city.

4. That upon entry of this resolution in the minutes and records of the Highway Commission, the Secretary shall thereafter mail to the proper officer in said city a duly certified copy of the resolutions adopted by the city together with a copy of this resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the State Highway Commission as of the 28th day of June, 1948.

JUN 28 1948

15171

EXHIBIT "D"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Arlington	$ 1,221.42
Haines	756.12

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied wit the requirements of said law so as to qualify each for the benefits thereof;

NOW, WHEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construc tion, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Arlington - Columbia Street, Main Street, intersection "D" and Main Streets

Haines - 3rd Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respectiv cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutio adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of June 1948.

JUN 28 1948

15072

EXHIBIT "E"

Minutes June 28 and 29, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Amity	$ 2,330.47
Arlington	2,604.14
Brownsville	4,105.04
Cascade Locks	3,006.09
Condon	3,925.45
Eagle Point	1,928.51
Estacada	2,877.81
Gold Hill	2,728.14
Ione	1,120.33
John Day	4,113.59
Lakeview	10,544.83
Lostine	872.32
North Powder	1,607.81
Oceanlake	2,381.78
Pilot Rock	2,043.97
Scappoose	2,146.60
Sisters	2,805.11
Sublimity	1,197.30

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Amity - Woodson Street, Oak Street

Arlington - Columbia Street, Main Street

Brownsville - Main Street

Cascade Locks - All Streets

(Cont.)

JUN 28 1948

EXHIBIT "E" (Cont.)

Condon - Summit Street, Spring Street

Eagle Point - 3rd Street, Hamilton Avenue

Estacada - Broadway

Gold Hill - 1st Avenue, 4th Street, 4th Avenue, 6th Avenue

Ione - Second Street, "H" Street

John Day - Geisler Street, North Church Street, Bridge Street, Brent Drive

Lakeview - "E" Street South, South Street, 4th Street South, 3rd Street South, 1st Street North, 1 Street North, "H" Street

Lostine - Resort Street, Elizabeth Street, Wallowa Street, College Street, Cole Street, Roswell Street

North Powder - "G" Street

Oceanlake - Williams Street, Roosevelt Avenue, August Street, Pacific View Avenue, Sunset Street, Rhododendron Avenue, Lincoln Street, Christie Street, Oceanlake Street, Broadway Street

Pilot Rock - Construction of bridge across West Birch Creek at Cherry Street

Scappoose - Casey Avenue, Apple Valley Street, Williams Avenue, 3rd Street, West Street and all one block streets leading east to Columbia River Highway, 2nd Street

Sisters - Pine Street, St. Helens Street

Sublimity - Broadway Street beginning at Main Street to end of city limits

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respectiv cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

(Cont.)

JUN 28 1948

15071

EXHIBIT "E" (Cont.)

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of June 1948.

JUN 28 1948

EXHIBIT "F"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2810, with J. C. Papin, for grade widening on the Mill Gulch-Salisbury Section of the Baker-Unity Highway in Baker County; completed on December 11, 1947.

Contract No. 2870, with La Grande Concrete Pipe Company, for furnishing sanding materials in stockpile on the Meacham-Hilgard Section of the Old Oregon Trail, in Union County; completed on June 1, 1948.

Contract No. 2871, with Leonard & Slate Oregon, Ltd., for grading and bituminous macadam surfacing on the Circle Bridge-Summit Section of the Oregon Coast Highway in Clatsop County; completed on June 21, 1948.

Contract No. 2875, with Heavy Hauling Company, for grading and paving on the Astoria (Bond St.-Commercial St.) Section of the Columbia River Highway in Clatsop County; completed on May 29, 1948.

Contract No. 2920, with Vernie Jarl, for grading and bituminous macadam surfacing on the Crabtree Creek-Scio Section of the Albany-Lyons Secondary Highway in Linn County; completed on June 3, 1948.

Contract No. 2922, with Harry I. Hamilton Co., for construction of the Little River Bridge on the North Umpqua Highway in Douglas County; completed May 31, 1948.

Contract No. 2926, with Johnson and Sterner, for construction of the Deep Creek Bridge on the Clackamas Secondary Highway in Clackamas County; completed April 7, 1948.

Contract No. 2946, with Erick Enquist, for construction of the Oneonta Creek Bridge in Multnomah County; completed May 22, 1948.

(Cont.)

15076

EXHIBIT "F" (Cont.)

Contract No. 2950, with Rogers Construction Co., for furnishing crushed rock in stockpiles on the Union Rock Production Project in Baker and Union Counties; completed on April 5, 1948.

Contract No. 2951, with A. H. Saxton & Sons, for furnishing maintenance materials in stockpiles on the Madras Section of The Dalles-California and Warm Springs Highways in Jefferson and Wasco Counties; completed on January 26, 1948.

Contract No. 3005, with Leonard & Slate Oregon, Ltd., for cleanup work on the Oneonta Borrow Pit Section of the Columbia River Highway in Multnomah County; completed on April 26, 1948.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

JUN 23 1948

EXHIBIT "G"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, the Oregon Coast Highway, otherwise designated as U. S. Highway 101, as routed through the town of Gardiner, Douglas County, passes in front of the U. S. Post Office, and,

WHEREAS, it has been reported to the Highway Commission by Mr. Fred H. Twohy, District Superintendent, Railway Mail Service, Portland, Oregon, that the parking of motor vehicles in front of said Post Office seriously interferes with the movement of U. S. Mails and the Commission has therefore been requested to designate and establish the highway frontage in front of said Post Office as a "No Parking" area, and

WHEREAS, it is the judgment of the Commission that every reasonable and legitimate action should be taken having for its object the speeding of the movement of U. S. Mails, and

WHEREAS, it appears that Gardiner is an unincorporated town,

NOW THEREFORE, be it and it hereby is resolved by this Commission, all members being present and voting affirmatively as follows:

1. That the highway area in front of the Post Office at Gardiner, Oregon, particularly between Highway Engineer's Stations 642+74 and 642+94, a distance of twenty (20) feet, as set forth on the Highway Commission Drawing attached hereto and by this reference made a part hereof, be and the same hereby is declared to be a "No Parking" area and the parking of motor vehicles within said area is prohibited provided that this prohibition shall not apply to motor vehicles operated by the United States or its contractors and engaged in the carrying of U. S. Mails.(*)

2. That the engineer hereby is instructed to erect and thereafter maintain in said area signs bearing the wording "NO PARKING - MAIL CARS EXCEPTED' He is further instructed to paint, in a conventional manner and color, the curb lines within the limits of the "No Parking" area.

3. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1948, and correct copies thereof mailed to the Superintendent of State Police and to Fred H. Twohy, District Superintendent, Railway Mail Service, Portland, Oregon; and a like copy to the Postmaster at Gardiner, Oregon, for his information.

FOOTNOTE: (*) The drawing mentioned in the above resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being File No. 29, under the heading "No Parking Resolutions" and said drawing by this reference is made a part of this minute entry to the same extent as if copied in full herein.

JUN 29 1948

15178

EXHIBIT "H"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, within the City of Cottage Grove, the Commission has designated as a part of the route of the Pacific Highway (US99) what is referred to in the records of the City of Cottage Grove as a street under the name of South Highway, and

WHEREAS, the Common Council of the City of Cottage Grove has adopted a resolution, No. 388, providing that there shall be no parking on the west side of said South Highway from the intersection of Sixth Street to a point seventy feet southerly therefrom, and

WHEREAS, the Commission, based upon the report of its Engineer, is of the opinion that in the interest of safety to traffic, parking should be prohibited within said area,

NOW, THEREFORE, all members of the Commission being present and voting affirmatively, the Commission does hereby order:

1. That the ordinance of the Common Council of the City of Cottage Grove, being numbered 388, passed by the Common Council on May 3, 1948, and providing for no parking on the west side of South Highway from Sixth Street to a point seventy feet southerly therefrom, be and the same hereby is approved.

2. This resolution shall be entered in the records of the Commission this 29th day of June, 1948, and the Secretary be and he hereby is instructed to send a certified copy of this resolution to the City Manager of the City of Cottage Grove.

JUN 28 1948

15079

EXHIBIT "I"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said differen speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sectio of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: . . . . . Cascade Highway . . . . . .
Highway number: . . . . . 160 . . . . . Route number: . ORE 213 .

Location of Termini	Established Speed
M.P. 6.49 (S. Limits Portland) to M.P. 8.19 (0.20 miles south of Harmony Road)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highw

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

JUN 28 1948

15080

EXHIBIT "J"

Minutes of June 28 and 29, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate a section of the Green Springs Highway, otherwise designated as State Highway No. 21, in Jackson County; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as originally located are eliminated and will no longer be needed for highway purposes for the service of people living thereon or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the units or sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Green Springs Highway known as the Keene Creek-Jenny Creek Section, which begins at Highway Engineer's Station 54+84 on the new route and ends at Highway Engineer's Station 405+78.7 of the new route, has been completed and made available for travel, and that the sections of the old route herein defined and described as Units "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", "M", "N", "O", "P", "Q", and "R" shall no longer be part of the route of the Green Springs Highway but shall be eliminated therefrom.

2. Those parts of the sections of the old route of the Green Springs Highway lying outside the established right of way of the relocated highway, which for the purpose of this agreement are identified as Units "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", "M", "N", "O", "P", "Q", and "R" and are more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 72+00 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 4, Township 40 South, Range 3 East, W. M.; thence easterly via the former route of the Green Springs Highway to State Highway Engineer's Station 78+29.5 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 4, Township 40 South, Range 3 East, W. M.

(Cont.)

JUN 28 1948

EXHIBIT "J" (Cont.)

Unit "B"

Beginning at State Highway Engineer's Station 80+00 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 4, Township 40 South, Range 3 East, W. M.; thence southeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 81+80 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 4, Township 40 South, Range 3 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 85+00 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Northeast quarter (NE¼) of Section 4, Township 40 South, Range 3 East, W. M.; thence southeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 86+10 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Northeast quarter (NE¼) of Section 4, Township 40 South, Range 3 East, W. M.

Unit "D"

Beginning at State Highway Engineer's Station 107+50 of the relocated Green Springs Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 3, Township 40 South, Range 3 East, W. M.; thence southeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 116+70 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Northwest quarter (NW¼) of Section 3, Township 40 South, Range 3 East, W. M.

Unit "E"

Beginning at State Highway Engineer's Station 120+40 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Northwest quarter (NW¼) of Section 3, Township 40 South, Range 3 East, W. M.; thence southeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 134+15 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.

Unit "F"

Beginning at State Highway Engineer's Station 134+60 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.; thence southeasterly via the former route

(Cont.)

JUN 28 1948

15982

EXHIBIT "J" (Cont.)

of the Green Springs Highway to State Highway Engineer's Station 138+00 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.

Unit "G"

Beginning at State Highway Engineer's Station 138+80 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.; thence southeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 143+90 of the relocated Green Springs Highway in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.

Unit "H"

Beginning at State Highway Engineer's Station 147+90 of the relocated Green Springs Highway in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.; thence Southeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 155+20 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.

Unit "I"

Beginning at State Highway Engineer's Station 156+00 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.; thence southeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 159+20 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 3, Township 40 South, Range 3 East, W. M.

Unit "J"

Beginning at State Highway Engineer's Station 187+90 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Southwest quarter (SW¼) of Section 2, Township 40 South, Range 3 East, W. M.; thence southeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 214+20 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 11, Township 40 South, Range 3 East, W. M.

(Cont.)

JUN 28 1948

EXHIBIT "J" (Cont.)

Unit "K"

Beginning at State Highway Engineer's Station 217+20 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 11, Township 40 South, Range 3 East, W. M.; thence southeasterly along the former route of the Green Springs Highway to State Highway Engineer's Station 242+50 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 12, Township 40 South, Range 3 East, W. M.

Unit "L"

Beginning at State Highway Engineer's Station 255+50 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Northwest quarter (NW¼) of Section 12, Township 40 South, Range 3 East, W. M.; thence easterly via the former route of the Green Springs Highway to State Highway Engineer's Station 260+50 of the relocated Green Springs Highway in the Southwest quarter (SW¼) of the Northeast quarter (NE¼) of Section 12, Township 40 South, Range 3 East, W. M.

Unit "M"

Beginning at State Highway Engineer's Station 265+50 of the relocated Green Springs Highway in the Southwest quarter (SW¼) of the Northeast quarter (NE¼) of Section 12, Township 40 South, Range 3 East, W. M.; thence northeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 278+80 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 12, Township 40 South, Range 3 East, W. M.

Unit "N"

Beginning at State Highway Engineer's Station 285+00 of the relocated Green Springs Highway in the Southeast quarter (SE¼) of the Northeast quarter (NE¼) of Section 12, Township 40 South, Range 3 East, W. M.; thence easterly via the former route of the Green Springs Highway to State Highway Engineer's Station 294+50 of the relocated Green Springs Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 7, Township 40 South, Range 4 East, W. M.

Unit "O"

Beginning at State Highway Engineer's Station 301+00 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 7, Township 40 South, Range 4 East, W. M.; thence northeasterly via the former

(Cont.)

JUN 28 1948

15081

EXHIBIT "J" (Cont.)

route of the Green Springs Highway to State Highway Engineer's Station 307+00 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 7, Township 4 South, Range 4 East, W. M.

Unit "P"

Beginning at State Highway Engineer's Station 323+90 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 7, Township 40 South, Range 4 East, W. M., thence northeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 327+10 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 7, Township 40 South, Range 4 East, W. M.

Unit "Q"

Beginning at State Highway Engineer's Station 365+90 of the relocated Green Springs Highway in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 5, Township 40 South, Range 4 East, W. M.; thence northeasterly via the former route of the Green Springs Highway to State Highway Engineer's Station 382+00 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 5, Township 40 South, Range 4 East, W. M.

Unit "R"

Beginning at State Highway Engineer's Station 402+50 of the relocated Green Springs Highway in the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 5, Township 40 South, Range 4 East, W. M.; thence easterly via the former route of the Green Springs Highway to State Highway Engineer's Station 405+10 of the relocated Green Springs Highway in the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 4, Township 40 South, Range 4 East, W. M.

shall be and hereby are abandoned as parts of said highway, and hereafter all right, title and interest which the State has in said rights of way shall be permitted to revert to the owners of the abutting land.

3. There is attached hereto and made a part hereof a print or sketch map on which are shown colored in brown the sections of the old route of said highway designated as Units "A", "B", "C", "D", "E", "F", "G", "H", "I", "J",

(Cont.)

JUN 28 1948

EXHIBIT "J" (Cont.)

"K", "L", "M", "N", "O", "P", "Q", and "R" and there is likewise shown on said print colored in green the right of way of the relocated highway and other property which is to be retained by the State. (*)

4. That this resolution be entered in the minutes and records of the Highway Commission as of the 29th day of June, 1948, and a certified copy thereof delivered to the County Court of Jackson County.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 186, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

JUN 28 1948

15086

EXHIBIT "K"

Minutes of June 28 and 29, 1948

R E S O L U T I O N

WHEREAS, the Commission for the purpose of providing a highway with better and wider right of way and possessed of other standard requirements, relocated a section of the Pacific Highway in Jackson County, which relocated section is in the vicinity of Highway Engineer's Station 150+00 and is north and near to Central Point; and

WHEREAS, by reason of said relocation there has been eliminated from the right of way proper of said highway a small area of land which, though not a part of the right of way, is nevertheless valuable and needed for other highway purposes; and

WHEREAS, it is the opinion of the Commission that title to said section of old right of way should be retained by the State for public use;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That the section of the old right of way of the Pacific Highway in Jackson County referred to herein as Unit "A" and described as follows, to-wit:

Unit "A"

Beginning at State Highway Engineer's Station 142+94.2 of the former Pacific Highway, State Highway No. 1, equals Station 143+56.9 of the present Pacific Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 33, Township 36 South, Range 2 West, W. M., and running thence northerly via the former route of the Pacific Highway to State Highway Engineer's Station 153+14.8 of said Pacific Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 28, Township 36 South, Range 2 West, W. M., Jackson County, Oregon;

shall be and the same hereby is declared to be needed for public purpose and public use, and title thereto and possession thereof shall be held and retained by the State of Oregon, by and through its State Highway Commission.

(Cont.)

JUN 28 1948

EXHIBIT "K" (Cont.)

2. That the Engineer be and he hereby is instructed to set proper and appropriate monuments and markers so that the boundaries of said tract or parcel may be clearly defined.

3. That there is attached hereto and made a part hereof a map or white print marked "Exhibit A" on which said Unit "A" is shown colored in green. (*)

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1948.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 187, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

15088

EXHIBIT "L"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, on February 3, 1948, at a meeting of the State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of the maximum permissible load limit on the following state highway, to-wit:

JOHN DAY-BURNS HIGHWAY NO. 48, from John Day, in Grant County, to Burns, in Harney County

and

WHEREAS, on the 25th day of November, 1947, at a meeting of the State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of the maximum permissible load limit on the following state highway and subsequently, on December 30 1947, amended said resolution, and again, on May 25, 1948, adopted a resolution extending indifinitely the operative period of the resolution adopted on November 25, 1947, as amended on December 30, 1947, to-wit:

WESTON-ELGIN SECONDARY HIGHWAY NO. 330, from Weston, in Umatilla County, to Elgin, in Union County

and

WHEREAS, on the 19th day of April, 1948, at a meeting of the State Highway Commission, a majority of members being present and participating, the Commission passed and adopted a resolution ordering a reduction of the maximum permissible load limit on certain state highways, including the following highway, to-wit:

ROGUE RIVER LOOP SECONDARY HIGHWAY NO. 260, in Josephine County, throughout its entire length.

and

WHEREAS, on the 25th day of November, 1947, at a meeting of the State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of the maximum permissible load limit on the following section of the following state highway, and subsequently, on the 12th day of March, 1948, adopted a resolution modifying said resolution, to-wit:

EDDYVILLE-BLODGETT SECONDARY HIGHWAY NO. 180, from M.P. 11.7 (At Nashville) to M.P. 19.29 (At Blodgett), in Lincoln County

(Cont.)

1948

EXHIBIT "L" (Cont.)

and

WHEREAS, on the 3rd day of February, 1948, at a meeting of the State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of the maximum permissible load limit on the following state highway, to-wit:

MONMOUTH SECONDARY HIGHWAY NO. 194, from Monmouth to Kings Valley Secondary Highway No. 191, in Polk County

and

WHEREAS, on the 25th day of May, 1948, at a meeting of the State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of the maximum permissible load limit on the following section of the following state highway, to-wit:

JOHN DAY HIGHWAY NO. 5, from M.P. 191.06 (Austin Junction) to M.P. 213.76 (Unity Junction), in Grant County

and

WHEREAS, subsequent to the passage of each of said resolutions, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolutions on the said above-named highways;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on each of the following sections of state highways be and the same hereby is rescinded and cancelled as of the date hereinafter set forth, and the maximum load limit permissible on each of the said sections of highways shall hereafter be the maximum load limit provided by law:

	Date Load Limit Lifted
JOHN DAY-BURNS HIGHWAY NO. 48, from John Day, in Grant County, to Burns, in Harney County	June 4, 1948
WESTON-ELGIN SECONDARY HIGHWAY NO. 330, from Weston, in Umatilla County, to Elgin, in Union County	June 16, 1948
ROGUE RIVER LOOP SECONDARY HIGHWAY No. 260, in Josephine County	June 20, 1948

(Cont.)

JUN 28 1948

15090

EXHIBIT "L" (Cont.)

	Date Load Limit Lifted
EDDYVILLE-BLODGETT SECONDARY HIGHWAY NO. 180, from M.P. 11.7 (At Nashville) to M.P. 19.29 (At Blodgett), in Lincoln County	June 16, 1948
MONMOUTH SECONDARY HIGHWAY NO. 194, from Monmouth to Kings Valley Secondary Highway No. 191, in Polk County	June 16, 1948
JOHN DAY HIGHWAY NO. 5, from M.P. 191.06 (Austin Junction) to M.P. 213.70 (Unity Junction), in Grant County	June 1, 1948

IT IS FURTHER ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which any of said above-named highways are located, and a like copy to the Superintendent of the Department of State Police for his information.

Dated this 29th day of June, 1948.

JUN 29 1948

15091

EXHIBIT "M"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, the Commission, for the purpose of making possible the construction and maintenance of a highway adapted in all particulars to the needs of transportation of persons and property thereover, the Highway Commission has relocated a section of the Columbia River Highway, otherwise designated and known as State Highway No. 2 in Columbia County; and

WHEREAS, the relocated section of said highway has not yet been constructed, but it is the purpose and plan of the Highway Commission to place said section under contract for construction during the season of 1948; and

WHEREAS, it is recognized that by the construction of a highway over said new route, there will be made possible the abandonment of sections or units of the old route as parts of the said Columbia River Highway; and

WHEREAS, it is recognized that sections of said old route, which are defined and identified in records of the Commission as Units "A", "B", and "C", cannot be abandoned as public highways, but must be maintained for the benefit and service of persons living thereon and communities served thereby; and

WHEREAS, the State of Oregon, by and through its State Highway Commission, has entered into a written agreement with Columbia County, by and through its County Court, whereby the County has assumed the obligation to maintain said Units "A", "B", and "C" for the benefit of the public and under the County's obligation as a county road; and

WHEREAS, it has been found by the Commission that the section or unit of the old right of way, which is identified in the Commission's records as Unit "D", and is more particularly hereinafter in this resolution described and defined, will not be needed for public highway purposes after the highway has been constructed over the relocated route, and, therefore, title to said Unit "D" may be permitted, pursuant to law, to revert to the owners of the land abutting thereon;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That the portion of the old right of way of said Columbia River Highway herein designated as Unit "D" and more particularly described as follows

Unit "D"

Beginning at the intersection of the old route of the Columbia River Highway and the line between the Southwest quarter ($SW\frac{1}{4}$)

(Cont.)

JUN 29 1948

15092

EXHIBIT "M" (Cont.)

of the Northeast quarter (NE¼) and the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 2, Township 6 North, Range 2 West, W. M., and running thence southeasterly via the old route of the Columbia River Highway to State Highway Engineer's Station 367+70 of the relocated Columbia River Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 1, Township 6 North, Range 2 West, W. M.

shall be and the same is eliminated from the right of way of the Columbia River Highway, and shall no longer be deemed or considered a part of the right of way of said highway, but title thereto shall be vested in the Trojan Powder Company as the owner of the land abutting on said Unit "D" above described.

2. That until the highway has been constructed over said relocated line and made available to public travel, said Unit "D" shall remain a part of the right of way of the Columbia River Highway, and title to said Unit "D" shall vest in the Trojan Powder Company only after the new highway has been constructed.

3. That the Secretary be and he hereby is directed to prepare a certified copy of this resolution so that the same may be made available to the Trojan Powder Company as a part of the transaction involving the acquisition of real property from said Company for use in connection with the construction of said highway over said relocated line.

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1948.

JUN 29 1948

15[illegible]

EXHIBIT "H"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, complaints have been and are being made to the Highway Commission charging drivers of busses and trucks using the public highways of the State with a violation of the law which requires that a driver of a motor truck or bus when traveling upon a highway outside of a business or residence district shall not follow another motor truck within three hundred feet unless when overtaking or passing such other motor vehicle; and

WHEREAS, it is the opinion of the Highway Commission, based on experience, that such violations cause inconvenience and subject other users of the highway to unnecessary traffic hazards; and

WHEREAS, the Commission's Counsel has advised that Section 115-332, O.C.L.A., is applicable to the drivers of motor trucks and motor busses, whether such drivers operate under permits issued by the Highway Commission, or under the authorization of the Secretary of State or the Public Utilities Commissioner; and

WHEREAS, the Commission's Counsel has further advised that when permits are issued pursuant to the provisions of Chapter 156, Oregon Laws, 1947, the Highway Commission may include, if in its judgment public policy will be advanced, in addition to other provisions and conditions surrounding and controlling such permit, a condition and requirement that a distance or clearance of five hundred feet be maintained between vehicles, except when overtaking or passing another vehicle;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That with respect to all permits hereafter issued pursuant to the provisions of Chapter 156, Oregon Laws, 1947, there shall be included in and made a part of said permit, in addition to the conditions now set out therein, the following:

a. That the driver of the vehicle, in connection with which the permit is issued, shall at all times maintain a clearance of five hundred feet between his vehicle and another truck or bus, except when overtaking or passing such other truck or bus.

b. That the driver of such vehicle shall at all times keep on his side of the highway center line, except when passing another vehicle.

(Cont.)

JUN 29 1948

EXHIBIT "N" (Cont.)

c. That the driver of said vehicle shall at all times operate his vehicle at a reasonable speed, giving due consideration to existing conditions.

d. That a violation of any of the foregoing conditions shall operate to terminate the permit.

2. That the Secretary of the Commission be and he hereby is instructed to call to the attention of the Superintendent of State Police the fact that complaints are being made to the Commission, charging frequent violations of the provisions of Section 115-332, O.C.L.A.

3. That the Commission's Counsel be and he hereby is instructed to communicate with the head office of the bus association or management, and with the head office of the truck association or management, and call to the attention of such officials the complaints which are being made to the Commission charging violations of the said three hundred-foot clearance requirement, and request of such officials appropriate action to the end that public welfare may be given due consideration.

4. That this resolution be entered in the minutes and records of the Commission as of the twenty-ninth day of June, 1948.

---

15 095

EXHIBIT "O"

Minutes of June 28 and 29, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the highway known and designated as the Oregon Coast Highway, otherwise identified as State Highway No. 9 and U. S. Route No. 101, is a state highway and therefore under the jurisdiction and control of the State Highway Commission; and

WHEREAS, said highway as now located passes through the town of Gold Beach and it is the purpose of the Highway Commission to widen and more permanently improve said section of said highway, for which purpose it is necessary that the real property described on the attached sheet be acquired; (*)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property described on the attached sheet, which parcel is owned by Jean Minnie Huntley and F. J. Huntley, her husband, is necessary for the proper widening, reconstruction, and other improvement of said highway from Engineer's Station 3+40 on the north through Engineer's Station 0+00 to Engineer's Station 15+90 on the south.(*)

(Cont.)

JUN 29 1948

EXHIBIT "O" (Cont.)

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners, and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel, and G. W. Neuner, as Assistant Counsel for the Oregon State Highway Commission, are and each of them is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in their joint or individual judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the twenty-ninth day of June, 1948.

FOOTNOTE:

(*) The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 113, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

(Authority for entry of the above condemnation resolution in the June 1948 minutes was granted by the State Highway Commission at its meeting on August 9, 1948. See page 15126 of the August 1948 minutes.)

JUN 29 1948

VOLUME 33

PART II

PART 2

OF

VOLUME XXXIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JUNE 30, 1948

TO

NOVEMBER 5, 1948

- - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner

- - - -

R.H. Baldock, State Highway Engineer
H.B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1948	Subject
15097	Aug. 9	Bids received on following projects:
		Saddle Mountain State Park Caretaker's Cottage
		Scappoose Section
		Manning Slough Bridge
15098		Delmar-Coaledo Section
		Coaledo-Chrome Plant Section
		Addition to Roseburg Office Bldg.
15099		Central Point Bituminous Macadam Surfacing Project
		Bridge Painting - West and East Fork, Illinois River Bridges and Robertson Bridge
		Collier State Park Caretaker's Cottage
		Front Ave. Topsoiling and Seeding Project
		Kent-Cow Canyon Junction Resoiling Project
		Tillamook Grading and Paving Project
15100		Parks. Parks Superintendent reports on following:
		Wallowa Lake State Park. Construction of boat channel and caretaker's cottage approved. Catwalk to present boat landing to be repaired.
		Malheur County. Proposed park at Owyhee Dam. Parks
15101		Superintendent to ascertain attitude of County Court re road to area.
		Eastern Oregon Parks Supervisor. Appointment approved.
		Curry County. Floras Lake. Purchase of land for park declined.
		Wallowa Lake and Casey State Parks. Leases for Forestry fire warden's residences approved.
		Humbug Mountain State Park. Renewal of sheep grazing lease with Robert Fromm approved.
		Cape Sebastian State Park. Renewal of sheep grazing lease with Clyde B. Miller approved.
		Sunset Bay State Park. Question of control of area. Engineer
15102		and Parks Superintendent to investigate and report.
		Champoeg State Park. Historical bldg. Report on status of construction approved.
		Collier State Park. Caretaker's cottage. Bids of Burkhard & Schortgen. A.E. Collier submitted check. (See page 15109)
		Real Property. Acquisition authorized. See EXHIBIT "A".
		Vista Ave.-Multnomah County Line Section. Deeds from city
15103		conveying property to state approved. Counsel to handle.
		Devils Lake Outlet Section. Relocation of water main. Agreement with Taft-Nelscott-Delake Water District approved.
		Tillamook-Pleasant Valley Section. R/W option and condemnation approved.

Page	Date 1948	Subject
15103	Aug. 9	City of Eugene, Cooperative Project. Assistant Attorney to report on cost of moving houses.
		Sullivan's Gulch Section. Action on options secured and increase of R/W budget deferred.
		Condemnation. Offers approved. See EXHIBITS "B-1","B-2",and "B-3".
15104		Salem. Hwy. Dept. Office Bldg. site. Sale of David Eyre house approved.
		Polk County. Pacific Hwy. West. Camp Adair. Acquisition of additional R/W approved.
		Acquisition of additional area to complete quarry site approved.
15105		Lane County. Willamette Hwy. Sale of property to War Department for railroad R/W approved.
		Klamath County. Lost River Diversion Channel. Sale of land to Reclamation Service approved.
		Claim. Richard L. Coburn and D.E. Farmer. Pacific Hwy. West. Pringle Corner-McMinnville. $1,500 settlement approved.
		Malheur County. Nyssa-Adrian Hwy. Nyssa. Exchange of properties with Walter Freeman approved.
		Multnomah County. Lower Columbia River Hwy. near Linnton. Deeding of land to railroad company approved.
		Yamhill County. Pacific Hwy. West. Newberg, Dundee, and
15106		Dayton Junction. Acquisition of R/W. Negotiations to continue.
		Trucking operations. Speed of and distance between trucks established.
		Resolution amending previous action adopted. See EXHIBIT "M".
		Curry County. Oregon Coast Hwy. Gold Beach. Acquisition of R/W. Bids for moving houses. Commitments to property owners.
		Meeting recessed for luncheon at noon and reconvened at 2:00 p.m.
		Klamath County. The Dalles-California Hwy. Klamath Falls.
15107		By-pass route. Revised alignment approved. Engineer to complete survey.
		Federal Aid Secdy. Hwy. System. Assumption of maintenance by state of all county roads on system disapproved.
		Coos County. Oregon Coast Hwy.-Coos Bay-Roseburg Hwy. Coquille. Improvement of intersection and remodeling American Legion Bldg.
		Columbia County. Columbia River Hwy. Clatskanie. Construction of footpath approved conditionally.
		Tillamook County. Oregon Coast Hwy. Nehalem. Elimination of
15108		of curves to be considered in 1949 betterment program.
		Linn County. Santiam Hwy. Sweet Home. City to obtain needed R/W for improvement and present matter to Commission later.
		Sale of used equipment and scrap. Offers of high bidders ac-
15109		cepted as recommended.
		Sale of myrtlewood. Humbug Mountain State Park. Offer of T.W. Young accepted.

Page	Date 1948	Subject
15109	Aug. 9	Collier State Park. Construction of caretaker's cottage. Offer
15110		of A. D. Collier to share in expense accepted.
		Weighmaster's operations. Report for May 1948 ordered filed.
		Personnel. Engineering positions. Report re interviews of applicants in midwestern states ordered filed.
		Salem. Need for additional office space. Engineer to arrange meeting with Board of Control.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15112		Benton County. Albany-Corvallis Hwy. Extension of sidewalk to school district south boundary approved.
		Linn County. Albany-Lyons Secdy. Hwy. Lyons-Scio Section.
15113		Oiling to be considered in next construction program.
		Multnomah County. Columbia River Hwy. Parkrose District. Widening of Sandy Blvd. Proceed according to original obligation.
		Umatilla County. Oregon-Washington Hwy. Milton. Request for widening denied.
		Wallowa County. Wallowa Lake Hwy. Minam. Construction of
15114		underpass approved as 1948 minor betterment project.
		Equipment storage headquarters. Expenditure of $97,400 for improvement at nine locations approved.
		Special bridge maintenance. Painting five bridges in Division III. Expenditure of $23,700 authorized.
		Minor Betterment Projects. Engineer granted authority to con-
15115		struct eight small projects.
		Baker County. Sumpter Valley Secdy. Hwy. Improvement to be considered in next construction program.
		Lincoln County. Siletz Secdy. Hwy. Improvement of Kernville-Siletz Section. Engineer to report.
15116		Lincoln County. Siletz-Logsdon County Road. Request for designation as secdy. hwy. denied.
		Coos County. Oregon Coast Hwy. North Bend-Coos Bay Section. Water pipe line. Additional expenditure of $735 approved.
		Claim. Sherman County Court. Wasco-Rufus County Road. Settlement for repair approved.
		State Tax Street Funds. See EXHIBIT "C".
		State Tax Street Funds. See EXHIBIT "D".
15117		Special State Tax Street Funds - 1948. Options for cooperative construction approved. Special agreement with Burns signed.
		Awards. Engineer's award of contracts confirmed.
15118		Survey. Klamath County. The Dalles-California Hwy. Crescent-Chemult Section. Location adopted. See EXHIBIT "E".
		1948 Major Betterment Program. Engineer to report status of projects.
		Extensions of time granted as follows: Contracts Nos. 2874,
15119		2911, 2942, 2918, 2899, 2924, 3024, 2914, 2931, 2816, and 2891.
15121		Contracts completed and accepted as follows: Contracts Nos. 2814, 2820, 2874, 2898, 2903, 2907, 2911, 2913, 2918, 2934, 2941, 2942, 2943, 2952, 2957, 2958, 2967, 2979, 2993, 2998, and 3002. (See EXHIBIT "F")

Page	Date 1948	Subject
15122	Aug. 9	Tillamook County. Neskowin. Use of beach area for aircraft landing field denied.
		Lane County. Willamette Hwy. near Meridian Dam. Waiver of access at proposed county road junction approved. See EXHIBIT "G".
		Marion County. Pacific Hwy. East. Illahee-Steiwer Hill. Abandonment approved. See EXHIBIT "H".
		Klamath County. Sun Mountain Secdy. Hwy. Designation of portion of old route US 97 as secdy. hwy. approved. See EXHIBIT "I".
15123		Klamath County. Crater Lake Hwy. Extension to include portion of route US97 approved. See EXHIBIT "I".
		Engineer Light Equipment Co. Sponsorship by Hwy. Dept. approved.
		Sherman County. Wasco-Heppner Secdy. Hwy. Settlement of $50 for elimination of cattle pass approved.
		Equipment. House trailer. Lease from Bryson L. Clutter approved.
		Equipment. Additional expenditure of $4,360 for purchase of needed office and engineering equipment approved.
15124		Signals. Coos Bay. Request for signal installations at Hall and Johnson Streets intersections with Broadway denied.
		Signals. Multnomah County. Tualatin Valley Hwy.-Multnomah Club Road intersection. Action on installation deferred.
		Signals. Lane County. Junction City. Cooperation in installation at railroad crossing approved.
		Signals. Tillamook County. Bay City. Request for installation at Tillamook Avenue and Main Street denied.
		Speed Zones. Bertha-Hillsdale Hwy. Glencullen. Speed zone established. See EXHIBIT "J".
		Speed Zones. North Santiam Hwy. Gates. Request for speed limit denied. "Look Out for Pedestrians Ahead" signs to be installed
15125		Portland. Pacific Hwy. East. (McLaughlin Boulevard). Request for crosswalk at Ochoco Street denied.
		Engineer to report on synchronized traffic light set-up.
		Log Hauling. Refusal to weigh loads. Howard Williams permits not to be cancelled unless offenses repeated.
		Load Limits. East Diamond Lake and Crater Lake North Secdy.Hwys. Reduced load limit lifted. See EXHIBIT "K".
		American Association of State Highway Officials. Certain officials authorized to attend meeting in Salt Lake City.
		Meeting dates. September 13 and 14, set for next regular meeting.
15126		Inspection trip. Date for third trip undecided.
		Columbia County. Lower Columbia River Hwy. Rainier-Goble. Additional authorization of $75,000 approved.
		Radio network. Expenditure of $215,000 for modernization approved. Engineer and Counsel to work up agreement with State Police.
		Condemnation. [redacted] County. Oregon Coast Hwy. Gold Beach. Acquisition of property from F.J. Huntley et ux. approved. See EXHIBIT "O" in June, 1948, minutes.
15127		Umatilla County. Old Oregon Trail. Pendleton. Request for revision of two-way traffic route denied.

Page	Date 1948	Subject
15127	Aug. 9	Columbia County. 1.84 acre tract of state land deeded to F.C. Marshall et ux.
		Baker County. Baker-Unity Hwy. Baker. Dewey Avenue under-
15128		crossing.
		Sumpter Valley Railroad grade crossing. Participation of city and two railroads
		Klamath County. Klamath Falls. Alameda Street. Maintenance of street during hwy. construction approved.
		Sale of timber. Clatsop County. Jewell. Timber to be sold
15129		to Crown Zellerbach Corporation at $10 per thousand.
		Meeting adjourned at 5:10 p.m. to reconvene the following day.
	Aug.10	Bids received on the following projects:
		Corvallis (South Entrance) section
15130		Beaver Creek Bridge
		Painting Catching Slough Bridge
		Redecking Brown Bridge, Dillard Bridge, Olalla Bridge
		Painting Winston Bridge
		Salt Creek-Odell Butte Section
15131		Armitage State Park Caretaker's Cottage
		Florence Bituminous Macadam Project
		Newport Bituminous Macadam Surfacing Project
		Milton-Washington State Line Section
		Mill Creek Bridge
		West Slope-Beaverton Section
		Beaverton Oiling and Paving Project
15132		Parks. Cape Arago State Park. Gift of 2,000 camelia plants by Lee Wilson accepted.
		Survey. Oregon Coast Hwy. Reedsport. Request of Russell Hubbard for permanent routing denied.
		Survey. Schofield Road. Request of Russell Hubbard for survey denied.
		Survey. Elkton-Sutherlin Secdy. Hwy. No action.
		Coos County. Oregon Coast Hwy. Delmar-Coaledo. Agreement with Southern Pacific covering slope encroachments approved.
		Portland. Sunset Hwy. Columbia St.-Jefferson St. paving,
15133		channelization and signalization. Cooperation approved.
		Portland. Pacific Hwy. West (Broadway Street) Paving out- side streetcar area between Pine and Hoyt streets approved.
		Marion County. North Santiam Hwy. Salem-Niagara Section. Redesignation as Group I hwy. approved conditionally.
		Permits. 35 MPH speed limit on curves clause to be included in all permits covering special movements.
		Forest Highway Program. Utilization of unobligated 1946-48
15134		funds and recently allocated 1950 funds. Program adopted.
15136		Grant County. Advancement of county's share of revenues for current year. Action deferred.
		Malheur County. John Day Hwy. Ironside. Settlement of $180 for elimination of cattle pass approved.
		Equipment. Additional authorization of $7,000 for purchase
15137		equipment approved.

Page	Date 1948	Subject
15137	Aug.10	Lane County. Richardson-Eugene Secdy. Hwy. Fisher Road-Oak Hill. Deeding property to Alfred Jensen approved.
		Washington County. Beaverton oiling and paving. Engineer to negotiate contract with Porter W. Yett.
		Jackson County. Ashland. Widening Pacific Hwy. through city requested. To be considered in next construction program.
		Truck route. Designation and construction to be considered in next program.
15138		Lane County. Eugene. Pacific Hwy. Henry L. Byers requests right of access. Decision deferred pending outcome of election.
		Log Hauling. Overweight violations. J.F. Oldham not to be granted
15139		permits for special movements for 30 days.
		Log Hauling. Overweight and "laying out" violations. Ronald
15140		Lee Smith to be prohibited from operating until August 25.
		Meeting recessed at noon to reconvene at 1:30 p.m.
		Western Association of State Hwy. Officials. Letters of commendation to be directed to group in charge of 1948 convention.
		Information to public to be qualified as requiring Commission's approval.
		Prequalification of bidders. Policy modified.
15141		Lane County. Armitage State Park caretaker's cottage. Parks Superintendent to investigate types of construction.
		Forest Highway Program. Proposed revisions discussed with P.R.A. representatives. Action deferred.
		Sale of myrtlewood. Humbug Mountain State Park. Offer of T.W. Young to purchase myrtlewood for $175 accepted.
15142		Eugene. Broadway Street-Alder Street intersection. Sale of land to Thomas I. Chapman. Policy re sale of excess property confirmed.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15144		Agreements, etc. approved and signed.
15146		Meeting adjourned at 3:15 p.m.
15147		EXHIBIT "A". Right of Way Resolution.
15163		EXHIBIT "B-1".Condemnation Resolution. Oregon Coast Hwy.
15166		EXHIBIT "B-2".Condemnation Resolution. Oregon Coast Hwy.
15169		EXHIBIT "B-3".Condemnation Resolution. Medical Springs Hwy.
15172		EXHIBIT "C". State Tax Street Funds
15173		EXHIBIT "D". State Tax Street Funds.
15176		EXHIBIT "E". Survey. Crescent-Chemult Section.
15177		EXHIBIT "F". Completed Contracts Resolution.
15179		EXHIBIT "G". Relinquishment of right of access
15181		EXHIBIT "H". Abandonment. Pacific Highway West
15183		EXHIBIT "I". Abandonment. The Dalles-California Hwy.;extension of Crater Lake Hwy; and designation of Sun Mountain Secdy Hwy,
15186		EXHIBIT "J". Speed Limit Resolution. Glencullen.
15187		EXHIBIT "K". Load Limit Resolution.
15188		EXHIBIT "L". Condemnation Resolution. Pacific Hwy. (Authorized at September meeting)
15191		EXHIBIT "M". Speed of and distances between trucks.

Page	Date 1948	Subject
15192	Sept.13	Bids received on following projects: Addition to Bend Office Building John Day River-Squally Hook Section Smallwood Creek-Benton County Line Section
15193		Cogswell Hill-Elk Creek Rock Production Project McKee Bridge over Pudding River Barnes Road-Multnomah County Line Section Gales Creek Bridge
		Parks. Parks Superintendent reports on following:
15194		Caretaker's cottages. Saddle Mountain, Short Sand Beach, and Neptune Parks. Purchase of quonset huts approved. Harris Beach Park. $2,000 tentatively approved in 1949 budget for improvement. Curry County. Brookings. Acquisition of "Miller's Beach" area as state park. Action deferred. (See page 15224) Botanical garden. Establishment by Garden Clubs of Oregon. No action. Wallowa Lake Park. Boat channel construction. Additional authorization of $500 approved.
15195		Equipment. $4,316 expenditure approved for purchase of park maintenance equipment. Collier State Park. Museum bldg. Plans approved. Champoeg Park. Museum bldg. No action. Assistant State Parks Superintendent. Decision re appointment deferred. (See page 15222) Landscaping Department. Transfer to Engineering Division approved.
		Sullivan's Gulch Project. R/W to be purchased up to $1,000,000.
		Real property. Acquisition authorized. See EXHIBIT "A".
15196		Sullivan's Gulch Project. Acquisition of R/W from O.A. Stephenson approved. Order of construction of Sections Engineer to report. Salem-Silverton Hwy. Central Howell-Silverton. Options approved. State funds not to be spent for R/W on county roads. Coos County. Coos Bay. Oregon Coast Hwy. Santa Cruz Portland Cement Company. Acquisition of R/W approved conditionally. Multnomah County. Canyon Road. Sylvan. Acquisition of Ross-Aglesheimer property. Engineer to report. (See page 15211)
15197		Clatsop County. Oregon Coast Hwy. Youngs Bay Bridge-Lewis and Clark River Section. R/W not to be acquired at this time.
		Lincoln County. Oregon Coast Hwy. Agate Beach. Settlement for R/W from Harold Briggs for $500 approved.
		Condemnation. Offers approved. See EXHIBIT "B-2".
15198		Douglas County. Pacific Hwy. Johns-Wolf Creek. Condemnation resolution approved for August 9 and 10 minutes.

Page	Date 1948	Subject
15198	Sept.13	Sale of buildings. Eugene. Offer of Del R.Beebe for office bldg. on Eugene Excelsior Company property accepted.
		Sale of buildings. Eugene. Excelsior Mill Bldg. No bids received. Decision re disposition deferred.
		Sale of buildings. Cannon Beach. Residence bldg. not to be sold.
15199		Insurance. Purchase of insurance to cover bldgs. acquired within R/W purchases. Engineer and Counsel to report.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Sale of buildings. Coos County. Oregon Coast Hwy. Delmar-Chrome Plant Section. Sale to Del R. Beebe confirmed.
		Lane County. Pacific Hwy. Judkins Point-Goshen Section. Settlement with Cora Haugh for R/W. approved.
15200		Lane County. Eugene. Lease of state property to Golden Fir Lumber Company. Engineer and Counsel to report
		Curry County. Oregon Coast Hwy. Gold Beach Section. Settlement with J.O. Melville for R/W approved.
		Jefferson County. Warm Springs Hwy. State property deeded to Reclamation Service.
		Tillamook County. Oregon Coast Hwy. Pleasant Valley Section. Agreement covering use of Navy-owned property approved.
		Multnomah County. Upper Columbia River Hwy. Oneonta Section. Counsel to collect on bond of White Bros. for default.
15201		Claim. Mrs. John Raeish. Rights in relief map of Oregon. Claim denied.
		Weighmasters' operations. Report on operations for June and July approved. Engineer to report flagrant violators.
		Marion County. Pacific Hwy. Jefferson. Agreement covering Santiam River bank protection approved.
		Umatilla County. Upper Columbia River Hwy. Umatilla. Construction of curbs and gutters authorized for 1949 budget.
15202		Signals. Portland. 82nd Avenue. Installation of synchronized traffic lights at certain intersections approved.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15203		Load limits. Reduced load limits approved for certain hwys. Letter to be sent to log haulers.
15204		Linn County. Santiam Hwy. Maintenance of Forest Hwy. Section for one year by state approved.
		Cascade Highway. Request for construction of hwy. from Oregon City to Eugene via Silverton and Lebanon denied.
		Wallowa County. Wallowa Lake Hwy. Enterprise. Widening of certain streets. Engineer to conduct survey.
		Clackamas County. Oswego Hwy. Oswego. Widening to four-lanes requested. Engineer and Chairman to investigate.
		Douglas County. Tiller-Trail Secdy. Hwy. Further improvement of Milo-Tiller Section. Proponents to be advised of status.
15205		Columbia County. Scappoose-Pittsburg County Road. Request for further improvement denied for immediate construction.

Page	Date 1948	Subject
15205	Sept.13	Columbia County. Vernonia-Timber Road. Treharne Junction-Sunset Camp. Improvement to be considered in new program.
		State Tax Street Funds. See EXHIBIT "C".
		State Tax Street Funds. See EXHIBIT "D".
15206		Special $250,000 State Tax Street Funds. Option for cooperative construction project in Lakeview approved.
		Lincoln County. Oregon Coast Hwy. "D" River Bridge. Additional expenditure of $76,000 approved.
		Coos County. Oregon Coast Hwy. Delmar Overcrossing. Agreement with Southern Pacific Company approved.
		Awards. Engineer's award of contracts approved.
15207		Surveys. Douglas County. Coos Bay-Roseburg Hwy. Upper and Lower Lookingglass Creek Bridge Sections. Locations approved. See EXHIBIT "E".
		Klamath County. Bonanza-Malin County Road. Bonanza-Poe Valley-Malin Section. Engineer to recondition rough surface.
15208		Salem. Office space. Construction of storage and temporary office bldg. Engineer to report.
		Extensions of time granted as follows: Contracts Nos. 2961,
15209		2972, 2974,2882,2906, 2845, and 2975.
15210		Contracts completed and accepted as follows: Contracts No.2882, 2897, 2904, 2906, 2923, 2924, 2940, 2972, 2983, 3019, 3022, 3024, and 3025. See EXHIBIT "F".
		Klamath County. Bonanza-Poe Valley-Malin Section. Final contract payment to be withheld.
		Sale of bldgs. Eugene Excelsior Company. Offer of Del R. Beebe Construction Company to purchase declined. Bldg. to be wrecked.
		Curry County. Oregon Coast Hwy. Gold Beach. Request of Del R. Beebe Construction Company to remove bldgs. from R/W denied.
15211		Multnomah County. Sunset Hwy. Sylvan. Acquisition of Ross-Aglesheimer property. Action deferred. Counsel to request additional time on option from owners.
		Personnel. Retirement of superannuated employees. Retention of certain employees approved. See EXHIBIT "R".
		Curry County. Oregon Coast Hwy. Gold Beach. Acquisition of
15212		R/W from H.T. Shields. Condemnation authorized. See EXHIBIT "B-1".
		Awnings and marquees. Maintenance over state highways in cities. Policy adopted. Counsel to prepare resolution.
		Union County. Wallowa Lake Hwy. Elgin-Boswell Ranch. Agreement re relocation of West Coast Telephone Company lines approved.
		Lane County. Eugene. Access road construction. Agreement with Southern Pacific Company approved conditionally.
		Permits. Short Sand Beach State Park. Transfer of C.J. Wojohn rights in logging road to Monarch Shingle Co. approved.
15213		Historical markers. Erection and wording of markers on certain highways approved.

Page	Date 1948	Subject
15213	Sept.13	Claim. H.A. Bell. Settlement of $88.69 for damage to tractor tire approved.
		Harney County. Diamond Valley Secdy. Hwy. Anderson Valley Section. Abandonment of portions approved. See EXHIBIT "G".
		Lincoln County. Oregon Coast Hwy. Miner Creek-Agate Beach. Abandonment of portions approved. See EXHIBIT "H".
		Umatilla County. Pendleton-John Day Hwy. Tutuilla Section. Abandonment of portions approved. See EXHIBIT "I".
		Jefferson County. The Dalles-California Hwy. Madras-Crooked River. Abandonment of portions approved. See EXHIBIT "J".
		Clatsop County. Oregon Coast Hwy. Circle Bridge-Summit. Abandonment of portions approved. See EXHIBIT "K".
		Linn County. Albany-Lyons Secdy. Hwy. Crabtree-Scio. Abandonment of portions approved. See EXHIBIT "L".
		Harney County. Diamond Valley Secdy. Hwy. Crane-Princeton. Abandonment of portions approved. See EXHIBIT "M".
		Polk County. Salmon River Hwy. Fort Hill Section. Abandonment of portions approved. See EXHIBIT "N".
15214		Wasco County. Sherars Bridge Secdy. Hwy. White School-Sherman County Line. Abandonment of portions approved. See EXHIBIT "O".
		Klamath County. Lower Klamath Lake Secdy. Abandonment of portions approved. See EXHIBIT "P".
		Signals. Portland. 82nd Avenue and Duke Street intersection. Installation of "stop" light requested. Action deferred.
		Signals. Medford. Cooperative agreement covering installation of signals in city approved.
		Signals. Athena. Main and Third Street intersection. Installation of flashing light approved conditionally.
		Signs. Morrow County. Heppner Hwy.-Lexington-Echo Secdy. Hwy. Junction. Lexington. Request for change in stop signs denied.
		Speed zones. Upper Columbia River Hwy. Bonneville. Request for reduced speed zone denied. Pedestrian signs approved.
15215		Trucking operations. Speed of and distance between trucks. Amendatory resolution adopted. See EXHIBIT "Q".
		Log hauling. Request for more protection to hwy. traffic from logging trucks. No action.
		Permits. Umatilla County. State park property. Permit of Brown & Hoxie to use logging road extended.
		G.S. Paxson authorized to attend meeting of American Concrete Institute in St. Louis October 30.
		Meeting date. November 3 and 4 set for next regular meeting. October 1 set for special meeting date at Wolf Creek to discuss 1949-50 budget.
		Meeting adjourned at 5:00 p.m. to reconvene following day.
15216	Sept.14	Bids received on following projects: Miles Bridge-Baker Section Gold Beach Section Endicott Creek-Mystic Creek Rock Production Project.

Page	Date 1948	Subject
15217	Sept.14	Keno-Midland Rock Production Project Fremont Junction-Drake Creek Section Silver Lake Maintenance Building Halsey-Brownsville Section Steiwer Hill-Albany Section Milton-Washington State Line Section
15218		Minutes of June 28 and 29, 1948, approved.
		Forest Highway Program. Revisions approved. Letter to P.R.A. and Forest Service approved.
15220		Klamath Falls. Alameda Avenue. State maintenance of portion approved conditionally.
15221		Astoria Ferry. "M.R. Chessman". Expenditure of $11,500 for alterations approved.
		Minor Betterment Projects. Old Oregon Trail. Pendleton. Location of R/W fences bordering State Hospital approved. Roseburg Division Office. Grading and surfacing of parking area approved.
		Sale of timber. Clatsop County. Sale of snags and down material to Crown Zellerbach Corp. for $3 per M-FBM approved.
		Umatilla County. Oregon-Washington Hwy. Milton-Washington State Line. Designation of old route as secdy. hwy. Engineer to report.
		Coos County. Bandon Beach. Request for closure to motor
15222		vehicles approved. Counsel to publicize request.
		Parks. C.H. Armstrong appointed Assistant Parks Superintendent.
		Parks. Landscaping Division transferred to Engineering Dept.
		Marion County. N. Santiam Secdy. Hwy. Salem-Niagara Section designated as Group I highway. Counsel to prepare resolution.
		Permits. "35-miles-per-hour speed limit on curves" to be included in all future special permits.
		Lane County. Power line crossings. Bonneville Power Administration granted permission to cross four state highways.
15223		Klamath County. Sprague River Road. Allotment of $150,000 for cooperative improvement. Engineer to report.
		Umatilla County. Columbia River Hwy. Umatilla. Aid in construction of curbs to be considered in 1949.
		Clatsop County. Oregon Coast Hwy. Rerouting across Youngs
15224		Bay. Engineer and Counsel to report.
		Coos County. Coquille River Bridge. Request for construction denied for immediate undertaking.
		Parks. Curry County. Brookings. Acquisition of "Miller's Beach" area for state park. Engineer and Parks Superin-
15225		tendent to investigate improvement of Harris Beach Park.
15226		Deschutes County. The Dalles-California Hwy. Redmond. 5th and 6th as one-way streets to be considered in 1949 program.
		Klamath County. Sprague River Road. $150,000 cooperation with Federal Government for improvement. Engineer to report.
		Meeting recessed at noon to reconvene at 2:00 p.m.

Page	Date 1948	Subject
15227	Sept.14	Washington County. Wilson River Hwy. Glenwood-North Plains. Construction of remaining link. Engineer to report.
		Log hauling. Lane County. Willamette Hwy. Oakridge. Re log trucks crossing hwy. Saturday afternoons. Decision deferred.
15228		Log hauling. Saturday afternoon hauling to be allowed after September 18, 1948, until conditions necessitate discontinuance.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces award of contracts.
15229		Agreements approved and signed.
15230		Meeting adjourned at 3:15 p.m.
15231	Sept.13 & 14	EXHIBIT "A". Right of way resolution.
15246		EXHIBIT "B1". Condemnation resolution. Oregon Coast Hwy.
15248		EXHIBIT "B2". Condemnation resolution. Medical Springs and Alsea hwys.
15251		EXHIBIT "C". State Tax Street Funds.
15252		EXHIBIT "D". State Tax Street Funds.
15254		EXHIBIT "E". Survey Upper and Lower Lookingglass Creek bridges. Coos Bay-Roseburg Hwy.
15255		EXHIBIT "F". Contracts completed and accepted.
15257		EXHIBIT "G". Abandonment resolution. Diamond Valley Hwy.441.
15259		EXHIBIT "H". Abandonment resolution. Miner Creek-Agate Beach. Oregon Coast Hwy.
15261		EXHIBIT "I". Abandonment resolution. Tutuilla Creek. Pendleton-John Day Hwy.
15263		EXHIBIT "J". Abandonment resolution. Madras-Crooked River. The Dalles-California Hwy.
15265		EXHIBIT "K". Abandonment resolution. Circle Bridge Summit. Oregon Coast Hwy.
15267		EXHIBIT "L". Abandonment resolution. Crabtree-Scio. Crabtree-Lyons Hwy.
15269		EXHIBIT "M". Abandonment resolution. Crane-Princeton. Diamond Valley Hwy.
15271		EXHIBIT "N". Abandonment resolution. Fort Hill. Salmon River Hwy.
15273		EXHIBIT "O" Abandonment resolution. White School-Sherman County Line. Sheran's Bridge Hwy.
15275		EXHIBIT "P". Abandonment resolution. Lower Klamath Secdy. Hwy.
15277		EXHIBIT "Q". Spacing and speed of trucks on hwys.
15279		EXHIBIT "R". Retention of over age employees.
15283	Oct. 1	Astoria Ferry. Alterations to ferry, "M.R. Chessman". Contract awarded to Albina Engine and Machine Works.
		Salem. Temporary office space. Storage bldg. to be erected at
15284		Salem Shops. Engineer to advertise for bids.
		Postwar Federal Aid Program. Transfer of certain uncontracted
15285		projects from 1946-48 Program to 1950 Program approved.
		Construction Program. Action deferred until next meeting.
		Klamath County. Sprague River Road. $150,000 for cooperation
15286		with Indian Service. Agreement to be prepered.

Page	Date 1948	Subject
15287	Oct. 1	Parks. Harris Beach State Park. Construction of roadway from Oregon Coast Hwy. to beach. No action.
		Budget. Biennial budget to be submitted to 1949 Legislature approved and signed.
		Agreements approved and signed.
		Meeting adjourned at 3:00 p.m.
15288	Nov. 3	Minutes of August 9 and 10, September 13 and 14, and October 1, 1948, approved.
		Parks Superintendent reports on following:
		Lincoln County. Alsea Hwy. Waldport. Offer of Mrs. M.J.E. Wolsiffer to deed park area to state declined.
		Cannon Beach. Offer of Mr. Goodin to give historic cannon from ship "Snark" accepted conditionally.
		Harris Beach Park. Roadway leading to beach area approved.
15289		Champoeg Park. Lease to Henry Zorn of 70 acres renewed.
		Wayside strips and parks. Letter of commendation from Federation of Western Outdoor Clubs ordered filed.
		Debris on ocean beaches. Counsel authorized to prosecute anyone dumping debris on beaches.
		Wayside strips. Central Oregon. Acquisition of juniper waysides. No action.
		Cove Park. Lease of additional land. No action.
		Curry County. Park area along the coast. To be investigated and options secured on park basis only.
15290		Champoeg Park Museum Building. Parks Superintendent to ask architects studying plans for progress report.
		Equipment. Power chain saws. Purchase authorized.
		Cape Arago Park. Residence building ordered razed.
		Multnomah County. Sullivan Gulch Hwy. Acquisition of R/W. See EXHIBIT "C".
15291		Real property. Acquisition authorized. See EXHIBIT "A".
		Multnomah County. N.E. Union Avenue-Portland Section. Acquisition of R/W. Action deferred.
		Yamhill County. Pacific Hwy. West. St. Joe-Lafayette, Newberg-Dundee, and Newberg-Dayton Junction Sections. Acquisition of R/W. Action on options deferred. Engineer to make reconnaissance survey of proposed new route and report.
15292		Clatsop County. Oregon Coast Hwy. Youngs Bay Bridge -Lewis and Clark River Section. Acquisition of R/W. Action deferred on options along original route. Engineer to report re proposed new route.
		Insurance. Fire insurance coverage on bldgs. acquired with R/W transactions. Purchase approved.
		Condemnation. Offers approved. See EXHIBIT "B".
		Condemnation. Gold Beach. Hubert T. Shields' property. Authority for insertion of resolution in September 1948 minutes confirmed.
		Klamath County. Green Springs Hwy. Lease of stockpile site. Agreement with G.G. Kerns approved.

Page	Date 1948	Subject
15293	Nov.3	Portland. Barbur Boulevard. Bldg. encroachment. Revocable permit granted J.F. Fracasso conditionally.
		Sale of bldgs. Oregon Coast Hwy. Cannon Beach. Offer of M.A. Work accepted.
		Lincoln County. Oregon Coast Hwy. Siletz Bay-Newport Section. R/W settlement. Payment of $200 to O.J. Perry approved.
		Permits. Use of excess state property. Permits to be granted during 1949.
		Jackson County. Tolo Access Road. Stockpile site deeded to Jackson County Court.
15294		Umatilla County. Pendleton. Deeding of parcel of land to city for sewage disposal purposes. Action deferred.
		Baker County. Baker-Unity Hwy. Hereford. 49.85 acres of state land deeded to Edward Sullivan.
		Gilliam County. Condon. Block 69, Lancaster Addition. Deeding to Condon Rod and Gun Club. Counsel to report.
		Sale of land. Jackson County. Pacific Hwy.-Crater Lake Hwy. Junction, Medford. 0.16 acre to Medford Corporation.
		Sale of land. Yamhill County. Sheridan. Offer of H.W. Burchell accepted.
		Sale of land. Umatilla County. Boardman-Stanfield Cut-off. Gravel pit property to be advertised for sale.
15295		Umatilla County. Old Oregon Trail. Umatilla-Hermiston Section. Stockpile site deeded to Umatilla County.
		Sale of land. Yamhill County. Sheridan. Lots 7 and 8, Block 2, Foster's Addition. Sale deferred pending improvement of street.
		Lincoln County. Salmon River Hwy. Exchange of property with J.F. Modlin approved.
		Tillamook County. Wilson River Hwy. Removal of timber. Consolidated Timber Company granted extension of time.
		Douglas County. Pacific Hwy. Johns Ranch-Glendale Section. Settlement with J.B. Moore for gravel pit and haul road approved.
15296		Housing. Shaniko. Purchase of bldg. and equipment storage site approved. $500 authorized to repair bldg.
		Corvallis-Newport Hwy. Purchase of R/W for permanent location disapproved.
		Umatilla County. Pendleton-John Day Hwy. Offer of Morrison-Knudsen Company to deed addition to state quarry accepted.
		Construction Program. 1949-1950. Legal Dept. authorized to negotiate options for R/W for certain projects.
15297		Upper Columbia River Hwy. Navigation aids. Lease of three parcels of land to U.S. Coast Guard approved.
		Klamath County. Klamath Falls-Malin Hwy. South 6th Street Section. Klamath Falls. Right of way options to be secured conditionally.
		Deschutes County. Central Oregon Hwy. Millican. Lease of quarry site from State Land Board. Action deferred.

Page	Date 1948	Subject
15298	Nov.3	Signs. Columbia River Hwy. Jantzen Beach Park. Maintenance of directional sign. Engineer to report.
		Curry County. Oregon Coast Hwy. Gold Beach. Agreement covering acquisition of R/W, etc. approved.
		Lane County. Willamette Hwy. Oakridge. Exchange of properties with Pope and Talbot Inc. approved.
		Jackson County. Little Butte Creek Secdy. Hwy. Request for maintenance of radio repeater station on state property denied.
15299		Throughways. System adopted. See EXHIBIT "D".
		Washington County. Wilson River Hwy. North Plains-Glenwood. Location survey authorized. Counsel to negotiate options.
		Umatilla County. Old Oregon Trail. Pendleton. Construction of retaining wall on R/W. Action deferred.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Umatilla County. Columbia River Hwy. Umatilla. Construction of curbs and widening of pavement. Engineer to investigate transfer of Federal Aid Funds to finance project and report.
15300		Umatilla County. Holdman-Helix County Road. Improvement with Federal Aid Funds. Engineer to report.
		Signals. Marion County. Silver Falls Loop Hwy.-Southern Pacific Railroad tracks, Salem. Installation approved.
		Permits. Lawrence Produce Co. and T.C. Lawrence. Group I Transportation Permits canceled for 30 days.
		Log hauling. Garfield W. Priebs. P.U.C. permit cancelled.
		Log hauling. Archie Kerber, William F. Kenwisher, and John Henry Gentry. Permits canceled for 30 days.
15301		Load limits. Field engineers authorized to close hwys. to heavy loads under certain conditions. See EXHIBIT "E".
		Marion County. Pacific Hwy. East. Talbot Road Crossing. Construction of by-pass under overflow bridge approved.
15302		Forest Highway Program. Revisions approved. Letter signed.
15304		Clackamas County. Woodburn-Estacada Secdy. Hwy. Elimination of sharp curve approved.
		Coos County. Oregon Coast Hwy. Coquille. Improvement to eliminate a bad curve. Action deferred.
		Signals. Oregon Coast Hwy.-Roads End Road intersection. Oceanlake. Installation of caution light denied.
		Signals. Albany. Pacific Hwy. East-Madison Street intersection. Installation of stop and go signal approved.
		Signals. Portland. S.W. Capital Hwy.-Pacific Hwy. West and Capital Hill Road-Pacific Hwy. West. Installations approved.
15305		Signals. Albany-Lyons Secdy. Hwy.-Southern Pacific Company railroad tracks. Crabtree. Installation approved conditionally.
		Signals. Drain. Front and "B" Street intersection. Installation approved.
		Klamath County. Klamath Lake Secdy. Hwy. Improvement requested. To be considered in next construction program.
		Jackson County. Lake of the Woods Road. Construction urged through Lake Creek to Klamath Falls. Request denied.
15306		Coos County. North Bend. Construction of sidewalks. Request for state assistance denied.

Page	Date 1948	Subject
15306	Nov.3	Lincoln County. Newport. Payment for improvement in front of of maintenance bldg. approved.
		Klamath County. Klamath Lake Secdy. Hwy. Raising of grads. Payment of 1/3 of cost by state approved.
		Klamath Falls. US97 By-pass. Request for early construction denied.
		Klamath County. Crescent Lake County Road. Snow removal operations by state approved if county reimburses state for expense.
15307		Klamath County. Bonanza-Poe Valley-Malin County Road. Report on condition approved. Final payment to contractor released.
		Klamath County. Lower Klamath Secdy. Hwy. Mack's Store-Midland. Engineer to report on bad condition. Final payment to contractor withheld.
		Klamath Falls. Alameda Street. Offer of state to pay $600 toward cost of paving refused. Street to be maintained by state.
		Clatsop County. Seaside. Oregon Coast Hwy. Request for paving between "A" and "K" Streets denied.
		Malheur County. Snake River Bridges at Weiser and Payette, Idaho. Replacement on cooperative basis. Engineer and Counsel to negotiate agreement.
		Salem Shops. Construction of storage rack for traffic line lacquer in parking area approved.
15308		Rock production projects. Authority previously given Engineer to advertise certain projects for bids confirmed.
		Columbia and Washington Counties. Vernonia-Sunset Camp Federal Aid Secdy. Hwy. Request for reconstruction denied.
		Jackson County. Ashland. Designation and construction of truck route. Request denied.
		Coos County. Coos River Secdy. Hwy. Empgren Ferry-Allegany Section. Widening hazardous sections approved.
15309		Morrow County. Heppner Highway. Heppner. Request for widening Willow Creek Bridge denied.
		Lane County. Coburg County Road. Ferry Street Bridge. Bids to be called for construction.
		Lane County. Pacific Hwy. Eugene. Construction of railroad overcrossing and street interchange to be advertised for bids.
		State Tax Street Funds. See EXHIBIT "F".
		Special State Tax Street Funds. Freewater. Option for cooperative construction project approved.
15310		Special State Tax Street Funds. Waldport, Scappoose, Willamina. Options for cooperative construction projects approved.
		Awards. Engineer's award of contracts confirmed.
		Survey. Douglas County. Umpqua Hwy. Reedsport-Scottsburg Section. Location approved. See EXHIBIT "G".
		Extensions of time granted as follows: Contracts Nos. 2969, 2925, 2917, 2928, 2899, 2919, 2945, 3001, 2859, 3048, 2963, 2856, 2980, 3017, 2948, 3015, 2954, 3055, and 2966.
15315		Contracts completed and accepted as follows: Contracts Nos. 2815, 2816, 2845, 2894, 2899, 2919, 2925, 2928, 2939, 2948, 2962,

Page	Date 1948	Subject
15315	Nov.3	2963, 2964, 2965, 2971, 2991, 2992, 3029, 3038, 3042, 3047, 3048, 3055, 2856, 2937, 2980, 3040, 2976, 2961, 2974, 2996, 2945, 2985, 3044, 2905, 2931, 3001, 2908, 3021, and 2999. See EXHIBIT "H".
15316		Klamath County. Lower Klamath Secdy. Hwy. Final payment to F.L. Somers withheld pending report on surfacing.
		Yamhill County. Salmon River and Pacific West Hwys. Pringle Corner-McMinnville. Abandonment approved. See EXHIBIT "I".
		Coos County. Oregon Coast Hwy. North Bend-Hauser Section. Abandonment approved. See EXHIBIT "J".
		Benton County. Tampico-Lewisville Secdy. Hwy. No. 202. Abandonment of part approved. See EXHIBIT "K".
		Crook County. Ochoco Hwy. Prineville-Marks Creek Section. Agreement re abandonment approved.
		Equipment. $2,940 authorized for purchase of equipment.
15317		Yamhill County. County road repair. Payment of $2,419.76 for half of expense authorized.
		Speed Zone. Linn County. Pacific Hwy. East. Albany city limits-north. Zone established. See EXHIBIT "L".
		Clackamas [redacted] County. Wilsonville Ferry. Option extending service three months exercised.
		Forgery bond. Three year renewal to November 2, 1951, approved.
		Schedule bond. Renewal for 1949 approved.
		Multnomah County. Columbia River Hwy. Tooth Rock Tunnel. Agreement with O.W.R. & N. Co. and Union Pacific Company to maintain power line approved.
15318		Umatilla County. Pendleton-John Day Hwy. Easement granted U.S. Forest Service to maintain road on state property.
		Hospital protection. National Hospital Association and Oregon Physicians' Service. Renewal of contracts approved conditionally.
		Multnomah County. Upper Columbia River Hwy. Sun Dial Road grade separation project. Easement agreement with O.W.R. & N. Company and Union Pacific Company approved.
		Sun Dial Road. Vacation to accomodate extensions of Troutdale Municipal Airport. Engineer and Counsel to consult Port of Portland and Board of County Commissioners.
15319		Personnel. Scholarships for highway engineering students. Engineer and Counsel to work out details and report.
		Tillamook County. Manhattan. Ocean Boulevard. Extensions to beach protested. Action deferred.
		Permits. North Santiam Highway. Reclassification from Group II Highway to Group I Highway approved. See EXHIBIT "M".
15320		Permits. Oregon Coast Hwy. Pistol River-California State Line. Reclassification from Group II to Group I approved. See EXHIBIT "N".
		Permits. Columbia River Hwy. Dodson-Cascade Locks. Riggle and Clark granted permission to haul logs.
15321		Log hauling. Sunset Hwy. Davies Overcrossing-Portland. Truck hauling of logs prohibited for one year.

Page	Date 1948	Subject
15321	Nov.3	Load limits. Alsea Hwy. M.P. 7.49 to M.P. 12.22. Reduction of load limit and lifting of reduced load limit approved.
		J.M. Devers and R.H. Baldock authorized to attend Highway Research Board meeting in Washington, D.C.
		R.H. Baldock authorized to attend Board of Directors of AASHO meeting in Washington, D.C.
		Meeting date. December 20 and 21, 1948, set for next regular meeting.
		Inspection trip. Southern Oregon. Action deferred.
15322		Lincoln County. Newport. Construction of bldg. to house State Police personnel approved conditionally.
		Multnomah County. Vancouver Avenue Bridge over Columbia Slough. Agreement covering restoration approved. Bids to be called.
		Sale of myrtlewood. Humbug Mountain State Park. Mr. Tom Young to be refunded $175 he paid state for poor wood.
		Lane County. Alsea-Deadwood Secdy. Hwy. Improvement. Action deferred.
15323		Special State Tax Street Funds. Oakridge. Option for cooperative construction project approved.
		1949 Budget. Action deferred.
		Meeting adjourned at 5:15 p.m. to reconvene following morning.
15324	Nov.4	Bids received on following projects:
		Hereford Maintenance Building
		Flynn Bridge over Marys River
		Delmar Overcrossing
		Knegren Ferry Section
		North Bend-Coos Bay Roadside Improvement Project
15325		Smith River Bridge
		Arlington Rock Production Project
		Burns Rock Production Project
		Long Tom River Bridges.
		Oakridge Grading and Oil Mat Surfacing Project
15326		"D" River Bridge Section
		Jordan Valley Maintenance Building
		Juntura-Hope Rock Production Project
		Salem storage building
		Troutdale-Dodson Section
15327		Barnes Road-Multnomah County Line Section
		Morrow County. Heppner-Spray Secdy. Hwy. Hardman-Chapin Creek. Improvement to be considered in next construction program.
		Morrow County. Chapin Creek-Monument County Road. Request for improvement as state secdy. hwy. denied.
		Morrow County. Heppner Hwy. Heppner. Willow Creek Bridge. Request for widening denied.
15328		Wheeler and Wasco Counties. Fossil-Shaniko Secdy. Hwy. Improvement to be considered in next construction program.
		Wheeler County. Kinzua County Road. State maintenance approved conditionally. Agreement to be worked out with county.
15329		Lane County. Richardson-Eugene Secdy. Hwy. Elmira-Badger Mountain. Improvement to be considered in next construction program.

Page	Date 1948	Subject
15329	Nov.4	Lane County. Richardson-Eugene Secdy. Hwy. Veneta-Eugene. To be improved when P.U.C. grade separation order received.
		Harney and Malheur Counties. Rome-Princeton Secdy. Hwy. Improvement to be considered in next construction program.
15330		Grant and Harney Counties. John Day-Burns Hwy. Improvement of remaining sections included in Forest Hwy. Program.
		Tillamook County. Oregon Coast Hwy. Tillamook-Sand Lake alternate. Engineer to investigate and report.
		Cascade Hwy. Portland to Eugene via Silverton and Lebanon. Request for construction denied.
15331		Meeting recessed at 12:00 noon to reconvene at 1:30 p.m.
		Umatilla County. Old Oregon Trail. Pendleton. Request to use R/W for construction of retaining wall denied.
		Travel Dept. 1949 Budget approved.
15332		Pacific Highway. Johns-Canyonville Section. Improvement requested. To be considered when Forest Hwy. Funds become available.
		Ashland-Central Point Section. Improvement requested. No action.
15333		Crater Lake Hwy. and East and West Diamond Lake Secdy. Hwys. Request to keep hwys. open during winter. To be kept open as long as practicable.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15336		Old Oregon Trail. Improvements between Portland and Ontario to be considered in future construction programs.
15337		Malheur County. Delegation requests hwy. improvements. No action.
		Deschutes County. Redmond. Status of one-way street plan. Decision deferred 2-3 months.
		Umatilla County. Freewater. Delegation asks relief from
15338		Peacock Mill flooding. Investigation to be made.
		Coos County. Oregon Coast Hwy. Coos Bay-Coquille, old section. Contractor's damage to be repaired.
		Coos County. Enegren Ferry-Graveyard Point. R/W. for proposed road. Investigation to be made.
		Coos County. Bullards Bridge. Confirmed withdrawal of funds for cooperative construction.
15339		Portland. Harbor Drive-Front Avenue parking area. Use of section between Steel Bridge and Morrison Bridge. Action deferred.
		Travel Dept. Advisory Committee. Herb Grey appointed to fill vacancy created by resignation of Robert Ruhl.
		Salem. State Highway Dept. Office Bldg. Whitehouse, Church, Newberry and Rohr employed as architects. Agreement to be prepared.
		Sale of scrap. Salem. Bid deposit of American Hardware and Supply Company declared in forfeit.
15340		Sale of equipment. Salem. Bid deposit of A.L. Fletcher declared in forfeit.

Page	Date 1948	Subject
15340	Nov.4	Crook County. Paulina Secdy. Hwy. Crooked River Hwy.-Combs Flat Road. Abandonment approved. See EXHIBIT "O".
		Paulina Secdy. Hwy. Combs Flat Road designated as extension See EXHIBIT "O". Agreement re improvement approved.
		Accounting Dept. Pro-forma statements in monthly reports approved. Chief Accountant to secure similar statements from P.R.A. Action deferred on segregation of engineering and accounting functions.
15341		Budget. 1949. Administration, general maintenance, and minor betterment budgets approved. Action deferred on construction expenditures.
		Agreements approved and signed.
15343		Meeting adjourned at 5:00 p.m. to reconvene following day at 1:30 p.m.
	Nov.5	Construction Program. Major Betterment Program.
		Deadwood Secdy. Hwy. improvement not to be included. Action deferred on other projects.
15344		Federal Aid Construction Programs. Engineer to make location surveys in connection with each project. Action deferred on approval.
		Union County. Old Oregon Trail. Ladd Canyon Section. Grading
15345		only to be included in first year's program. Engineer to provide substitute project for remaining funds formerly allocated to surfacing and oiling project in second year's program.
		Federal Aid Secdy. Hwy. Program. Counties to secure R/W for county road improvements.
		Marion County. Salem. Willamette River Bridge. Engineer to get information from P.R.A. re class of Federal funds to finance structure.
		Postwar Construction Program. Engineer to furnish Commission map showing projects approved previously and projects discussed at this meeting.
		Parks. Public conveniences. Parks Superintendent to give more attention to providing benches, tables, latrines, etc.
		Parks. Silver Creek Falls State Park. Fish and Wild Life Service to trap preditory animals in park area.
15346		Hood River County. Odell Secdy. Hwy. Hood River Junction-Odell Creek. Shoreline Construction Company declared in default and bondsman to complete work.
		Meeting adjourned at 4:30 p.m.
15347	Nov.3 4 & 5	EXHIBIT "A". Right of Way acquisition options
15375		EXHIBIT "B". Condemnation resolution. Wilson River Hwy.
15378		EXHIBIT "C". $1,000,000 for Sullivan Gulch real property
15380		EXHIBIT "D". Designation of throughway hwys.
15385		EXHIBIT "E". Engineer's authority to post reduced load limits.
15386		EXHIBIT "F". State Tax Street Funds.
15388		EXHIBIT "G". Survey Charlotte Creek-Murphy's Camp Section. Umpqua Hwy.

Page	Date 1948 Nov.3	Subject
15389	4 & 5	EXHIBIT "H". Contracts completed and accepted.
15393		EXHIBIT "I". Abandonment. Pringle Corner-McMinnville.
15395		EXHIBIT "J". Abandonment. Oregon Coast Hwy. Glasgow-Hauser.
15397		EXHIBIT "K". Abandonment. Tampico-Lewisville Hwy.
15399		EXHIBIT "L". Reduced speed limit. 99E near Albany.
15400		EXHIBIT "M". Reclassification of hwys. from Group II to Group I.
15402		EXHIBIT "N". Reclassification of hwy. from Group II to Group I.
15404		EXHIBIT "O". Elimination of part of Paulina Seody. Hwy. and addition of Combs Flat Road as part of Paulina Seody. Hwy.

Portland, Oregon
August 9, 1948

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
M. H. Hawks, Chief Accountant
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

SADDLE MOUNTAIN STATE PARK, CLATSOP COUNTY

CARETAKER'S COTTAGE

Burgess Construction Co., Astoria	$ 13,284.00

COLUMBIA RIVER HIGHWAY, COLUMBIA COUNTY

SCAPPOOSE SECTION

Parker-Schram Co., Portland	$ 69,540.50
Porter W. Yett, Portland	82,963.00
D-H Paving Co., Vancouver, Wash.	85,306.00

OREGON COAST HIGHWAY, COOS COUNTY

MANNING SLOUGH BRIDGE

Glenn Snook, Eugene	$ 24,610.00
Tom Lillebo, Reedsport	28,340.00
Del R. Beebe Construction Co., Eugene*	34,270.00

*Lump sum reduction of $10,000 if also awarded the Delmar-Coaledo Project and Coaledo-Chrome Plant Project, for a total of $24,270.00

15098

OREGON COAST HIGHWAY, COOS COUNTY

DELMAR-COALEDO SECTION

Del R. Beebe Construction Co., Eugene[1]	$572,688.50
Rogers Construction Company, Portland[2]	624,303.00
McNutt Bros., Eugene[1] [2]	662,239.50
Guy F. Atkinson, Portland[1]	770,517.00
Morrison-Knudsen Company, Seattle	894,090.00

[1]Bidders will not accept award of this project alone
[2]Bidder will make lump sum reduction of $3,311.00 if also awarded Coaledo-Chrome Plant Project

OREGON COAST HIGHWAY, COOS COUNTY

COALEDO-CHROME PLANT SECTION

McNutt Bros., Eugene[1]	$399,027.00
Rogers Construction Co., Portland[1]	407,405.00
Del R. Beebe Construction Co., Eugene[1]	420,980.00
Coos Bay Dredging Co., Coos Bay	449,650.00
Guy F. Atkinson, Portland[1]	549,705.00
Morrison-Knudsen Co., Seattle, Wash.	649,715.00

[1]Bidder will accept award of this project only in combination with Delmar-Coaledo Project.

OREGON COAST HIGHWAY, COOS COUNTY

COMBINATION BIDS FOR PROJECTS BELOW

(1) Delmar-Coaledo Section
(2) Coaledo-Chrome Plant Section

	(1)	(2)	Reduc.	Comb. Bid
Del R. Beebe Constr. Co., Eugene*	$572,688.50	$420,980.00	--	$993,668.50
Rogers Construction Co., Portland*	624,303.00	407,405.00	--	1,031,708.00
McNutt Bros., Eugene*	662,239.50	399,027.00	3,311.00	1,057,955.50
Guy F. Atkinson, Portland*	770,517.00	549,705.00	--	1,320,222.00
Morrison-Knudsen Co., Seattle, Wash.	894,090.00	649,715.00	--	1,543,805.00

*Bidder will not accept award of either project alone.

ROSEBURG OFFICE BUILDING, DOUGLAS COUNTY

ADDITION TO BUILDING

	Basic Bid	Basic Bid Less Items (a) & (b)
Todd Building Co., Roseburg	$ 21,800.00	$ 21,375.00

August 9, 1948

CITY OF CENTRAL POINT, JACKSON COUNTY

CENTRAL POINT BITUMINOUS MACADAM SURFACING PROJECT

D. F. McKenzie, Salem	$ 13,930.00
Babler Bros., Portland	18,730.00

BRIDGE PAINTING, JOSEPHINE COUNTY

WEST FORK, ILLINOIS RIVER BRIDGE
EAST FORK, ILLINOIS RIVER BRIDGE
ROBERTSON BRIDGE

Antonsen Painting Co., Tacoma, Wash.	$ 7,500.00
J. S. Morris Co., Berkeley, Calif.	12,280.00

COLLIER STATE PARK, KLAMATH COUNTY

CARETAKER'S COTTAGE

Burkhard & Schortgen	Bidder disqualified	Bid not read.

PACIFIC HIGHWAY WEST, MULTNOMAH COUNTY

FRONT AVENUE TOPSOILING AND SEEDING PROJECT

Coast Construction Co., Portland	$ 15,668.00
Kuckenberg Construction Co., Portland	19,250.00
Lindstrom Bros., Portland	19,320.00

SHERMAN HIGHWAY, SHERMAN AND WASCO COUNTIES

KENT-COW CANYON JUNCTION RE-OILING PROJECT

D. F. McKenzie, Salem	$ 30,083.00
Harr & Horton, Portland	30,893.84
J. C. Compton Co., McMinnville	32,766.00
Babler Bros., Portland	34,806.00
R. O. Dail, Portland	36,574.50

CITY OF TILLAMOOK, TILLAMOOK COUNTY

TILLAMOOK GRADING AND PAVING PROJECT

Cressler Construction Co., Tillamook	$ 29,250.00

August 9, 1948

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

(1) Proposed developments in Wallowa Lake State Park: The Parks Superintendent explained details with respect to this proposed development work which includes, among other things, construction of a caretaker's house, a channel at the southwest end of the lake to facilitate the docking of pleasure boats, the construction of a parking area for cars at such point, and improvement of a roadway leading to the parking area. He advised that the present caretaker's house is an old one which was acquired along with the park, that it is unsuitable, being poorly located, and that at the present time it is surrounded by three feet of water. He requested authority to build a new house at an estimated cost of $10,000. The Parks Superintendent further explained that the present boat landing consists of a barge, located in shallow water, that can only be reached by a driveway across the sand, which is inundated during periods of high water, and a floating causeway, whereas the proposed landing is at the edge of deep water and with a small amount of channelization work can be conveniently used by pleasure boats at all times. He estimated the cost to build a wharf at the site of the present landing at $12,859, compared with a cost of $4,500 to provide the substitute landing at the southwest side of the lake. The Parks Superintendent further explained that his general plan calls for restricting to bathers the use of the beach area at the present boat landing, where the water is shallow, and to safeguard these people he proposes to block off this area with log floats so that boats cannot penetrate it. He pointed out that Mrs. Irene Wiggins, who operates Wallowa Lake Lodge, and from whom the State Highway Commission acquired the park, has certain rights that forestall the closing of the present boat landing until her lease expires on March 30, 1952. Following discussion of this entire matter the Commission unanimously approved the general plan of development as explained by the Parks Superintendent. The Commission also approved construction of the caretaker's house and the dredging of the channel at the new landing point at $10,000 and $4,500 respectively. The Parks Superintendent was instructed to repair the "catwalk" that now leads to the present landing and maintain the same in satisfactory condition pending termination of the Commission's agreement with Mrs. Wiggins.

(2) Proposed state park at Owyhee Dam, Malheur County: The Parks Superintendent presented a proposition for the establishment of a state park composed of nine acres along the Owyhee River about one mile below the dam proper, and development of the area to provide sites for 24 trailer houses, a picnic area, a caretaker's house, and other facilities. The land, he said, can be acquired from the U.S. Reclamation Service at no expense, and the Reclamation Service will also donate the roadway, which consists of an abandoned railroad grade running up the Owyhee River canyon, having already offered it to Malheur County for road purposes. Malheur County, he said, has accepted the roadway and indicates that it will take it over as a county road and maintain it until such time as it may be necessary to make it a state secondary highway. The Commission indicated

a favorable attitude with respect to establishing a park at this location were it not for the fact that it would necessitate construction of 24 miles of roadway. As the result of discussion the matter was referred back to the Parks Superintendent to get definite assurance from the county court that the county will provide a substantial roadway leading to the area and will maintain it without cost to the state.

(3) Appointment of a park district supervisor for Eastern Oregon parks and waysides with headquarters at La Grande: The Parks Superintendent advised that provision is included in the 1948 park budget for the employment of five supervisors, three of whom have been authorized by the Commission to date. He urged approval of the supervisor for Eastern Oregon who, he said, is badly needed, as the area is too distant from Salem to be supervised efficiently from the Salem office. The Commission unanimously approved the appointment.

(4) Purchase of 55 acres of land on Floras Lake in Curry County from James L. White of Langlois for the sum of $200 per acre: The State Parks Superintendent recommended against the purchase of this tract as the price is too high and there is another park nearby. The Commission approved the recommendation.

(5) Leases to the State Forester in Wallowa Lake and Casey State Parks for the construction of State Forestry Wardens' residences: The Commission formally approved the leases as prepared, which were authorized by the Commission at its meeting on June 28 and 29, 1948.

(6) Renewal of agreement with Robert Fromm for grazing 100 sheep in Humbug Mountain State Park: The Parks Superintendent advised that it was to the advantage of the state to have the sheep graze in this park because it keeps down grass and brush, thereby removing a fire hazard. This same condition is also true, he stated, in Cape Sebastian State Park. The Commission approved the renewal of the agreement for one year at 50 cents per head.

(7) Renewal for one year of an agreement with Clyde B. Miller for grazing of sheep in Cape Sebastian State Park: Upon the recommendation of the Parks Superintendent, the Commission unanimously approved the extension of the agreement for one year at 50 cents per head.

(8) Boat concession contract to L. A. Smith at Sunset Bay State Park: The Chief Counsel advised that the State Land Board, on the basis of an opinion furnished by the Attorney General, is claiming control of this area so, under that ruling, the revenue received by the Highway Commission by reason of its contract with L. A. Smith would have to go to the State School Fund which is under the jurisdiction of the State Land Board. It was his opinion that a question of facts is involved--whether the area is tide land under the control of the State Land Board or part of the ocean, under the jurisdiction of the State Highway Commission.

He suggested an investigation to determine the facts and that the results thereof be presented to the Attorney General for a review of the case. The Commission approved the suggestion and referred the matter to the Engineer and Parks Superintendent to make such investigation and report.

(9) Status of historical building in Champoeg State Park: The State Parks Superintendent stated that plans for this structure are not complete but that he would report later on the subject.

The Chief Counsel brought up for discussion at this time the bid of Burkhard and Schortgen for construction of a building in Collier State Park, which was not read at the bid opening because the bidder had not satisfied the pre-qualification law. He advised that the Commission, if it so desired, could negotiate the contract. Mr. Alfred E. Collier, Klamath Falls, donor of the park, who was present, stated that if the Commission will accept the bid and agree to contribute toward the cost of construction the amount of the Engineer's estimate plus ten percent of such amount, he will personally contribute a sufficient sum to make up the difference between the state's contribution and the amount of the bid as submitted. The Commission instructed the Engineer, the Chief Counsel, and the Parks Superintendent to confer with Mr. Collier on this offer and report back to the Commission later in the day. (The Engineer reported later that it is their recommendation that Mr. Collier's offer be accepted. Mr. Collier was present and renewed the offer. The Commission unanimously approved the recommendation, whereupon Mr. Collier tendered his check in the amount of $1,804.85, representing his share of the expense.)

The Assistant Attorney, Mr. J. W. DeSouza, presented for the Commission's consideration a list of properties needed for highway improvements throughout the state, together with the option prices that have been agreed upon with the owners. Following careful consideration of each individual tract, the Commission approved the offers disclosed in the options and authorized acquisition of the several parcels on the basis thereof. The attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote.

The following notes refer to the right of way resolution attached hereto and marked Exhibit "A":

* Vista Avenue-Multnomah County Line Section, Sunset Highway Item No. 14026: The Chief Counsel reported that he had conferred with Multnomah County and Portland city officials regarding county- and city-owned property that is needed in the future development of this section, and that these officials signified a willingness to either execute deeds conveying the property to the state or to enter into a three-party agreement with the state, regarding the matter, whichever the Commission prefers. The Commission decided in favor of deeds of conveyance rather than the agreement, and instructed the Chief Counsel to prepare and submit deed forms to the city and county for acceptance and execution. The deeds are to cover sufficient land for right of way wide enough for an eventual six-lane highway and are to contain provision that the

property will be reconveyed to the city and the county if it is not used for state highway purposes. The Chief Counsel was further instructed to make no commitment whatsoever as to the construction of the proposed six-lane facility since that is a project for the distant future.

** Devils Lake Outlet Section, Oregon Coast Highway: The Engineer explained that in making the contemplated changes for the new bridge across "D" River, it would be necessary to relocate a water main owned by the Taft-Nelscott-Delake Water District. He estimated the cost involved at $3,500 and advised that it is the state's responsibility. He recommended approval of an agreement with the District covering the matter. The Commission approved the Engineer's recommendation. The agreement was signed by the Commission on the following day.

*** Tillamook-Pleasant Valley Section, Oregon Coast Highway: In connection with this matter the Assistant Counsel reported the estimated total cost of right of way and rights of access at $110,000. He further advised that there are several parcels that will have to be condemned. The Commission approved completion of the settlements for which options have been obtained and authorized condemnation of the remaining tracts.

+ Pacific Highway, City of Eugene, Cooperative Project: The Commission approved all of the options as recommended but instructed the Assistant Attorney to prepare for the record a report on the cost to move the houses so that such information will be available in determining the total cost of right of way settlements for this project.

In connection with the discussion of the real property matters listed in the attached Exhibit "A", consideration was also given by the Commission to the acquisition of right of way on the Sullivan's Gulch Section: The Assistant Attorney presented options already obtained but action thereon was deferred by the Commission until it is known definitely how much Federal money will be available for this area. Options are not to be presented until such information is obtained. The matter of increasing the right of way budget in the amount of $750,000 for right of way acquisition along this section was also deferred until that time. The Commission desired it clearly understood that expenditures for right of way in Sullivan's Gulch are to be made only from funds regularly allocated to that area.

The Assistant Attorney presented for the Commission's consideration the following offers for condemnation of several parcels of real property that are needed as right of way for several highway improvements and cannot be acquired by negotiation:

Tillamook Pleasant Valley Section of the Oregon Coast Highway

		Recommended offer
11830	Herman Jacobs	$10,000.00
11826	L. and B. Neilsen	7,500.00

Tillamook-Pleasant Valley Section (Cont.)		Recommended offer
11825	Victor Neilsen	$10,000.00
14160	Lena Lyster (Orval Kaiser, contract purchaser)	2,500.00
11801	Martha Fossbind	7,250.00
11800	Louis Flack, Jr.	2,000.00
11797	W. Riley Simmons	450.00
11803	Paulina Lamb, a widow, and Estate of deceased husband	9,500.00
11806	Raymond Eastwood	4,000.00
11798	Lyle Simmons	400.00

Delmar-China Camp Creek Section of the Oregon Coast Highway

14103	L. R Siglin (Paul Trolard, et ux., contract purchaser)	2,800.00

Baker-Miles Bridge Section of the Medical Springs Highway

13815	Matilda McEnroe	473.00

After careful consideration of each item, the Commission approved the offers and thereupon by unanimous vote adopted the attached resolutions, marked Exhibits "B-1", "B-2", and "B-3", authorizing condemnation of the properties, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Assistant Attorney presented for the Commission's consideration the disposal of the David Eyre house situated on the block recently acquired for the proposed State Highway Office Building in Salem. He recommended sale of the house for not less than $2,500. The Chief Counsel concurred therein. Following a general discussion of the disposal of buildings on the entire area acquired, the Commission unanimously approved the recommendation with the understanding that such action is to apply to the Eyre house only until further instructed.

The matter of securing additional right of way for the Pacific Highway West through Camp Adair in Polk County was considered. The Assistant Attorney advised that this property has now been declared surplus by the U.S. Government and recommended that it be secured as the land is needed and the appraisal very reasonable. The Commission approved the recommendation.

The Commission also considered the acquisition of an additional 0.8 of an acre in Camp Adair to complete a quarry site previously acquired. The Assistant Attorney advised that the property would be valuable to the state and is reasonably appraised. He recommended that it be secured. The Commission approved the recommendation.

The Commission considered the sale to the U.S. War Department of a small tract of land adjacent to the Willamette Highway in Lane County, which property the Government needs as right of way for the new location of the Southern Pacific Railroad necessitated by construction of Meridian Dam. The Assistant Attorney advised that the appraised value of the land is $70 per acre, being approximately the same rate that the state paid. He recommended sale of the property at that rate. The Commission unanimously approved the recommendation and on the following day signed the "option to purchase".

The Assistant Attorney presented for the Commission's consideration the sale of a tract of land in Klamath County to the U.S. Reclamation Service for enlargement of the Lost River Diversion Channel. He explained that the agreement covering the matter previously had been approved by the Commission and it now comes up simply for confirmation. The Commission formally approved the sale and on the following day signed the "land purchase contract".

The Commission considered the claim of Richard L. Coburn and D. E. Farmer for additional compensation in the amount of $1,500 in connection with the acquisition of right of way across their property on the Pringle Corner-McMinnville Section of the Pacific Highway West, Yamhill County. The Assistant Counsel, Mr. Neuner, explained that in the original acquisition the owners were paid $326.70 for their property, based on plans which showed the center line of the reconstructed highway at approximately the same elevation as then existed. However, the super-elevation in the easterly traffic lane of the new highway caused a substantial raising of grade and placed a barbecue property owned by these people on the east side of the highway approximately two feet below the new grade line, and inasmuch as the original negotiations were based on there being no change of grade line, it was his feeling that the owners have just cause to complain. He recommended that the claim be allowed, upon securing of a release from all future claims. He also recommended that the property owners not be allowed a damage claim for the traffic separator at this location. The Engineer concurred in both recommendations. The Commission unanimously approved the recommendations.

An exchange of properties with Walter Freeman in the City of Nyssa on the Nyssa-Adrian Highway, in Malheur County, was considered by the Commission. The Chief Counsel explained that although the areas are not quite equal in size, the area to be secured by the state is, in his opinion, a more valuable property He recommended the exchange. The Engineer concurred. The Commission approved the recommendation unanimously. (The deed of conveyance was signed by the Commission on the following day.)

The Commission considered and approved a deed conveying unto the S. P. & S. Railroad Company a small tract of land adjacent to the Lower Columbia River Highway, heretofore authorized by the Commission on July 21, 1947. (The deed was signed on the following day.)

The Chief Counsel reported difficulties with respect to acquisition of right of way for the proposed improvements of US99 W in the vicinity of Newberg, Dundee, and Dayton Junction, in Yamhill County. He advised that it is impossibl

to secure options at a reasonable figure due to what appears to be an organized attempt to hold the property at $1,500 an acre, which, in his opinion, is an exorbitant figure. He was instructed to continue negotiations for the options and report back to the Commission the progress thereof. The Commission indicated that it would postpone the improvements if right of way cannot be obtained at reasonable cost.

The Chief Counsel presented and read aloud a proposed amendment to the resolution that was adopted by the Commission at its previous meeting in June, covering the subject of speed and distance to be maintained between trucks and busses operating on state highways. The Commission approved the original resolution and also by unanimous vote approved the amendment thereto by the adoption of the resolution which is attached hereto marked Exhibit "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The status of right of way acquisition in Gold Beach on the Oregon Coast Highway was considered by the Commission. The Chief Counsel advised that all of the necessary right of way north of Second Street to Sunset Inn had been secured with the exception of one parcel; also, that negotiations with Mr. Crook for right of way south of Second Street have not been successful. So far as right of way is concerned, he said, bids could be called in September for the section north of Second Street. He pointed out, however, that there are numerous buildings to be moved and that the property owners have not been advised to move them pending a definite date for the starting of construction of the highway. The Engineer advised that from the construction angle it would be better to start work in the spring and suggested that bids be secured now for moving the houses. He also suggested that the property owners be advised that there will be some inconvenience due to the moving of the buildings but their entrances will be rocked to enable them to get into their properties without difficulty. Following discussion the Commission authorized and instructed the Chief Counsel to secure bids for moving the houses and to obtain from the Engineer a statement as to what commitments could be made to the property owners. The Engineer was authorized to advertise the construction for bids to be received when the plans and specifications are prepared.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Matters pertaining to the proposed by-pass route for The Dalles-California Highway in Klamath Falls was considered by the Commission. The Engineer recalled that at the last Commission meeting authority had been granted to study this route to determine if the line tentatively selected could be revised to avoid passing through a large auto court which is now under construction near the Link River Bridge. A complete study of this matter, he stated, reveals that a satisfactory alignment can be obtained by moving the proposed center line slightly to the west and thus avoid the motor court property. He recommended approval of the general route, as revised, and that the city and the county be provided with a map of the property in the area and be requested to make no sale of their holdings until the necessary rights

of way for the highway improvement have been obtained. He also recommended that he be given authority to make a complete survey so right of way descriptions can be prepared and negotiations for acquisition of right of way started. Following discussion Commissioner Schaupp moved that the Engineer's recommendations be adopted. Commissioner Chandler seconded the motion which carried unanimously with the understanding that no commitments whatsoever shall be made with respect to construction.

The Engineer reported on the matter of the state assuming maintenance of all county roads on the Federal Aid Secondary Highway System, as previously instructed by the Commission. He advised that to take over the maintenance of the 1,364 miles of county roads on this System would cost the state, on the basis of 1948 costs, about $937,068 annually. He suggested that it would be unwise to assume this obligation in view of the large amounts that the state is now spending in the maintenance and reconstruction of highways on the present state system. The Commission approved the Engineer's recommendation unanimously upon motion of Commissioner Schaupp.

The Commission considered an offer of the American Legion in Coquille to donate land to eliminate a jog in the Oregon Coast Highway at its intersection with the Coos Bay-Roseburg Highway, in Coquille, if the state would move and remodel their building that is located on the property. The Engineer advised that investigation reveals that the moving and remodeling of the building would cost $7,400. He further stated that in all probability the highway is not permanently located at this point. In the discussion following it was pointed out that the existing route on which the building is situated probably will be in use for at least another five years, and that residents of the city believe that it will always be used as a connecting highway link. In view of this information, the Engineer was instructed to secure quotations for the remodeling of the building and to report his findings.

A request from the City of Clatskanie for footpath construction along the lower Columbia River Highway from the east city limits easterly to the S. P. & S. Depot was considered by the Commission. The Engineer advised that this is a renewal of a request made about a year ago, which the Commissio denied because of the expense involved, estimated at $4,000. Investigation now discloses, he said, that the city limits have been extended some 2,000 feet, leaving approximately 1,000 feet of highway between the city limits and the depot. He estimated the cost to construct a footpath along the section outside of the city at $1,000 and recommended approval of the project on the condition that the City of Clatskanie will construct a footpath within the city limits and will furnish right of way that may be required within the city. The Commission approved the recommendation unanimously.

The Engineer reported on several requests for improvement of a one and one-half mile section of the Oregon Coast Highway immediately north of the town of Nehalem. He advised that since first reporting on this matter, he has made further investigation, as instructed by the Commission, to determine the cost to eliminate several hazardous curves, and that such investigation reveals that to provide such an improvement would cost approximately $35,000. The

section on which improvement is requested, he stated, is not the permanent route of the Oregon Coast Highway but will be used as the highway route for probably ten years or more and, upon completion of the permanent highway, will be necessary in order to serve the City of Nehalem and to form a connecting link between the newly constructed highway and the old highway. He recommended the improvement as a worthy project and that it be given consideration as a betterment project in 1949. The Commission approved the Engineer's recommendation unanimously.

The Commission discussed a proposed improvement of the Santiam Highway through the City of Sweet Home. The Engineer reported that there has apparently been some misunderstanding in the City of Sweet Home as to what the Commission proposes to do in improving the highway through the city. He recalled that about a year ago the city signified its willingness to cooperate in securing right of way if the state would widen the pavement, and the city did acquire several parcels for this purpose in connection with which certain statements were made that the state would replace existing concrete sidewalks, construct curbs, and extend the oiled surface to the new curb lines. The agreement has been fulfilled partially, he said, but is not completed because the city has failed to acquire all of the right of way and it is not desirable to remove an existing walk if a hazard would be created by reason of jogs that would be left at points where the old sidewalk joins the new one. It was his thought that the improvement should wait until all of the right of way is acquired so the job can be done as a whole rather than piecemeal. As the result of discussion of this matter, the Commission ordered that the city be instructed to obtain the needed right of way, particularly between 10th Street and 18th Street, and then come in and discuss the matter again with the Commission.

The Engineer presented a tabulation of the high bids received in Salem on July 30, for the purchase of used equipment and scrap materials stored at the Highway Department Shops at Salem, Coquille, Klamath Falls, and La Grande. He recommended action by the Commission with respect thereto as follows:

*(1) Sale of used equipment, Salem (56 items)
Recommendation: Award all items to high bidders.

*(2) Sale of scrap materials, Salem (8 items)
Recommendation: Award all items to high bidders.

*(3) Sale of used equipment, Coquille (6 items)
Recommendation: Reject bid on item No. 1, award all other items to high bidders.

*(4) Sale of scrap materials, Coquille (3 items)
Recommendation: Award all items to high bidders.

*(5) Sale of used equipment, Klamath Falls (9 items)
Recommendation: Reject bid on item No. 7, award all other items to high bidders.

(Cont.)

*(6) Sale of scrap materials, Klamath Falls (5 items)
Recommendation: Award items No. 1, 2, 3, and 4 to high bidders. No bids received for item No. 5.

*(7) Sale of used equipment, La Grande (9 items)
Recommendation: Reject bid on item No. 6, award all other items to high bidders.

*(8) Sale of scrap materials, La Grande (7 items)
Recommendation: Award all items to high bidders.

*For details with respect to the offers submitted for the items advertised for sale at each of the above-mentioned points, see tabulations of bids on file in the office of the State Highway Commission Salem.

The Commission unanimously approved the Engineer's recommendations.

The Engineer also reported the results of taking of bids in Salem on August 2, 1948, for the sale of dry myrtlewood timber in Humbug Mountain State Park, Curry County, as follows:

Sale of Myrtlewood Timber
Humbug Mountain State Park, Curry County

Pacific Myrtlewood Products, Coos Bay * $ 260.00

* The above bid was postmarked July 26, 1948. By letter postmarked July 27, 1948, the bidder reduced the bid to $155 as they claimed that approximately half of the lumber had been removed since it had been inspected.

The State Parks Superintendent estimated the value of the timber at $300 and recommended that the revised bid of $155 be rejected. The Commission adopted the recommendation and instructed the Parks Superintendent to negotiate the sale privately. (An offer from Mr. T. W. Young, Portland, to pay $175 for the material was reported on the following day. The Commission accepted the offer upon being informed that the State Parks Superintendent had removed most of the good material from the supply originally advertised for sale and that the amount offered by Mr. Young is very close to the actual value of the material. See page 15141 for additional entry.)

Pursuant to the Commission's instructions, the Engineer and Chief Counsel reported on their conference with Mr. Alfred D. Collier, Klamath Falls, with respect to the construction of a caretaker's building in Collier State Park. They recommended acceptance of the offer made by Mr. Collier earlier in the session, to contribute towards the project an amount equal to the difference between the amount of the Engineer's estimate plus ten percent of such amount, and the amount of the bid submitted by Burkhard & Shortgen, or $1,804.85. The Commission approved the recommendation unanimously and so informed Mr. Collier, who was present. Mr. Collier thereupon presented his

personal check in the amount of $1,804.85 as a guarantee.

The Commission considered and ordered filed a report from the Engineer on weighmasters' operations during the month of May, 1948.

The Engineer also reported on the trip to midwestern states by Mr. H. W. Libby, Chief Locating Engineer, to interview applicants for engineering positions. He advised that Mr. Libby interviewed applicants in Billings, Montana; Denver, Colorado; Fort Worth, Texas; Indianapolis, Indiana; and Chicago, Illinois; however, the results obtained were somewhat of a disappointment because out of 100 inquiries received by the Civil Service Commission, only 14 applicants appeared for interview, and of these only three had agreed to accept work in Oregon. The Commission ordered the report filed.

The need for additional office space for State Highway Department employees in Salem was again considered by the Commission. The Chief Counsel advised that his right of way department is still overcrowded, notwithstanding their recent move to the fifth floor of the State Office Building. He suggested that the use of at least one of the buildings located on the block which has been purchased for the proposed State Highway Office Building, as a temporary expedient, would be helpful. The Engineer concurred. In the discussion that followed, the question was raised as to whether it would be worth while to move the departments for a year's occupancy when they would have to move again if construction were started on the proposed Highway Office Building. The Commission deferred action on this matter pending further consultation with the Board of Control to ascertain whether or not any space will become available for highway department use when the new office building is completed. The Engineer was instructed to secure an appointment with the Board of Control some time during the following week, if possible.

The Commission discussed with the Engineer the bids received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts as follows, the action of the Commission with respect to each project being by unanimous vote:

"Construct 32' x 37' frame building for caretaker's cottage at Saddle Mountain State Park in Clatsop County. Burgess Construction Company, Astoria, submitted the only bid for this project at $13,284. The Commission has rejected this bid as being too high.

"Scappoose Section of the Columbia River Highway in Columbia County; 3.57 mile of grading and paving. Parker-Schram Company, Portland, submitted the low bid for this job at $69,540.50. Porter W. Yett, Portland, submitted the second low bid at $82,963. One higher bid was received. The Commission has awarded this contract to the low bidder, Parker-Schram Company.

"Manning Slough Bridge on the Oregon Coast Highway, in Coos County. Glenn Snook, Eugene, submitted the low bid for this job at $24,610. Tom Lillebo, Reedsport, submitted the second low bid at $28,340.

Del R. Beebe Construction Co., Eugene, submitted the only other bid at $34,270; however, he agrees to a lump sum reduction of $10,000 if also awarded the contracts for the Delmar-Coaledo and Coaledo-Chrome Plant projects for which bids were received at this letting. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied

"Delmar-Coaledo Section of the Oregon Coast Highway in Coos County; 2.89 miles of grading and paving. Del R. Beebe Construction Company, Eugene, submitted the low bid for this job at $572,688.50. They qualified their bid by stating that they would not accept the award of this contract unless also awarded the contract for the Coaledo-Chrome Plant project. Rogers Construction Company, Portland, submitted the second low bid at $624,303 with the same qualification. Three higher bids were received. The Commission has referred the bids to the Engineer with authority to award the contract to the low combination bidder for both projects when certain conditions have been satisfied.

"Coaledo-Chrome Plant Section of the Oregon Coast Highway in Coos County; 2.0 miles of grading and paving. McNutt Brothers, Eugene, submitted the low bid for this job at $399,027 but have qualified their bid by stating that they will accept the award of this contract only in combination with the Delmar-Coaledo Project. Rogers Construction Company, Portland, submitted the second low bid at $407,405 with the same qualification. Del R. Beebe Construction Co., Eugene, submitted the third low bid at $420,980 with an identical qualification. Three higher bids were received. The Commission has referred the bids to the Engineer with authority to award the contract to the low combination bidder for both projects when certain conditions have been satisfied.

"The low combination bid for the Delmar-Coaledo and the Coaledo-Chrome Plant Sections, both on the Oregon Coast Highway in Coos County, was submitted by Del R. Beebe Construction Company, Eugene, at $993,668.50 Rogers Construction Company, Portland, submitted the second low combination bid at $1,031,708. The Commission has referred all bids to the Engineer with authority to award to the low combination bidder when certain conditions have been satisfied.

"Addition to Office Building at Roseburg in Douglas County. Construc 24' x 60' extension on frame office building with basement and furnace. Todd Building Company, Roseburg, submitted the only bid received for this job, the basic bid being $21,800 and the basic bid less items (a) and (b) at $21,375. This bid has been rejected as too high.

"Central Point Bituminous Macadam Surfacing Project on Pine Street in the City of Central Point, Jackson County; 0.53 mile of Type B-3 wearing surface. D. F McKenzie, Salem, submitted the low bid at $13,930. Babler Brothers, Portland, submitted the only other bid at $18,730. The Commission has awarded this contract to the low bidder, D. F. McKenzie.

"Cleaning and painting the West Fork, Illinois River Bridge at Mile Point 9.64 and the East Fork, Illinois River Bridge at Mile Point 12.31 on the Redwood Highway; also, the Robertson Bridge over Rogue River at Mile Point 13.37 on the Rogue River Loop Secondary Highway, all in Josephine County. Antonsen Painting Company, Tacoma, Washington, submitted the low bid for this work at $7,500. J. S Morris Company, Berkeley, California, submitted the only other bid at $12,280. The Commission has awarded the contract to the low bidder, Antonsen Painting Company.

"Construct 32' x 37' frame dwelling for caretaker's cottage in Collier State Park. No satisfactory bids were received for this project.

"Front Avenue (Sheridan Street-Bancroft Street) Topsoiling and Seeding Project on the Pacific Highway West in Portland, Multnomah County. Coast Construction Company, Portland, submitted the low bid for this work at $15,668. Kuckenberg Construction Company, Portland, submitted the second low bid at $19,250. One higher bid was received. All bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Kent-Cow Canyon Junction Re-oiling Project on the Sherman Highway in Sherman and Wasco Counties; 23.66 miles of re-oiling. D. F. McKenzie, Salem, submitted the low bid for this work at $30,083. Harr and Horton, Portland, submitted the second low bid at $30,893.84. Three higher bids were received. The Commission has awarded this contract to D. F. McKenzie, the low bidder.

"Tillamook Grading and Paving Project on Tenth Street in the City of Tillamook, Tillamook County. Cressler Construction Company, Tillamook submitted the only bid for this work at $29,250. The Commission has referred the bid to the Engineer with authority to award the contract to this bidder when certain conditions have been satisfied."

The Commission considered a request from residents of the Fairplay School District in Benton County for extension of sidewalk construction along the Albany-Corvallis Highway to the south boundary of the school district. The Engineer advised that as a result of a previous request several months ago, the Commission authorized an expenditure of $9,000 to construct a footpath to serve this school, and that the present request is for a 3,500-foot extension of that walk which is estimated to cost an additional $2,100. A field investigation, he stated, indicates that an extension 1,000 feet long if fully justified and should have been included in the previous authorization. He recommended construction of the 1,000 feet of footpath, which he estimated would cost about $600, the expense to be charged against the unallocated 1948 minor betterment fund. The Commission unanimously approved the Engineer's recommendation.

A petition was presented from residents of Scio and vicinity requesting the oiling of the unoiled portion of the Albany-Lyons Secondary Highway between Lyons and the easterly edge of the town of Scio, Linn County. The

Engineer advised that the unoiled section is approximately 14 miles long; that the traffic volume is quite heavy and the desirability of completing the oiled surface is evident. He estimated the cost to surface and oil the 14-mile section at $350,000 and recommended that it be given consideration in the formulation of the next construction program since no funds are available to finance it now. He was instructed by the Commission to bring up the matter when the next program is prepared.

The Commission discussed a letter from the Parkrose Chamber of Commerce concerning their previous request for the widening of Sandy Boulevard from 99th Street to 126th Street, and for the widening of this boulevard from Fairview to the proposed terminus of the Columbia River Highway at Fairview Farms. The Engineer reported that he has reviewed the records to ascertain whether or not the former Highway Commission made any commitments with respect to the improvement of Sandy Boulevard that have not been fulfilled. He could find none except one involving a small expenditure for oiling the shoulders between 108th Avenue and 122nd Avenue, which was estimated to cost $3,500; moreover, there is no evidence whatsoever that the people of Parkrose were ever promised a full-width pavement as they allege. He read aloud his written report on the subject. (See copy of letter to the Commission dated August 6, 1948, in general files for details.) He estimated the cost to provide a full-width (60-foot) pavement between 108th Avenue and 122nd Avenue at $150,000.

Chairman Banfield expressed his feeling that if the present Highway Commission has not fulfilled the commitments of the former Highway Commission with respect to this matter, then that should be done. Commissioners Schaupp and Chandler concurred. The Engineer was authorized and instructed to proceed accordingly. The Secretary was instructed to inform the Parkrose Chamber of Commerce that a careful review of the records discloses no unfulfilled obligations of the former Highway Commission with respect to the improvement of Sandy Boulevard through the Parkrose District, except the oiling of shoulders between 108th Avenue and 122nd Avenue, and that the records do not disclose that the people of Parkrose were ever promised the full-width pavement that they are now requesting.

The Commission considered a request from the City of Milton for state aid in improving a portion of the old Oregon-Washington Highway route through the city by widening the present oiled surfacing from 43 to 70 feet. The Engineer pointed out that this street is partially occupied by the Walla Walla Valley Railroad tracks. He recommended that the state do not participate in the cost of the widening work because the new highway route will soon be open to traffic and then the old route will be of only local importance. The Commission unanimously approved the Engineer's recommendation.

The Engineer brought up for discussion the need to increase the vertical clearance under the Minam underpass on the Wallowa Lake Highway in Wallowa County, which the Commission inspected recently on its Eastern Oregon trip. He recalled that numerous requests have been received for this improvement which, he declared, is fully justified. He estimated the cost to increase the vertical clearance, which would be accomplished by lowering the grade line

under the bridge, and providing proper drainage facilities, at $4,000. He recommended approval of the work as a 1948 minor betterment project. The Commission unanimously approved the recommendation.

Consideration was given by the Commission to the expenditure of $97,400 for construction and improvement of equipment storage headquarters at nine locations as follows:

1.	Austin	Purchase log house for employee housing	$ 400
2.	Milwaukie	Remodel basement to provide additional office	500
3.	Bend	Add two rooms to present Division office	7,500
4.	Eddyville	Erect maintenance headquarters, 28' x 64'	11,000
5.	Chiloquin	Erect maintenance headquarters, 32' x 90'	17,000
6.	Lapine	Erect maintenance headquarters, 32' x 90'	17,000
7.	Jordan Valley	Erect maintenance headquarters, 32' x 76'	15,500
8.	Hereford	Erect maintenance headquarters, 32' x 76'	15,000
9.	Silver Lake	Erect maintenance headquarters, 32' x 64'	13,500
		Total	$97,400

The Engineer advised that all of these projects have been carefully studied and are urgently needed. He recommended that they be approved for contract construction, the funds to be provided from the Capital Outlay Expenditures section of the 1948 budget, subheaded "Construction and Improvements, Maintenance Stations". Following discussion the Commission approved the recommendation by unanimous vote. The Engineer was authorized to call for bids for construction of the buildings.

The Engineer requested authority to transfer $23,700 from the general bridge maintenance fund to the special bridge maintenance fund in order to finance the painting of five steel bridges in Division III by contract. He explained that the regular bridge crews have not been able to do this work because of extra bridge repair work necessitated by flood damage in Southern Oregon during the past winter. The Commission unanimously approved the transfer.

The Engineer requested approval of eight small minor betterment projects totaling an expenditure of $12,050 as follows, provision for which, he said, was made in the 1948 budget:

1. In Reedsport construct 300 lin. ft. of concrete curb island to control traffic as per design and recommendation of Traffic Engineer, at junction of Winchester Avenue and Oregon Coast Highway, estimated to cost $680. Original order was for $100 to install 40 sight posts. Additional authorization requested for permanent concrete curb installation. $ 580

2. Lancaster M.P. 106.71, Pacific Highway 1E. Place 375' x 16' concrete slope protection where yearly high waters wash out shoulders - 100 cubic yards at $20.00 per cubic yard. 2,000

3. Albany-Corvallis Highway 31, M.P. 8.92, 10.18 and 10.24 Place 193 cubic yards concrete shoulder and slope protection where yearly high waters wash out shoulders. 193 c.y. at $20.00 per c.y. $3,860

4. Clackamas Secondary Highway at intersection with Folsom Road. Remove cut bank to improve sight distance. 100 c.y. at $2.50. Above work requested in a petition presented by 23 signers. 250

5. The Dalles-California Highway at LaPine. Install 86' culvert pipe with catch basin to provide drainage at location concerning which numerous complaints have been received on account of standing and impounded water. 460

6. The Santiam Highway at east limits of Sweet Home - Install 416 lin. feet of culvert pipe and two catch basins to provide drainage for this area where water is impounded and no outlet previously provided. 1,250

7. Coast Highway at Station 1180 North of Taft. Install 800 lin. feet of culvert pipe, 3 catch basins and 1 man hole to correct drainage in conjunction with PRA project. (This is in addition to work authorized at Pacific Avenue in Taft toward which county cooperated to extent of $500.) 2,500

8. Coast Highway construct road approach embankment to replace plank approach immediately south and west of Kernville Drawbridge as per Right of Way agreement dated October, 1943. 1,150

Total $12,050

The Commission unanimously approved the expenditures as listed.

A petition was presented from residents of Baker County requesting improvement of the Sumpter Valley Secondary Highway, using abandoned railroad right of way. The Engineer reported that the petitioners want as good a road as the Baker-Unity Highway which was recently improved to facilitate the truck hauling of logs and lumber from the district south and west of Sumpter into Baker as a substitute for the railroad which formerly operated between Baker and Austin. He estimated the cost to improve to modern secondary highway standards a 6½-mile section of this road at about $300,000, and to improve the full length of the highway, 22.8 miles, at about $1,500,000. He pointed out that there are no funds available to finance either project now, however, suggested that it be considered in the formulation of the next construction program. The Commission unanimously approved the suggestion.

The Commission discussed a peition from residents of Lincoln County for further improvement of the Siletz Secondary Highway between Kernville and Siletz. The Engineer was instructed to submit a preliminary report on the subject.

A letter was presented from County Judge F. E. Gilkey, of Lincoln County, requesting designation of the Siletz-Logsdon County Road as a state secondary highway, or if such is not possible, that it be given first priority under the Federal Aid Secondary program. The Commission denied both requests because of lack of funds to finance the work, monies available being needed to improve the roads that are now on the state highway system.

The Engineer requested an additional authorization of approximately $735 to pay additional costs required by the reconstruction of the water pipe line of the People's Water & Gas Co., Coos Bay, incident to the improvement of the Oregon Coast Highway between Coos Bay and North Bend. He recalled that under an agreement with the Company dated December 27, 1945, the Commission agreed to cooperate with the company in the removal of the 14-inch wood pipe and the reinstallation of a 14-inch cast iron pipe between Stations 214+20 and 218+20, but it has now been determined that an additional 14-inch wood pipe between Stations 207+00 and 214+20 should be removed since it will be necessary to replace it within a few years, which then would cause considerable interruption to traffic and additional expense for cutting sidewalks. He recommended that the original agreement be amended to cover this replacement of pipe, which would be charged to the North Bend-Coos Bay contract. The Commission unanimously approved the recommendation.

A claim was presented from the Sherman County Court for reimbursement in the amount of $271.20 for expenditures made by the county to restore a section of county road between Wasco and Rufus which was used as a detour for Columbia River Highway traffic during the Columbia River flood in June of 1948. The Engineer advised that the claim has been investigated, and in his estimation, it should be paid, and he so recommended. The Commission unanimously approved the recommendation.

The Engineer reported that the following cities and towns had fulfilled the requirements with respect to the expenditure of 1946 State Tax Street Funds which they received in 1947 and that the plans of the projects proposed for such funds have been examined and found satisfactory:

Granite	Long Creek	Troutdale
Hammond	Scotts Mills	

He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution relative there to marked Exhibit "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have fulfilled the requirements with respect to the expenditure of 1947 State Tax Street Funds received by them in 1948:

Adams	Gearhart	Long Creek	St. Paul
Butte Falls	Gold Beach	Malin	Stanfield
Canyon City	Halfway	Manzanita	Turner
Carlton	Hammond	Phoenix	Yamhill
Coberg	Harrisburg	Rogue River	Yoncalla
Dundee	Joseph		

He advised that the plans for the projects which it is proposed to finance with these funds have been examined and found satisfactory and he recommended approval of the plans. The Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto marked Exhibit "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration "options for cooperative construction projects" in the following cities and towns covering construction to be financed from the $250,000 Special State Tax Street Fund as previously authorized by the Commission:

Beaverton	Newport	Milton	Burns
Tillamook	Florence	Ontario	Garibaldi

The Commission unanimously approved the cooperative construction projects as submitted and also unanimously approved special agreement with the City of Burns relative to the project in that city.

The Commission unanimously confirmed the Engineer's award of the following contracts, bids for which were received by the Commission at its meeting on June 28 and 29, 1948, the Engineer having reported that the conditions of the awards have been satisfied:

Grading, surfacing and oiling the Agate Beach-Newport Section of the Oregon Coast Highway; contract awarded July 1 to J.N. & M.J. Conley, low bidders.

Grading and paving the Eugene Section of the Pacific Highway; contract awarded July 1 to Del R. Beebe Construction Company, low bidder.

Grading Troutdale Section of the Columbia River Highway; contract awarded July 9 to Vernie Jarl, low bidder.

Grading, surfacing, and oiling Lost Creek-Lowell Section of the Willamette Highway; contract awarded July 6 to Roy L. Houck, Jr., low bidder.

Grading and paving Middle Grove-Pudding River Section of the Salem-Silverton County Road; contract awarded July 7 to Warren Northwest, Inc., low bidder.

The Engineer reported that the relocation survey of The Dalles-California Highway between Crescent and Chemult in Klamath County has been completed. He asked the Commission to approve it as the permanent route of such highway section and to authorize acquisition of needed right of way, the project having previously been approved for construction as a major betterment project. After due consideration of the Engineer's report with respect to the survey under discussion, the Commission approved the survey and thereupon by unanimous vote adopted the resolution marked Exhibit "E" attached hereto and by this reference made a part hereof with like effect as though extended in full herein. The Commission also unanimously authorized the Chief Counsel to negotiate right of way options as may be required for this project.

In this connection, the Commission instructed the Engineer to submit a report showing the status of the projects, both completed and incomplete, that are included in the major betterment program for 1948 performance.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

Kuckenberg Construction Company, Contract No. 2874 for construction of ramps at the west end of the Ross Island Bridge on the South Unit, Front Avenue Section of the Pacific Highway West in Multnomah County, requested an additional extension of time of 25 days from May 30 to June 24, 1948, within which to complete this job. They alleged that their failure to complete the project within the previously extended time limit was due to labor strikes which delayed delivery of certain electric light fixtures. The Engineer advised that the contract provided that the state should furnish cast iron bases for the lights, and it was anticipated that they could be obtained from Multnomah County; however, that proved impracticable and it was necessary to get them elsewhere, and, due to the strike conditions, delivery was delayed. He recommended that the additional extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission unanimously approved the recommendation.

Lindstrom Brothers, Contract No. 2911 for construction of the Fort Hill Bridge on the Salmon River Highway in Polk County, requested an additional extension of time of 20 days from June 30 to July 20, 1948, within which to complete the job. They stated that construction of the new bridge was completed on time and that the only work remaining was removal of the old structure, which was delayed because of unusually high water during the spring months. The Engineer advised that the contractor's statements are substantially correct. He recommended that the additional extension of time now requested be granted without penalty. The Commission unanimously approved the recommendation.

Lindstrom Brothers, Contract No. 2942 for construction of the Rock Creek Bridge on the Clackamas State Secondary Highway in Clackamas County, requested an additional extension of time of 30 days from June 30 to July 31, 1948, in which to complete this project. They alleged that construction of the new bridge was completed March 31, 1948, but it was impossible to remove the old structure because it had to be used by the public pending completion of approaches to the new one by another contractor. The Engineer advised that the contractor's statements are substantially true, that he was ordered not to remove the old bridge until the new approach fills were sufficiently stable to permit traffic to operate over them. He recommended that the additional extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission unanimously approved the recommendation.

Birkemeier and Saremal, Contract No. 2918 for construction of a bridge on the North Plains-Barnes Road Section of the Sunset Highway in Washington County, requested an additional extension of time of 19 days from June 1 to June 19, 1948, within which to complete this work. They alleged that the subgrade leading to the bridge was so wet that it was impossible to transport the necessary steel, timbers, etc., over it. The Engineer advised that the contractor's statements were substantially correct, that the new bridge was completed well within the previously extended time limit but the ground over which material was removed from a "shoofly" bridge, which was used during construction, was so soft that the contractor was permitted to defer removal of the old bridge until the ground dried out. He recommended that the additional extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendtion unanimously.

Denton Construction Company, Contract No. 2899 for regrading and oil mat surfacing on the Madras Section of The Dalles-California Highway in Jefferson County, requested an additional extension of time of 30 days from July 1 to August 1, 1948, within which to complete this work. The contractor alleged that his subcontractor on the paving work could not complete that part of the work because of delays on another state highway job. The Engineer advised that inability to secure steel had prevented completion of the bridge in time to complete the paving last fall and that the subcontractor on that work was held up on another state highway job this summer. He recommended that the additional extension of time now requested be granted without penalty. The Commission approved the recommendation.

Parker-Schram Company, Contract No. 2924, for pavement widening on the Parkrose Section of the Columbia River Highway in Multnomah County, requested an additional extension of time of 10 days from June 15 to June 25, 1948, within which to complete this job. They alleged that exceptionally rainy weather during the spring months prevented completion of the paving operation within the limits of the previously extended time. The Engineer advised that due to exceptionally rainy weather, and the fact that the contractor was called off this job to perform emergency work on Union and Denver Avenue fills during the Columbia River flood, he was unable to complete the contract within the specified time limit. He recommended that the extension of time now requested be granted without penalty. The Commission approved the recommendation unanimously.

Parker-Schram, Contract No. 3024 for surfacing and paving on the Union and Denver Avenue Sections of the Pacific Highway East and Pacific Highway West, Multnomah County, requested an extension of time of 30 days from July 30 to August 29, 1948, within which to complete the work. They alleged that all work originally contemplated under the contract was completed within the specified time limit and that the overrun of time was due to additional work on the Swift Boulevard Section which cannot be performed until some time during the early part of August because it is dependent upon completion of the hydraulic dredge fill that is now under way. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

L. R. Kauffman, Contract No. 2914 for rock production on the Alsea Section of the Alsea and Alsea-Deadwood Highways in Benton and Lincoln Counties, requested an additional extension of time of 54 days from April 10 to June 4, 1948, within which to complete this work. He gave no reason for overrunning the specified time limit. The Engineer advised that the contractor was hampered by breakdown of equipment and inability to make repairs, however, that did not cause delay to state repair crews or inconvenience to the public. He recommended that the additional extension of time now requested by granted without penalty. The Commission approved the recommendation.

Lindstrom Brothers, Contract No. 2931 for widening the Dairy Creek Bridge on the Hillsboro-Forest Grove Section of the Tualatin Valley Highway in Washington County, requested an additional extension of time of 31 days from July 31 to August 31, 1948, within which to complete the job. They alleged that the ground at the job site had not dried sufficiently since the high water to permit the operation of heavy equipment required to complete extra work that had been ordered by the Engineer. The

Engineer advised that the contractor's statements are substantially correct and accordingly recommended that the additional extension of time now requested be granted without penalty. The Commission approved the recommendation.

Rogers Construction Company, Contract No. 2816 for surfacing and oiling the Unity Junction-Ironside Section of the John Day Highway in Baker and Malheur Counties, requested an additional extension of time of 46 days from July 31, 1948, to September 15, 1948, within which to complete this job. They alleged that the lateness of the spring breakup and urgent commitments to the State Highway Commission for completion of the East Diamond Lake Junction-Lobert Section of The Dalles-California Highway and the Bonanza-Poe Valley-Malin Section of the Bonanza-Malin County Road prevented commencement of their operations and completion of the job within the limits of the previous time extension. The Engineer advised that statements as presented by the contractor are substantially correct; moreover, the contractor had been very cooperative in pressing other projects to completion. He recommended that the additional extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

K. F Jacobsen and Company, Inc., Contract No. 2891 for grading and bituminous macadam surfacing on the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road in Washington and Multnomah Counties, requested an additional extension of time of 31 days from August 15 to September 15, 1948, within which to complete this work. They alleged that due to the wet condition of the subgrade the engineer in charge requested postponement of the oiling work until the grade had dried. The Engineer advised that the contractor had been requested to defer the oiling until the first of August because of extremely wet subgrade conditions. He recommended, in view thereof, that the additional extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

The Engineer reported that contracts numbers 2814, 2820, 2874, 2898, 2903, 2907, 2911, 2913, 2918, 2934, 2941, 2942, 2943, 2952, 2957, 2958, 2967, 2979, 2993, 2998, and 3002, for state highway construction have been completed according to the requirements of the contracts or modifications thereof and that the jobs are now ready for acceptance by the Commission. After due consideration of the Engineer's report, with respect to the contracts under discussion, the Commission approved and accepted the contracts as reported and by unanimous vote adopted the attached resolution relative thereto marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and denied, as a matter of policy, a request from the Christian Church of Newberg for a permit authorizing the landing and taking off of aircraft on the beach one-half mile north of Neskowin, Tillamook County.

The Engineer reported that in connection with the relocation of the Willamette Highway and the Southern Pacific railroad tracks to permit construction of Meridian Dam by the U.S. Army Engineers, the old highway will be closed at its crossing with the relocated S.P. railroad and that the Army Engineers propose to construct a county road between the old and the new Willamette Highways a short distance east of this closure. At the point where the county road will connect with the new highway, he said, there is a restriction of access which was acquired when the highway right of way was purchased, so it will be necessary for the State Highway Commission to waive access for a county road at this point. He advised that the matter has been investigated and it has been determined that no resultant hazard will be created. He recommended approval of the waiver of access so as to permit the county road connection. The Assistant Counsel, Mr. Neuner, concurred therein. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution, marked Exhibit "G", relative thereto, which resolution by this reference is made a part hereof as though copied in full herein.

The Commission discussed the matter of abandoning a portion of the Illahee-Steiwer Hill Section of the Pacific Highway East (old route) where the permanent highway has been constructed on other alignment. The Engineer advised that portions of the section under discussion no longer are of value for state highway purposes and should be relinquished to Marion County for future maintenance; however, other portions should be retained by the state. He exhibited a map showing the portions referred to and recommended disposal of the section in conformity therewith. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto, marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Secretary presented for the Commission's consideration a resolution from the Klamath County Court requesting that the old route of US97 (The Dalles-California Highway) from its connection with the new route of this highway in the S.E. ¼ S.E. ¼ of Sec. 24, T. 29 S., R. 7 E., W. M., to its connection with the Crater Lake Highway at Fort Klamath Junction, in Sec. 23, T. 33 S., R. 7½ E., W.M., a distance of 26.98 miles, be designated as a state secondary highway, in view of the fact that US97 has been relocated and constructed on revised alignment. The Engineer recommended approval of this request. He also recommended that the old route of US97 (The Dalles-California Highway) from Fort Klamath Junction to its connection with the new route of the highway be redesignated as an extension of the Crater Lake Highway in order to meet the Federal requirements that primary highways shall connect physically. He exhibited a map showing both recommended designations.

Following considerable discussion the Commission approved both recommendations and thereupon by unanimous vote adopted the attached resolution relative thereto, marked Exhibit "I", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer brought up for discussion a recommendation from Col. O. E Walsh, U. S. Corps of Engineers, that the State Highway Department consider the possibility of sponsoring an Engineer Light Equipment Company as an affiliated reserve unit of the Army. He advised that this matter has been investigated for details, and it has been ascertained that the company would be made up of persons whose every day occupations will closely parallel the duties they would perform in wartime emergency, and that the company would operate, in times of emergency, equipment that is needed for hasty construction of air fields, roadways, etc. The personnel, he said, would be drawn entirely from volunteers from the highway organization and would be called into service only in the event of an emergency. He added that sponsoring the unit would involve no cost to the State Highway Department and there would be no training periods taken from work time which are not already permitted under leave-of-absence regulations. He recommended that the Commission approve the sponsoring of such an Engineer Light Equipment Company. This matter was discussed by the Commission at some length and as a result thereof the Commission unanimously approved the recommendation.

The Commission discussed and unanimously approved an agreement with Glen P. White, which is an arrangement for the elimination of a cattle pass located on the Wasco-Heppner Secondary Highway at Mile Post 1.9. It appears that the existing structure is in need of repairs that would be rather costly, and that Mr. White has offered to relinquish his rights if paid the sum of $50. The Engineer recommended acceptance of the offer and replacement of the cattle pass with a small drainage culvert. The Commission approved the recommendation and so ordered. (The agreement with Mr. White was signed by the Commission on the following day.)

The Commission considered and approved a lease agreement with Bryson L. Clutter covering operation of Mr. Clutter's house trailer during his employment with the State Highway Department, upon advice from the Assistant Counsel that neither the state nor the State Highway Commission will incur any liability thereby. (The agreement was signed by the Commission on the following day.)

The Commission unanimously confirmed the telephonic authority given the Engineer on July 13, 1948, for an additional expenditure of $4,360 to purchase needed office and engineering equipment.

A request was presented from the City of Coos Bay for the installation of traffic lights at the intersection of Broadway St. and Hall St. and at Broadway St. and Johnson St. in Coos Bay. The Engineer advised that Broadway St. is the route of the Oregon Coast Highway and that investigations made by the Traffic Engineer reveal no urgent need for the signals inasmuch as the traffic volume entering Broadway St. is far below the accepted minimum

of 175 vehicles per hour; moreover, the signals are not warranted by the accident record. He recommended that the request be denied. The Commission approved the recommendation.

A petition was presented from citizens of the West Slope District, Portland, requesting the installation of a traffic signal on the Tualatin Valley Highway at its intersection with Multnomah Club Road. Action on this matter was deferred by the Commission until a future time.

A request from the Southern Pacific Company for state cooperation in the installation of a railroad traffic signal at the crossing of the railroad with the Junction City-Eugene Secondary Highway in the City of Junction City had the attention of the Commission. The Engineer estimated the cost of a standard signal at this location at $3,646, of which amount, he said, the company is asking the state to pay 50 percent, or $1,823. He recommended approval of the request because the existing signal is of an obsolete type, the sight distance involved is poor, and because of additional potential hazards. The Commission approved the recommendation. (An agreement covering the matter was signed by the Commission on the following day.)

The Commission considered and denied a request from the City of Bay City for the installation of two traffic signals on the Oregon Coast Highway, one at its intersection with Tillamook Avenue and the other at its intersection with Main Street, in Bay City, upon advice from the Engineer that investigations reveal the signals are not warranted.

The Commission also discussed a request from Mr. Pat Lonergan, Portland, for a reduced speed zone on the Bertha-Hillsdale Highway in the vicinity of Glencullen. The Engineer advised that this matter has been investigated and, while the alignment of the highway is a series of rather flat curves and the traffic is able to maintain a fairly high rate of speed, the sight distance is at a minimum. Due to the fact that there are a number of business establishments and scattered residences throughout the section and that there is a considerable pedestrian movement both along and across the highway, it was his recommendation that a 40-miles-per-hour speed limit be established between Mile Post 2.00 and Mile Post 2.55, which is the section between S.W. 42nd Avenue and S.W. 50th Avenue. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked Exhibit "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition was presented from residents of Gates, Oregon, for the designation of a 25-miles-per-hour speed zone on the North Santiam Highway through the town of Gates. The Commission denied the request upon recommendation of the Engineer, who advised that the matter has been investigated and conditions do not reveal the necessity for establishing such speed zone. He recommended, in lieu thereof, that signs bearing the wording "Look Out for Pedestrians Ahead" be installed at appropriate locations along this section. The Commission unanimously approved the installation of such signs.

The Commission denied a petition from the Good Neighbors Club, Portland, for a safety crosswalk across McLaughlin Boulevard (Pacific Highway East) at its intersection with Ochoco Street, in Portland. In the discussion of this matter, Chairman Banfield recalled that the City of Portland some time ago asked the Commission to cooperate in the installation of a system of synchronized lights on McLaughlin Boulevard, but the Commission refused to agree to the elaborate plan the city presented and referred the matter to the Engineer to check with the city to ascertain what might be done in the way of a less elaborate plan. The Engineer advised that his report on the subject has not been prepared but that he would present it as soon as possible.

The Engineer brought up for discussion log-hauling violations committed by operators in the employ of Howard Williams, Portland, particularly covering the operation of two of the trucks Mr. Williams has under lease. It appears that drivers of these trucks refused to allow their equipment to be weighed when requested by the State Weighmaster, in violation of the Commission's rules and regulations. It also appears that when the matter was called to Mr. Williams' attention he declared that he did not want any trucks to be operating under his permit in contradiction of the prescribed rules and agreed to the cancellation of the permits of these operators if they will not comply with the regulations. The Engineer recommended, in view of the declaration of Mr. Williams, that the permits of the operators not be cancelled for the present offenses, but if they are repeated that they be cancelled. The Commission approved the recommendation and ordered that Mr. Williams be so informed.

The Engineer reported that the 50 percent reduced load limit which has been in effect on the East Diamond Lake and the Crater Lake North Secondary Highways since the 12th day of March, 1948, no longer is required because of improved conditions and that on July 15, 1948, he ordered the removal of the reduced load limit signs. He asked the Commission to confirm the action. The action of the Engineer in this matter was approved by the Commission by the adoption of the attached resolution marked Exhibit "K", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission had under discussion the designation of persons to represent the State Highway Department at the annual meeting of the American Association of State Highway Officials in Salt Lake City from September 19-24, 1948. The following persons were authorized by the Commission to attend this meeting at state expense:

T. H. Banfield	W. C. Williams	G. S. Paxson
A. W. Schaupp	W. W. Stiffler	F. B Crandall
Ben H. Chandler	J. M. Devers	Mark Astrup
R. H Baldock	G. W. Neuner	H. B. Glaisyer

The Commission discussed a date for its next regular meeting and as a result set Monday and Tuesday, September 13 and 14, 1948, as such meeting

date. The meeting is to be held in Portland, and the Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel.

The Commission also discussed a date for its third inspection trip but deferred a decision in the matter until later.

The Engineer asked the Commission to confirm an additional authorization of $75,000 in connection with State Highway Contract No. 3006 for grading and surfacing the Rainier-Goble Section of the Lower Columbia River Highway, which work is under contract to Leonard & Slate, Oreg. Ltd. He explained that such amount is needed to finance raising the grade line on certain portions of this section in order to place it above the 1948 flood water elevation and to insure that the highway will be above the elevation of future floods. The Commission unanimously approved an extra amount of $75,000 for this purpose.

The Engineer brought up for discussion the matter of modernizing the Highway Department-State Police Department radio network, which matter was first discussed at the previous meeting. He estimated the cost involved at $215,000, including the replacement of present transmission sets, the purchase and installation of mobile units in certain highway cars, and the building of transmission towers. The State Police, he said, plan to spend an additional $50,000 on their mobile units. Of the total amount of $215,000 to be spent by the State Highway Department to accomplish the objective, he said, only about $20,000 will have to be spent this year, $45,000 next year, and the remaining $150,000 in the two ensuing years. In the event the State Highway Commission does not approve this expenditure, he added, it would result in two separate radio systems, one for the Department of State Police and the other for the State Highway Department. He recommended approval of the plan for the joint radio set up, which, he said, would save the State of Oregon considerable money over the installation of the two separate systems. As the result of discussion and very careful consideration of this matter, the Commission unanimously approved the expenditure of the $215,000 as recommended by the Engineer on motion of Commissioner Chandler, duly seconded by Commissioner Schaupp. The Engineer and the Chief Counsel were thereupon instructed to work up a contractual agreement with the State Police covering the transaction.

The Chief Counsel brought up for discussion the need to condemn property belonging to Jean Minnie Huntley and F. J. Huntley, her husband, which property is needed as right of way for the proposed improvement of the Oregon Coast Highway in the Town of Gold Beach. The Commission approved the condemnation of this property and thereupon by unanimous vote adopted a resolution with regard thereto, which resolution by order of the Commission has been inserted in the minutes of the meeting of the Highway Commission held on June 29, 1948, and is marked Exhibit "O" in such minutes.

The Commission discussed a petition signed by 28 residents of Pendleton concerning the two-way traffic route on Court Avenue and Dorion Avenue

(route of the Old Oregon Trail) in this city. The Engineer recalled that the contract, amounting to approximately $116,000, is now under way for the improvement of these two one-way streets, that the plans for the project and the route were approved by the Pendleton City Council by the passing of ordinances, and that the work is being done in accordance with the city's desire. The contract is not completed, but when it is completed, it will be difficult to return to a one-way street pattern and as a result a serious traffic hazard would be created in the west end of the town. He recommended that the petition be denied. The Commission approved the recommendation unanimously.

The Commission approved a bargain and sale deed conveying unto F. C. Marshall and wife 1.84 acres of land in Columbia County as consideration for a ten-acre tract of land the state acquired from the Marshalls. It was pointed out that the Commission authorized such exchange of properties at its meeting on June 28, 1948. (The deed was signed on the following day.)

The Commission discussed at considerable length reports from the Engineer and the Chief Counsel with respect to the proposed Dewey Avenue undercrossing on the Baker-Unity Highway in the City of Baker. In his report the Engineer described the plan originally proposed for this improvement, pointing out that such plan considered only the separation of the grades of the highway and the Union Pacific Company's tracks, the abandonment of a section of the Sumpter Valley Railroad where it crosses the highway, and the construction of a new connection between both railroads at a point about 900 feet south of the proposed Union Pacific R.R. underpass. Such plan, he said, required building the new railroad connection across the unused mill yard of the Stoddard Lumber Co. which, until recently, planned to abandon use of its mill entirely. It appears now, he said, that other plans have been made which will require the use of the mill yard, so right of way could be obtained only by condemnation at considerable expense.

The Engineer also mentioned an alternate line for the proposed connection of the Sumpter Valley Railroad with the Union Pacific Railroad at a point further removed from the underpass which would by-pass the Stoddard Lumber Co. property entirely but would cost about $27,000 more to construct than the original line. He exhibited a map showing both lines and gave figures as to the cost of each. He estimated the present day cost of the project, using the alternate railroad connecting line, at $525,000, of which amount, he said, $69,700 is the estimated cost of the Sumpter Valley Railroad track changes toward which the railroad company could be expected to contribute ten percent, or $6,970. The Union Pacific Co., he added, could be expected to contribute ten percent of the remaining expense, or $45,530. The Engineer recommended that the elimination of the grade crossing of the Sumpter Valley Railroad be continued in the plan for this improvement and that the Commission adopt the alternate line that entirely misses the property of the Stoddard Lumber Co.; further, that the Commission insist on a ten percent cash contribution by the Sumpter Valley Railroad Company for the readjustment of its facilities, and if the company will not pay such sum, that the matter be referred to the Public Utilities Commissioner for adjudication of costs.

The Chief Counsel reported on right of way features. He, too, recommended adoption of the alternate line mentioned by the Engineer.

As a result of the discussion, the Commission instructed the Chief Counsel to ascertain the attitude of the City of Baker and the attitude of both railroad companies with respect to the amounts that each will contribute toward the cost of this improvement if the Commission should order the work to proceed. The information is to be reported to the Commission which will then decide its future action with respect to placing the matter before the Public Utilities Commissioner.

(For further details see a copy of the Engineer's written report dated July 29, 1948, and a copy of the Chief Counsel's report dated July 29, 1948, in the general files.)

A letter was presented from Mr. Ed Ostendorf, Mayor of the City of Klamath Falls, in which the Highway Commission is requested to authorize certain repair work on the unpaved portion of Alameda Street, Klamath Falls, from a point in front of the city hospital at Pacific Terrace, to Hillside Avenue at the Main Street Bridge of Klamath Project Irrigation Canal. Mr. Ostendorf advises that because of the closing of Esplanade and Portland Streets by the new highway construction, Alameda Street is obliged to carry all of the traffic in the Hot Springs district. He also states that the city has graveled and oiled this section on two different occasions, but the improvement does not stand up under traffic because of subgrade conditions. He suggests that the state construct black top pavement at least two inches thick and 18 feet wide on the section, which he thought would suffice until the standard highway improvement is extended. The City of Klamath Falls, he said, would contribute a portion of the expense if the work is done immediately. The Engineer advised that the Highway Commission has not adopted a permanent location for the highway along this particular street; however, the state has certain obligations because construction of the underpass on Esplanade Street has forced people to travel over Alameda Street. It was his thought that the state should assist the city in maintaining this street. Commissioner Schaupp gave as his thought that all the city is asking for at this time is for state aid in keeping this street fit for travel. He also expressed the thought that the state has certain obligations in the matter. Following further discussion, the Commission voted unanimously to assist the city in maintaining the street during the progress of the highway improvement and to restore the street to its original condition when it no longer is needed as a highway detour. Such action was taken by the Commission upon motion of Commissioner Chandler, which was duly seconded by Commissioner Schaupp. The Engineer was instructed to proceed accordingly.

The Commission discussed a joint report from the Engineer and the Chief Counsel with respect to a request from the Crown Zellerbach Corporation for permission to fell snags and stumps on an approximate 70-acre tract of state-owned land in the vicinity of Jewell, Clatsop County, which was acquired by the State Highway Commission several years ago for rock quarry purposes. It appears from the report that this quarry was burned over several years

ago and in general the only timber consists of snags and stumps, although considerable merchantable material can be salvaged. The report also indicates that there are 215 M-FBM of timber on the tract, as cruised by the Corporation, which, at $10 per thousand, would realize only about $2,150 which, according to the Engineer, is barely enough to pay for surveying the property lines and checking the cruise of the timber. The Engineer suggested that the Commission accept the Crown Zellerbach Corporation's cruise and offer to sell the timber to the Corporation at $10 per thousand with the understanding that the Corporation will clear all of the timber, merchantable or otherwise, in order to eliminate the fire hazard. The Commission approved the recommendation unanimously on motion of Commissioner Schaupp, which was seconded by Commissioner Chandler, and instructed the Secretary to notify Mr. J. R. Frum, Assistant Vice President of the Corporation, of the action taken.

The meeting adjourned at 5:10 p.m. to reconvene at 9:00 a.m. on the following day in the same room.

Portland, Oregon
August 10, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J M. Devers, Chief Counsel
George W. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for construction of state highway projects were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

PACIFIC HIGHWAY W. IN BENTON COUNTY

CORVALLIS (SOUTH ENTRANCE) SECTION

Lindstrom Bros., Portland	$152,850.50
Walder & Kenworthy and Tower Sales & Erecting Co., Portland*	186,390.50

*Bidder will accept only one project.

15130

OREGON COAST HIGHWAY IN COOS COUNTY

BEAVER CREEK BRIDGE

Tom Lilleho, Reedsport	$155,760.00
Walder & Kenworthy and Tower Sales & Erecting Co., Portland*	185,052 50
Birkemeier & Saremal, Portland	195,325.00
Del R. Beebe Construction Co., Eugene	199,775.00
Lockyear & White, Seattle, Wash.	206,480.00

*Bidder will accept only one project.

COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY

PAINTING CATCHING SLOUGH BRIDGE

J. S. Morris Co., Berkeley, Calif.	$ 3,000.00
Rudolph Seda, Waldport	3,525.00
Antonsen Painting Co., Tacoma, Wash.	4,000.00

DOUGLAS COUNTY ROAD IN DOUGLAS COUNTY

REDECKING BROWN BRIDGE, DILLARD BRIDGE, OLALLA BRIDGE

Howard Halverson Co., Portland	$ 73,700.00
Harry I. Hamilton Co., Eugene	95,000.00
Birkemeier & Saremal, Portland	169,023.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY

PAINTING WINSTON BRIDGE

Douglas Paint & Hardware Co., Roseburg	$ 3,370.00
Rudolph Seda, Waldport	6,590.00
J. S. Morris Co., Berkeley, Calif.	7,100.00
Antonsen Painting Co., Tacoma, Wash.	9,000.00

WILLAMETTE HIGHWAY IN KLAMATH AND LANE COUNTIES

SALT CREEK-ODELL BUTTE SECTION

	Using Asphalt	Using Tar
E. C. Hall Co., Portland	$541,600.00	--
Rogers Construction Co., Portland	553,500.00	--
J.N. & M.J. Conley, Portland	618,400.00	--
Edwin C. Gerber, Oregon City	638,550.00	--
Peter Kiewit Sons' Co., Longview, Wash.	656,656.00	--
Calkins & Swaggart, Oceanlake	663,450.00	--
A.H. Seaton & Sons and D.F. McKenzie, Corvallis	678,550.00	
McNutt Bros., Eugene	699,200.00	--

August 10, 1948

ARMITAGE STATE PARK IN LANE COUNTY

CARETAKER'S COTTAGE

Gale M. Roberts, Springfield	$ 10,595.46
Fry Schilling Co., Eugene	11,300.00

CITY OF FLORENCE, LANE COUNTY

FLORENCE BITUMINOUS MACADAM PROJECT

	Using Asphalt	Using Tar
Baker & Wilson Paving Contractors, Coos Bay	$ 3,935.20	--
Acme Construction Co., Eugene	4,405.00	--

CITY OF NEWPORT, LINCOLN COUNTY

NEWPORT BITUMINOUS MACADAM SURFACING PROJECT

	Using Asphalt	Using Tar
J.N. & M.J. Conley, Portland	$ 9,659.00	--

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

MILTON-WASHINGTON STATE LINE SECTION

Morrison & Fisher, Walla Walla, Wash.	$ 10,000.00
George E. Corliss, Ontario	12,135.00

WARM SPRINGS HIGHWAY IN WASCO COUNTY

MILL CREEK BRIDGE

Don L. Cooney, Inc., Seattle, Wash.	$318,320.00
General Construction Co., Portland	327,960.00
Del R. Beebe Construction Co., Eugene	347,275.00
Birkemeier & Saremal, Portland	377,650.00

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

WEST SLOPE-BEAVERTON SECTION

Warren Northwest, Inc., Portland	$262,362.00
K.F. Jacobsen Co., Portland	264,666.50

CITY OF BEAVERTON, WASHINGTON COUNTY

BEAVERTON OILING AND PAVING PROJECT

No bids received

August 10, 1948

The State Parks Superintendent, Mr. S. H. Boardman, reported a gift by Mr. C. Lee Wilson, Portland, of 2,000 camelia plants which he has placed in nursery beds at Cape Arago State Park, Coos County. The Commission accepted the gift by unanimous vote and instructed the Secretary to convey to Mr. Wilson the Commission's sincere appreciation of his generosity.

Mr. Russell Hubbard, Reedsport, appeared before the Commission concerning the permanent routing of the Oregon Coast Highway south of Reedsport. Mr. Hubbard gave as his understanding that Winchester Avenue, the present route of the highway, is now only 80 feet wide and that the Commission plans eventually to increase this to a 100-foot width. He suggested that it would be advisable to make a survey for the permanent location and acquire right of way now because others have tendered offers for the same property and he wants the state to have the first refusal. The Engineer advised that the improvement of this section is not in any approved construction program so it is not necessary to go to the expense of a location survey at this time; moreover, in his estimation, the crooked alignment which now obtains could be improved without an expensive change in the present alignment. The Commission denied the request.

Mr. Hubbard then inquired as to the possibility of the State Highway Department making a survey on the Schofield Road west of Elliot Forest Reserve. He exhibited a map showing the location of the road and pointed out that it leads to Silver Falls and Golden Falls State Park and perhaps some time will be designated by the Highway Commission as a state secondary highway. He was informed that the Commission does not have funds available to finance the improvement of additional roads and has adopted a policy against taking any more roads into the State Highway System. His request for the survey was denied.

Mr. Hubbard also brought up for discussion the matter of improving the Elkton-Sutherlin Secondary Highway. He suggested a route which he said would considerably shorten the distance between Elkton and Sutherlin and would provide a grade not exceeding five percent. The Commission thanked Mr. Hubbard for the information and advised him that if possible it would inspect the route on one of its trips this summer, and if the route looks feasible, then the Commission probably would authorize the Engineer to make a location survey.

The Commission approved and signed an agreement with the Southern Pacific Company covering slope encroachments on railroad right of way adjacent to the Delmar-Coaledo Section of the Oregon Coast Highway. The encroachments consist of five parcels in the vicinity of the railroad company's Overland Station on its Coos Bay Branch.

The Commission discussed a proposed agreement with the City of Portland providing for payment of the expense of paving, channelizing, and signalizing Columbia Street and Jefferson Street in connection with the one-way traffic routing system on the Sunset Highway. The estimated cost of this project is $80,000 and it is proposed that the state pay 50 percent of the

actual cost with a maximum expenditure of $40,000. The Commission unanimously approved a cooperative project on such basis and instructed the Engineer and the Chief Counsel to prepare an appropriate form of agreement with the city covering the matter.

The Commission discussed and approved a request from Mr. William A. Bowes, Portland City Commissioner, that the state pay the cost of resurfacing Broadway Street, Portland, outside of the streetcar area between Pine Street and Hoyt Street, Broadway being the route of US99W. The Engineer estimated the cost of the work at $5,000 and recommended approval of Commissioner Bowes' request. The Commission approved the recommendation unanimously on the condition that the state's expense shall not exceed $5,000.

The Engineer brought up for discussion a request from the Oregon Motor Transport Association that the North Santiam Highway between Salem and Niagara be redesignated a Group I Highway in order to facilitate the transportation of construction materials and supplies needed for highway and dam construction along this highway between Niagara and Detroit. The Engineer advised that the route mentioned consists of a section of the Silver Creek Falls Secondary Highway, a portion of the North Santiam Secondary Highway, and all of the Mehama-Mill City Secondary Highway, which are currently classified as Group II Highways where the length of hauling combinations is limited to 50 feet and the weight is limited to a maximum of 64,500 pounds. A test run of these highways, he said, conclusively proves that they will accommodate the weight and dimensions of loads specified for Group I Highways, and he accordingly recommended approval of the redesignation so as to permit the transportation of the longer and heavier loads. The Commission approved the recommendation unanimously with the understanding that the permits shall limit the speed of such combination of vehicles to 35 miles per hour on curves. The Chief Counsel was instructed to prepare an appropriate form of resolution covering the matter for adoption by the Commission at its next meeting.

In this connection the Commission ordered that hereafter all permits issued by the State Highway Department covering special movements of any kind whatsoever shall contain a clause limiting to 35 miles per hour the speed of the movements on curves.

The Commission had under discussion, for confirmation, the Forest Highway Program developed at a conference held on July 1, 1948, with representatives of the U.S. Forest Service and the Public Roads Administration. The Engineer recalled that two programs were developed at such meeting, one of which, amounting to $2,120,000, consisted of projects scheduled for contracting during the next 60 to 90 days, and the other, amounting to $4,455,000, a tentative program subject to reconsideration after more complete information and instructions have been received from Federal Officials in Washington, D.C. The first program, he said, will utilize about one-half of the funds remaining unobligated under the authorizations made in the Federal Aid Highway Act of 1944 and is a definitely agreed upon program, while the second program will utilize the remainder of the unobligated funds authorized under the 1944 Act and, in addition thereto, about 80% of the first-year allotment under the

Federal Aid Act of 1948. Contracting of work under the second program, he said, cannot begin until sometime after January 1, 1949.

The Engineer submitted a list of the projects contained in each of the programs, as follows, and asked the Commission to confirm them for the record:

FOREST HIGHWAY PROGRAMS

To Utilize Unobligated Balances of 1946-1948 Funds and Recently Allotted 1950 Funds

July 30, 1948

I. PROGRAM OF PROJECTS FOR IMMEDIATE CONTRACTING

This program was approved by the three agencies, i.e., Public Roads Administration, Forest Service and State Highway Commission for immediate action. Confirmation of this approval is contained in P.R.A. letter dated July 8, 1948.

County	Project No.	Section and Description	Estimated Cost
U. S. Route No. 28 (Ochoco):			
Crook	27 - A2, B2	Hamilton Creek-Summit, 8.86 miles Grading and Topping	$ 350,000
Wheeler	27 - B1	Summit-East Forest Boundary, 3.00 miles Grading and Topping	325,000
Warm Springs Highway (No Route No.):			
Wasco	42 - A	Wapinitia Junction-Forest Boundary, 7.01 miles Surfacing and Bit. Mac.	385,000
State Route No. 222 (N. Santiam):			
Marion	24 - B5	Breitenbush Bridge	145,000
U. S. Route No. 395 (John Day-Burns):			
Grant	35 - D3	Soda Mountain-Silvies, 5.0 miles Grad., Surf. and Oiling	250,000
Harney	35	Crow Flat-Poison Creek, 10.0 miles Grad., Surf. and Oiling	350,000
U. S. Route No. 30 (Columbia River):			
Multnomah	28 - D	Dodson Overcrossing $367,000 Excluding Amount Now Available 52,000	315,000
		Total	$2,120,000
		Available Funds	1,930,000
			$- 190,000

(Cont.)

II. TENTATIVE PROGRAM OF PROJECTS TO BE CONTRACTED DURING CALENDAR YEAR 1949

This program is tentative only and subject to agreement when full information is received from Washington, D.C., after which another meeting between the Public Roads Administration, Forest Service and State Highway Commission will be held.

County	Project No.	Section and Description	Estimated Cost
State Route No. 58 (Willamette):			
Lane	21 - E5, F5, G3, H4, I4, J5, K5, L2	Oakridge-Salt Creek Falls, 21 miles Surfacing and Bit. Macadam	$ 925,000
Timberline Highway (No Route No.):			
Clackamas	50	Mt. Hood Junction-Timberline Lodge, 6 miles Surfacing and Bit. Mac	235,000
State Route No. 227 (Tiller-Trail):			
Douglas	16 - A1, B1, D1, M	Tiller-Elk Creek, 8.5 miles Grad., Surfacing and Oiling (Total estimated cost $425,000 including $165,000 State Co-operation)	260,000
County Road (North Umpqua):			
Douglas	47 - A1, B1, D	Rock Creek-Susan Creek, 5.8 miles Grading, Surfacing and Oiling	700,000
Douglas	47 - C	Steamboat Bridge Section, Structure and Approaches	180,000
State Route No. 3 (Enterprise-Lewiston):			
Wallowa	38	Flora Junction-Forest Boundary, 3.0 ± miles Grad., Surf. and Oil.	150,000
State Route No. 34 (Alsea):			
Lincoln	6 - A2, B2, F2, E9	Alsea River-Smallwood Creek, 6 miles Grad., Surf., 10 miles Oiling	450,000
U. S. Route No. 101 (Oregon Coast):			
Curry	10 - D1, E	Port Orford-Rocky Point, 2.32 miles Grad., Surf. and Bit. Macadam	475,000

(Cont.)

County	Project No.	Section and Description	Estimated Cost
U. S. Route No. 28 (Ochoco):			
Crook	27 - A3, B3	Marks Creek-East Forest Boundary, 19 miles Surf. and Bit. Mac.	$ 525,000
Grant	36 - A2	Dads Creek-Dixie Summit, 5.2 miles Surfacing and Bit. Macadam	155,000
U. S. Route No. 395 (Pendleton-John Day):			
Grant	34 - B4, C	Beech Creek Section, 6 miles Grad., Surfacing and Oiling	225,000
State Route No. 66 (Klamath Falls-Lakeview):			
Lake	30 - A3, E1	Quartz Mountain-Smalley Ranch, 5.24 miles Grad., Surf. and Oiling	200,000
		Total	$4,480,000
		Balance To Be Programmed	1,120,000
		Total Available Funds	$5,600,000

Following discussion the Commission unanimously approved the first of the above programs and tentatively approved the second program.

The Commission discussed a request from the Grant County Court that the State Highway Department advance to the county the amount of its share of state highway revenues for the current year, which will permit the county to proceed with its county road program without going on a warrant basis. The Court agrees to assign to the State Highway Commission its share of highway revenues when they are due and payable on September 30, 1948. Action on this matter was deferred by the Commission for future consideration. The Chief Counsel was instructed to inform County Judge J. H. Allen of the action taken.

The Commission discussed a proposed agreement with a Mr. John Molthan, Ironside, Oregon, providing for the elimination of a cattle pass at Mile Post 233.02 on the John Day Highway near Ironside. The Engineer advised that the existing structure is in a delapidated condition, necessitating complete replacement which is estimated to cost about $2,000. Mr. Molthan, he said, is willing to release the state from its obligation to maintain the cattle pass if paid the sum of $180, which is the estimated cost of drilling a well to serve his purposes. He recommended approval of this settlement. The Commission approved the recommendation and thereupon signed the agreement.

The Engineer requested an additional budget authorization of $7,000 for replacement of worn-out office equipment and to equip additional personnel

in the Engineering and Accounting Departments. He advised that, if the authorization is approved, the fund will be transferred from the "Reserve for Additional Purchases of Equipment" (not on rental), which now has a balance of $37,450. The Commission approved the request unanimously.

The Commission approved and signed a quit claim deed conveying unto Alfred Jensen and Frances Jensen, husband and wife, and Caroline Jensen, a widow, certain real property on the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway in Lane County. The Chief Counsel explained that this property was to have been given in exchange for property adjoining a quarry site owned by the Highway Department, but before the deal was consummated Mr. Jensen died and his son preferred not to carry out the plan, so it now is necessary to deed back to the Jensens the property they deeded to the state.

The Engineer requested authority to negotiate an agreement with contractor Porter W. Yett, Portland, for the Beaverton Oiling and Paving project on Lombard Avenue and East Street in the City of Beaverton. He recalled that this project was advertised for bids to be received at this meeting but none were submitted although subsequently Mr. Yett offered orally to do the work for the sum of $5,570, which is $500 less than the amount of the Engineer's estimate for the job. The Commission unanimously authorized the Engineer to negotiate a contract with Mr. Yett on such basis.

A delegation from Ashland, consisting of William M. Briggs, City Attorney; Thornton S. Wiley, Mayor, and Ralph Koozer, Manager, Bagley Canning Company, was present and asked the Commission for the following improvements:

1. Widening of the Pacific Highway through the City.
2. Designation and construction of a truck route.

Mr. Briggs headed the group. He urged the widening work for early construction, giving as his understanding, from information given him by the engineers, that it can be done at minimum expense. As the solution of their truck problem he suggested a route following the Southern Pacific Railroad in the northern part of the city. Such project, he said, is secondary in importance to the widening project, so they are not stressing it now but want the Commission to bear it in mind for future consideration. Mayor Wiley urged the widening project from the standpoint that it would help solve the truck problem even if the truck route is not provided. He offered city aid in obtaining needed right of way along North Main Street. He also advised that property owners probably will object to the entire elimination of the center park area along South Main Street but will not object to narrowing it somewhat. Mr. Koozer also spoke in favor of the project.

Chairman Banfield advised that this matter is entirely new to the Commission, which is not in position today to take any action regarding it or to indicate when action will be taken; however, the Commission will consider it in balancing its construction program and will look it over during its inspection trip through Southern Oregon later in the year.

Mr. Henry L. Byers, Medford, was present regarding his application, heretofore filed with the State Highway Engineer, for the right and privilege of ingressing to and egressing from the Pacific Highway to his property fronting thereon in the vicinity of Judkins Point, Eugene, on which property he proposes to operate a "drive-in" restaurant. He requested entrances 25 feet wide at two locations, one along the frontage of Lot 6, Block 35, Fairmount Addition, Amended, and the other along the frontage of Lot 20, Block 35, of said addition. In support of his request Mr. Byers recited the history of his purchase of this property, dating back to 1945, and particularly referred to the encouragement that had been given him by a highway department engineer and the Eugene City Council when it changed the zone of the area from residential to business so he could use it for the purpose intended. He declared that he has already spent $19,000 on the property, but its development is being held up because of the refusal of the State Highway Commission to allow him the two entrances that he needs. He offered to pay all costs involved in providing the two entrances and agreed not to request permission, either now or in the future, to cut the median strip along the center of the highway separating northbound and southbound traffic.

The Chief Counsel advised that considerable controversy has developed over the City Council's action changing the zone classification, and as a result thereof, interested citizens successfully circulated a petition which will place on the ballot at the next general election in November the question as to whether or not the property may be used for business purposes. He further advised that the Highway Commission previously discussed the matter and decided at that time not to take action on it until the results of the election are known. He pointed out that the Commission, under certain conditions, and if it so desires, has authority to deny the cutting of the curbs along the highway, which would be necessary in this instance to permit the entrances, regardless of the results of the balloting, and if the use of the openings jeopardizes the public and depreciates the capacity of the highway.

In the discussion that followed, Chairman Banfield expressed his feeling that Mr. Byers' problem is between him and the city. The State Highway Commission, he said, is entering into the matter only because it is trying to protect the traveling public on this major highway improvement, and the Commission is not going to let anything interfere with that purpose if it can be helped. He concluded the discussion by stating that the Commission has already taken action on the matter and is now awaiting the decision of the people of Eugene at the November election.

Mr. Jay F. Oldham, Eugene, heavy hauling contractor, was present regarding violation of a permit that was issued to him on June 14, 1948, authorizing transportation of a three-quarter yard link belt power shovel over the Corvallis-Newport Highway from Blodgett to Corvallis. It appears that the permit as prepared authorized a total gross weight of not to exceed 80,000 pounds, whereas, when his load was weighed by state weighmasters on the following day, the actual combined gross weight was found to be 94,700 pounds. The permit limited the movement to the Corvallis-Newport Highway

from Blodgett to Corvallis, but, according to the weighmaster's report, it actually started on the Eddyville-Blodget Highway, which at the time was posted for a maximum permissible weight of 50,000 pounds; furthermore, the load was one foot eight inches wider and two feet two inches higher than the dimensions specified in the permit. Mr. Oldham was requested to explain his disregard for the provisions of the permit.

Mr. Oldham advised that the weight violation was unintentional, that he previously ascertained from the factory that the shovel weighed 43,000 pounds, and he determined, from the weight of the equipment, that he needed a permit for an 80,000-pounds gross load. He further stated that it was carelessness on the part of his driver that the shovel was moved over the Eddyville-Blodgett Highway. He also said that he has been in the hauling business for 24 years and that he is very familiar with the Highway Commission's requirements and takes every precaution to do the right thing, but it is not possible for him to accompany every movement, so he must depend on his drivers to comply with the terms of the permits that are issued to him.

He was informed by Chairman Banfield that one of the conditions under which the Highway Commission grants permits is that the one to whom the permit is issued shall be responsible for strict compliance with the permit provisions; if those provisions are not respected, he said, future permits will be denied that operator. Chairman Banfield concluded the discussion by stating that the Commission would take his case under advisement and notify him later of the action taken.

Following Mr. Oldham's departure, discussion of this matter was resumed with the result that the Commission unanimously ordered that no further permits authorizing special movements should be issued to Mr. Oldham for a period of 30 days, starting immediately.

Mr. Ronald Lee Smith, log hauler, Siletz, Oregon, was present regarding violations committed by him in the truck hauling of logs over state highways in the vicinity of Siletz, such violations consisting of "laying out" to avoid weighing by state weighmasters, refusal to allow his loads to be weighed when requested, hauling overweight loads, and operating without a permit from the Public Utilities Commissioner. Mr. Smith was requested to explain why he committed these offenses and to give reasons why he should not be denied the privilege of continuing his operations over state highways.

With respect to a "laying out" violation committed on July 16, 1948, and subsequent refusal to allow his load to be weighed, Mr. Smith gave lateness of the hour and no weighmaster on duty as his reason for by-passing the scales. He admitted, however, that in this particular instance the weighmaster followed him to the dump where he could not turn his load around and go back to be weighed, so he unloaded it. Weighmaster Leo Weber, who was on duty at the time and was present at this meeting, refuted the statements of Mr. Smith in this regard and gave actual facts of the occurrence.

Concerning his operation without proper P.U.C. plates, Mr. Smith declared that he had applied for a P.U.C. permit and plates, but for some reason or other had not received them. The facts concerning this feature were explained by Chief Weighmaster Loren L. Spaulding, who was present. He stated that inquiry at the P.U.C. office failed to disclose any record that Mr. Smith had applied for a permit. He also said that Mr. Smith had been operating in this service without any permit since April, 1948.

Mr. W. W. Sitffler, Assistant State Highway Engineer, recited the record of Mr. Smith's violations, from which it appeared to the Commission that Mr. Smith is a consistent and deliberate violator of the requirements. Following further discussion, Mr. Smith was informed that the Commission would take his case under advisement and would let him know later of its decision.

Following his departure, discussion of the matter was resumed, and at that time the Commission decided unanimously not to allow Mr. Smith to truck haul logs over any state highway for a period of two weeks from this date, August 10, 1948, and not after that period of time unless he has met the legal requirements with respect to obtaining permits. Such information was conveyed to Mr. Smith, who re-appeared before the Commission later. He was also informed that he could resume his operations on probation on and after August 25, 1948, if he had then met the requirements, but he was warned that another violation of the rules on his part would result in the permanent cancellation of any log-hauling permit that may have been is issued to him. The Secretary was instructed to convey to the Public Utilities Commissioner a recommendation in conformity with this decision.

The Commission recessed for luncheon at twelve o'clock noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Commission discussed briefly matters pertaining to the meeting of the Western Association of State Highway Officials which was held in Portland in July, and commended the group in charge of the meeting for its success. The Commission ordered preparation of appropriate letters to be sent to those participating in and carrying out the arrangements.

The Commission also discussed briefly two things of a distrubing nature that arose at this meeting, both of which concern the giving of information to the public. The Commission ordered that, hereafter, when discussing matters that have not been presented to the Commission or do not have the Commission's approval, the person giving the information shall make it clear to the other party that such information is not definite but first must have the Commission's approval.

Matters pertaining to the prequalification of bidders on highway construction were considered by the Commission. The Chief Counsel advised that under the prequalification law it is unlawful for any public officer or public body charged with the receiving of bids for public work to issue proposal forms for public improvements that are estimated to cost $10,000

or more to any prospective bidder who has not previously submitted to such officer or body a statement relating to financial ability, experience, and equipment, and has been adjudged qualified to perform the work which the improvement involves. Strict observance of the law, he said, would make it illegal for the Commission to accept a proposal for work that is estimated to cost less than $10,000 if the amount of the proposal is in excess of such amount, unless the bidder is prequalified; furthermore, it would be illegal for the Commission to accept the proposal of a prequalified bidder if the amount of his bid exceeds the amount for which he has been declared qualified. In view of this information the Commission ordered that all contractors be notified of the amount of their prequalification and cautioned to submit a new or supplemental prequalification statement if they expect to submit a bid totaling more than the amount for which they have been declared qualified; otherwise, the Commission may refuse to accept the bid. In the case of a project that is estimated to cost less than $10,000 the prospective bidder is to be informed that his proposal may not be accepted by the Commission if it is for $10,000 or more, unless he submits, prior to the opening of bids, a statement of his financial ability, experience, etc., to show that he is qualified to perform the work.

In this connection the Commission discussed the bids received at this letting for construction of a caretaker's cottage in Armitage State Park near Eugene, there being two submitted, one at $10,595.46 and the other at $11,300. The Engineer advised that the low bid is 15% above the Engineer's estimate for the job and that the bidder, Gale M. Roberts, is not a prequalified bidder, having been given a bidding proposal because the estimated cost of the job was less than $10,000. The question arose whether or not the Engineer had estimated the cost of the job at too low a figure; also, if there is justification for spending so much money for a cottage. As the result of discussion the Commission decided unanimously to reject the bids and it was so ordered. The Parks Superintendent was instructed to investigate the possibility of prefabricated houses and quonset huts that might serve the purpose and very likely can be purchased for less money. The Engineer was instructed to furnish Chairman Banfield a set of plans and specifications for the Armitage cottage.

Messrs. W. H. Lynch, Division Engineer; T. M. Davis, District Engineer; R. N Kellog, Senior Highway Engineer; and F. E. Andrews, Principal Highway Engineer, all representing the Public Roads Administration were present and discussed with the Commission proposed revisions in previously approved Forest Highway programs necessitated by increased construction costs and current construction requirements. The Commission deferred action on this matter pending study.

An offer from Mr. T. W. Young, Portland, to pay $175 for a small supply of myrtlewood timber stored at Humbug Mountain State Park had the attention of the Commission. In the discussion it was pointed out that the State Parks Superintendent had removed most of the good material from the supply which was originally advertised for sale and that the amount now offered by Mr. Young is very close to the actual value of the material as appraised by the State Parks Department and is $20 higher than the offer of Pacific Myrtlewood Products, previously reported at this meeting. In view of these findings the Commission unanimously accepted Mr. Young's offer.

The Chief Counsel brought up for discussion an inquiry from Mr. Thomas I. Chapman, Eugene, concerning a small tract of state-owned land on Broadway Street, Eugene, near its intersection with Alder Street, being property acquired from Dr. Milton M. Bull. He explained that Mr. Chapman owns property adjoining this tract and wants to purchase it to complete his holdings if the Commission intends to dispose of it after the highway improvement now underway is completed. He also wants to know whether or not the adjoining property owners will be given first chance to acquire it. The Chief Counsel said that the tract is excess property which the Commission undoubtedly will sell later on, and that Mr. Chapman has expressed a willingness to purchase it for the amount of the high bid that may be submitted if the Commission advertises it for sale.

The Commission instructed the Chief Counsel to inform Mr. Chapman that it is the policy of the Commission, when disposing of real property, to make it available to the persons who will be best served by it, and to refrain from knowingly conveying property to those who will misuse it or hinder someone else, and that that policy will be followed in this instance if the property is offered for sale.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and at 3:00 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the decision in each instance being by the unanimous vote of the Commission:

"Corvallis (South Entrance) Section of the Pacific Highway West, Benton County; grade and pave 0.15 mile highway roadbed and construct reinforced concrete viaduct. The low bid submitted for this work was that of Lindstrom Bros., Portland, at $152,850.50. Walder & Kenworthy and Tower Sales & Erecting Co., Portland, submitted the only other bid at $186,390.50. They qualified their bid by stating that they would accept only one project at this letting. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Construction of a bridge over Beaver Creek on the Oregon Coast Highway, Coos County. The low bid for this work was submitted by Tom Lillebo, Reedsport, at $155,760. The second low bid was that of Walder & Kenworthy and Tower Sales and Erecting Co., Portland, at $185,052.50. They stated that they would accept the award of only one contract at this letting. There were three higher bidders. The Commission has awarded the contract to the low bidder, Tom Lillebo, at his bid price.

"Cleaning and painting Catching Slough Bridge on the Coos River Secondary Highway, Coos County. J. S. Morris Co., Berkeley, California, submitted the low bid for this work at $3,000. Rudolph Seda, Waldport, was the next low bidder at $3,525. There was one higher bidder. The contract has been awarded to the low bidder, J. S Morris Co.

"Redeck three bridges on county roads, in Douglas County, particularly the Brown Bridge over the North Umpqua River on County Road No. 0-6, the Dillard Bridge over the Umpqua River on County Road No. 675, and the Olalla Bridge over Olalla Creek on County Road No. 734. Three bids were received by the Commission for this work, the low one being that of Howard Halverson Co., Portland, at $73,700. The second low bid was that of Harry I. Hamilton, Eugene, at $95,000. The third low bid was that submitted by Birkemeier & Saremal, Portland, at $169,023. This is a county project and the Commission has referred the bids to the Douglas County Court for further handling.

"Cleaning and painting the Winston Bridge over the Umpqua River on the Pacific Highway, in Douglas County. Douglas Paint and Hardware Company, Roseburg, submitted the low bid for this work at $3,370. The second low bid was submitted by Rudolph Seda, Waldport, at $6,590. There were two higher bidders. The Commission has awarded the contract to the low bidder, Douglas Paint and Hardware Company, at its bid price.

"Construction and bituminous macadam surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway, in Klamath and Lane Counties. E. C. Hall Co., Portland, submitted the low bid for this work at $541,600, based on the use of asphalt. Rogers Construction Co., Portland, submitted the next low bid at $553,500, based on the use of asphalt. There were six higher bidders. None of the bidders submitted a bid based on the use of tar. The Commission has awarded the contract to the low bidder, E C. Hall Co., at its bid price.

"Construction of a caretaker's cottage in Armitage State Park near Eugene, Lane County. The Commission received two bids for this work, the low one being that of Gale M. Roberts, Springfield, at $10,595.46. The other was submitted by the Fry Schilling Co., Eugene, in the amount of $11,300. The Commission has rejected both bids as being too high.

"Florence Surfacing and Bituminous Macadam Project on Lincoln and Hamlin Streets in the City of Florence, Lane County. Baker & Wilson Paving Contractors, Coos Bay, submitted the low bid for this work in the amount of $3,935.20, based on the use of asphalt. They submitted no bid based on the use of tar. Acme Construction Co., Eugene, submitted the only other bid at $4,405, based on the use of asphalt. They also submitted no bid based on the use of tar. The Commission has accepted the offer of Baker & Wilson Paving Contractors and has awarded the contract to this company at its bid price.

"Newport Bituminous Macadam Surfacing Project on Canyon Road in the City of Newport, Lincoln County. J. N. and M. J. Conley, Portland, submitted the only bid for this work at $9,659, based on the use of asphalt. They submitted no bid based on the use of tar. The Commission has awarded the contract to this company at its bid price.

"Topsoiling and seeding on the Milton-Washington State Line Section of the Oregon-Washington Highway, Umatilla County. The low bid submitted for this work was that of Morrison & Fisher, Walla Walla, Washington, at $10,000. The only other bid was that submitted by George E. Carliss, Ontario, at $12,135. The Commission has rejected both bids as being too high.

"Construction of a steel bridge over Mill Creek on the Warm Springs Highway, in Wasco County. The low bidder for this work was Don L. Cooney, Inc., Seattle, Washington, at $318,320. General Construction Company, of Portland, submitted the next low bid at $327,960. There were two higher bidders. The Commission has awarded the contract to the low bidder, Don L. Cooney, Inc., at its bid price.

"Grading and paving the West Slope-Beaverton Section of the Tualatin Valley Highway, Washington County. Warren Northwest, Inc., Portland, submitted the low bid for this work at $262,362. The only other bid was that submitted by K F. Jacobsen Co., Portland, at $264,666.50. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Beaverton Oiling and Paving Project on Lombard Avenue and East Street in the City of Beaverton, Washington County. The Commission received no bids for this work."

The Commission considered, approved, and signed agreements, etc., as follows:

Agreement with Taft-Nelscott-DeLake Water District covering re-establishing the District's water mains along the Oregon Coast Highway at the bridge crossing "D" River south of Oceanlake, Lincoln County.

Agreement with the City of Burns, Harney County, covering improvement of streets in Burns to be financed with a portion of the Special $250,000 State Tax Street Fund.

Agreement with Glen P. White covering elimination of a cattle pass on the Heppner Primary Highway at Mile Post 1.9, in Gilliam County.

Agreement with the Southern Pacific Company covering installation of signals at the railroad crossing of the Junction City-Eugene Secondary Highway, in Junction City, Lane County.

Agreement with John Molthan covering elimination of a cattle pass at Mile Post 233.02 on the John Day Highway near Ironside, Malheur County.

Agreement with Coos County covering relocation of a portion of Coaledo-Chrome Plant Section of the Oregon Coast Highway, Coos County.

Lease agreement with State Forester covering lease of property in Wallowa Lake and Casey State Parks on which to construct State Forestry Wardens' residences.

Lease agreement with Bryson Clutter covering operation of his portable trailer house during his employment by the State Highway Department.

Permit agreement with Bonneville Power Administration covering power line crossings of the Salem-Dallas Highway and of the Monmouth-Independence Highway near Brunks Corner, Polk County.

Agreement with Southern Pacific Company covering conveyance to the Company of a tract of land on the Oregon City-New Era Section of the Pacific Highway East, Clackamas County.

"Option to Purchase" with U.S. War Department covering sale to the War Department of a tract of land adjacent to the Willamette Highway, Lane County.

"Land Purchase Contract" with U.S. Reclamation Service covering sale to Reclamation Service of tract of land in Klamath County for enlargement of Lost River diversion channel.

Release to U.S. Army Engineers of access restriction to Willamette Highway near Meridian Damsite, Lane County.

Bargain and sale deed conveying unto Eugene Fruit Growers Assoc. small parcel of land adjacent to Eugene-Goshen County Road, in Eugene, Lane County.

Bargain and sale deed conveying unto Rogue River Irrigation District 0.17 acre of land adjacent to Crater Lake Highway, Jackson County.

Bargain and sale deed conveying unto Walter Freeman property in the City of Nyssa, Malheur County.

Bargain and sale deed conveying to S.P. & S. R.R. Co. small tract of land adjacent to the Lower Columbia River Highway near Lintonn, Multnomah County.

Bargain and sale deed conveying unto F.C. Marshall, et ux., 1.84 acre of land in Columbia County as consideration for ten acres of land acquired from the Marshalls.

Quitclaim deed conveying unto Alfred Jensen, et al., tract of land adjacent to Richardson-Eugene Secondary Highway, near Eugene, Lane County.

Lease from Rose Phillips covering road building materials to be secured from parcel of land on Pringle Corner-McMinnville Section of the Salmon River Highway, in Yamhill County.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:15 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

EXHIBITS "A" THROUGH "M"

Minutes of August 9 and 10, 1948

EXHIBIT "A"

Minutes of August 9 and 10, 1948

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

*14026- Spaulding, Armour Field Right of Way Option expires November 26, 1948			
1.90 acres at $2,240.00 less	$ 4,250.00	$ 4,250.00	Witt

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY

14040-A Clackamas County Right of Way x			
0.04 acre	00.00	00.00	Bensc

(Cont.)

AUG 9 1948

EXHIBIT "A" (Cont.)

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY (Cont.)

		$	$	
14046-A	Leonard, Matilda F. Right of Way Option expres January 22, 1949			
	0.07 acres	50.00	50.00	Benson
14[illegible]-A	Renan, George D. and Louise E. Renan Right of Way Option expires January 22, 1949			
	0.51 acre	50.00	50.00	"

MIDDLE GROVE-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY

14370-A	Vanderbeck, Antoinette Slope easement x			
	0.07 acre State to construct roadway for approximate distance of 200 feet from new right of way to house, and gravel	00.00	00.00	Witt

PRINGLE CORNER-McMINNVILLE SECTION, SALMON RIVER HIGHWAY

13198-B	Phillips, Rosa McPhillips Lease			
	1 year lease on 1.37 acres at $70.00 plus per acre Allowance- loss apple trees State to provide safe cattle crossings, replace top soil completion diggings.	100.00 50.00	150.00	"
13977-A	Townsend, Winifred G. Borrow pit			
	1 year lease- on 0.80 of an acre at $125.00 per	100.00	100.00	"

AUG 9 1948

EXHIBIT "A" (Cont.)

**DEVILS LAKE OUTLET SECTION, OREGON COAST HIGHWAY

	$	$	
14368- Baumer, Peter J. and Ina L. Baumer Right of Way Option expires January 4, 1949			Gardiner
0.026 acre (1,133 sq. ft.)	00.00		
Allowance- moving buildings-low bid	8,348.75	8,348.75	
14367- Howard, Vivan (Reed) and Robin Reed Right of Way Option expires December 7, 1948			
1,263 sq. ft. (0.029 ac) at 30¢ s/g.f/t.	378.90		
Allowance- moving small lunch stand- low bid	375.00	753.90	"

AGATE BEACH-NEWPORT SECTION, OREGON COAST HIGHWAY

10969- Finalyson, Frank E. and Alice Finalyson Right of Way (Supplemental)			
Allowance- construction new double garage	500.00		
Less amount paid under settlement dated June 30, 1943	300.00	200.00	Landon
Additional amount recommended, due to delay in constructing highway which prevented owner from constructing new garage. Claim based on increased material and labor costs -			

***TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY

14161- Steiner, Stephen, Jr. Right of Way Option expires October 20, 1948			
3.18 acres at $1,000.00	3,180.00		
114 rods fence at $2.50 rod	285.00		
6 anchor posts at $1.50 each	9.00		
Waiver of access	100.00		
Allowance- inconvenience, crossing highway with 50 cows	605.50	4,179.50	Benson

(Cont.)

AUG 9 1948

15150

EXHIBIT "A" (Cont.)

**TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY (Cont.)

11835- Swett, A. J.
Right of Way
Option expires
October 11, 1948

	$	$	
1.49 acres at $1500.00	2,235.00		
3.45 acres at $1,000.00	3,450.00		
193 rods fence at $2.50 rod	482.50		
2 gates at $20 each	40.00		
14 anchor posts at $1.50 each	21.00		
Waiver of access (parcel #1)	250.00		
Allowance-damage-severance, and in lieu stockpass	5,355.50	11,834.00	Benson
State to provide farm crossing at Sta. 363+00			
Grantor to have permission to put 6" irrigation pipe under fill			

14162- Hunter, Frank W. and Alice Hunter
Right of Way
Option expires
December 8, 1948

1.52 acres at $1,000.00	1,520.00		
Allowance- 69 rods fence at $2.50 rod	172.50		
Waiver of access	200.00		
Damage- general	1,107.50		
Moving barn, estimated	1,250.00	4,250.00	"
State to construct approaches			

11808- Johnson, Orval and LaVelle Johnson
Right of Way
Option expires
October 12, 1948

2.0 acres at $800.00	1,600.00		
3.68 acres at $500.00	1,840.00		
Allowance- 159 rods fence at $2.00 rod	318.00		
Allowance- 2 gates at $20 ea	40.00		
Allowance- 13 anchor posts at $1.50 each	19.50		
Allowance- moving cabin	100.00		
Waiver of access	200.00	4,117.50	"
Plus road approach, south side			

AUG 9 1948

(Cont.)

EXHIBIT "A" (Cont.)

***TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY (Cont.)

11804- Holden, A. E.
Right of Way
Option expires
October 20, 1948

	$	$
1.91 acres at $500.00	955.00	
101 rods fence at $2.50 rod	252.50	
2 gates at $20.00 each	40.00	
8 anchor posts at $1.50 each	12.00	
Allowance- water new location	640.50	
Severance damages	1,000.00	
Waiver of access	100.00	
Moving barn, estimated	2,500.00	5,500.00 Benso
Plus approach road, both sides		

11832- Widmer, Robert M.
Right of way
Option expires
October 7, 1948

1.05 acres at $1,000.00	1,050.00	
11 rods fence at $3.00 rod	33.00	
Allowance- damage, area reduced	250.00	
Waiver of access	117.00	1,450.00 "

11807- South Prairie Creamery Company
Right of Way
Option expires
October 19, 1948

0.22 acre at $1,000.00	220.00	
Waiver of access	100.00	
Compromise to settle	80.00	
Moving house, estimated at	1,750.00	2,150.00 "

14159- Aufdermauer, Louis and Frida Aufdermauer
Right of way
Option expires
September 23, 1948

1.05 acres at $1,000.00	1,050.00	
67 rods fence at $2.00 rod	134.00	
Damage- area reduced	400.00	
Allowance- clear barn site	200.00	
Allowance- move gate, shade tree, fruit tree	50.00	
Waiver of access	66.00	
Moving barn, estimated	1,500.00	3,400.00 "
State to construct approach road		
State to move shade tree		

AUG 9 1948

(Cont.)

EXHIBIT "A" (Cont.)

***TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY (Cont.)

11802- Marolf, Carrie
Right of Way
Option expires
October 6, 1948

	$	$
6.38 acres at $500.00	3,190.00	
4.20 acres at $100.00	420.00	
92 rods fence at $2.00 rod	184.00	
4 anchor posts at $1.50 ea	6.00	
Waiver of access	100.00	3,900.00 Benson

11833- Klinehan, Lena J.
Right of Way
Option expires
October 18, 1948

1.11 acres at $1,000.00	1,110.00	
27 rods fence at $2 rod	54.00	
2 anchor posts at $1.50 ea	3.00	
Waiver of access	100.00	1,267.00 "

11805- Buechler, Baptist
Right of Way
Option expires
September 22, 1948

1.23 acres at $500.00	615.00	
75 rods fence at $2.00 rod	150.00	
2 gates at $20.00 each	40.00	
8 anchor posts at $1.50 each	12.00	
Damage- severance- 5% value $15,000.00	750.00	
Waiver of access	25.00	1,592.00 "
Plus stockpass		
Plus approaches, both sides		
Plus culvert pipe for irrigation pipe		
State to convey triangular parcels acquired from Johnson- file #11808		

11825-A Neilson, Victor and Una Neilson, and Stephen Steiner, Jr.
Right of Way
Option expires
October 20, 1948

0.65 acre at $1,000.00	650.00
28 rods fence at $2.50 rod	70.00

EXHIBIT "A" (Cont.)

***TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY (Cont.)

11825-A Neilson, Victor and Una Neilson, and Stephen Steiner, Jr. (Cont.)

	$	$	
2 gates at $20.00 each	40.00		
7 anchor posts at $1.50 each	10.50		
Waiver of access	50.00	820.50	Bene
Plus approaches, both sides			

11831- Rarey, D. R. and Charlotte Rarey
Right of Way
Option expires
October 21, 1948

0.05 acre at $1,000.00	50.00		
6 rods fence at $2.00 rod	12.00		
Waiver of access	50.00	112.00	"

11799- Mackey, Ena Fay Flock
Right of Way
Option expires
December 15, 1948

3.57 acres at $500.00	1,785.00		
1.32 acres at $250.00	330.00		
274 rods fence at $2.50 rod	685.00		
4 gates at $20.00 each	80.00		
22 anchor posts at $1.50 each	33.00		
Severance damages- 10% $8,000 value	800.00		
Waiver of access	100.00		
Allowance to build new barn west side	5,000.00		
Compromise to settle	187.00	9,000.00	"
State to construct approaches, both sides and east side			
State to construct stockpass			

CAMP ADAIR SECTION, PACIFIC HIGHWAY WEST

11673- U. S. Government
Right of Way

0.80 acre	60.00	60.00	"

11673- U. S. Government
Right of Way

1.63 acres at $50.00	81.50	81.50	"
State to move fences			

AUG 9 1948

15154

EXHIBIT "A" (Cont.)

+PACIFIC HIGHWAY, CITY OF EUGENE, CO-OPERATIVE PROJECT

11973- Godlove, Jesse J. and Myrtle H. Godlove
Right of Way
Option expires
September 11, 1948
(CORRECTION)

	$	$	
1,665 sq. ft. at $1.00 sq. ft.	1,665.00		
Allowance- damages to remaining portion	1,000.00		
Allowance- inconvenience while moving house	400.00		Collins
Moving houses and garage- low bid	8,981.35	12,046.35	

Previous report:

Moving houses and garage estimated $7,000.00

11971- Walton, Pauline
Right of Way
Option expires
x
(CORRECTION)

13,014 sq. ft. at 75¢ sq. ft.	9,760.50		
Allowance- moving and re-establishing duplex and garage	12,545.00	22,305.50	"

Previous report:

Moving and re-establishing duplex and garage, estimated $8,000.00

CITY OF EUGENE, PACIFIC HIGHWAY

11995- Campbell, C. F. and Mary Ruth Campbell
Waiver of access
x

Waiver of access (50 foot frontage)	00.00	00.00	"

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY

12067 Keeney, Walter W. and Mathi Ann Keeney
Right of Way
Option expires
September 17, 1948
(CORRECTION)

AUG. 9 1948

(Cont.)

EXHIBIT "A" (Cont.)

LOST CREEK-LOWELL SECTION, WILLAMETTE HIGHWAY (Cont.)

12067- Keeney, Walter W. and Mathi Ann Keeney (Cont.)

	$	$	
2.83 acres at $300.00	849.00		
109 rods fence at $3.00 rod	327.00		
2 gates at $20.50 each	41.00		
Allowance- buildings, value $11,000- 10% damage	1,100.00		
Damages- lieu constructing cattle-pass previously provided, and eliminating farm crossing, and private access on south side- allowance	750.00	3,067.00	Landon

TYEE-SUTHERLIN SECTION, ELKTON-SUTHERLIN HIGHWAY

13957-A Getchell, Ralph P. and Stella Getchell
Right of Way
Option expires
January 20, 1949 — Haskin

0.43 acre at $100.00	43.00	43.00	

GUNNELL ROAD-ROBERTSON BRIDGE SECTION, ROGUE RIVER LOOP HIGHWAY

13995-A Robertson, David G. and Della Robertson
Right of way
Option expires
January 7, 1949 — Worlin

0.11 acre	25.00	25.00	

TOLO OVERCROSSING SECTION, PACIFIC HIGHWAY

14515- Gold Bay Realty Company
Right of Way — Benson

0.74 acre at $675.67	500.00	500.00	

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY

14247- Siglin, L. R.
Right of Way
x — Berry, Mayhew, Reeder

3.53 acres at $70.82	250.00	250.00	

(Cont.)

AUG 9 1948

15156

EXHIBIT "A" (Cont.)

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY (Cont.)

14134- Webb, H. O.
Right of Way
Option expires
December 2, 1948

	$	$	
2.25 acres at $500.00	1,125.00		
2.0 acres at $400.00	800.00		
0.25 acre - service station, store, at $1,000.00 acre	250.00		
Allowance- 5 room house	3,600.00		
Allowance- house, used as barn	1,320.00		
Allowance- 2 small smoke houses	40.00		
Allowance- 1 feed house, rest room	680.00		
Allowance- small hog shed	12.00		
Allowance- old barn; store hay, shelter	900.00		
Allowance- sheep, cow, chicken sheds	150.00		
Allowance- 1 chickenhouse	20.00		
Allowance- service station and store	1,550.00		
Allowance- windmill, automatic pump	300.00		Mayhew
Allowance- 49 fruit trees, $12 each	588.00		Reeder
Allowance- berries, garden, shrubs, grape arbors, trees	500.00		
General damages-	2,165.00	14,000.00	
State to provide water for use of owners			
State to provide access along right of way and under bridges -			

14138- Clough, Lois M.
Right of Way
Option expires 1/14/49

7.36 acres at $200.00	1,472.00		
Allowance- corral fence	50.00		
Allowance- barn, and damage for replacement	800.00		
Allowance- garage	350.00		
Allowance- 94 rods fence- $3 rod	282.00		Reeder
Allowance- moving log bridge; and haul road	520.00	3,474.00	

14239- Garrett, Rose H.
Right of Way
Option expires
January 21, 1949

AUG 9 1948

(Cont.)

EXHIBIT "A" (Cont.)

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY (Cont.)

14239- Garrett, Rose H. (Cont.)

	$	$	
5.35 acres at $400.00	2,140.00		
Allowance- fruit trees- 15 at $15 ea.	225.00		
Allowance- 186 rods fence at $3 rd	558.00		
Allowance- Moving approx. 20 feet spring outlet	100.00		
Allowance- to building milk room and barns west of railroad (in lieu of constructing pass for cattle.	1,100.00	4,123.00	Reeder

COQUILLE-MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY

14325- Detlefsen, Tom and Helen M. Detlefsen
Quarry Site
Option expires
January 13, 1949

5.61 acres at $300.00	1,683.00		
16.5 acres at $75.00	1,237.50		
Allowance- Owner paid lessee- cut down feeding area for cows	100.00	3,020.50	"

GOLD BEACH SECTION, OREGON COAST HIGHWAY

9041- Gesik, Rinehart and Lucille Gesik
Right of Way and easement
Option expires
January 18, 1949

2,101 sq. ft. at $0.142 sq. ft. plus 15 feet for slope easement	00.00	00.00	
City of Gold Beach to pay the $300.00 for the land consideration			

MALIN SECTION, KLAMATH FALLS-MALIN HIGHWAY

14586- Liskey, D. D. and Dave Liskey
Lease for road materials
x

1.0 acre- 3 year lease- at $100.00 per acre	100.00	100.00	Cozad

EXHIBIT "A" (Cont.)

TIDEWATER SECTION, ALSEA HIGHWAY

13078-A Wells, J. D. and Josie O. Wells, and
C. D. Whitehorn and Agnes Whitehorn
Right of way
Option expires
December 28, 1948

	$	$	
0.34 acre at $1,000.00		340.00	
Allowance- spring		500.00	McChesney
Allowance- moving and transplanting shrubs		30.00	870.00

State to construct concrete spring box, make connections to existing water line, pipe water from spring to spring box, also temporary connection. Owner to be compensated in sum of $500.00 if within year spring fails to produce sufficient water for domestic uses.

12631- Trafzer, Bessie A.
Right of Way
(CORRECTION)

0.55 acre at $1,000.00		550.00	
0.55 acre at $25.00		13.75	
Allowance for shade, fruit tree		65.00	
Allowance- moving buildings- low bid		2,760.00	3,388.75 "

Previous report:

Commission authorized Housemover Winter, low bidder in the amount of $2,138.00, to proceed with the moving of the buildings; however, in the meantime, Winter disappeared, much to the unhappiness of his creditors, so it was necessary to ask for new bid. The original bid was given in 1947; hence the difference of more than $600.00 at this time.

ODELL SECTION, ODELL SECONDARY

14542- Bevil, Charles H. and Hildred I. Bevil
Right of Way
Option expires
October 18, 1948
(CORRECTION)

EXHIBIT "A" (Cont.)

ODELL SECTION, ODELL SECONDARY (Cont.)

14542- Bevil, Charles H. and Hildred I. Bevil (Cont.)

	$	$	
0.15 acre	5.00		
Allowance - moving 170 feet corral fence, heavywood construction on cedar posts, actual cost for moving	84.00	89.00	Berry Reeder

Previous report:

Allowance for fencing not included - error in locating fence on right of way map - appeared no necessity of moving fence at time option taken.

MEMALOOSE PARK-DILLON SECTION, COLUMBIA RIVER HIGHWAY

4501- Wetle, Fred and Nettie A. Wetle
Stock Pile
x

Renewal 1 year lease - 0.95 acre	10.00	10.00	DeSouza

THE DALLES-DESCHUTES RIVER SECTION, COLUMBIA RIVER HIGHWAY

14786- Seufert Bros. Co.
Right of Way
Option expires
December 23, 1948

13.4 acres at $67.00	897.80		Gardiner
State to convey 6.1 acre to grantors rate of $67 acre- a credit of	408.70	489.10	
State to fence - approx. 466 rods, north side			

ARLINGTON-SHUTTLER SECTION, JOHN DAY HIGHWAY

14560- Krebs, John W., Henry W. Krebs and George C. Krebs
Stock pile site
Option expires
January 8, 1949

0.82 acre at $10.00	8.20	8.20	Conad

AUG 9 1948

EXHIBIT "A" (Cont.)

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY

13814- Stoddard, Frances Littlefield Right of Way Option expires December 18, 1948			Haskin
0.54 acre at $150.00	$ 81.00	$ 81.00	
13816- Wendt, Charles, Estate Right of Way Option expires December 15, 1948			
1.15 acres at $100.00	115.00		
Allowance- 182 rods fence at $1.50 rod	273.00	388.00	"
13837- Prowell, J. E. and Florence Prowell Quarry and stockpile Option expires December 29, 1948			
9.54 acres at $26.00 plus	250.00	250.00	"
13833- Prowell, J. E. and Florence Prowell Right of Way Option expires December 22, 1948			
0.44 acre at $100.00	44.00		
Allowance - 80 rods fence at $1.50 rod	120.00	164.00	"
13827- Morin, Glen J. and Edith W. Morin Right of Way Option expires December 21, 1948			Benfield
0.26 acres at $100.00	26.00		
Allowance- 70 rods fence $1.50 rod	105.00	131.00	
13834- Bond, Martha E. Right of Way Option expires December 22, 1948			
1.30 acres at $100.00	130.00		
Allowance- 80 rods fence at $1.50 rod	120.00	250.00	"

EXHIBIT "A" (Cont.)

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY (Cont.)

13836- Lee, Gertrude R.
Right of Way
Option expires
December 23, 1948 — Benfield

	$	$
0.60 acre at $25.00	15.00	15.00
State to move approximately 600 feet barbed wire fence		

13825- McClurg, Aliene and Roy J. McClurg
Right of Way
Option expires
December 27, 1948

0.61 acre at $81.00 plus	50.00	
Allowance- 160 rods fence at $1.50 rod	240.00	290.00 "

13830- Federal Land Bank of Spokane, and Beecher, Jens
Right of way
Option expires
December 29, 1948

0.61 acre at $100.00	61.00	
Allowance- fencing- 160 rods at $1.70 rod	272.00	333.00 "

13819-Corell, Margaret
Right of way
Option expires
December 31, 1948 — Hankin

0.50 acre at $100.00	50.00	50.00

13817- Missouri Flat Grange
Right of Way
Option expires
January 1, 1949

0.04 acre	00.00	00.00 "

13832- Holland Land Company
Right of Way
Option expires
December 22, 1948

(Cont.)

AUG 9 1948

EXHIBIT "A" (Cont.)

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY (Cont.)

13832- Holland Land Company (Cont.)			
		$	$ Benfield
0.41 acre at $100.00		41.00	41.00
State to move approximately 80 rods of fence			

WEST UNIT-SHEEP CREEK HILL SECTION, LITTLE SHEEP CREEK SECONDARY HIGHWAY

14911- Briggs, Roy A.			
Easement			
x			
0.10 acre- ditch easement - $200 acre		20.00	20.00 Cosad

BROGAN SECTION, JOHN DAY HIGHWAY

9161-A Kendall, Robert R.			
Maintenance Site			
Option expires			
February 1, 1949			
3.11 acres at $300.00		933.00	933.00 "

FOOTNOTE:

* Vista Avenue-Multnomah County Line Section, Sunset Highway, Item No. 14026 - See Page 15102 in the minutes for discussion of this item.

** Devils Lake Outlet Section, Oregon Coast Highway - See Page 15103 in the minutes for discussion of this item.

*** Tillamook-Pleasant Valley Section, Oregon Coast Highway - See Page 15103 in the minutes for discussion of this item.

+ Pacific Highway, City of Eugene, Co-operative Project - See Page 15103 in the minutes for discussion of this item.

15163

EXHIBIT "B-1"

Minutes of August 9 and 10, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition, or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Oregon Coast Highway (State Highway No. 9) is a highway under the jurisdiction and control of the State, and said highway is, in additio to being a part of the state highway system, a part of the federal highway syste and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling publi the Highway Commission relocated the section of the Oregon Coast Highway extendi from Tillamook to Pleasant Valley, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for rights of way and that other real properties be acquired for procuring therefrom roadbuilding materials; and

WHEREAS, pursuant to the provisions of Section 100-115, O. C. L. A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor and real properties from which to procure roadbuilding materials; and

(Cont.)

AUG 9 1948

15161

EXHIBIT "B-1" (Cont.)

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Oregon Coast Highway, as one of the major highways of the State, carries a large volume of traffic and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of the Oregon Coast Highway known and designated as the Tillamook-Pleasant Valley Section.

2. That the specific purpose and use for which each particular piece of real property is needed and required is expressly stated and the ownership of said property is named in the particular and respective tracts hereinafter described on the attached sheets, all of which are made part of this resolution.(*)

3. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury or damage.

4. The Commission does hereby further find and declare that, in addition to the acquisition of the respective real properties described on the attached sheets required for right of way purposes, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the respective parcels of real property described on the attached sheets and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission.(*)

5. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of

(Cont.)

AUG 9 1948

EXHIBIT "B-1" (Cont.)

said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

6. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land required for right of way purposes all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access to the parcels of real property required for right of way purposes except at such points or places as may be designated by the State Highway Commission.

7. That in the trial or prosecution of any action or actions institut for the purpose of acquiring by condemnation or otherwise the said described real properties, or any of them, or any interest therein, the said J. M Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

8. The real properties sought to be acquired are described on the attached sheets, consisting of 7 pages, on which sheets are shown the respective ownerships, the purpose for which the properties are to be acquired, and a complete and accurate description of said properties, said parcels of real property being otherwise identified as Parcels Nos. 1 to 14, inclusive.(*)

9. This resolution shall be entered in full in the minutes and records of this Commission as of the ninth day of August, 1948.

FOOTNOTE:

(*) The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 114, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

AUG 9 1948

13166

EXHIBIT "B-2"

Minutes of August 9 and 10, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Oregon Coast Highway (State Highway No. 9) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of the Oregon Coast Highway extending from Delmar to China Camp Creek, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for right of way and other purposes; and

WHEREAS, pursuant to the provisions of Section 100-115, O. C. L. A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

(Cont.)

AUG 9 1948

EXHIBIT "B-2" (Cont.)

WHEREAS, said Commission is likewise authorized to acquire, in additio to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Oregon Coast Highway, as one of the major highways of the State, carries a large volume of traffic, both state and interstate, and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the property described on the attached sheet is needed and required for use in connection with the construction and maintenance of the section of the Oregon Coast Highway known and designated as the Delmar-China Camp Creek Section, said property being needed and required for right of way purposes and being owned by L. R. Siglin (Paul Trolard and Myrtle B. Trolard, contract purchasers). (*)

2. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury or damage.

3. The Commission does hereby further find and declare that, in addition to the acquisition of the real property described on the attached sheet it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting property to the parcel of real property described on the attached sheet and the highway which is to be constructed thereover, except at such points or places as may be designated by the State Highway Commission. (*)

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the

(Cont.)

AUG 9 1948

15108

EXHIBIT "B-2" (Cont.)

compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcel of land, all rights of access thereto except at such points or places as may be designated by the State Highway Commission, and in the event that no satisfactory agreement can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property and all rights of access thereto except at such points or places as may be designated by the State Highway Commission.

6. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

7. This resolution shall be entered in full in the minutes and records of this Commission as of the ninth day of August, 1948.

FOOTNOTE:

(*) The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 115, under the heading, "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

AUG 9 1948

15169

EXHIBIT "B-3"

Minutes of August 9 and 10, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the following described parcel of real property, which property is owned by Matilda McEnroe, is necessary and acquisition of the same by the State is required for right of way purposes in connection with the Baker-Miles Bridge Section of the Medical Springs Highway, which property is described as follows, to wit:

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) and Lot 2 ($NW\frac{1}{4}$ of the $NE\frac{1}{4}$) of Section 4, Township 9 South, Range 40 East, W. M., Baker County, Oregon, the said parcel being all that portion of the foregoing described property included in a strip of land of variable width lying on the easterly side of the center line of the Medical Springs Highway as said highway has been relocated over and across or adjacent to the said property; the

(Cont.)

AUG 9 1948

EXHIBIT "B-3" (Cont.)

the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 34+57.3 to Station 61+17, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 34+57.3, at which station said center line intersects the south line of the northeast quarter of Section 4; said point being 2641 feet north and 795 feet east of the south quarter corner of Section 4, Township 9 South, Range 40 East, W. M.; thence North 4° 15' East a distance of 2464.18 feet; thence on a spiral curve left (the long chord of which bears North 4° 05' 30" East 194.44 feet) a distance of 194.44 feet to station 61+17, opposite and 50 feet distant from which station the easterly line of said strip of land intersects the north line of said Section 4.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line
34+57.3	to	55+00	45 feet
55+00	to	61+17	50 feet

The parcel of land to which this description applies contains 2.82 acres, of which 1.60 acres lie within the existing right of way, title to which hereby is alleged to be in the public, and 1.22 acres lie outside of the existing right of way.

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner, and/or with the tenants or persons in possession, if there by any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby

EXHIBIT "B-3" (Cont.)

is requested and authorized to commence and prosecute to final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

5. That this resolution be entered in full in the minutes and records of this Commission as of the ninth day of August, 1948.

AUG 9 1948

15172

EXHIBIT "C"

Minutes of August 9 and 10, 1948

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Granite	$ 172.48
Hammond	846.37
Long Creek	477.34
Scotts Mills	455.27
Troutdale	423.18

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Granite - Main Street, Center Street
Hammond - Boone Avenue, Pacific Avenue, W. 1st Street, Harriette Street, Park Street, Ford Street, Augustus Street
Long Creek - 2nd Street
Scotts Mills - Grand View Avenue
Troutdale - Killin Street, Benton Street, Garfield Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 9th day of August, 1948.

AUG 9 1948

EXHIBIT "D"

Minutes of August 9 and 10, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums or amount set opposite the names of the respective cities or towns:

Adams	$ 722.66
Butte Falls	1,449.59
Canyon City	1,334.14
Carlton	4,122.15
Coburg	1,949.90
Dundee	893.70
Gearhart	2,625.52
Gold Beach	2,433.09
Halfway	1,778.85
Hammond	1,804.51
Harrisburg	3,677.43
Joseph	2,535.72
Long Creek	1,017.71
Malin	2,287.71
Manzanita	936.46
Phoenix	2,740.97
Rogue River	2,026.86
St. Paul	782.52
Stanfield	2,420.26
Turner	2,368.95
Yamhill	1,787.40
Yoncalla	1,616.36

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for contruction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Adams - Preston Street
Butte Falls - Pine Avenue, Cedar Avenue, Fir Avenue, Oak Avenue, Laurel Avenue, Fee Street, Broad Street, Main Street, South Street

(Cont.)

AUG 9 1948

15171

EXHIBIT "D" (Cont.)

Canyon City - Canyon Street, Bridge Street
Carlton - W. Main Street, Cunningham Street, Carr Street, N. Scott Street, S. Scott Street, S. Howe Street, S. Yamhill Street, N. Hutch Street, S. Hutch Street, S. Park Street, S. Arthur Street, N. Railroad Street, N. 2nd Street, N. 3rd Street, S. 3rd Street, N. 4th Street, N. 5th Street, W. Johnson Street, W. Jefferson Street, E. Jefferson Street, W. Madison Street, W. Monroe Street, E. Monroe Street, W. Grant Street, W. Washington Street, W. Harrison Street, E. Harrison Street, W. Taft Street, W. Polk Street, E. Polk Street, E. Madison Street, N. 6th Street
Coburg - Harrison Street, Diamond Street, Coleman Street
Dundee - Fifth Street
Gearhart - First Street, Sixth Street, 11th Street, 12th Street, 13th Street, Cottage Avenue, Ocean Avenue, Marion Avenue, Hager Avenue
Gold Beach - Gauntlet Street, Caugell Street, Harlow Street, Strahan Street, First Street, Second Street, Third Street, Fourth Street, also certain un-named streets, as shown on maps attached to Form 3
Halfway - Bell Street, Dawson Street, Church Street, Center Street, Commercial Street, Kellogg Street, Claud Street
Hammond - Boone Avenue, Pacific Avenue, W. 1st Street, Harriette Street, Park Street, Ford Street, Augustus Street
Harrisburg - 4th Street, 7th Street, Smith Street, Territorial Street
Joseph - Mill Street, Main Street, College Street, 4th Street, McCully Avenue
Long Creek - Third Street
Malin - 6th Street, Rosicky Avenue, Market Street
Manzanita - Ocean Road, Park Street, First Street, Second Street, Third Street, Fourth Street
Phoenix - Sixth Street, "G" Street, Rose Street, Third Street, Second Street, First Street, Maple Street, "B" Street
Rogue River - Broadway, Main Street, Depot Street, First Street
St. Paul - Christie Street, Mission Avenue, Main Street, Blanchet Avenue, Church Street, Delorme Avenue, Park Avenue, 4th Street, 5th Street
Stanfield - Harriman Street, Taft Avenue, Harding Avenue
Turner - "A" Street, "B" Street, "D" Street, 5th Street, 6th Street, 4th Street, 3rd Street, 2nd Street, 1st Street, "E" Street, "C" Street
Yamhill - First Street, Elm Street, Laurel Street, Olive Street, Third Street

AUG 9 1948

(Cont)

EXHIBIT "D" (Cont.)

Yoncalla - 2nd Street, "A" Street, "B" Street, "C" Street, "D" Street, 1st Street, Applegate Avenue, 3rd Street, 4th Street, 5th Street, also un-named streets as shown on map attached to Form 3

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 9th day of August, 1948.

AUG 9 1948

15176

EXHIBIT "E"

Minutes of August 9 and 10, 1948

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

Crescent-Chemult Section of The Dalles-California Highway
in Klamath County.

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above-mentioned section of state highway, together with the map, which for identification purposes bears the map file No. 6B-28-11, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the ninth day of August, 1948.

AUG 9 1948

EXHIBIT "F"

Minutes of August 9 and 10, 1948

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2814, with Angelo A. Doveri, for the Chiloquin Overcrossing and Spring Creek Bridge on The Dalles-California Highway in Klamath County, completed December 20, 1947.

Contract No. 2874, with Kuckenberg Construction Co., for widening west end of Ross Island Bridge on Front Avenue in Portland, completed June 24, 1948.

Contract No. 2911, with Lindstrom Bros., covering the Fort Hill Bridge on the Salmon River Highway in Polk County, completed July 20, 1948.

Contract No. 2918, with Birkemeier & Saremal, for the Merle Grade Separation Superstructure on the Sunset Highway in Washington County, completed June 19, 1948.

Contract No. 2942, with Lindstrom Bros., covering the Rock Creek Bridge on Clackamas Secondary Highway in Clackamas County, completed July 9, 1948.

Contract No. 2820, with Parker-Schram, for grading on the Gardiner Ranch-Berger Ranch Section of the Sunset Highway in Washington County, completed September 25, 1947.

Contract No. 2898, with Babler Bros., for recoiling on the Millican-Brothers Section of the Central Oregon Highway in Deschutes County, completed June 26, 1948.

Contract No. 2903, with E. C. Hall Co., for grading and surfacing on the N. Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway in Harney County, completed July 6, 1948.

Contract No. 2907, with Pendleton Sand & Gravel Co., for recoiling on the Sandy-Wapinitia Junction-Clear Creek Section of the Mt. Hood and Wapinitia Highways in Clackamas and Wasco Counties, completed July 31, 1948.

Contract No. 2913, with Lloyd Calkins, for regrading and surfacing on the Miner Creek-Agate Beach Section of the Oregon Coast Highway in Lincoln County, completed June 28, 1948.

(Cont.)

AUG 9 1948

15178

EXHIBIT "F" (Cont.)

Contract No. 2934, with D. F McKenzie, covering widening of the Waldport Section of the Oregon Coast Highway in Lincoln County, completed June 30, 1948.

Contract No. 2941, with George E. Corliss, for grading and topping on the Anderson Valley and Swamp Creek Sections of the Diamond Valley Secondary Highway in Harney County, completed on July 15, 1948.

Contract No. 2943, with Inter City Sand & Gravel Co., for regrading and surfacing on the Crane-Princeton Section of the Diamond Valley Highway in Harney County, completed July 7, 1948.

Contract No. 2952, with Quinn Brothers and Robbins, for regrading and surfacing on the Adrian-Wilder Section of the Adrian-Parma, Adrian-Caldwell and Adrian-Arena Valley Highways in Malheur County, completed July 1, 1948.

Contract No. 2957, with E. C. Hall Co., for grading and surfacing on the N. Unit, Follyfarm-Scotts Butte Section of the Rome-Princeton Highway in Malheur County, completed July 19, 1948.

Contract No. 2958, with Vernie Jarl, for surfacing on the Halfway-Carson Section of the Halfway-Cornucopia Secondary Highway in Baker County, completed July 16, 1948.

Contract No. 2967, with J. C Compton Co., for recoiling on the Austin Junction-Forest Boundary and Brogan Hill Summit-Brogan Sections of the John Day Highway in Grant, Baker and Malheur Counties, completed July 26, 1948.

Contract No. 2979, with Jed Wilson, covering the Elsie Rock Production Project on the Sunset and Fishhawk Falls Highways in Clatsop County, completed June 26, 1948.

Contract No. 2993, with Pendleton Sand & Gravel Co., for recoiling on the Umapine-Sunnyside Section of the Sunnyside-Umapine Highway in Umatilla County, completed July 16, 1948.

Contract No. 2998, with A. H Saxton & Sons, covering rock production on the Sandy-Rhododendron Section of the Mt. Hood Highway in Clackamas County, completed July 15, 1948.

Contract No. 3002, with J. C. Compton Co., for grading and paving on the East Sheridan Section of the Salmon River Highway in Yamhill County, completed July 30, 1948.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

AUG 9 1948

EXHIBIT "G"

Minutes of August 9 and 10, 1948

R E S O L U T I O N

WHEREAS, in connection with the relocation of the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County, Oregon, the State of Oregon, by and through its State Highway Commission, received from E. P. Zoulek and Evelyn M. Zoulek, husband and wife, a certain warranty deed dated June 23, 1947, recorded August 1, 1947, in Book 352, Deed Records of Lane County, Oregon, at Page 651, reference to which is hereby made, and

WHEREAS, it is the plan and purpose of the United States of America to construct for the benefit of Lane County, a political subdivision of the State of Oregon, a county road upon a portion of the property, upon which said deed placed restrictions as to access to the relocated Willamette Highway, said county road to intersect with the relocated Willamette Highway at or near State Highway Engineer's Center Line Station 496+14.1, and

WHEREAS, the United States of America, acting by and through its War Department and the Corps of Engineers, has requested that the State of Oregon release said access restrictions in order to permit the establishment of said county road,

NOW, THEREFORE, the State of Oregon, by and through its State Highway Commission, for and in consideration of the benefits to be received by the State of Oregon, upon the construction of the county road, as above described, does hereby release and relinquish unto the United States of America for the use and benefit of Lane County, a political subdivision of the State of Oregon, those certain restrictions, burdens and covenants contained in that certain deed executed by E.P. Zoulek and Evelyn M. Zoulek, husband and wife, under date of June 23, 1947, recorded August 1, 1947, in Book 352, Deed Records of Lane County, Oregon, at Page 651, in so far as they apply to the following described property:

A parcel of land lying in Section 6, Township 19 South, Range 1 West of the Willamette Meridian in Lane County, Oregon, the said parcel of land being more particularly described as follows:

Beginning at a point on the west line of the property of E. P. Zoulek, said point being 70 feet northeasterly, when measured at right angles, from the center line of the survey for the relocation of the Willamette Highway at highway Engineer's center line station 496+14.1, said point also being 134.95 feet north and 751.50 feet east of the northwest corner of the H. C. Morgan Donation Land Claim No. 66 in Township 19 South, Range 2 West of the Willamette Meridian; thence north 0° 57' 45" west 499.80 feet on the west line of the E. P. Zoulek property to the northwest corner thereof; thence south 67° east on the northeasterly line of said property, a distance of 65.66 feet to a point that is 60 feet easterly, when measured at right angles, from the west line of the E. P. Zoulek property; thence

(Cont.)

AUG 9 1948

15180

EXHIBIT "G" (Cont.)

south 0° 57' 45" east, parallel with and 60 feet easterly from the said west property line, a distance of 505.03 feet to a point that is 70 feet northeasterly, when measured at right angles, from the center line of the Willamette Highway relocation survey; thence north 62° 57' 45" west, parallel with and 70 feet northeasterly from the center line of the said survey, a distance of 67.96 feet to the point of beginning, containing 0.69 of an acre.

and not otherwise.

The within release and relinquishment shall be operative only so long as the United States of America or Lane County shall use the premises, as above discribed, for county road purposes.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has hereunto set its hand and affixed the seal of said Commission this the tenth day of August, 1948.

ATTEST:

/s/ H. B. Glaisyer
Secretary

APPROVED:

/s/ R. H. Baldock
State Highway Engineer

APPROVED:

/s/ J. M. Devers
Chief Counsel

SEAL

STATE OF OREGON, by and through its State Highway Commission

By /s/ T. H. Banfield
Chairman

By /s/ A. W. Schaupp
Commissioner

By /s/ Ben R. Chandler
Commissioner

AUG 10 1948

EXHIBIT "H"

Minutes of August 9 and 10, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway known as the Illahee-Steiwer Hill Section in Marion County, the northerly terminus of which is at highway engineer's station 383+14 of the reconstructed line and the southerly terminus of which is at highway engineer's station 498+19.03 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes, but are needed and must be retained for public use; and

WHEREAS, Marion County and the State Highway Commission have entered into an agreement dated the 3rd day of February, 1948, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Pacific Highway has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between highway engineer's station 448+60 and highway engineer's station 497+20 of the reconstructed highway, and which area is identified and shown in red on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Marion County, and said road shall hereafter be maintained by the County as a county road as provided for in said State-County agreement.(*)

2. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new

(Cont.)

15182

EXHIBIT "H" (Cont.)

right of way, and which portion lies between highway engineer's station 393+50 and highway engineer's station 407+70 of the reconstructed highway, and which area is identified and shown colored in brown on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Marion County, or may be vacated by the County Court when no longer needed as a county road.(*)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.(*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary is hereby directed to mail to the County Court of Marion County a duly certified copy thereof, and shall file with the Clerk of Marion County a like certified copy and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes, and by which the County shall accept the said abandoned section of the said old right of way shown colored in brown on said map, and shall assume jurisdiction thereover or vacate the same as the County Court may determine.(*)

FOOTNOTE:

(*) The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 181, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

AUG 10 1948

EXHIBIT "I"

Minutes of August 9 and 10, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of The Dalles-California Highway known as the Mazama Junction-Lobert Section in Klamath County, the northerly terminus of which is at Highway Engineer's Station 1223+00 of the reconstructed line and the southerl terminus of which is at Highway Engineer's Station 3280+65.5 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminate sections or areas are no longer needed for highway purposes, but are needed and must be retained for public use; and

WHEREAS, Klamath County and the State Highway Commission have entered into an agreement dated the 8th day of February, 1946, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of The Dalles-California Highway has been completed and highway traffic was routed over said section on August 1, 1948; and

WHEREAS, pursuant to the provisions of subsection 36 of Section 100-115, O. C. L. A., the Highway Commission and the County Court of Klamath County have entered into a mutual agreement providing for the selection, designation, and maintenance of the section of road or highway hereinafter defined and described and generally identified as Unit "A" as a secondary Highway; and

WHEREAS, it is recognized by the State and the County that the section of highway defined and identified herein as Unit "A" possesses the characteristics as to service and use which qualify said section of highway, within the meaning of said statute, for adoption and designation as a secondary state highway; and.

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the relocated and reconstructed highway between Highway Engineer's Station 1223+00 and Highway Engineer's Station

(Cont.)

AUG 10 1948

15181

EXHIBIT "I" (Cont.)

3280+65.5 and is shown colored in green on the accompanying map marked "Exhibit A", be and hereby is designated as a part or portion of The Dalles-California Highway, State Highway No. 4.(*)

2. That the following section of the old route of The Dalles-California Highway, otherwise designated as State Highway No. 4, to-wit:

Unit "A"

Beginning at Highway Engineer's Station 1380 of the new route of The Dalles-California Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 24, Township 29 South, Range 7 East, W. M., and running thence southerly and westerly along the old highway to the intersection of the old highway and the Crater Lake State Highway No. 22 at Fort Klamath Junction in Section 23, Township 33 South, Range $7\frac{1}{2}$ East, W. M.

be designated as and made a secondary state highway to be known as the Sun Mountain Secondary Highway No. 428 and shown colored in yellow on the accompanying map marked "Exhibit A", and shall be maintained as such by the State in the same manner that other secondary state highways are maintained.(*)

3. That the following section of the old route of The Dalles-California Highway, otherwise designated as State Highway No. 4, to-wit:

Unit "B"

Beginning at the intersection of the old highway and the Crater Lake State Highway No. 22 at Fort Klamath Junction in Section 23, Township 33 South, Range $7\frac{1}{2}$ East, W. M., and running thence southerly via the old route of The Dalles-California Highway to a junction with the new route at state highway engineer's station 3280+65.5 of the reconstructed highway in Section 21, Township 35 South, Range 7 East, W. M.

be and hereby is designated as a portion or part of the Crater Lake Highway, otherwise designated as State Highway No. 22, and is shown colored in purple on the accompanying map marked "Exhibit A", and shall be maintained as such by the State in the same manner that other primary state highways are maintained.(*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

AUG 10 1948

(Cont.)

EXHIBIT "I" (Cont.)

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary is hereby directed to mail to the County Court of Klamath County a duly certified copy thereof, and shall file with the Clerk of Klamath County a like certified copy.

FOOTNOTE: (*)

(*) The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 133, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

AUG 10 1948

EXHIBIT "J"

Minutes of August 9 and 10, 1948

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: . . . . . Beaverton-Hillsdale Highway . . . . . .
Highway number: . . . . 40 . . . . . , Route number: . . . . ORE10 . . . .

Location of Termini	Established Speed
M. P. 2.00 (E. of S.W. 42 Ave.) to M.P. 2.55 (S.W. 50th Ave)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

AUG 10 1948

EXHIBIT "F"

Minutes of August 9 and 10, 1948

R E S O L U T I O N

WHEREAS, on the 12th day of March, 1948, at a meeting of the Oregon State Highway Commission, all members being present and participating, the said Commission passed and adopted a resolution reducing the maximum load limit on certain state highways, including the following highways, to wit:

EAST DIAMOND LAKE STATE SECONDARY HIGHWAY NO. 425 from Mile Post 0.0 (Junction with Crater Lake North Secondary Highway No. 232) to Mile Post 14.72 (Junction with The Dalles-California Highway, US97),

CRATER LAKE NORTH SECONDARY STATE HIGHWAY NO. 232 from Mile Post 3.81 (Junction with East Diamond Lake Secondary Highway No. 425) to Mile Post 0.0 at Diamond Lake,

and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said above-named highways;

NOW THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the following highways

EAST DIAMOND LAKE STATE SECONDARY HIGHWAY NO. 425 from Mile Post 0.0 (Junction with Crater Lake North Secondary Highway No. 232) to Mile Post 14.72 (Junction with The Dalles-California Highway, US97),

CRATER LAKE NORTH SECONDARY STATE HIGHWAY NO. 232 from Mile Post 3.81 (Junction with East Diamond Lake Secondary Highway No. 425) to Mile Post 0.0 at Diamond Lake,

be and the same hereby is rescinded and cancelled as of the 15th day of July, 1948, and the maximum load limit permissible on the said sections of said highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerks of Douglas and Klamath Counties, in which counties said sections of said highways are located, and the Superintendent of the Department of State Police for his information.

Dated this ninth day of August, 1948.

AUG 10 1948

15188

EXHIBIT "L"

Minutes of August 9 and 10, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for the appropriation, acquisition, or manufacture of roadbuilding materials for approach or hauling roads thereto, and for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code; and

WHEREAS, the State is now engaged, and has since on or about September 1, 1946, engaged in a reconstruction of that section of the Pacific Highway in Douglas County known as the Johns-Wolf Creek Section; and

WHEREAS, the Commission by resolution dated August 22, 1946, and found on pages 13220 to 13223 of the minutes of the meeting, found and declared the necessity of acquiring from J. B. Moore (right of way file 12207) real property described in said resolution as parcel No. 4 for the purpose of constructing thereover an approach and hauling road for the purpose of transporting road building materials from property described in said resolution as parcel No. 3 to the right of way for the relocated Pacific Highway; and

WHEREAS, thereafter a complaint in condemnation was filed in the Circuit Court of the State of Oregon for Douglas County for the acquisition of said parcel No. 4; and

WHEREAS, upon the State's agents' and contractors' entry upon said property, the owner, or purported owner thereof, J B. Moore, protested and then and there requested that the location of said hauling road be changed to a location easterly therefrom and upon the property hereinafter in this resolution described; and

WHEREAS, the cost of locating and using a hauling road upon the parcel of property hereinafter described was greater than the cost of locating and using a hauling road over the property described in the Commission's resolution of August 22, 1946, but that the Commission's Engineer recommended and now recommends that a change be made in said hauling road to accommodate the said J B. Moore and Susan M. Moore; and

WHEREAS, the property hereinafter described is and has been necessary for the specific and particular purpose of transporting roadbuilding materials from the parcel of property described as parcel No. 3 in the Commission's resolution of August 22, 1946;

EXHIBIT "L" (Cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property hereinafter described is necessary, and since the filing of a complaint in condemnation on October 31, 1946, in the case of State Highway Commission vs. Arthur J. Fawcett, et al., Clerk's No. 10390, in the Circuit Court of the State of Oregon for the County of Douglas, has been necessary for the purpose of reconstructing the Johns-Wolf Creek Section of the Pacific Highway, and that said property will be necessary for the future construction and maintenance of said highway; said real property is described as follows, to-wit:

A parcel of land lying in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 30, Township 32 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Arthur J. Fawcett and Verle V. Fawcett, recorded in Book 108, Page 404 of Douglas County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land variable feet in width, variable feet on each side of the center line of the meander line as said line has been located over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 0+00 to Station 12+08.8 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 0+00 opposite and 10 feet distant from which point the easterly line of the said strip of land intersects the southerly line of said property; said point being 941.9 feet south and 4.6 feet west of the north quarter corner of Section 30, Township 32 South, Range 5 West, W M.; thence North 14° 04' 30" West a distance of 237.3 feet; thence North 37° 10' West a distance of 180.1 feet; thence North 67° 01' West a distance of 132.0 feet; thence North 70° 40' 30" West a distance of 206.3 feet; thence North 87° 53' 30" West a distance of 125.7 feet; thence North 80° 29' 30" West a distance of 95.0 feet; thence South 76° 13' 30" West a distance of 216.3 feet; thence North 46° 34' 30" West a distance of 16.2 feet to a point on the southerly boundary line of the gravel bar; said point being opposite and 150.0 feet distant from the gravel bar center line Station 10+48.5.

The widths (in feet) of the strip of land above referred to are as follows:

(Cont.)

EXHIBIT "L" (Cont.)

Station	to Station	Total Width	Width on Left Side of Center Line	Width on Right Side of Center Line
0+00	2+37.3	Variable	15 feet	10 feet taper to 15 feet
2+37.3	12+08.8	30 feet	15 feet	15 feet

The parcel of land to which this description applies contains 0.68 acres.

2. The resolution of this Commission dated August 22, 1946, found on page 13220, in so far as it applies to parcel No. 4 of the property belonging to J. B. Moore, et al, under file No. 12207, be and the same hereby is rescinded.

3. This resolution be entered in full in the minutes and records of this Commission as of the tenth day of August, 1948.

(Authority for entry of the above condemnation resolution in the August, 1948, minutes was granted by the State Highway Commission at its meeting on September 13, 1948. See Page 15198 of the September, 1948, minutes.)

EXHIBIT "M"

Minutes of August 9 and 10, 1948

RESOLUTION

WHEREAS, the Commission on the twenty-ninth day of June, 1948, adopted a resolution covering the operation of trucks and busses with respect to the distance that drivers of such vehicles must maintain between trucks, but made the provisions of said resolution apply particularly to Chapter 156, Oregon Laws, 1947; and

WHEREAS, the provisions of Section 115-332, O. C. L. A., as amended by Chapter 428, Oregon Laws 1941, include trucks and busses other than those specified in Chapter 156, Oregon Laws 1947; and

WHEREAS, it appears to the Commission that said resolution should be amended as follows: in line 2, paragraph 1 on page 2, following the figures "1947" add the following: "and permits issued by the Highway Commission under any other law of the State of Oregon covering the operations of trucks or busses on public highways";

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AS FOLLOWS:

1. That the above-mentioned resolution adopted by the Commission on the twenty-ninth day of June, 1948, be and the same hereby is amended as follows: in line 2 of paragraph 1 on page 2 following the figures "1947", add the following: "and permits issued by the Highway Commission under any other law of the State of Oregon covering the operations of trucks or busses on public highways".

2. That this resolution shall be entered in the minutes and records of the Commission as of the ninth day of August, 1948.

AUG 9 1948

Portland, Oregon
September 13, 1948

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst State Highway Engineer
G. W. Neuner, Assistant Counsel
M. H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids as follows for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the award of contracts would be made at 3:00 p.m. in the same room:

DIVISION OFFICE BUILDING AT BEND, DESCHUTES COUNTY

ADDITION TO BUILDING

Archie R. Averill, Portland	$ 8,268.00

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

JOHN DAY RIVER-SQUALLY HOOK SECTION

Rogers Construction Co., Portland	$227,409.00
McNutt Bros., Eugene	248,579.00
R. A. Heintz-Construction, Portland	255,102.00
M-B Construction Co., Port Orchard, Wash.	257,610.00
Del R. Beebe Construction Co., Eugene	269,743.00
K. F. Jacobsen Co., Portland	273,857.00
Carl M. Halverson, Salem	289,604.00
E. C. Hall Co., Portland	296,668.00
M. L. & C. R. O'Neil, Creswell	318,516.00
Natt McDougall Co., Portland	319,412.50
Newport, Kern & Kibbe, Portland	320,140.90

ALSEA HIGHWAY IN LINCOLN COUNTY

SMALLWOOD CREEK-BENTON COUNTY LINE SECTION

	Using Asphalt	Using Tar
J. C. Compton Co., McMinnville	$109,137.00	--
Rogers Construction Co., Portland	110,250.00	--
McNutt Bros., Eugene	126,442.00	--

15193

McKENZIE HIGHWAY IN LANE COUNTY

COGSWELL HILL-ELK CREEK ROCK PRODUCTION PROJECT

E. C. Swaggart, Eugene	$ 33,750.00
A. H. Saxton & Sons, Corvallis	35,100.00
Rogers Construction Co., Portland	39,154.00
E. C. Hall Co., Portland	41,700.00
McNutt Bros., Eugene	51,440.00

MARION COUNTY ROAD NO. 543 IN MARION COUNTY

McKEE BRIDGE OVER PUDDING RIVER

Birkemeier & Saremal, Portland	$ 24,520.00
E. C. Hall Co., Portland	30,176.00
Lindstrom Bros., Portland	30,675.00
J. P. Brittan & Co., Portland	32,109.04
Walder & Kenworthy, Portland	35,438.00
VaDare Construction Co , Portland*	36,390.00

*Bidder will accept only one project

SUNSET HIGHWAY IN WASHINGTON COUNTY

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION

Coast Construction Co., Portland	$ 16,873.60
Stoen's Rock & Landscape Co., Seattle, Wash.	22,126.14

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

GALES CREEK BRIDGE

Snook Bros., Corvallis	$ 24,840.00
J. F. Johnston, Sherwood	25,289.00
VaDare Construction Co., Portland*	25,888.00
Lindstrom Bros., Inc., Portland	27,573.00
J. P. Brittan & Co., Portland	28,651.00
Walder & Kenworthy, Portland	29,605.50
R. H. Jones, Hillsboro	31,060.00
E. C. Hall Co., Portland	31,130.00

*Bidder will accept only one project.

The State Parks Superintendent was present and reported on the following park matters:

1. The Parks Superintendent requested confirmation of authority granted him by telephone for the construction of three quonset huts costing about $,500 each, at Saddle Mountain, Short Sand Beach, and

Neptune State Parks. He explained that the huts will be used temporarily for residential purposes but later on, when a standard caretaker's cottage has been provided, will be used for garage or shop purposes. The Commission confirmed authority for the purchase of three huts to be erected either by state forces or by contract.

2. Proposed development of Harris Beach State Park in Curry County: The Parks Superintendent briefly outlined the development that is planned for this park including restoration of azalea growth and a picnic area with accommodations, at an estimated cost of $2,000. In the discussion of this matter, the Commission also discussed a request from the Brookings-Harbor Chamber of Commerce for establishment of a state park, consisting of 0.2 acre of land, fronting on the ocean at Brookings, which property is owned by Mr. Elmer Bankus, Brookings, who has offered to present it to the state as a gift. As a result of the discussion the Commission tentatively approved an amount of $2,000 in the 1949 park budget for developments in Harris Beach State Park, but deferred action on the acquisition of the park in Brookings pending the appearance of the delegation on the following day. (On the following day a delegation from Brookings appeared urging the adoption of a small tract in Brookings as a state park to afford easy access to the beach, which is not now possible in Harris Park.

Following departure of the group the Commission resumed discussion of the subject and decided not to acquire the proposed park at Brookings because of its proximity to Harris Beach State Park and Azalea State Park and because of the Commission's policy to develop existing state parks in preference to acquiring new areas. The Engineer and the Parks Superintendent were instructed to investigate the feasibility and cost to construct a roadway down to the beach in Harris Beach Park and to report their findings by October 1st.)

3. Preliminary report regarding the establishment of a botanical garden by the Garden Clubs of Oregon: The Parks Superintendent advised that he has been appointed a committee of one to recommend a site for this garden which is to contain 1,000 acres and be located on US 99 not over 25 miles from Portland; also, that he has investigated three sites: one just south of New Era, one at Wilsonville, and the third at Mile Post 40 on 99E. The Garden Clubs, he said, probably will ask the State Highway Department to participate in the costs involved. The Commission took no action on this matter.

4. Construction of a boat channel at Wallowa Lake: The Parks Superintendent requested and the Commission approved an additional $500 authorization to finance this channel as a park betterment project, making a total authorization of $5,000 for this purpose.

5. Purchase of equipment for parks: The Parks Superintendent requested approval of an expenditure of $4,316 for the purchase of

equipment to be used in state parks, such as lawn mowers, hedge shears, power plant for power saws, and Kardex files for keeping records. The Commission approved the request unanimously.

6. Building development in Collier State Park: The Parks Superintendent presented a map showing the proposed development in this park particularly the building project toward which Mr. Alfred D. Collier, Klamath Falls, is contributing funds. He stated that the plan has been approved by Mr. Collier, and he recommended approval by the Commission. The Commission approved the plans as recommended.

7. Museum in Champoeg Park: The Parks Superintendent reported that the architects are still working on plans for the building but that their first design was based on the use of concrete in the structure whereas they now are searching for a suitable quarry that the building may be made of rock. The report was approved. No other action was taken.

Mr. C. H. Armstrong, present City and County Relations Engineer, appeared before the Commission in connection with his possible appointment as Assistant State Parks Superintendent, as heretofore recommended by the Engineer and the State Parks Superintendent. The Commission discussed at some length with Mr. Armstrong his attitude with respect to the handling of park affairs but deferred action on the appointment until later in the session. (Discussion of this matter was resumed on the following day at which time the Commission unanimously approved the appointment of Mr. C. H. Armstrong as Assistant Parks Superintendent.

In connection with this matter the Commission also discussed and unanimously approved the transfer of the Landscaping Department from the parks division to the engineering division.)

The matter of availability of funds for right of way and construction in the Portland district, and particularly as this matter affected the acquisition of right of way for the Sullivan's Gulch project, was considered by the Commission. After the matter had been thoroughly discussed the Commission unanimously approved the purchase of right of way in Sullivan's Gulch up to a maximum expenditure of $1,000,000, pending the ascertainment of the actual funds available to the district which at this time are estimated to be considerably in excess of the $1,000,000. The decision carried unanimously upon motion of Commissioner Schaupp, and was duly seconded by Commissioner Chandler. It was clearly understood that the expenditures in Sullivan's Gulch are to be taken only from the regularly allocated funds to the Portland area and that funds allocated to other parts of the state will not be used for this purpose. (See starred Item #14670 on following page.)

Mr. J. W. DeSouza, Assistant Counsel, presented for the Commission's consideration a list of properties that are needed for various highway improvements throughout the state together with options which have been obtained. Following careful consideration of each item in the list and the amount of the individual options, the Commission approved the options and authorized

acquisition of each tract on such basis. The resolution attached hereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The following notes refer to items discussed in the presentation of the above-mentioned resolution marked EXHIBIT "A":

* Item No. 14670, Oscar A. Stephenson and Constance Stephenson: The Commission approved the purchase of this property, which includes a lot, house, and garage, at $10,600 as an emergency for reasons explained by the Chief Counsel, but limited additional purchases to vacant lots, it appearing that options secured for the purchase of dwellings were based on leasing the property to the owner for two years which might operate to the disadvantage of the state in that it might be difficult to get possession of the property when construction of the Sullivan's Gulch project is ready to proceed. The Commission ordered renegotiation with the owners, allowing a reasonable length of time for occupancy, not exceeding six months, and 30 days in which to vacate the premises after the six months' period has expired. The Engineer was instructed to report for the information of the Commission and future guidance of the right of way department in its negotiations, the 1-2-3 order in which it is planned to construct this project.

** Items Nos. 14638 to 14643-B, inclusive. Right of way for the Central Howell-Silverton Section of the Salem-Silverton Highway. The Commission approved all of the options listed but restated its policy hereafter not to purchase with state funds any more right of way for county roads.

*** Item No. 12626, Santa Cruz Portland Cement Company, Coos Bay: The Commission approved purchase of the above property which contains considerable land in excess of that actually needed for right of way purposes, at the amount of the option. In the discussion of the disposal of the excess property it was brought out that the City Council of Coos Bay had passed an ordinance and sent a letter to the right of way department stating a willingness to purchase at some future time, the excess property at the price the state paid for it, if the city can finance it. It was Chairman Banfield's opinion that the sale of the excess property to the city should be treated as an entirely separate agreement and that until the city has signed a formal agreement with the Commission, stating how much property it would buy, when the city would buy it, and how much the city would pay for it, that no commitments should be made as to the availability of the excess property for city purchase. The Commission approved the purchase of the property with the understanding that it is under no obligation to sell any part of it to the city.

In the discussion of right of way matters, the Commission also considered the purchase of property belonging to Mary H. Ross and Alma M.

Aglesheimer at Sylvan on the Canyon Road, Portland, which is needed to perfect a plan for a traffic interchange at this point. The Chief Counsel reported an option secured at $47,500. The Engineer explained details of the proposed plan and recommended purchase of the property at this time. It appears that purchase of the property will necessitate the purchase of additional expensive property in view of which the Commission deferred its decision pending more information which the Engineer was instructed to obtain by examination of the property during the noon recess. (The Engineer reported on his examination later in the day advising that the property is key property in the development of this section and again recommended acquisition of the property; however, the Commission again deferred action pending further study of the obligations that may be incurred by purchase of this particular tract. The Chief Counsel was instructed to ascertain from the owners of the property if they will allow more time for the taking up of the option and to report to the Commission later.)

The Commission also considered options for the purchase of property needed as right of way for a proposed revision of the Youngs Bay Bridge-Lewis and Clark River Section of the Oregon Coast Highway near Astoria, but decided not to acquire the right of way at this time.

The Assistant Counsel, Mr. DeSouza, brought up for discussion a right of way settlement with a Mr. Harold Briggs on the Oregon Coast Highway near Agate Beach in Lincoln County, with particular reference to a spring, the flow from which has decreased by reason of the construction of the highway. He advised that the original plan was to protect Mr. Briggs' spring by construction of a concrete box at an estimated cost of $1,000, but the highway excavation cut down the flow of water and it now looks like the flow will stop entirely. Mr. Briggs, he said, has agreed to release the state from all liability with regard to the spring if paid the sum of $500 as settlement in full therefor. He recommended acceptance of the offer. The Commission unanimously approved the recommendation.

The Assistant Counsel requested authority to condemn certain properties that are needed in connection with state highway improvements but concerning which he has been unable to secure satisfactory settlements by negotiation. He presented a list of such properties, together with the offer that he recommended be made for each parcel, as follows:

Baker-Miles Bridge Section of the Medical Springs Highway

		Recommended Offer
13831	Joseph A. Geddes	$ 300.00
13824	Lee Saveley	1,250.00

Hunter Creek Section of the Oregon Coast Highway	Recommended Offer
14990 J. T. Flynn	$1,500.00
Five Rivers-Rock Creek Section of the Alsea Highway	
14763 Oscar Knick	250.00

Following careful consideration of each item the Commission authorized condemnation of the several tracts at the recommended offers and thereupon by unanimous vote adopted the attached resolution marked EXHIBIT "B-2" with respect thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved for insertion in the minutes of August 9 and 10, 1948, a resolution authorizing condemnation of property for road building materials in connection with the Johns-Wolf Creek Section of the Pacific Highway in Douglas County.

An offer from Del R. Beebe Construction Company to pay $100 for an office building located on property acquired from the Eugene Excelsior Company in Eugene was considered by the Commission. The Assistant Counsel advised that the building is appraised at $75, and recommended acceptance of the offer. The Commission approved the recommendation unanimously.

The Commission considered the results of the taking of bids in Salem on August 30, 1948, for the sale of additional Excelsior Company buildings in Eugene and for the sale of a building on the Oregon Coast Highway south of Cannon Beach, as follows:

Sale of Excelsior Mill Building in Eugene

No bids received

Sale of Building South of Cannon Beach

Morris A. Work, Cannon Beach	$ 250.00

The Commission deferred until later in the session discussion of the disposal of the Excelsior Company building in Eugene.

The Engineer and Chief Counsel recommended acceptance of the offer of Mr. Work to pay $250 for the building at Cannon Beach. In the discussion following it was brought out that the improvement of the highway on which this building is located is not included in any construction program so there is no particular need to sell the property now. It was also disclosed that Mr. Work pays only $15 per month rent for this building. It was the Commission's

thought that it would be to the state's advantage to keep the building and rent it until it has to be moved, also, that the present rental is too low. The offer of sale was rejected by the Commission and the Assistant Counsel was instructed to raise the rent.

The matter of carrying fire insurance on buildings acquired in connection with right of way transactions was considered by the Commission. The Assistant Attorney advised that in the Sullivan's Gulch area alone there are a large number of buildings for which insurance should be provided as they are purchased.

The Engineer and Chief Counsel were instructed to render a report on this subject at the next meeting of the Commission, such report to be an overall picture of the matter, including type of insurance needed and the amounts thereof, etc. The Commission ordered in the meantime that the insurance now being carried by the owners of the buildings be extended to protect the state's interests.

The Commission recessed at 12:00 noon for lunch and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission confirmed telephonic authority previously granted by Chairman Banfield and Commissioner Chandler for the sale to Del R. Beebe Construction Company, for the sum of $2,500, of a number of buildings located on the right of way of the Delmar-Coaledo and Coaledo-Chrome Plant Sections of the Oregon Coast Highway in Coos County. (For details see a copy of the Asst. Counsel's letter dated August 23, 1948, to the Beebe Construction Company listing the properties to be sold and the conditions in connection therewith in the general files.)

The Commission considered a settlement with Mrs. Cora Haugh for right of way needed for the Judkins Point-Goshen Section of the Pacific Highway in Lane County, particularly settlement for a well located on the property. The Assistant Attorney advised that the original settlement provided for furnishing a new well, and that two wells had been drilled, without success, to replace the existing one which is located on the right of way. He further stated that the owners are willing to use the original well provided the state is willing and will install the necessary pipe from the well to the house which is estimated to cost $150. The present well, he said, does not interfere with the use of the highway and he accordingly recommended approval of this arrangement on a lease basis. He also requested an additional authorization of $500 to pay for drilling the second well. The Commission approved the recommendation and the request by unanimous vote.

Consideration was given by the Commission to a proposed agreement with the Golden Fir Lumber Company in Eugene for the lease of approximately five acres of state-owned property which was acquired by the Commission for future right of way and borrow purposes at the overpass north of Eugene. The Assistant Counsel, Mr. Neuner, advised that the company intends to store lumber on the property and that the proposed lease provides for an annual

payment of $300 for approximately five years for use of the property and the posting of a $100 cash bond to guarantee clean up of the premises when the company is through with them; also, that the agreement contains a 60-day cancellation clause and provision that no structures are to be built on the property. In the discussion following the Commission expressed the thought that the amount of rental and cash bond is not sufficient; also, that the term of the lease for five years is too long. The Engineer and Chief Counsel were instructed to contact the company concerning revision of the agreement on the basis of a two-year lease and an increased rental fee and the posting of a larger cash bond to guarantee satisfactory clean-up of the premises.

The Commission discussed a proposed agreement with the City of Gold Beach and John O. and Vida M. Melville concerning property that is being acquired from the Melvilles as right of way for the improvement of the Oregon Coast Highway in Gold Beach. The Chief Counsel advised that the Melvilles have been rather hard to deal with and the best settlement that can be reached is that which provides a cash payment of $1,500 for the land and an additional $1,500 in lieu of moving buildings, and that the City of Gold Beach has agreed to pay 50% of the total amount. He recommended approval of this settlement and payment to the Melvilles of $1,500 as provided by the agreement. The Commission approved the recommendation unanimously. (The Commission signed the agreement on the following day.)

The Commission approved deeding to the U. S. Reclamation Service, without cost, 0.58 acre of land adjacent to a state-owned borrow pit on the Warm Springs Highway in Jefferson County upon advice from the Engineer that the property is of no particular value for state highway purposes and that the appraised value of the property is only $9.86. (The deed was signed on the following day.)

The Chief Counsel brought to the Commission's attention a proposed agreement with the U.S. Navy for the use of Navy-owned property that is needed as right of way in connection with the construction of the Pleasant Valley Section of the Oregon Coast Highway in Tillamook County. He explained that the Navy is trying to get legislative authority to grant the State of Oregon a perpetual easement for use of the property and that the present agreement is simply to take care of the situation until that authority has been granted. He recommended that the agreement be accepted as presented. The Commission approved the recommendation. (The agreement was signed on the following day.)

The Commission discussed action to be taken against White Bros. Co. for failure to enter into a contract in 1946 for removal of slide material on the Columbia River Highway at Oneonta Gorge, in Multnomah County. The Commission affirmed its previous decision and instructed the Chief Counsel to institute the necessary legal proceedings to recover the amount of the bidders bond furnished by White Bros. in this instance.

The Commission considered a joint written report from the Engineer and the Chief Counsel, dated September 9, 1948, with respect to the claim and

rights of Mrs. John Raeish (Mrs. Shaw) in a relief map of the State of Oregon which Mr. Shaw, her former husband, constructed for the State Highway Department in 1939. The Chief Counsel advised that since making this report, in which he and the Engineer had recommended that Mrs. Raeish be paid the sum of $1,000, she has, in a letter written subsequent to that date, asked for the sum of $2,000 which is $500 more than the amount for which she previously agreed to settle. He recommended, in view thereof, that the claim be denied. The Engineer concurred therein. The Commission unanimously approved the recommendation and instructed the Chief Counsel to advise Mrs. Raeish of the action taken.

The Engineer presented a report of weighmasters' operations for the months of June and July, 1948. In explanation he stated that the monthly trend of overload violations varies somewhat but that the long term trend is approximately the same. The Commission approved the report, however, instructed the Engineer to submit a report each month on the more flagrant violators with his recommendation as to what action the Commission should take concerning them.

The Commission considered an agreement with the U. S. Army Engineers covering bank protection along the Santiam River above the new Pacific Highway bridge near Jefferson. The Engineer advised that the Santiam River during high water causes a great deal of erosion and might at some time endanger or seriously damage the new bridge. The Army Engineers, he stated, estimate the cost of corrective measures at $120,000, of which amount they are asking the state to pay $60,000. He recalled that this matter was considered by the Commission at its meeting in May, 1948, but action was then deferred until preparation of an agreement containing a provision that would relieve the state from liability in case property damage resulted by reason of the revetment. He recommended approval of the agreement. The Assistant Counsel, Mr. Neuner, advised that damage releases had been obtained from nearly all of the property owners concerned and that the proposed agreement covers the matter satisfactorily from the state's standpoint. The Commission approved the agreement as recommended and authorized an expenditure of $60,000 of state funds as provided therein. (The agreement was signed on the following day.)

The Engineer reported on the request of the City of Umatilla for state aid in construction of curbs and gutters along Sixth Street in Umatilla (route of US 730), from the Umatilla River Bridge to Switzler Avenue. He advised that the request has been investigated and that the work is estimated to cost about $18,000. He recommended approval of the work, at state expense, in 1949 because traffic is very heavy on this street due to construction of McNary Dam and it would be desirable to get the street outlined by curbs to avoid encroachments and to better control access to the highway. The Commission approved the Engineer's recommendation for the inclusion of this item as a betterment project in the 1949 budget. (A delegation from Umatilla appeared before the Commission on the following day regarding this matter. The Commission at that time instructed the Engineer and the Chief Counsel to

prepare a form of agreement with the City covering the matter and to include therein provision for parallel parking of cars.)

The matter of installing a system of synchronized traffic signals on 82nd Avenue, Portland, was considered by the Commission. The Engineer reported that many separate requests had been received for traffic signals on this street, but the traffic problem could not be benefited greatly unless the installation were made on a synchronized basis. A study of the situation in conjunction with the Portland City Traffic Engineer, he said, reveals a need for the signals, which he estimated would cost about $50,000. He recommended approval of signal installation at the following intersections on condition that the City of Portland will pay one-half of the expense involved:

Freemont	Burnside	Division	Foster
Halsey	Stark	Powell	Woodstock
Glisan	Yamhill	Raymond	Duke
			Flavel

Mr. F. T. Fowler, Traffic Engineer, City of Portland, who was present, quoted City Commissioner William A Bowes to the effect that if the state will approve the project, the city will cooperate in the expense involved on a fifty-fifty basis and will also maintain the signals and furnish the electric energy to operate them. After discussion Commissioner Schaupp moved approval of the Engineer's recommendation. Commissioner Chandler seconded the motion which carried unanimously. The Commission ordered the matter covered by appropriate agreement.

The Commission discussed with the Engineer the bids received at the morning session and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts as follows, the action of the Commission with respect to each project being by unanimous vote:

"Construction of a 20' x 30' addition to the Division Office Building at Bend, Deschutes County. Archie R. Averill, Portland, submitted the only bid for this project at $8,268. The Commission has awarded this contract to Archie R. Averill at that price.

"John Day River-Squally Hook Section of the Columbia River Highway in Gilliam County; 3.78 miles of grading and bituminous macadam surfacing. Rogers Construction Company, Portland, submitted the low bid for this job at $227,409. The second low bid was submitted by McNutt Bros., Eugene, at $248,579. Nine higher bids were received. The Commission has referred all of the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Smallwood Creek-Benton County Line Section of the Alsea Highway in Lincoln County; 9.56 miles of surfacing and oiling. J. C. Compton Co., McMinnville, submitted the low bid for this job at $109,137, using asphalt.

The second low bid was submitted by Rogers Construction Company, Portland, at $110,250, also using asphalt. One higher bid was received. The Commission has awarded this contract to J. C. Compton Company, the low bidder, at its bid price.

"Cogswell Hill-Elk Creek Rock Production Project on the McKenzie Highway in Lane County. E. C. Swaggart, Eugene, submitted the low bid for this work at $33,750. The second low bid was submitted by A. H. Saxton and Sons, Corvallis, at $35,100. Three higher bids were received. This contract has been awarded to the low bidder, E. C. Swaggart.

"McKee Bridge over Pudding River on Marion County Road No. 543 near Woodburn. The Commission received six bids for this job, all of which have been referred to the Marion County Court since this job is a county project and was included in the advertisement only as a courtesy to the Marion County Court.

"Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County; 2.57 miles of roadside improvement. Coast Construction Company, Portland, submitted the low bid for this work at $16,873.60. The only other bid received was that of Stoen's Rock and Landscape Company, Seattle, at $22,126.14. The Commission has rejected both bids on this project as too high.

"Gales Creek Bridge on the Tualatin Valley Highway near Forest Grove in Washington County. Snook Bros., Corvallis, submitted the low bid for this bridge at $24,840. The second low bid was submitted by J. F. Johnston, Sherwood, at $25,289. Six higher bids were received. The Commission has awarded this contract to the low bidder, Snook Bros."

The Engineer presented a report on the necessity to order reduced load limits on certain highways during winter and spring months. A study of all highways which carry a considerable amount of logs, he said, reveals that three important highway sections were severely damaged by log and lumber hauling during the spring months of 1948 and that it cost the state approximately $180,000 to restore them to normal condition. He recommended, in order to prevent the recurrence of such damage and to avoid additional expense, that the Commission authorize him to post reduced load limits on state highways when in his estimation the surface conditions require such posting. The Engineer also asked the Commission to approve a form of letter which he suggested be sent to all mill owners and log haulers who might be affected by the reduced limits, advising them well in advance that it may become necessary to post the highways they are using for reduced loads so they can adjust their operations accordingly. The Commission approved the Engineer's recommendation for placing reduced load limits on sections of highways as recommended, with the understanding, however, that the members of the Commission shall be notified by telephone before signs are placed. The Commission also approved the Engineer's proposed letter to be sent to log and lumber haulers.

The Commission considered a maintenance agreement with the Public Roads Administration providing for state maintenance of a 15.467-mile Forest Highway section of the Santiam Highway in Linn County, from June 18, 1948, to June 17, 1949. The Engineer advised that the Public Roads Administration has accepted as complete Forest Highway projects 23-H3, 113, J2, K4 and L3 and now is asking the state to maintain the section for the Government for this one-year period as an economical proposition. The Public Roads Administration, he said, will reimburse the state for the actual cost of maintenance, excluding snow removal which is a state obligation, up to a maximum expenditure of $13,146.95, which is the estimated cost to perform the work. He recommended approval of the agreement. The Commission approved the recommendation unanimously. (The agreement was signed on the following day.)

The Commission considered a request from the Cascade Highway Association for designation and construction of a proposed state highway, referred to as the "Cascade Highway", between Oregon City and Eugene via Silverton and Lebanon. The Engineer recommended that the request be denied because it will cost about $6,000,000 to construct it to secondary highway standards and about $12,000,000 to build it as a standard primary highway, and there are no funds available to finance the work; moreover, there is no apparent need for the road and available monies for this district should be spent to further improve the Pacific Highway which it approximately parallels. The Commission approved the recommendation.

A request was presented from the City of Enterprise for the widening of certain streets along the route of the Wallowa Lake Highway in this town. The Engineer reported that a preliminary investigation reveals that the project has considerable merit and recommended that he be granted authority to make a survey to determine the cost of widening so as to permit an adequate two-way traffic flow without prohibition of parking. The Commission unanimously authorized the survey.

The Engineer brought up for discussion the proposed improvement of the Oswego Highway to provide a four-lane facility through the central business district of this town. The Engineer recalled that the three-year postwar program contains an allotment of $20,000 for such widening work but, due to the large increase in traffic, the work contemplated is not adequate, so an expenditure of about $53,000 is now required to provide a satisfactory improvement. Action on this matter was deferred by the Commission pending an investigation on the ground by Chairman Banfield and the Engineer.

The Commission considered a request from the Canyonville Chamber of Commerce for the further improvement of the Tiller-Trail Secondary Highway. The Engineer advised that a project between Milo and Tiller was completed in July, 1947, at a cost of $158,500, and that additional work is scheduled from Tiller southeasterly through the Umpqua National Forest, an allocation of forest road funds in the amount of $260,000 and state funds in the amount of $165,000 having been authorized for the purpose. This work, he stated, would probably be done in 1949. The Secretary was instructed to advise the Chamber of Commerce of the program contemplated for this highway.

17207

Requests from Natal Grange No. 302 and Yankton Grange No. 18, Columbia County, for further improvement of the Scappoose-Pittsburg County Road in Columbia County were considered by the Commission. The Engineer advised that this is a county road on the Federal Aid Secondary System and that a section approximately six miles long, between Scappoose and Spitzenberg, was surfaced and oiled as one of the projects in the Three-Year Postwar Program at a cost of $61,500. He estimated the cost to complete the remaining twenty miles to secondary highway standards at $600,000 and gave as his opinion that the road does not warrant a prior standing for serious consideration at this time. The Commission denied the request for immediate construction and instructed the Secretary to inform the Granges of the work that has been done, the lack of available funds to continue the improvement, and that additional improvements will be made when they can be accomplished in an orderly program of construction.

The Commission considered a letter from the Columbia County Court requesting improvement of the Vernonia Timber Road from Treharne Junction to the Wolf Creek Highway at Sunset Camp. The Engineer advised that this project is included in the Postwar Program, an allotment of $119,000 having been made to finance grading and oiling, but later it was found that two bridges had to be reconstructed and the Public Roads Administration would not approve the project until provision had been made for the bridge work. He pointed out that the road is a county road for which the county is responsible, but the county court has not agreed to take care of the bridge work. He estimated the total cost of the project, including bridges, at $180,000. The Commission decided, in view of scarcity of funds, not to approve the project for construction at this time, but to wait until the new construction program is arranged, at which time it will be given consideration if there appear to be sufficient funds to spare. The Commission ordered that the county court be so informed.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of the 1946 State Tax Street Funds which they received in 1947, and that the plans of the projects which they expect to finance with such funds have been examined and found satisfactory:

Hines Midland Shaniko

He recommended approval of the plans. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with respect thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have satisfied the legal requirements with respect to expenditure of the 1947 State Tax Street Funds which they received in 1948, and that the plans of the projects which they expect to finance with such funds have been examined and found satisfactory:

Antelope	Eastside	Halsey	Port Orford
Columbia City	Empire	Hines	Sodaville
Dayville	Granite	Hubbard	Summerville
Dufur	Grass Valley	Oakridge	Wheeler

He recommended approval of the plans. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and approved an "option for cooperative construction" project in the City of Lakeview which provides for the improvement of Charlton and Pine Streets in this city. The agreement provides that the work shall be performed by state forces as a "Special State Tax Street Fund" project; that the city shall provide necessary right of way and easements, and shall take care of all utilities poles, pipes, etc., and maintain the streets after the improvement is completed.

The matter of authorizing additional state funds to finance construction of the "D" River Bridge and approaches on the Oregon Coast Highway at Delake had the attention of the Commission. The Engineer advised that the original allocation of $50,000 for this job was based on construction of a large box culvert and did not provide for four traffic lanes but subsequent investigation reveals that a larger structure should be built in order to eliminate possible damage by heavy drift that occurs during storms at sea. To meet the situation, he said, the design of the structure has been changed to a concrete bridge with roadway width of 60 feet to handle four lanes of moving traffic and to conform with the width of the adjoining highway section. He estimated the cost of the project under the revised plan at $126,000 and recommended approval of the extra expenditure ($76,000) so as to expedite replacement of the existing structure which is imperative. The Commission approved the recommendation and authorized the advertising of the project for bids to be received on the revised plan as soon as plans and specifications can be prepared.

The Commission considered and approved an agreement with the Southern Pacific Company whereby the company grants to the state permission to construct, maintain, and use a highway over and across the company's tracks at Delmar, Coos County, by means of an overcrossing structure. (The agreement was signed on the following day.)

The Engineer reported that pursuant to authority previously given him by the Commission he has awarded contracts as follows, the conditions of the awards having been satisfied:

> West Slope-Beaverton Section, Tualatin Valley Highway, Washington County; contract awarded August 16 to Warren Northwest, Inc., low bidder.

Corvallis (South Entrance) Section of the Pacific Highway West, Benton County; contract awarded August 17 to Lindstrom Bros., low bidder.

Tillamook Grading and Paving Project on Tenth Street in the City of Tillamook, Tillamook County; contract awarded August 19 to Cressler Construction Company, low bidder.

Topsoiling and Seeding Project on the Pacific Highway West (Front Avenue, Sheridan Street-Bancroft Street), Portland, Multnomah County; contract awarded August 20 to Coast Construction Company, low bidder.

Manning Slough Bridge on the Oregon Coast Highway near Delmar, Coos County; contract awarded September 3 to Del R. Beebe Construction Co., low bidder.

Delmar-Coaledo Section of the Oregon Coast Highway, Coos County; contract awarded September 3 to Del R. Beebe Construction Co., low bidder.

Coaledo-Chrome Plant Section, Oregon Coast Highway, Coos County; contract awarded September 3 to Del R. Beebe Construction Co., low bidder.

The Commission by unanimous vote confirmed the awards as reported.

The Engineer reported that the relocation survey of the Upper and Lower Lookingglass Creek Bridge sections of the Coos Bay-Roseburg Highway has been completed, and he asked the Commission to approve this survey as the permanent route of such highway sections. After due consideration of the Engineer's report with respect to the survey under discussion the Commission approved and adopted the survey and thereupon by unanimous vote adopted the attached resolution marked EXHIBIT "E", with respect thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported, as previously instructed by the Commission, on the rough condition of the oiled macadam surfacing performed by Rogers Construction Company on the Bonanza-Poe Valley-Malin Section of the Bonanza-Malin County Road, in Klamath County. He advised that from a report received from the Division Engineer in charge of the work, the roughness developed after the contract had been completed and was caused by improper spreading of sanding materials that were applied by county forces to spots where "bleeding" occurred. As a corrective measure he recommended the planing of the road surface and requested authority to lease a planing machine from one of the contractors to do the work if personal inspection by himself or Assistant Engineer W. C. Williams reveals that should be done. The Commission authorized the Engineer to do what is necessary to place the road in satisfactory condition.

The Commission discussed the advisability of constructing another temporary building at the Salem Shops to relieve the congestion in the State Office Building. The Engineer advised that the temporary building erected last year at the Salem Shops for the accommodation of the Auditing Department has not solved the space problem in the office building, so it is going to be necessary to furnish additional space for the Legal and Right of Way Departments; moreover, the City and County Relations Engineer, the Traffic Engineer, and the State Police are urgently in need of more space. To provide for this needed space he suggested construction of an additional frame building, 40' x 86', at the shops location, which, he said, should provide sufficient space for the next two years and could be used later on for storage purposes. He estimated the cost of such a building at $36,000. The Commission deferred its decision in the matter pending additional information from the Engineer including a plan of the proposed building, a close estimate of the cost to construct it, definite information whether or not it can be used permanently, and how long it will serve the department adequately as temporary office space.

The Commission considered the following requests for extensions of time within which to complete highway contracts:

Perkins Bros., Contract No. 2961 for bridge construction on the Prineville Section of the Ochoco Highway in Crook County, requested an extension of time of 90 days from August 31, 1948, to November 30, 1948, within which to complete this job. They alleged that their delay was caused by high water which prevented completion of footing excavations until May, 1948. The Engineer advised that high water in the Crooked River took out the contractor's false work, necessitating replacement which materially delayed progress of the work. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

General Construction Company, Contract No. 2972 for the construction of ferry slips at Astoria and Megler, requested an additional extension of time of 20 days from May 6, 1948, to May 27, 1948, within which to complete this job. The company allegedthat the overrun of the time limit was caused entirely by extra work ordered by the Engineer. The Engineer advised that additional time was required by the contractor for the replacement of dolphins and piling which were damaged by the operation of the ferries subsequent to the award of the contract. He recommended that the additional extension of time now requested be granted without penalty. The Commission approved the recommendation unanimously.

Walder and Kenworthy, Contract No. 2974 for construction of the Troutdale Grade Separation and the Bristol Overpass on the Columbia River Highway in Multnomah County, requested an extension of time of 30 days from September 15, 1948, to October 15, 1948, within which to complete this job. They alleged that flood conditions and weakening of the Columbia River dike interfered with their operations and would not permit procedure of the work according to pre-arranged schedule. The Engineer

advised that the Army Engineers directed the contractor to cease pile driving operations during the period of high water in the Columbia River because of the possibilities that vibrations incident to such work might endanger the dikes adjacent to the structure. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

P. B. Doherty and Son, Contract No. 2882 for rock production on the Jordan Creek-Rock Creek Section of the I.O.N. Highway in Malheur County requested an extension of time of 324 days from July 31, 1947, to June 19, 1948, in which to complete this job. They alleged that a particularly difficult job they had near Brothers, Oregon, and inclement weather prevented completion of the job within the specified time limit. The Engineer advised that the contractor had been negligent in the prosecution of this contract and that he did not actually start work until April 5, 1948, and as a result the state was put to considerable expense because of lack of maintenance materials in this area. He recommended that the extension of time requested be granted but that the contractor be required to reimburse the state for the extra engineering costs incurred in connection with the job from July 31, 1947, to the date of completion. The Commission unanimously approved the recommendation, including penalty.

R. H. Jones, Contract No. 2906 for remodeling and widening the Reese Creek, Little Butte Creek, and Antelope Creek Bridges on the Crater Lake Highway in Jackson County, requested an additional extension of time of 17 days from June 30, 1948, to July 17, 1948, within which to complete this work. The contractor gave inability to obtain sufficient labor as the reason for noncompletion of the project within the previously extended time limit. The Engineer advised that all work, with the exception of the removal of the contractor's equipment and a small amount of surface finishing on the contract, was completed within the previously extended time (June 30) and that no inconvenience or extra expense has been caused the state. He recommended that the additional extension of time now requested be granted without penalty. A letter from the Public Roads Administration was submitted concurring therein. The Commission approved the recommendation unanimously.

McNutt Bros., Contract No. 2845 for grading the Glendale Junction-Wolf Creek Section of the Pacific Highway, in Douglas and Josephine Counties, requested an additional extension of 107 days from June 15, 1948, to September 30, 1948, within which to complete this job. They alleged that extra work ordered by the Engineer and inclement weather prevented completion of the job within the previously extended time limit. The Engineer advised that the work is completed except for some clearing up of logs and burning of debris, which work should not be performed during the fire season. He recommended that the additional extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Gerald Miller, Contract No. 2975 for grading the West Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County, requested an extension of time of 90 days from August 31, 1948, to November 30, 1948, within which to complete this work. He alleged that he was unable to complete the job within the specified time due to inability to secure sufficient help and to additional work ordered by the Engineer. The Engineer advised that the inaccessability of this project from nearby towns made it difficult to secure sufficient help to complete the job within the specified time, also that the contractor was requested to place additional topping not included in the original contract. The state, he said, has not been inconvenienced by the delay, and he recommended that the extension now requested be granted without penalty. The Commission approved the recommendation unanimously.

The State Highway Commission, in passing on contractor's requests for extensions of time within which to complete the contracts as listed above, considered but did not necessarily accept the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the time limits specified.

The Engineer reported that Contracts Nos. 2882, 2897, 2904, 2906, 2923, 2924, 2940, 2972, 2983, 3019, 3022, 3024, and 3025 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under consideration the Commission approved and accepted the contracts as reported and by unanimous vote adopted the attached resolution marked EXHIBIT "F", with regard thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Commission also considered acceptance of Contract No. 2937 with Rogers Construction Company for grading and surfacing the Bonanza-Poe Valley-Malin Section of the Bonanza-Malin County Road (Federal Aid Secondary Highway) and ordered that final payment for this work be held up until it can be definitely ascertained if the contractor was at fault in connection with the rough condition of the road, as previously reported at this meeting.

The Commission considered an offer from Del R. Beebe to purchase the Excelsior Company buildings in Eugene for $800. The Chief Counsel advised that the property had been appraised at $800 and that it could be rented for $75 a month were the Commission so inclined. He further stated that Mr. Beebe wants the building for storage purposes; moreover, he wants to purchase some Highway Department surplus property nearby on which he plans to maintain a headquarters. After discussion the Commission decided to wreck the building and instructed the Chief Counsel to so inform Mr. Beebe.

The Chief Counsel also reported a proposition from Mr. Beebe concerning the removal of buildings from state highway right of way in Gold Beach. Bids for construction of the Gold Beach Section were to have been received by the Commission on the following day, and it appeared that Mr. Beebe had indicated that he would submit an attractive bid for this work if he were given the contract to move the buildings; otherwise, he will not submit a bid. The Commission decided unanimously not to consider Mr. Beebe's offer on such basis.

The Engineer reported the results of his further inspection during the luncheon period of the Ross-Aglesheimer property at Sylvan which is needed in connection with the proposed traffic interchange at that point. He exhibited a map showing the location of the property and the general plan for the proposed interchange, which, he said, is a culmination of all the plans studied and is the best one that can be arranged. He pointed out that the project contemplates widening on one side of the highway only, and in order to effect a proper improvement, certain key properties must be acquired, including the property under discussion. He also pointed out that the present highway facilities will not carry the increased volume of traffic much longer and recommended that the Commission acquire the key right of way at this time before developments occur and prices rise. Chairman Banfield pointed out that if the Commission authorizes the purchase of the Ross-Aglesheimer property, it will then be necessary also to acquire other key properties, which would require a large expenditure of highway funds. The Commission, he said, had in mind when this matter first came up for discussion the acquisition of only the city- and county-owned property along Canyon Road while it was available but did not have in mind the acquisition of land for an elaborate traffic interchange as is now proposed. He suggested that action on the present purchase be deferred until the Commission has had an opportunity to discuss the project further. Commissioners Schaupp and Chandler approved the suggestion, whereupon the Chief Counsel was instructed to ask the owner of the Ross-Aglesheimer property for additional time for the Commission to study the matter further and make its decision.

The Commission discussed a comprehensive report submitted by the Engineer on the subject of the retirement of Department employees affected during the calendar years 1948 and 1949 in four different classifications. The Engineer pointed out that there are 54 employees in this category, all of whom are physically fit to carry on their duties with the exception of those listed in Classification IV. He recommended that the Commission direct a request to the State Retirement Board for a one-year extension of time for each of the employees in Classification I, II, and III beyond his effective retirement date. As to the employees in Classification IV, the Engineer recommended that the services of each be dispensedwith when he reaches his effective retirement date in 1949. The Commission approved the recommendations unanimously. For further details with regard to this matter, see a copy of the Engineer's written report attached hereto and marked EXHIBIT "R".

The Chief Counsel reported that he has been unable to reach a satisfactory agreement with Mr. Hubert T. Shields and wife for right of way needed in connection with the improvement of the Oregon Coast Highway at Gold Beach in that Mr. Shields is demanding that the state assume the responsibility of removing his house from the premises, which is contrary to the established policy of the Commission. Arrangements with Mr. Shields in other respects, he said, are satisfactory, but it is going to be necessary to condemn the property in view of Mr. Shield's demand with respect to the house moving. He requested authority to institute condemnation proceedings. The Commission approved the request and thereupon by unanimous vote adopted

the attached resolution relative thereto marked EXHIBIT "B-1", which resolution by this reference is made a part hereof with like effect as if copied in full herein.

The Commission considered adoption of a policy with respect to the maintenance of awnings or marquees which extend over city streets that are state highways, and with respect to the maintenance of advertising or other display signs over and above such a city street, The Engineer stated that, in his estimation, awnings or marquees are not objectionable if constructed properly under authority of a permit from the city or town and recommended that all cities and towns be so informed. He also recommended against the granting of permits to maintain signs over and across city streets, because the Public Roads Administration is definitely opposed to such installations, and that the cities and towns be requested not to issue such permits for this reason and as a public safety measure. The Chief Counsel gave as his thought that some cooperative plan might be worked out with the cities in which the best interests of the state and the cities could be served. He was instructed by the Commission to prepare an appropriate resolution for consideration by the Commission at a later date.

The Engineer brought up for discussion a proposed agreement with the West Coast Telephone Company for re-establishing a section of its telephone line on the Elgin-Boswell Ranch Section of the Wallowa Lake Highway. He advised that this line was originally constructed on privately owned property and that it has been necessary to move it to accommodate this highway improvement. He estimated the cost involved at $2,200 and recommended approval of the work as a state obligation. The Commission approved the recommendation unanimously. (The agreement was signed on the following day.)

A request from the Southern Pacific Company for permission to construct a roadway across state-owned property near the railroad overcrossing north of Eugene, in order to provide access to the company's proposed "team track" at this location, was considered by the Commission. The Engineer advised that the area on which the company proposes to build its "team track" is the only available industrial property in Eugene and that it is not probable that the state will have need for its property for several years. He recommended that the company be granted permission to construct the access roadway on the condition that it will enter into an agreement with the Commission providing for relinquishment of the access road at any time that the property is needed for state highway purposes, or for any other reason that it is desirable to eliminate it, and stipulating that left-hand turns onto the highway will not be allowed. The Commission approved the Engineer's recommendation.

The Chief Counsel presented a request from Mr. C. J. Wojohn for the Commission's approval of the transfer to the Monarch Shingle Company of his rights to construct and operate a logging road across Short Sand Beach State Park. He advised that Mr. Wojohn had sold his interests to the Monarch Shingle Company and that it is the recommendation of the State Parks Superintendent, in which he concurs, that the transfer be allowed. The Commission approved the recommendation unanimously.

The Commission had under consideration the matter of approving the erection of four historical markers on state highway right of way as follows:

I.O.N. Highway near Owyhee River Crossing, Malheur County
Silver Creek Crossing of Central Oregon Highway 28 miles west of Burns
Battle Mountain marker to be erected in Battle Mountain State Park on the Pendleton-John Day Highway
Meek marker to be located on Sunset Highway north of Hillsboro

The Engineer advised that the inscriptions to be placed upon the markers all have been approved by the Oregon Historial Society pursuant to established policy. He recommended approval of the inscriptions and the erection of the markers at the places mentioned, at an estimated total cost of $800. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Engineer and Chief Counsel approved the claim of Mr. H. A. Bell, McMinnville, in the amount of $88.69, representing the cost of a tractor tire which recently was damaged when he drove his tractor over a survey stake placed in his field by state highway employees.

The Commission considered the disposition to be made of portions of old highway routes which no longer are of value for state highway purposes since the highways have been realigned, such portions being described as follows:

Portions of the Anderson Valley Section of the Diamond Valley Secondary Highway No. 441, Harney County

Portions of the Miner Creek-Agate Beach Section of the Oregon Coast Highway, Lincoln County

Portions of the Tutuilla Section of the Pendleton-John Day Highway, Umatilla County

Portions of the Madras-Crooked River Section of The Dalles-California Highway, Jefferson County

Portions of the Circle Bridge-Summit Section of the Oregon Coast Highway, Clatsop County

Portions of the Crabtree-Scio Section of the Albany-Lyons Secondary Highway, Linn County

Portions of the Crane-Princeton Section of the Diamond Valley Secondary Highway, Harney County

Portions of the Fort Hill Section of the Salmon River Highway, Polk County

Portions of the White School-Sherman County Line Section of Sherars Bridge Secondary Highway, Wasco County

Portions of the Lower Klamath Lake Secondary Highway at its junction with The Dalles-California Highway, Klamath County

After due consideration and upon recommendation of the Engineer the Commission by unanimous vote adopted the attached resolutions disposing of such areas, which resolutions are marked EXHIBITS "G", "H", "I", "J", "K", "L", "M", "N", "O", and "P", and by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered a request from Clifford H. Bown, Portland, for installation of a "stop" light at the intersection of 82nd Ave. and Duke Street, Portland. The Engineer advised that this intersection is one of those included in the plans for a synchronized system of signals on 82nd Ave. which the Commission approved at this meeting on the condition that the City of Portland would pay 50 percent of the cost involved. He recommended that action on the request be deferred pending execution of the agreement with the city. The Commission approved the recommendation.

The Commission confirmed its action taken on August 21, 1948, with respect to a cooperative agreement with the City of Medford providing for installation of traffic signals in that city at an estimated total cost of $12,000, the state's cooperative share to be 50 percent of the total but in no event to exceed the sum of $6,000. (The agreement was signed by the Commission on the following day.)

A petition was presented from residents of Athena requesting the installation of a "blinker" caution light at the intersection of Main and Third Streets in Athena, route of the Oregon-Washington Highway. The Engineer advised that investigation reveals that a flashing light is warranted because the highway makes a right-angle turn at this intersection, and there is considerable traffic congestion. He estimated the cost of such a signal at $300 and recommended the installation at state expense on the condition that the city will pass an ordinance establishing parallel parking in the vicinity of this intersection. The Commission approved the recommendation unanimously.

A petition was considered from the Morrow County Farm Bureau requesting a change in the existing stop signs at the intersection of ORE 207 and ORE 74, in Lexington, so as to require traffic entering the intersection from ORE 74 to stop rather than that from ORE 207. The Engineer advised that if the change is made, according to a traffic count, 396 vehicles on ORE 74 would be stopped to allow 225 vehicles to move freely on ORE 207. He recommended that the request be denied and the stop signs left as they now are. The Commission approved the recommendation.

A petition was presented from residents of the community of Bonneville for establishment of a reduced speed zone on the Upper Columbia River Highway through this district. The Engineer advised that the accident record through the years 1941 to 1948 is less than one accident per mile per year and of the accidents occurring only property damage was caused. He recommended that the request be denied and that in lieu thereof "Look Out for Pedestrians Ahead" signs be installed at appropriate locations. The Commission unanimously approved the recommendation.

The Commission considered adoption of a resolution embodying rules and regulations heretofore promulgated covering the operations of big trucks and busses over state highways under permit, being a substitute for a similar resolution adopted by the Commission on June 29, 1948, and amended on August 9, 1948. The Engineer explained that the resolution as presently prepared provides that vehicles moving under permit shall not exceed a speed of 35 miles per hour on curves, as ordered by the Commission. He recommended adoption of the resolution in its present form. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution marked EXHIBIT "Q", relative thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A resolution was presented from Klamath Pomona Grange urging the Commission to take further measures to protect human life and property from logging trucks operating on highways, county roads, and city streets. The Engineer advised that the conditions to which the resolution refers are already prohibited by Oregon laws and by regulations of the Public Utilities Commissioner, and that everything that the grange is now requesting is now being done, other than possibly more strict enforcement, which is a police function. The Commission ordered that the grange be so informed.

The Commission considered and approved a request from Leonard William Brown and Leslie R. Hoxie of Ukiah, Oregon, that the time limit specified in the permit which the Commission granted them on September 30, 1946, authorizing construction and operation of a logging road across certain state park property in Umatilla County, be extended for one year, until August 1, 1949. The Engineer advised that the Parks Superintendent recommends approval of the request and that he concurs. The Commission approved the recommendation unanimously. (The agreement covering the matter was signed on the following day.)

The Commission approved a request from the Engineer that G.S. Paxson, Bridge Engineer, be permitted to attend, at state expense, committee meetings of the American Concrete Institute in St. Louis on October 30. He estimated that the cost to the state would not exceed $200.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Wednesday and Thursday, November 3 and 4, 1948, in Portland.

The Commission also decided to hold a special meeting at the town of Wolf Creek on the 1st day of October, following the dedication of the new highway at that place, for consideration of the 1949-50 budget and other matters.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning.

Portland, Oregon
September 14, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
G. W. Neuner, Assistant Counsel
M. H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

MEDICAL SPRINGS SECONDARY HIGHWAY IN BAKER COUNTY

MILES BRIDGE-BAKER SECTION

D. F. McKenzie, Salem	$191,178.00
Roy Norquist, Sweet Home	192,303.16
Newport Construction Co., Portland	196,403.50
Babler Bros., Portland	197,178.50
E. C. Hall Co., Portland	203,583.00
Del R. Beebe Construction Co., Eugene	204,015.50
Erland & Blickle, Vancouver, Wash.	208,624.00

OREGON COAST HIGHWAY IN CURRY COUNTY

GOLD BEACH SECTION

Snook Bros., Corvallis	$ 83,056.00
Porter W. Yett, Portland	96,458.00

COOS BAY-ROSEBURG HIGHWAY IN COOS AND DOUGLAS COUNTIES

ENDICOTT CREEK-MYSTIC CREEK ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene*	$ 53,105.00

*Bidder will accept only one project

17917

THREE HIGHWAYS IN KLAMATH COUNTY

KENO-MIDLAND ROCK PRODUCTION PROJECT

F. L. Somers, Klamath Falls	$ 43,400.00
Rogers Construction Co., Portland	45,500.00
Oscar E. Joelson, Eugene*	45,920.00
A. H. Saxton & Sons, Corvallis	48,300.00
N. A. Toole Construction Co., Ontario	49,840.00
M. C. Lininger & Sons, Medford	59,920.00

* Bidder will accept only one project

WARNER SECONDARY HIGHWAY IN LAKE COUNTY

FREMONT JUNCTION-DRAKE CREEK SECTION

D. F. McKenzie, Salem	$ 89,033.50
Babler Bros., Portland	89,326.00
R. O. Dail, Portland	98,876.75

SILVER LAKE MAINTENANCE BUILDING IN LAKE COUNTY

CONSTRUCT BUILDING

	Alternate "A" Frame Constr.	Alternate "B" Block Constr.
R. H. Jones, Hillsboro	$ 12,860.00	$ 14,675.00

HALSEY-SWEET HOME SECONDARY HIGHWAY IN LINN COUNTY

HALSEY-BROWNSVILLE SECTION

Warren Northwest, Inc., Portland	$ 35,800.00
Acme Construction Co., Eugene	37,400.00

PACIFIC HIGHWAY EAST IN LINN AND MARION COUNTIES

STEIWER HILL-ALBANY SECTION

Stoen's Rock & Landscape Co., Seattle, Wash.	$ 19,899.00

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

MILTON-WASHINGTON STATE LINE SECTION

George E. Corliss, Ontario	$ 8,910.00

September 14, 1948

The Commission by unanimous vote approved the minutes of its meeting held on June 28 and 29, 1948.

The Commission discussed and by unanimous vote confirmed action taken by Chairman Banfield and Commissioner Chandler in Salem on August 17, 1948, approving the following letter regarding changes in previously approved Forest Highway Programs necessitated by increased construction costs and current construction requirements:

486 Oregon General August 10, 1948

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

Under previous programs for Forest Highways in the State of Oregon certain projects and amounts were designated and regularly approved as follows:

Project No., Route, Type of Work and Length	Date Approved	Type Funds	Present Program Amount
28-D, Columbia River Hwy., Grading, Bridge & Railroad Overpass, 3.46 miles	10-30-45	FH FY 1946	$1,000,000
47-C, North Umpqua Hwy., Bridge & Approach Grading, 0.42 mile	10-30-45	For.Serv.10%	20,000
	6-24-47	FH FY 1946	60,195.47
	"	FH FY 1943 & prior	9,804.53
16-A1,B1,D1,M, Tiller-Trail Hwy., Grading & Surfacing, 8.0 miles	11-5-46	FH FY 1947	185,000
		Ore.State Coop.	165,000
27-B3, Ochoco Hwy., Grading, 3.0 miles	11-5-46	FH FY 1947	280,000
35-D3,F2, John Day-Burns Hwy., Grading, Surf. & Bit. Surf., 12.2 miles	11-5-46	FH FY 1947	500,000

In accordance with regulations for administration of Forest Highways, the above projects have been reviewed by the interested agencies and it is herewith recommended that, due to increased construction costs and necessary changes in contemplated construction to accommodate current requirements, the programs be revised to provide additional funds and to effect certain modifications of project designations as follows:

(Cont.)

132119

Project No., Route, Type of Work and Length	Estimated Cost	Type Funds	Revised Program Amount
28-D,Un.1 & 2, Columbia River Hwy., Grading & Railroad Overpass, Unit 1 3.127 miles; Unit 2 0.36 mile	$1,340,000	FH Postwar Ore.State Coop.	$1,315,000 25,000
47-C, North Umpqua Hwy., Bridge & Approach Grading, 0.374 mile	180,000	For.Serv.10% FH Prewar FH Postwar	20,000 9,804.53 150,195.47
16-A1,B1,D1,M, Tiller-Trail Hwy., Grading & Surfacing, 8.0 miles	425,000	FH Postwar Ore.State Coop.	260,000 165,000
27-B3, Ochoco Hwy., Grading, 3.0 miles	325,000	FH Postwar	325,000
35-D3, John Day-Burns Hwy., Grading, Surf. & Bit. Surf., 5.0 miles	250,000	FH Postwar	250,000
35-B3,C2, John Day-Burns Hwy., Grading, Surf. & Bit. Surf., 10 miles	350,000	FH Postwar	350,000

In addition to the above revised projects it is recommended that the following project and amount be approved:

42-A1, Warm Springs Hwy., Surfacing & Bit. Surf., 7.01 miles	385,000	FH Postwar	385,000

Project 28-D, Unit 1 & unit 2, Columbia River Highway. The estimated cost of Unit 1, grading, now underway is $973,000 of which $25,000 is State participation. The estimated cost of 28-D, Unit 2, Dodson railroad overpass and approach grading is $367,000, making a total of $1,315,000 of Forest Highway funds required to complete both units.

Project 47-C, North Umpqua Highway. Increased construction costs and a more recent estimate of cost of the approach grading has indicated a total cost on this project of $180,000, toward which the Forest Service will participate in the amount of $20,000 of 10% funds. These funds finance the purchase of steel for the bridge, which is now on the ground, and the construction of the bridge and approach grading. It is important to complete the construction so as to replace the existing bridge which has been condemned, and to utilize the steel before rust sets in.

Project 16-A1,B1,D1,M, Tiller-Trail Highway and Project 27-B3, Ochoco Highway are unchanged as to designation and type of construction, but present funds are considered inadequate to complete the construction.

(Cont.)

Projects 35-D3 and 35-B3,C2, John Day-Burns Highway. Since the previous programming of Project 35-D3,F2 the State has improved a portion of that project and that portion of the route in Harney County between Crow Flat and Poison Creek on sections B and C now requires reconstruction to accommodate heavy logging traffic.

Project 42-A1, Warm Springs Highway. Under previous program approved December 3, 1947, there was cancelled $230,000 of Prewar funds allocated to Project 42-A1, Grading, 6.9 miles, which project the State has undertaken to complete pending availability of Forest Highway funds. It is now desired that the surfacing of the project be financed from Forest Highway funds.

Very truly yours,

/s/ W. H. Lynch

W. H. LYNCH
Division Engineer

O.K. /s/ R H. Baldock

OREGON STATE HIGHWAY COMMISSION

By /s/ T H. Banfield
Chairman

By _____
Commissioner

By /s/ Ben R. Chandler
Commissioner

U. S. FOREST SERVICE

By /s/ James Frankland
Regional Forester

Commissioner Schaupp brought up for discussion the matter of maintaining the improved portion of Alameda Ave., Klamath Falls, during construction of the Esplanade Street Undercrossing. He recalled that the Commission at its last meeting agreed to assist the city in maintaining this street during the construction period and to restore it to its original condition when no longer required as a detour. The city, he said, would like to have the section paved, which work the City Engineer estimates will cost $1,200, and is asking the state to approve such a project and to pay 50 percent of the expense. He gave as his thought that the pavement construction would result in less expense to the state than maintaining a gravel surface through the winter season. After discussion the Commission instructed the Engineer to inspect the premises and determine the cost to maintain the present gravel surface. If the cost of such work compares favorably with the estimated cost to pave the section, then the Engineer is authorized to pay to the city the sum of $600 as the state's share on the condition that the city will relieve the state from further responsibility for maintaining the section

under discussion. The matter then is to be covered by appropriate agreement between the city and the state.

The Engineer reported alterations recommended by the U.S. Coast Guard for the ferry "M.R. Chessman", including the flattening and non-skidding of a stairway leading from the lower deck to the middle deck and the installation of another generator to insure sufficient energy to properly maneuver the vessel and keep the cabin and galley lighted during night operation. He also recommended purchase of a spare propellor for emergency use In this connection the Engineer reported an offer from Russel and Shaver Company to sell two 60KVA generators for $1,000 plus the exchange of the two 25KVA generators now installed, and an offer from the Albina Engine and Machine Works to install them for $5,000; however, he pointed out that it would cost about $1,850 to remove and overhaul the two 60KVA generators. The estimated total cost to make the changes and improvements, he said, is $11,500 although this might be reduced if the work were done in Astoria. He recommended approval of the project as outlined. The Commission approved the recommendation unanimously on the condition that additional quotations to do the work are first secured and that an attempt be made to have the generators installed in Astoria so as to avoid extra expense that would accrue if such work were done in Portland.

The Engineer requested authority for an expenditure of $2,910 to construct two small betterment jobs, one of which is estimated to cost $2,310 and consists of re-establishment of right of way fences along the Old Oregon Trail bordering the Oregon State Hospital at Pendleton, and the other, estimated to cost $600, consists of grading and surfacing to provide a car-parking area at the division headquarters in Roseburg. He advised that both projects should be done this year and recommended that they be approved, the funds to be taken from the unallocated reserve in the 1948 minor betterment budget. The Commission approved the recommendation unanimously.

The Secretary presented a letter from the Crown Zellerbach Corporation wherein the Corporation states its unwillingness to pay $10 per M-FBM for snags and down material on two small tracts of state highway property in Clatsop County which the Commission previously offered to sell at that rate, but offers to pay $3 per M-FBM for such material. The Engineer advised that it would be to the state's advantage to get rid of the material and recommended acceptance of the counter offer on the condition that the corporation will clean up the premises to the Commission's satisfaction. The Commission unanimously approved the recommendation.

A petition was presented from the Umatilla County Court requesting that the old route of the Oregon-Washington State Highway from Milton to the Washington state line be designated a state secondary highway. The Commission deferred action on the matter pending a report from the Engineer.

The Chief Counsel reported that, pursuant to instructions previously given him by the Commission, he communicated with the County Courts of the counties contiguous to the Pacific Ocean to ascertain what, if any, portions of the beach fronting on their respective counties should be set aside under

a recent statute as an area in which the operation of motor vehicles and aircraft should be prohibited, and to date has received only one reply. This reply, he said, is from County Judge Felsheim of Coos County who requests that the Bandon beach area be restricted so as to curtail the "hot rod" and motorcycle nuisances. The Commission approved Judge Felsheim's request unanimously and instructed the Chief Counsel to publicize the matter that the people of the other beach counties may be made aware of the county responsibilities and the Commission's action. The Chief Counsel was also instructed to prepare an appropriate resolution with respect to the action taken on Coos County's request. .

The matter of appointing an Assistant Parks Superintendent, first considered on the previous day, again had the attention of the Commission. As the result of discussion the Commission unanimously approved the appointment of Mr. C. H. Armstrong for this position.

In this connection the Engineer presented a recommendation from the State Parks Superintendent, Mr. S. H. Boardman, that the Landscaping Division, which now functions under his supervision, be transferred to the Engineering Department so as to function under the direction of the State Highway Engineer. The reason given by Mr. Boardman for recommending this change, he said, is that about 90 percent of the work of the Landscaping Division is of an engineering nature. He stated his concurrence in the recommendation. The Commission unanimously approved such transfer, effective immediately.

The Commission discussed the Engineer's recommendation for the reclassification of the North Santiam Secondary Highway between Salem and Niagara from a Group II to a Group I highway so as to permit loads of greater length and weight to be transported over it, particularly during construction of the Detroit Dam. The Commission approved the recommendation provided the resolution effecting the change contains a thirty-five mile per hour speed limit restriction for long vehicles on curves. The Chief Counsel was instructed to prepare a form of resolution in conformity therewith.

The Commission also ordered that the "thirty-five-miles-per-hour speed limit on curves" restriction be included in all future special permits issued by this department.

The Commission considered, and upon recommendation of the Chief Counsel, approved a request from the Bonneville Power Administration for permission to construct its power line facilities over and across the following state highways:

1. Pacific Highway at Mile Post 120.04 about one mile north of Eugene
2. Richardson-Eugene Secondary Highway at Mile Post 43.39 between Eugene and Veneta
3. Territorial Secondary Highway at Mile Post 21.32 between Veneta and Crow
4. Siuslaw Highway at Mile Post 14.23 at Mapleton

The Commission considered an authorization of $150,000 of state funds to match a like amount of Federal money appropriated by the Congress to finance improvements to Sprague River Road in Klamath Indian Reservation, in Klamath County. The Engineer recalled that under a previous fund-matching agreement with the U.S. Indian Service, the state appropriated $150,000 for the construction of three bridges now under way, and that the additional money now requested is to match a new Federal appropriation. The Commission deferred action on the matter until the special meeting scheduled to be held in Wolf Creek on October 1, 1948. The Engineer was instructed to report additional facts at that time. (A delegation representing the U.S. Indian Service discussed this matter with the Commission later in the session and was informed that consideration would be given to the project in formulating the next construction program, but the Commission is not prepared to take definite action now.)

Messrs. A. W. Easton and J. D Hanna, city councilmen, Umatilla, Oregon, appeared before the Commission and requested assistance from the state in construction of curbs and gutters along Sixth Street (Columbia River Highway) from the Umatilla River Bridge to Switzler Avenue in Umatilla. Mr. Easton, who acted as spokesman, stated that because of the large increase in population due to activities at McNary Dam, the city is unable to finance alone many public improvements that are urgently needed, such as water supply, sidewalks, curbs, and gutters, so is forced to come to the Highway Commission for help. He filed with the Commission a brief giving statistical information in support of their request. Chairman Banfield pointed out that it has been the policy of the Commission in the past to insist that the local people construct their own sidewalks when curbs are constructed by the state, and also to require the city to adopt an ordinance providing for parallel parking of vehicles. That policy, he said, will have to be adhered to in this instance if the Commission approves the project. The Commission is not in position to act on the matter today, he added, but will consider it for the 1949 construction program if the city meets the requirements. The Engineer and the Chief Counsel were thereupon instructed to contact the city officials and endeavor to work up an arrangement for possible construction of the work in 1949.

A delegation from Warrenton and Astoria, consisting of the following persons, was present regarding the rerouting of the Oregon Coast Highway between Astoria and Warrenton: Thomas T. Chave, City Attorney, Dr. Noel B. Rawls, City Commissioner, E. R. Baldwin, City Manager, and Frank Maize, member, Chamber of Commerce, all of Warrenton; Gordon Sloan and Fred Andrus, members of the Clatsop County Industrial League of Astoria. Mr. Baldwin headed the group. He asked the Commission to consider, in its deliberations concerning the selection of a permanent route for the highway south of Astoria, the adoption of a route adjacent to and paralleling the S.P. & S. Railroad across Youngs Bay. He advised that the railroad company plans to improve its facilities at this point and might be receptive to a cooperative arrangement for the construction of a joint fill across the bay. He declared that the proposed route will be much shorter than the present route through Miles Crossing and that the cost to construct it will compare favorably with the

cost to provide a permanent highway via Miles Crossing, as is contemplated by the Commission. Mr. Baldwin requested a rough survey to determine the cost of such highway section and to ascertain if it will not be a better route than the other. Mr. Sloan requested a public hearing on the subject before any change is made in the rerouting of the highway at this point. Chairman Banfield advised that this is an entirely new project to the Commission, which has given it no consideration whatsoever; however, the Commission will discuss it in its consideration of the overall highway situation in this district. He pointed out that the Commission, on recommendation of former Highway Commissioner M. R. Chessman, already has adopted a permanent route for the highway south of Astoria which follows somewhat the present route via Miles Crossing, and that negotiations for right of way along that route have been authorized, not, however, with the idea in mind of constructing the highway now, but only to make certain that the right of way will be available at some future time when the Commission is ready for construction to proceed, which may be in ten years or more. As to holding a hearing on the subject, Chairman Banfield advised that that could not be done without establishing an undesirable precedent which would require such a hearing in connection with all projects; whereas, it must base its actions on the engineering data furnished by the Engineer, and legal advice from its Chief Counsel. He concluded the discussion by stating that the Commission is committed to the route already adopted, so will not authorize a survey of the route suggested, but will obtain from the Engineer and the Chief Counsel an overall picture of the situation. The Engineer and the Chief Counsel were thereupon instructed to submit such a report.

Mr. John Fitzsimmons, President of the Bandon Chamber of Commerce, appeared before the Commission regarding the building of a bridge over the Coquille River at Bullards. He urged the construction of the bridge on the basis of the Commission's arrangement with Coos County Court that the county and state contribute funds toward the cost on a 50-50 basis, and he declared that the bridge is an immediate necessity. Chairman Banfield advised that the Commission's understanding with the county court was tentative and had to be discarded due to increased costs of construction on state highway projects in the vicinity of Coos Bay and lack of funds to finance the work and take care of its other obligations. He further stated that the Commission is making no promises for the future but will bear the project in mind.

A delegation from Brookings, Oregon, composed of Mrs. M. Byrne, Secretary, Brookings-Harbor Chamber of Commerce; P. J. Lesmeister, member of the Chamber of Commerce; G. G. Goetz, tourist cabin owner; Homer Haggerty, oil company representative; Mrs. Fred Moore, tourist business; and Dr. A. O. Schmitt, appeared before the Commission regarding the establishment of a state park on a small area of beach property owned by Mr. Elmer Bankus, Brookings, at a place known as "Miller's Beach", near Brookings.

Mrs. Byrne headed the group. She advised that Mr. Bankus has renewed his offer to donate the tract to the state for park purposes, and urged the Commission to reconsider its decision reached several months ago not to accept the property. She stressed the importance of the area to the

state as a tourist attraction, and she alleged that it is the only beach in Oregon south of Bandon that is accessible by auto and can be enjoyed by elderly people without walking a long distance over a steep trail to reach it as is the case at Harris Beach State Park nearby. Mrs. Bryne also advised that Mr. Bankus has "fixed up" the road leading to the area and has piped water to it; furthermore, he is willing to deed additional land up to one or one and one-half acres, as the Commission feels is necessary, for proper development of the area as a park. Mrs. Bryne also mentioned the popularity of the beach, stating that it is patronized by large numbers of people who like it because it can be reached by automobile, and advised that Mr. Bankus had found it necessary to close it to public use because he could not afford to take care of it properly. Mrs. Byrne discounted the development of Harris Beach State Park; however, later in the discussion, stated that if this park were made as easily accessible to the public as is the Miller Beach area, it would satisfy their purposes.

Mrs. Moore also spoke for this park. She declared that this beach is a popular one because people can drive to it, and all that is necessary in the way of development is construction of rest rooms. Mr. Haggerty spoke from the tourist standpoint, stating that large numbers of tourists from California stop at his establishment and inquire where the nearest beach is that can be reached by car, and he is forced to refer them to Bandon Beach, 100 miles farther north. If there were a roadway leading from the highway to Harris Beach Park, he said, that would satisfy their group.

Chairman Banfield pointed out that the tract under discussion is very small, containing only 0.2 acre, and that if the state took it over as a state park it would also have to assume the obligation to improve and maintain the roadway leading to it, which would be costly. He also pointed out that the state now owns Harris Beach State Park nearby, a large area where tourists can be better accommodated, and that the Commission already has tentatively approved a considerable expenditure for developments in this park during 1949. The Commission feels, he said, that much more good would be accomplished by spending for the further development of this park the money that would be required to establish and develop the small park that is proposed at Miller Beach, and the Commission is now considering doing that next year. Were the Commission to establish and develop a state park at Miller Beach, he said, it still would have the responsibility of developing and maintaining the existing park at Harris Beach, in which improvements would have to be deferred because of the limited amount of money that the Commission feels should be allocated for work of this nature.

The State Parks Superintendent explained briefly the plans for development of Harris Beach Park. Commissioner Schaupp expressed himself in favor of developing one or the other of the two places under discussion, although he indicated a preference for the development of the Harris Beach area.

The Commission took the entire matter under advisement. Following departure of the group the matter was discussed further but action was again

deferred pending additional information from the Engineer and the Parks Superintendent as to the feasibility and cost to construct a roadway leading from the highway to Harris Beach Park. The Engineer was instructed to investigate the matter and report his findings to the Commission at its special meeting in Wolf Creek on October 1, 1948.

A delegation composed of the following officials of the City of Redmond appeared before the Commission regarding the heretofore proposed one-way street plan for The Dalles-California Highway traffic through Redmond: R. E. Park, City Attorney; Kenneth Munkres, Chairman, Planning Commission; Jack Elliott, Mayor; Gayle Bartel, Member, Planning Commission; Jim Kasserman, Councilman; and John Berning, Street Commissioner. Mr. Park headed the group. He recalled that this plan was first suggested in 1945 and gave as his understanding that a survey of the situation was made in 1947 and a report of the findings submitted to the Commission. He urged the Commission to take early action to provide for such routing, using 6th Street (present route) for southbound traffic and 5th Street for northbound traffic, and to construct needed improvements so the plan can be put into operation in 1949 and the present congestion of traffic relieved. The Engineer recalled briefly the substance of his report on the subject, stating that at the time the report was submitted, necessary improvements were estimated to cost about $65,000. He was instructed by the Commission to bring the report up to date as to cost and feasibility for consideration by the Commission in making its 1949 budget. He was also instructed to contact the city officials to determine if the city will comply with the necessary conditions and regulations. The Commission made it clear that it is making no promise regarding construction but is going to give the matter careful consideration in formulating its 1949 program.

A delegation representing the U.S. Indian Service, consisting of E. Morgan Pryse, Regional Director; R. H. Bitney, Superintendent, Klamath Reservation; H. V. Thoreson, Road Engineer, Klamath Agency; J. G. Cable, Regional Road Engineer; and C. V. Sluyter, Assistant Regional Road Engineer, appeared before the Commission regarding the further improvement of the Sprague River Road in Klamath County. Mr. Cable acted as spokesman. He advised that the last Congress appropriated $150,000 for this road, contingent upon its being matched by an equal amount of state money and that it be spent by the Indian Service on a force account basis. The state match money, he said, may be spent by the state on any basis that the Highway Commission may determine desirable. He urged the Commission to approve an expenditure of $150,000 for this purpose, advising that unless the state money is made available they will have to close down certain work which they now have underway. Following discussion of details the group was informed that the Commission must have more time to study its finances before making its decision but will take definite action one way or the other as soon as possible. The Engineer was thereupon instructed to render a full detailed report on the subject for consideration at the special meeting which is scheduled to be held on October 1, 1948, in Wolf Creek.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

A delegation from Tillamook composed of John Aschim, Mgr., Tillamook Chamber of Commerce; W. Schulmerich, County Commissioner; Charles Ross, President, and Vern Tinerstet, Secretary, Oregon Coast Assoc.; Mel Baldwin, Tillamook Radio Broadcasting Co.; B. Francis, representing First National Bank, and Fred K. Sweet, Tillamook-Portland Auto Freight Co., was present and urged completion of the remaining link in the Wilson River Highway between Glenwood and North Plains. Mr. Aschim headed the group. He recited the history of this highway and urged construction of this section as being particularly necessary to Tillamook County's economic situation. He also said that he has searched the records and can find nothing therein that would indicate that any former Highway Commission ever promised that this section would be built, but, he said, the people of Tillamook County believe they have a legitimate request and want the Highway Commission to give every consideration to the project for construction in its new program. Mr. Aschim also mentioned that at a recent meeting with the Legislative Interim Committee on Highway Problems all of the Tillamook County organizations joined in asking that this Wilson River Highway project be given priority over others, and they were given to understand that that would be done. Chairman Banfield advised that the Commission is not unmindful of this project but the Commission's problem is one of finding funds to finance the work. He also said that the present Commission tries to complete the commitments made by former Commissions but is not able to do so in every instance and in this case a thorough search of the records fails to disclose that any commitment was made. The Wilson River Project, he said, is a desirable one if funds were available to finance it, and the Highway Commission might be in position to include it in the construction program if the three counties concerned were to join in requesting it as the No. 1 project for their shares of the highway revenues. This matter was discussed at further length and as a result the Commission instructed the Engineer to bring up to date his previous report on the subject and to ascertain from the three counties concerned whether or not they are willing to pool their shares of the highway funds to finance this job. Chairman Banfield concluded the discussion by stating that if the counties are willing to pool their highway funds, the Commission will be happy to analyze the project on that basis.

Mr. R. G. Griffis representing Pope and Talbot Co., Portland, was present and requested permission to operate logging trucks across the Willamette Highway, at grade, near Oakridge on Saturday afternoons. In the discussion following it was brought out that the operation of this crossing is a matter now before the Public Utilities Commissioner and concerning which the Commissioner has scheduled a hearing for October 1, 1948. In view of this information the Commission deferred action pending the outcome of the hearing.

The matter of allowing loggers to truck-haul logs over state highways on Saturday afternoons was considered by the Commission. It was the Commission's thought that, inasmuch as it has been decided to notify log haulers of the possibility that certain state highways would be subject to reduced load limits during the winter months, it would only be fair to allow them to haul on Saturday afternoons so long as the weather permits and no undue hazard is created, particularly so in view of the fact that the season of vacation travel

has past, so as to give them an opportunity to stockpile a supply of logs against the time when highways might be closed to hauling. Commissioner Chandler moved that all log haulers be permitted to truck-haul logs on Saturday afternoons beginning September 18, 1948, and continuing until conditions necessitate discontinuance of the practice. Commissioner Schaupp seconded the motion, which passed unanimously. The Secretary was instructed immediately to notify the State Police of the action taken and to recommend to the Public Utilities Commissioner the adoption of a ruling to that effect.

The Commission discussed with the Engineer bids received at the morning session and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts as follows, the Commission's action with respect to each job being by unanimous vote:

"Miles Bridge-Baker Section of the Medical Springs Secondary Highway in Baker County; 6.85 miles of grading and surfacing and 13.7 miles of oiling D. F. McKenzie, Salem, submitted the low bid for this job at $191,178. The second low bid was submitted by Roy Norquist, Sweet Home, at $192,303.16. Five higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder when certain right of way matters have been disposed of.

"Gold Beach Section of the Oregon Coast Highway in Curry County; 0.37 mile of grading and paving. Snook Bros., Corvallis, submitted the low bid for this job at $83,056. The second low and only other bid was received from Porter W. Yett, Portland, at $96,458. The Commission has awarded this contract to the low bidder, Snook Bros.

"Endicott Creek-Mystic Creek Rock Production Project on the Coos Bay-Roseburg Highway in Coos and Douglas Counties. Furnish approximately 10,120 cubic yards of crushed rock in stockpiles. Oscar E. Joelson, Eugene, submitted the only bid for this work at $53,105. The Commission has awarded the contract to Mr. Joelson.

"Keno-Midland Rock Production on three state highways in Klamath County. Furnish approximately 14,000 cubic yards of crushed rock in stockpiles. F. L. Somers, Klamath Falls, submitted the low bid for this work at $43,400. The second low bid was submitted by Rogers Construction Company, Portland, at $45,500. Four higher bids were received. The Commission has awarded this contract to the low bidder, F. L. Somers.

"Fremont Junction-Drake Creek Section of the Warner Secondary Highway in Lake County; 21.19 miles of oiling and furnish approximately 6,350 cubic yards of crushed rock in stockpiles. D. F. McKenzie, Salem, submitted the low bid for this job at $89,033.50. The second low bid was submitted by Babler Bros., Portland, at $89,326. One higher bid was received. The Commission has awarded this contract to the low bidder, D. F. McKenzie.

"Silver Lake Maintenance Building in Lake County. Construct 32' x 64' maintenance building. R. H. Jones, Hillsboro, submitted the only bid received on this job at $12,860 for Alternate "A", frame construction, and $14,675 for Alternate "B", concrete block construction. The Commission has awarded this contract to R. H. Jones on the basis of his bid for Alternate "A".

"Halsey-Brownsville Section Resurfacing Project on the Halsey-Sweet Home Secondary Highway in Linn County; 4.00 miles of asphaltic concrete resurfacing. Warren Northwest, Inc., Portland, submitted the low bid for this job at $35,800. The only other bid received was that of Acme Construction Co., Eugene, at $37,400. The Commission has awarded this contract to the low bidder, Warren Northwest, Inc.

"Stoiver Hill-Albany Section of the Pacific Highway East in Linn and Marion Counties; 9.93 miles of roadside improvement. Stoen's Rock and Landscape Co., Seattle, submitted the only bid for this job at $19,899. The Commission has rejected this bid as being too high.

"Milton-Washington State Line Section of the Oregon-Washington Highway in Umatilla County; 3.36 miles of topsoiling and seeding. George E. Corliss, Ontario, submitted the only bid for this work at $8,910. The Commission has awarded the contract to Mr. Corliss."

The Commission considered and signed the following agreements:

Agreement with John O. and Vida M. Melville, covering property which the state is acquiring in Gold Beach in connection with the proposed improvement of the Oregon Coast Highway in Gold Beach.

Deed conveying unto U.S. Reclamation Service 0.58 acre of land in state-owned borrow pit adjacent to Warm Springs Highway, Jefferson County.

Agreement with Southern Pacific Company, covering construction of overcrossing over company's railroad tracks at Delmar, Coos County.

Agreement with West Coast Telephone Co. re re-establishing a section of its telephone line on the Elgin-Boswell Ranch Section of the Wallowa Lake Highway, Union County.

Agreement with City of Medford covering installation of traffic signals in the City of Medford.

Agreement with Leonard William Brown and Leslie R. Hoxie, extending period of previous agreement for construction and operation of a logging road across a state park.

Agreement with U.S. Army Engineers re bank protection of Santiam River near Jefferson.

Agreement with U.S. Navy re right of way needed for Tillamook-Pleasant Valley Section of the Oregon Coast Highway, Tillamook County.

Agreement with P.R.A. covering maintenance by the state of 15.467-mile section of Santiam Highway from June 18, 1948, to June 17, 1949.

Agreement with Robert Fromm covering grazing of sheep in Humbug Mountain State Park, Curry County, until June 14, 1949.

Agreement with Bonneville Power Administration relative to four crossings of state highways on the company's Eugene-Mapleton line in Lane County.

Agreement with City of Portland relative to the division of costs of the S.W. Jefferson and S.W. Columbia Street improvements between S.W Harbor Drive and S.W. Canyon Road.

Project Agreements covering the following:

Johns-Wolf Creek Section, Pacific Highway
Carlton-Chehalem County Road
Barbur Boulevard-Boones Ferry Road Section, W. Portland-Hubbard Highway
Elgin-Boswell Ranch Section, Wallowa Lake Highway
Middle Grove-Pudding River Section, Silverton Road
Hood River-Odell Creek Section, Odell Highway
Monument-Hamilton Section, Kimberley-Long Creek Highway
Halfway-Carson Section, Halfway-Cornucopia Highway
Sandy River Bridge, Columbia River Highway
Troutdale Overcrossing, Columbia River Highway

There being no further business to come before the Commission, the meeting adjourned at 3:15 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

September 14, 1948

EXHIBITS "A" THROUGH "R"

Minutes of September 13 and 14, 1948

EXHIBIT "A"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY

14812- Adams, Wayne and Bertha Adams Right of Way Option expires January 28, 1949				
	1 lot (50x85 app) 4,150 sq.ft.	$ 800.00	$ 800.00	Berry
14725- Campbell, Alexander and Alma Campbell Right of way Option expires January 19, 1949				
	2 lots (25x100) 5,000 sq.ft. at $350.00	700.00	700.00	"

(Cont.)

SEP 13 1948

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.)

14722-	Funtalas, John P. Right of Way Option expires January 20, 1949			
	4 lots (25x70 app), 7,000 sq.ft. at $150.00 each	$ 600.00	$ 600.00	Berry
14855-	Poulin, A. J. and Esther Poulin Right of Way Option expires February 25, 1949			
	45,000 sq.ft. at 25¢ sq.ft. (8 lots 50x100 and 2 lots 25x100)	11,250.00	11,250.00	"
14869-	Berger, John P. and Mary Berger Right of Way Option expires February 24, 1949			
	8,333 sq.ft. at 10¢ sq.ft. (3 1/3 lots 25x100)	833.30	833.30	"
14874-	Bonney, Walter and Bonney, Gertrude E. Right of Way Option expires February 23, 1949			
	33,800 sq.ft. at 5¢ sq.ft. (7 lots 25x100- 2 irregular shaped approx. 100x100	1,690.00	1,690.00	"
14880-	Olson, Elizabeth B. and O. W. Olson Right of Way Option expires February 11, 1949			
	31,000 sq.ft. at 5¢ sq.ft.	1,550.00	1,550.00	"
14697-	Chilcote, Daniel Erwin and Cecile Mae Chilcote Right of Way Option expires December 20, 1948			
	0.18 acre at $1,100.00	198.00	198.00	"

SEP 13 1948

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.)

		$	$	
14854-	Mercer, H. D. and Ethel S. Mercer Right of Way Option expires February 10, 1949			
	7,300 sq.ft. at 16¢ sq.ft. (2 triangular lots) 33x100x108	1,168.00	1,168.00	Berry
14721-	Swarts, Carl A. Right of Way Option expires January 11, 1949			
	6,166 sq.ft. at 6.5¢ sq.ft.	1,047.54		
	Allowance- fruit trees, grape arbor and hedge	180.00		
	State to remove house, garage (Est'd. cost $2250)			Berry
			1,227.54	Boone
*14670-	Stephenson, Oscar A. and Constance Stephenson Right of Way Option expires January 19, 1949			
	1 lot (50x126 app) 6,300 sq.ft.	1,500.00		
	Allowance- house	7,650.00		
	Allowance- garage, with bedrooms	1,350.00		
	Allowance- outside fireplace, fish pond	100.00	10,600.00	Berry
14693-	Lyons, Eleanor A. Right of Way Option expires January 1, 1949			
	5,130 sq.ft. at $0.292 (54x95) Approximately (small lot)	1,500.00	1,500.00	Mayhew
14649-	McCrudden, John E. and Theresa C. McCrudden Right of Way Option expires December 14, 1948			
	10,000 sq.ft. (2 lots 50x100) at $0.163 sq.ft.	1,630.00	1,630.00	"

(Cont.)

SEP 13 1948

15231

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.)

14689- Powers, Claude G. Right of Way Option expires December 18, 1948		$	$	
	20,000 sq.ft. (4 lots 50x100) at $0.07 sq.ft.		1,400.00	Mayhew
14651- Simpson, Mildred L. Right of Way Option expires January 8, 1949				
	5,000 sq.ft. (lot 50x100) at 20¢	1,000.00	1,000.00	Berry "

**CENTRAL HOWELL-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY

14638- Aubrey, R. R. and Mina Aubrey Right of Way Option expires December 16, 1948 (CORRECTION)				
	0.30 acre at $400.00	120.00		
	0.30 acre at $400.00	120.00		
	Allowance- 160 rods fence at $2 rod	320.00	560.00	Norlin
	State to construct and gravel road approach, north side			"

Previous report:

0.30 acre not included

14639- Rutschman, Roy E. and Eleanor E. Rutschman Right of Way Option expires December 17, 1948 (CORRECTION)				
	0.197 acre at $400.00	78.80		
	0.410 acre at $400.00	164.00		
	0.07 acre at $400.00	28.00		
	Allowance- 70 rods fence at $2 rod	140.00	410.80	"
	State to construct and gravel road approaches, south side			
	State to set back private light pole, if necessary			
	State to put in culvert under highway			

SEP 13 1948

(Cont.)

EXHIBIT "A" (Cont.)

CENTRAL HOWELL-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY (Cont.)

14639- Rutschman, Roy E. and Eleanor E. Rutschman (Cont.)

Previous report:

0.410 acre
0.07 acre - not included

14641- Rudihauser, Henry W. and Frieda K. Rudihauser, and Emma Rudihauser
Right of Way
Option expires
December 21, 1948
(CORRECTION)

0.15 acre at $400.00	60.00		
0.15 acre at $400.00	60.00		
0.07 acre at $400.00	28.00		
Allowance- 40 rods fence at $1.00 rod	40.00		
Allowance- loss gooseberry bushes, spud lot	50.00	238.00	Norlin
State to construct and gravel road approach, south side			"

Previous report:

0.15 acre
0.07 acre - not included

14642- Lichty, Alexander and Clara Lichty
Right of Way
Option expires
December 16, 1948
(CORRECTION)

0.13 acre at $400.00	52.00		
0.13 acre at $400.00	52.00	104.00	"
State to construct road approach and gravel same, south side			

Previous report:

0.13 acre not included

14640- DeBoer, Wesley and Marjorie June DeBoer
Right of Way
Option expires
December 16, 1948
(CORRECTION)

(Cont.)

SEP 13 1948

17238

EXHIBIT "A" (Cont.)

CENTRAL HOWELL-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY (Cont.)

14640- DeBoer, Wesley and Marjorie June DeBoer (Cont.)

0.134 acre at $400.00	$ 53.60	$	
0.134 acre at $400.00	53.60		
Allowance- trees, nut	295.00		
Allowance- 30 rods fence, $2.00 rod	60.00		
Allowance- concrete catch basin for drainage water	80.00		
Allowance- removal garage- granary, concrete	80.00		
Allowance- damage, yard, lawn, shrubs	100.00	1,222.20	Norlin
State to construct four gravel road approaches.			
State to connect 18' pipe now under road to drainage box grantor building, north side			

Previous report:

0.134 acre not included

14643-A Steffen, D. A. and Linda E. Steffen, and Rosina Steffen
Right of Way
Option expires x
(CORRECTION)

0.244 acre at $400.00	97.60		
0.110 acre at $400.00	44.00		
Allowance- 60 rods fence to move at $2 rod	120.00		
Allowance- moving buildings- low bid	750.00	1,011.60	"
State to construct and gravel road approaches, north side			

Previous report:

0.110 acre not included

14643- Steffen, Ellen, and Rosina Steffen
Right of Way
Option expires
May 5, 1949
(CORRECTION)

0.417 acre at $400.00	166.80		
0.08 acre at $400.00	32.00		
Allowance- cherry, apple, shade, nut trees, holly tree, lilac bush, shrubs, iris plants (move)	283.20	482.00	"

(Cont.)

SEP 13 1948

EXHIBIT "A" (Cont.)

CENTRAL HOWELL-SILVERTON SECTION, SALEM-SILVERTON HIGHWAY (Cont.)

14643- Steffen, Ellen, and Rosina Steffen (Cont.)

	$	$	
State to construct, gravel road approaches; reconstruct approach to lane; tile and fill ditch across front of yard; move private power pole, if necessary; move fence			
Previous report:			
0.08 acre not included			

14643-B Steffen, Oliver E. and Glenna May Steffen
Right of Way
Option expires
January 5, 1949
(CORRECTION)

0.096 acre at $400.00	38.40		
0.015 acre at $400.00	6.00	44.40	Norlin
Previous report:			
0.015 acre not included			

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

14432-A Lundeen, Victor and Mabel Lundeen
Pipe easement

55 foot pipe easement	200.00	200.00	Haskin

LEBANON SECTION, SANTIAM HIGHWAY

13347- Carter, Samuel and Jane O. Carter
Right of Way
Option x
(CORRECTION)

600 sq.ft. acquired by City of Lebanon			
State to pay for moving building (low bid Baumback- 7/19/47) $1,595.00			
Adjusted bid of Baumback - (5/20/48)- $1,700.00 underpayment-	105.00	105.00	Devers
Previous report:			
Increased labor and materials costs $105.00- moving operations delayed, hence higher cost of moving building			

SEP 13 1948

17238

EXHIBIT "A" (Cont.)

AGATE BEACH-NEWPORT SECTION, OREGON COAST HIGHWAY

14470- Pepin, Arthur J.
Easement
Option expires
February 8, 1948

21,750 sq.ft. - borrow material	$ 00.00	$ 00.00	Landon

14471- Braxling, Otis E. and Dorothy Braxling
Easement
Option expires
February 9, 1949

5,250 sq.ft. (lot 50x105)	00.00	00.00	"

TIDEWATER SECTION, ALSEA HIGHWAY

12643-B Hunter, G. B. and Eliza E. Hunter
Right of Way
Option expires
February 23, 1949

115 feet water front (0.18 acre) at $10.00 front foot	1,150.00		McChesney
Allowance- 2-room house	850.00	2,000.00	

COOS BAY SECTION, OREGON COAST HIGHWAY

12620- Chandler, Ben R. and Cecile Chandler
Right of Way
Option expires
October 13, 1948

1,376 sq.ft. at 35¢ sq.ft.	481.60	481.60	Mayhew

12619- Chandler, Ben R. and Cecile Chandler
Right of Way
Option expires
October 13, 1948

2,200 sq.ft. at 65¢ sq.ft.	1,430.00	1,430.00	"

(Cont.)

EXHIBIT "A" (Cont.)

COOS BAY SECTION, OREGON COAST HIGHWAY (Cont.)

12623- State Land Board Right of Way x x				Berry Mayhew
	1,000 sq.ft. (approx)	$ 1,000.00	$ 1,000.00	Reeder
12610- Bear, Heirs John Right of Way Option expires September 9, 1948				
	4,500 sq.ft. (lot 50x90)	1,000.00	1,000.00	"
12608-A Callison, C.W and R.C. Callison and Henry Callison, Trustees Right of Way Option expires November 19, 1948				
	310 sq.ft. at 20¢ sq.ft.	62.00	62.00	"
12622- Seaman, Olive H. Right of Way Option expires November 17, 1948				
	3,550 sq.ft. at 70¢ sq.ft. plus (lot 25x142)	2,500.00	2,500.00	Mayhew
14583- Coos County, and Layton K. Nosler and Elvie C. Nosler Right of Way Option expires December 13, 1948				
	2,875 sq.ft. (lot 25x115) at 86.9¢ sq.ft.	2,500.00	2,500.00	Reeder
***12626- Santa Cruz Portland Cement Co. Right of Way Deed being held in escrow				

(Cont.)

SEP 13 1948

EXHIBIT "A" (Cont.)

COOS BAY SECTION, OREGON COAST HIGHWAY (Cont.)

12626- Santa Cruz Portland Cement Co. (Cont.)

	$	$	
58,153 sq.ft. railroad and water frontage at approx 90¢ sq.ft.	52,336.00		
State to pay ½ $61 escrow fee	30.50		
State to pay ½ pro rate tax, estimated $875.00	218.75	52,585.25	Reeder

EUCHRE CREEK-GOLD BEACH SECTION, OREGON COAST HIGHWAY

14004- Lloyd Corporation, Ltd
Stock pile site
Option expires
February 29, 1949

1.59 acres at $500.00	795.00	795.00	Landon

GOLD BEACH SECTION, OREGON COAST HIGHWAY

9815- Steiner, George A. and Julius Steiner
Right of Way and easement
Option expires
x
(CORRECTION)

164 sq.ft.	00.00		
30 foot slope easement			
Moving building- allowance- low bid	300.00	300.00	"

Previous report:

No bid received; no estimate given-
Engineers now desire building moved-

9037- Gaunlett, Estate A. H.
Right of Way
Option expires
x
(CORRECTION)

Allowance- moving building- low bid	2,050.00	2,050.00	"

Previous report:

Allowance $1,250.00 moving buildings, estimated

(Cont.)

SEP 13 1948

EXHIBIT "A" (Cont.)

GOLD BEACH SECTION, OREGON COAST HIGHWAY (Cont.)

9043- Shields, Hubert T. and Nell J. Shields
Right of Way
Option expires
x
(CORRECTION)

Allowance moving buildings- low bid	$ 5,625.00	$ 5,625.00	Landon

Previous report:

Allowance- $5,000 moving buildings- estimated

HUNTER CREEK SECTION, OREGON COAST HIGHWAY

14003- Beaumont, George W.
Gravel Pit
No option taken

Right and privilege to remove not to exceed 6,500 cubic yards gravel, or before December 1, 1949	250.00	250.00	"

ENDICOTTE CREEK-MYSTIC CREEK ROCK PRODUCTION SECTION, COOS BAY-ROSEBURG HIGHWAY

14978- Rice, Albert Lea, M. L. Daniels, Jr., and A. Johnie Wise
Quarry site
Option expires
February 28, 1949

5.22 acres (quarry site) at $229.88 approximately, acre	1,200.00		
Allowance- 105 rods fence at $3 rod	315.00	1,515.00	Reeder

YELLOW CREEK-CALAPOOIA SECTION, ELKTON-SUTHERLIN HIGHWAY

13954-B Watts, Wayne R. and Catherine M. Watts
Right of Way
Option expires
February 18, 1949

0.115 acre at $200.00 plus per acre for drainage ditch purposes-	25.00	25.00	Haskin

15812

EXHIBIT "A" (Cont.)

MYRTLE PARK SECTION, PACIFIC HIGHWAY

14979- Weigel, Gus and Ethel M Weigel
Gravel Bar
Option expires
February 19, 1949

	$	$
27.58 acres at $100.00	2,758.00	2,758.00 Benfield

TILLER-DREW SECTION, TILLER-TRAIL HIGHWAY

13748- Snodgrass, George Clifton
Right of Way
Option expires
x
(CORRECTION)

0.17 acre- lump sum	5.00	
0.50 acre at $100.00	50.00	
1.92 acres at $25.00	48.00	
Allowance- 25.6 rods fence at $1.50 per rod	38.40	
Moving house, estimated	900.00	1,041.40 Boone

Previous report:

0.17 acre not included

PACIFIC HIGHWAY, CITY OF EUGENE, EAST BROADWAY

11128- Evans, Cordelia
Right of Way
x
(CORRECTION)

1,587 sq.ft. at 50¢ sq.ft.	793.50	
Waiver of access	250.00	
Allowance- cost moving large sign	40.40	1,083.90 Collins

Previous report:

Moving of large sign not included in previous settlement

(Cont.)

EXHIBIT "A" (Cont.)

PACIFIC HIGHWAY, CITY OF EUGENE, EAST BROADWAY (Cont.)

11978- Harpham, John L. and Alma R. Harpham
Right of Way
x
(CORRECTION)

	$	$	
2,315 sq.ft. at $1.00 sq.ft.	2,315.00		
Allowance- cost moving and re-establishing automatic sprinkling system	30.00	2,345.00	Collins
State to construct approach; re-establish walk and step leading to house			

Previous report:

Moving and re-establishing sprinkling system not included in previous report

CRESCENT-CHEMULT SECTION, THE DALLES-CALIFORNIA HIGHWAY

14912- Spencer, Fred G.
Right of Way
Option expires
February 3, 1949

0.84 acre at $20.00	16.80		
Allowance- moving log cabin 14x20	100.00	116.80	Cozad
Plus access			
State to protect existing water pipe			
State to provide road entrances, both sides			
State to provide road entrance, west side			

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY

13818- Powers, Lavinia, Estel Powers, Oliver J. Frances and Madge Francis, and William D. Hohmann and Dora Mae Hohmann
Right of Way
Option expires
February 24, 1949

0.43 at $100.00	43.00		
80 rods fence- at $1.50 rod- move	120.00		
Allowance- gate at $10.00	10.00	173.00	Haskin
State to give 20 year easement for fence in front house			

(Cont.)

EXHIBIT "A" (Cont.)

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY (Cont.)

13822- Rodreick, George P. and Emma M. Rodreick
Right of Way
Option expires
December 16, 1948
(CORRECTION)

	$	$
1.35 acres at $100.00	135.00	
Allowance- 173 rods fence at $1.50 rod	259.00	
Allowance- shade trees, shrubs (plus)	65.00	
Allowance- new cesspool	45.00	504.00 Haskin

Previous report:

Allowance for 2 additional shade trees not included -- $30.00 --

13821- Meldrum, Doris L.
Right of Way
Option expires
March 2, 1949

2.38 acres at $150.00	357.00	
Cost of quitclaim deed from Wm. Burke et ux	20.00	377.00 "
State to move fence		

13828- Smith, W. J., and Lewis A. Smith and Geneva E. Smith, and R. J. Hilton and Pasha C. Hilton
Right of Way
Option expires
January 15, 1949

0.30 acre at $100.00	30.00	
Allowance- 80 rods fence at $1.50 rod	120.00	
Allowance- for settlement	70.00	220.00 "

JOSEPH-MONUMENT SECTION, JOSEPH-WALLOWA LAKE HIGHWAY

14587- McCully, Frank and Bernice McCully
Right of Way
Option expires
October 12, 1948

0.04 acre- 1,742.4 sq.ft. at 2¢ sq.ft. (plus)	36.00	36.00 Benfield

SEP 13 1948

EXHIBIT "A" (Cont.)

GERKING SCHOOL-HELIX JUNCTION SECTION, ATHENA-HOLDMAN HIGHWAY

13409-A	Catron, J. R. and Grace Catron Lease Expires October 1, 1949		
		$	$
	Plant site lease- 1 year - 2.31 acres at $85.00 per acre	196.35	196.35 Berry

FOOTNOTE:

* Sullivan Gulch Section, Sullivan Gulch Highway, Item 14670 - See Page 15196 in the minutes for discussion of this item.

** Central Howell-Silverton Section, Salem-Silverton Highway, Items 14638 through 14643-B - See Page 15196 in the minutes for discussion of these items.

*** Coos Bay Section, Oregon Coast Highway, Item 12626 - See Page 15196 in the minutes for discussion of this item.

EXHIBIT "B-1"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the highway known and designated as the Oregon Coast Highway, otherwise identified as State Highway No. 9 and U. S. Route No. 101, is a state highway and therefore under the jurisdiction and control of the State Highway Commission; and

WHEREAS, said highway as now located passes through the town of Gold Beach and it is the purpose of the Highway Commission to widen and more permanently improve said section of said highway, for which purpose it is necessary that the real property described on the attached sheet be acquired;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. That the Commission does hereby find and declare that the parcel of real property described on the attached sheet, which parcel is owned by Hubert T. Shields and Nell J. Shields, husband and wife, is necessary for the proper widening, reconstruction, and other improvement of said

(Cont.)

SEP 13 1948

EXHIBIT "B-1" (Cont.)

highway from Engineer's Station 3+40 on the north through Engineer's Station 0+00 to Engineer's Station 15+90 on the south. (*)

2. That the State Highway Engineer pursuant to instructions heretofore given by the Commission has made or caused to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer submitted to the Legal Department necessary and adequate description of said real property, which said description has been made available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminant domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners, and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel, and G. W. Neuner, as Assistant Counsel for the Oregon State Highway Commission, are and each of them is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in their joint or individual judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners

5. That this resolution be entered in full in the minutes and records of this Commission as of the thirteenth day of September, 1948.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the parcel of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 117, under the heading "Real Property Condemnation Resolutions" and said description by this reference is made a part of this minute entry to the same extent as if copied in full herein.

SEP 13 1948

EXHIBIT "B-2"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tracts or parcels of land hereinafter described are each and all necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to-wit:

Real property owned by Alma E. Geddes, Joseph A. Geddes and Margaret Katherine Geddes, which property is located in the South Half of Section 14, Township 8 South, Range 40 East, W. M., and in the West half of the West half of Section 24, Township 8 South, Range 40 East, W. M., Baker County, Oregon, and is more particularly described on the attached sheets and designated as Parcels Nos. 1

(Cont.)

SEP 13 1948

and 2, and is further identified in the records of the Highway Commission as file R 13831, and which property is being acquired for right of way purposes in connection with the revised location of the Medical Springs Highway. (*)

Real property owned by Martha H. Bond, which property is located in the East half of the Northwest quarter of Section 24, Township 8 South, Range 40 East, W. M., Baker County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 13834A, and which property is being acquired for right of way purposes in connection with the revised location of the Medical Springs Highway.(*)

Real property owned by Lee Savely, which property is located in the Southeast quarter of the Southeast quarter of Section 16, Township 8 South, Range 40 East, W. M., Baker County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 13824, and which property is being acquired for right of way purposes in connection with the revised location of the Medical Springs Highway.(*)

Real property owned by Lee Savely, which property is located in the South half of the Southeast quarter of Section 16, Township 8 South, Range 40 East, W M., Baker County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 13824, and which property is being acquired for the purpose of securing roadbuilding materials therefrom for use in connection with the Medical Springs Highway.(*)

Real property owned by Oscar Knick and Frances Knick, husband and wife, which property is located in Government Lot 3 of Section 3, Township 14 South, Range 9 West, W. M., Lincoln County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 14763, and which property is being acquired for the purpose of a hauling road for the transporting of roadbuilding materials in connection with the Alsea Highway. (*)

2. That the Commission does hereby find and declare that each of the said described parcels of real property is necessary and acquisition of the same by the State is required for the specific purposes hereinabove set forth, and the said properties are being acquired for the express and specific purposes in this resolution set forth.

SEP 13 1948

(Cont.)

17230

EXHIBIT "B-2" (Cont.)

3. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real properties, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said properties be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

4. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner or owners, and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement or agreements can be reached then it is hereby further resolved that J. M Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property.

5. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said above-described real properties, or any of them, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the state, the State Highway Commission, and/or the defendant property owners.

6. That this resolution be entered in full in the minutes and records of this Commission as of the thirteenth day of September, 1948.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 118, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

17271

EXHIBIT "C"

Minutes of September 13 and 14, 1948

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Hines	$1,357.80
Mitchell	439.23
Shaniko	110.31

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Hines - Conley Avenue W., Saginaw Avenue N., West Circle, Pettibone Ave., N Roanoke Ave., N. Quincy Ave., Hanley Blvd. E., Barnes Ave. S., Newport Ave. N., Bennett Ave. W.
Mitchell - Wilson Street, Hill Street, Folstom Alley, Rosenbaum Street, High Street
Shaniko - 5th Street, 6th Street, "D" Street, "E" Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the thirteenth day of September, 1948

SEP 13 1948

EXHIBIT "D"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Antelope	$ 384.85
Columbia City	1,398.28
Dayville	581.55
Dufur	1,676.23
Eastside	3,792.89
Empire	3,023.19
Granite	367.74
Grass Valley	872.32
Halsey	1,304.21
Hines	2,894.91
Hubbard	2,142.32
Oakridge	4,237.60
Port Orford	3,228.44
Sodaville	423.33
Summerville	342.09
Wheeler	1,107.51

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Antelope - College Street, 1st Street, Union Street
Columbia City - 4th Street
Dayville - Un-named street for 900 feet south from the Presbyterian Church
Dufur - N. 4th Street, N. 1st Street, Court Street, Klinger Street, N. 2nd Street
Eastside - "F" Street
Empire - Market Street, Wall Street, Washington Street, Commercial Street

(Cont.)

SEP 13 1948

EXHIBIT "D" (Cont.)

Granite - Milton Street, Grant Street
Grass Valley - 2nd Street, Market Street
Halsey - 4th Street, 3rd Street, 1st Street, "F" Street
Hines - Conley Avenue, Milwaukee Avenue, Ogden Avenue, Roanoke Avenue N., Quincy Avenue N., Saginaw Avenue N.
Hubbard - Fourth Street, Fifth Street, Sixth Street, Seventh Street, First Street, "B" Street, "D" Street, "C" Street, "F" Street, "G" Street, "H" Street
Oakridge - High Street, Elder Street, First Street, Beech Street, Second Street
Port Orford - Jackson Street, road leading to the Hamlet west from Arizona Street
Sodaville - Alder Street, Washington Street, Main Street, Vine Street
Summerville - Main Street, Patton Street, Jefferson Street, First Street, Second Street, Third Street, Fourth Street
Wheeler - Intersection of Gregory and 2nd Streets, intersection of Gregory and 1st Streets, intersection of Rorvik and 1st Streets, intersection of Hall Street with 1st Street, intersection of Hall Street and 2nd Street, intersection of Rowe Street and 1st Street, intersection of Rowe Street and 2nd Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the thirteenth day of September, 1948

SEP 13 1948

EXHIBIT "E"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the permanent location of the Upper and Lower Lookingglass Creek Bridges on the Coos Bay-Roseburg Highway, in Douglas County, and in connection therewith to prepare maps showing the location of said bridges and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the surveys of the above-mentioned bridges, together with the maps, which for identification purposes bear the map file Nos. 6B-28-15 and 3B-12-8, respectively, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said bridges are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of thirteenth day of September, 1948.

SEP 13 1948

EXHIBIT "F"

Minutes of September 13 and 14, 1948

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2882, with P. B. Doherty & Son, for furnishing crushed material in stockpiles on the Jordan Creek-Rock Creek Section of the I.O.N. Highway in Malheur County; completed June 19, 1948.

Contract No. 2897, with Warren Northwest, Inc., for re-grading and paving on the Milwaukie-Estacada Section of the Clackamas Secondary Highway in Clackamas County; completed June 10, 1948.

Contract No. 2904, with E. C. Hall Co., for grading, paving and bituminous macadam surfacing on the Milton-Washington State Line Section of the Oregon-Washington Highway in Umatilla County; completed August 30, 1948.

Contract No. 2906, with R. H. Jones, for construction of Reese Creek, Little Butte Creek, and Antelope Creek Bridges on the Crater Lake Highway, in Jackson County; completed July 17, 1948.

Contract No. 2923, with Rogers Construction Co., for re-grading and oil mat surfacing on the East Diamond Lake Junction-Lobert Section of The Dalles-California Highway, in Klamath County; completed July 31, 1948.

Contract No. 2924, with Parker-Schram Co., for pavement widening on the Parkrose (82nd Ave.-99th Ave.) Section of the Columbia River (Sandy Blvd.) Highway in Multnomah County; completed June 15, 1948.

Contract No. 2940, with M. L. & C. R. O'Neil, for grading and bituminous macadam surfacing on the Juniper Butte-Crooked River Section of The Dalles-California Highway in Jefferson County; completed July 24, 1948.

(Cont.)

SEP 13 1948

EXHIBIT "F" (Cont.)

Contract No. 2972, with General Construction Company, for construction of ferry slips at Astoria, Clatsop County; completed May 27, 1948.

Contract No. 2983, with Roy Norquist, for grading and topping on the Meadow Brook-Red Bridge Section of the Starkey Secondary Highway in Union County; completed August 31, 1948.

Contract No. 3019, with E. C. Hall Co., for topping and oil mat surfacing on the Dry Creek-West Ranch Section of the Island City-Summerville County Road in Union County; completed September 4, 1948.

Contract No. 3022, with Loyd Calkins, for flood damage repair on the M.P. 95.92-M.P. 96.47 Section of the Columbia River Highway in Wasco County; completed June 29, 1948.

Contract No. 3024, with Parker-Schram Co., for flood damage repair on the Denver Avenue and Union Avenue Sections of the Pacific Highway in Multnomah County; completed August 11, 1948.

Contract No. 3025, with D. F. McKenzie, for paving on the Myrtle Point (Maple St.) Section in Coos County; completed September 1, 1948.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

SEP 13 1948

EXHIBIT "C"

Minutes of September 13 and 14, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Diamond Valley Highway No. 441 known as the Anderson Valley Section in Harney County, the northerly terminus of which is at Highway Engineer's Station 0+00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 106+60 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Harney County and the Highway Commission have entered into an agreement under date of June 4, 1947, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Diamond Valley Highway was completed on July 15, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 4+00 and a point 30 feet West of the northeast corner of Section 3, Township 27 South, Range 33 East, W. M., and which area is identified and shown colored in red on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdicition thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Harney County, and said road shall thereafter be maintained by the County for public use. (*)

2. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new

(Cont.)

SEP 13 1948

EXHIBIT "G" (Cont.)

right of way, and which portion lies between a point 30 feet west of the northeast corner of Section 3, Township 27 South, Range 33 East, W. M., and Highway Engineer's Station 94+36 of the reconstructed highway, and which area is identified and shown colored in brown on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Harney County and may be vacated or kept by the County for such public use as the County Court of said County may determine. (*)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Harney County a duly certified copy thereof, and shall file with the Clerk of Harney County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. (*)

FOOTNOTE (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 157, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

SEP 13 1948

EXHIBIT "H"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Oregon Coast Highway known as the Miner Creek-Agate Beach Section in Lincoln County, the northerly terminus of which is at Highway Engineer's Station 675+00 of the relocated line and the southerly terminus of which is at Highway Engineer's Station 904+00 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway or other public purposes; and

WHEREAS, Lincoln County and the Highway Commission have entered into an agreement under date of February 20, 1946, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Oregon Coast Highway was completed on June 29, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 685+50 and Highway Engineer's Station 875+70 of the reconstructed highway, and which area is identified and shown colored in red on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Lincoln County, and said road shall thereafter be maintained by the County for public use. (*)

(Cont.)

SEP 13 1948

EXHIBIT "H" (Cont.)

2. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 887+00 and Highway Engineer's Station 892+30 of the reconstructed highway, and which area is identified and shown colored in brown on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Lincoln County and may be vacated or kept by the County for such public use as the County Court of said County may determine. (*)

3. That the area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. That this resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Lincoln County a duly certified copy thereof, and shall file with the Clerk of Lincoln County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 134, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

SEP 13 1948

EXHIBIT "I"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pendleton-John Day Highway known as the Tutuila Creek Section in Umatilla County, the northerly terminus of which is at Highway Engineer's Station 196+30.1 of the relocated line and the southerly terminus of which is at Highway Engineer's Station 140+32 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway or other public purposes; and

WHEREAS, Umatilla County and the Highway Commission have entered into an agreement under date of December 5, 1946, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Pendleton-John Day Highway was completed on July 2, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 168+10 and Highway Engineer's Station 182+50 of the reconstructed highway, and which area is identified and shown colored in red on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Umatilla County, and said road shall thereafter be maintained by the County for public use. (*)

2. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new

(Cont.)

SEP 13 1948

EXHIBIT "I" (Cont.)

right of way, and which portion lies between Highway Engineer's Station 182+65 and Highway Engineer's Station 188+40 and between Highway Engineer's Station 192+80 and Highway Engineer's Station 195+50 of the reconstructed highway, and which areas are identified and shown colored in brown on map attached hereto and marked "Exhibit A", are hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Umatilla County and may be vacated or kept by the County for such public use as the County Court of said County may determine. (*)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Umatilla County a duly certified copy thereof, and shall file with the Clerk of Umatilla County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 149, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

SEP 13 1948

EXHIBIT "J"

Minutes of September 13 and 14, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of The Dalles-California Highway known as the Madras-Crooked River Section in Jefferson County, the northerly terminus of which is at Highway Engineer's Station 16+38 of the relocated line and the southerly terminus of which is at Highway Engineer's Station 926+05.34 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway purposes; and

WHEREAS, Jefferson County and the Highway Commission have entered into an agreement under date of November 5, 1947, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of The Dalles-California Highway was completed on July 24, 1948, and highway traffic is now routed over said section; and

WHEREAS, that portion of the former route of The Dalles-California Highway which lies between Highway Engineer's Station 16+38 and Highway Engineer's Station 563+30 of the reconstructed line, and otherwise designated as Unit "A" in the aforesaid agreement, and shown colored in yellow on the accompanying map marked "Exhibit A", was designated and made the Culver Secondary State Highway No. 361 by resolution of this Commission on December 29, 1947; and (*)

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the remaining section or unit of the right of way of said highway which is affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 565+40 and Highway Engineer's Station 922+30 of the reconstructed highway, and which area is identified and shown colored in red, and otherwise designated as Unit "B", on map attached hereto and marked "Exhibit A" is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned

(Cont.)

SEP 13 1948

17201

EXHIBIT "J" (Cont.)

section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Jefferson County, and said road shall thereafter be maintained by the County for public use. (*)

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Jeferson County a duly certified copy thereof, and shall file with the Clerk of Jefferson County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 168, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

SEP 13 1948

EXHIBIT "K"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Oregon Coast Highway known as the Circle Bridge-Summit Section in Clatsop County, the northerly terminus of which is at Highway Engineer's Station 97+47.15 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 165+00 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation; and

WHEREAS, the State Highway Commission and the County Court of Clatsop County entered into an agreement dated the 22nd day of July, 1946, in respect to the areas or sections of the right of way affected by the said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That based upon the report of the State Highway Engineer, which report is on file in the office of the Oregon State Highway Commission in Salem, Oregon, the Commission does hereby find and so declare that there are no persons living on and no community served by the sections or units of said highway, which sections and units are defined and described in paragraph 2 hereof.

2. That the sections or areas of the old right of way which lie between Highway Engineer's Station 100+60 and Highway Engineer's Station 110+00 and between Highway Engineer's Station 113+00 and Highway Engineer's Station 116+30 and between Highway Engineer's Station 120+30 and Highway Engineer's Station 130+60 and between Highway Engineer's Station 133+10 and Highway Engineer's Station 138+00 and between Highway Engineer's Station 140+30 and Highway Engineer's Station 153+00 of the reconstructed highway, and are otherwise shown and identified colored in brown on said "Exhibit A", are hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Clatsop County to be used for county purposes or vacated as the County Court of Clatsop County may determine. (*)

(Cont.)

SEP 13 1948

EXHIBIT "K" (Cont.)

3. That the area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. That this resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Judge of Clatsop County a duly certified copy thereof, and shall file with the Clerk of Clatsop County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 144, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

SEP 13 1948

EXHIBIT "L"

Minutes of September 13 and 14, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Crabtree-Lyons Highway known as the Crabtree-Scio Section in Linn County, the northerly terminus of which is at Highway Engineer's Station 505+00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 326+30 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes, and other sections or units must be maintained for public highway purposes; and

WHEREAS Linn County and the State Highway Commission heretofore, to-wit: On the tenth day of November, 1947, entered into an agreement covering sections or units of said highway which are to be maintained by the County as county roads; and

WHEREAS, the contract for the construction of the relocated section of the Crabtree-Lyons Secondary Highway was completed on June 3, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission by this resolution to record the completion of said highway and call into operation the provisions of said County-State road agreement;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the sections or areas of the old right of way which lie between Highway Engineer's Station 350+50 and Highway Engineer's Station 358+30 and between Highway Engineer's Station 375+00 and Highway Engineer's Station 382+00 and between Highway Engineer's Station 472+00 and Highway Engineer's Station 480+15 of the reconstructed highway, and are otherwise shown and identified colored in brown on said "Exhibit A", are hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said sections may be assumed and exercised by the County Court of Linn County and, under the terms of said County-State agreement, may be vacated as the County may determine, except that the section between Highway Engineer's Station 350+50 and Highway Engineer's Station 358+30 may not be vacated until the County builds a new connection to the highway from the east end of the Hungry Hill Road. (*)

(Cont.)

SEP 13 1948

EXHIBIT "L" (Cont.)

2. That the area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Linn County a duly certified copy thereof, and shall file with the Clerk of Linn County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover, or permit them to revert to the owners of the abutting property, as the County Court may determine. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 166, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

SEP 13 1948

EXHIBIT "M"

Minutes of September 13 and 14, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Diamond Valley Highway known as the Crane-Princeton Section in Harney County, the northerly terminus of which is at Highway Engineer's Station 0+00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 420+40 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Harney County and the State Highway Commission have entered into an agreement dated the 16th day of September, 1947, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of this relocated section of the Diamond Valley Highway was completed on July 7, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which portion lies between Highway Engineer's Station 139+00 and Highway Engineer's Station 219+54 of the reconstructed highway and between Highway Engineer's Station 219+60 and Highway Engineer's Station 346+00, and which areas are identified and shown colored in red on said map attached hereto, are hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a county road under the jurisdiction of the county court of Harney County pursuant to the provisions of said State-County agreement. (*)

2. The sections or areas of the old right of way which lie between Highway Engineer's Station 352+00 and Highway Engineer's Station 385+00 of the reconstructed highway, and are otherwise shown and identified colored in

(Cont.)

SEP 13 1948

brown on said "Exhibit A", are hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Harney County for county road purposes. (*)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Judge of Harney County a duly certified copy thereof, and shall file with the Clerk of Harney County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red and brown on the map attached hereto and marked "Exhibit A". (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 161, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N"

Minutes of September 13 and 14, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Salmon River Highway known as the Fort Hill Section in Polk County, the westerly terminus of which is at Highway Engineer's Station 31+73.02 of the relocated line and the easterly terminus of which is at Highway Engineer's Station 71+24 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway or other public purposes; and

WHEREAS, Polk County and the Commission have entered into an agreement under date of June 1, 1946, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Salmon River Highway has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 41+75 and Highway Engineer's Station 64+50 of the reconstructed highway, and which area is identified and shown colored in red on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Polk County, and said road shall thereafter be maintained by the County for public use. (*)

2. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the

(Cont.)

SEP 13 1948

new right of way, and which portion lies between Highway Engineer's Station 35+10 and Highway Engineer's Station 42+20 of the reconstructed highway, and which area is identified and shown colored in brown on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Polk County and may be vacated or kept by the County for such public use as the County Court of said County may determine. (*)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Polk County a duly certified copy thereof, and shall file with the Clerk of Polk County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and thus make effective the said State-County agreement dated June 1, 1946. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 140, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O"

Minutes of September 13 and 14, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Sherar's Bridge Highway known as the White School-Sherman County Line Section in Wasco County, the westerly terminus of which is at Highway Engineer's Station 246+67.7 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 69+55 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes. and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation; and

WHEREAS, based on information and recommendations given in a report made by the Commission's Engineer, the Commission has found and does hereby declare that the sections or units of said old right of way described in paragraph 1 hereof are no longer needed for highway purposes for the reason that there are no persons living on said sections and no communities to be served thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the sections or areas of the old right of way which lie between Highway Engineer's Station 256+40, through equation 369+66.5 equals 0+05.5, and Highway Engineer's Station 69+55 of the reconstructed highway, and are otherwise shown and identified colored in brown on said "Exhibit A", are hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Wasco County to be used for county purposes or vacated as the County Court of Wasco County may determine. (*)

2. That the area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes,

(Cont.)

SEP 13 1948

EXHIBIT "O" (Cont.)

therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Wasco County a duly certified copy thereof, and shall file with the Clerk of Wasco County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover, or permit them to revert to the owners of the abutting property, as the County Court may determine. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 192, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "P"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Lower Klamath Secondary Highway No. 423, which begins at The Dalles-California Highway on the new route and ends on the Klamath Falls-Malin Highway; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway or other public purposes; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section or area of the old right of way which lies between Engineer's Station 0+70 and Engineer's Station 7+18 of the former location of the Lower Klamath Secondary Highway, and which lies outside of the areas of the right of way of the reconstructed line, and which area is otherwise shown and identified colored in brown on the map attached hereto, which map is marked "Exhibit A", and by this reference is made a part of this resolution, is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Klamath County and may be retained by said county or vacated as the County Court of said county may determine. (*)

2. That the area shown colored in green on said "Exhibit A" includes right of way and other property acquired for the relocation and reconstruction of the said highway. In connection with all of the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such purposes and uses, therefore, the Commission does hereby declare and order that possession of and title to all the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

EXHIBIT "P" (Cont.)

3. That with respect to the sections or units of said right of way described in paragraph 1 above, the Commission has found and determined, based on the report of its Engineer, that there are no persons living on said abandoned section and no community now served by the highway construction thereon, and, therefore, none of said sections or units needs be maintained for public highway purposes.

4. That this resolution shall be entered in the minutes and records of the Commission as of the thirteenth day of September, 1948, and the Secretary hereby is instructed to mail a certified copy thereof to the following: The County Clerk of Klamath County, County Judge of Klamath County, and to W. H. Lynch, Division Engineer, Public Roads Administration.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 193, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "Q"

Minutes of September 13 and 14, 1948

RESOLUTION

WHEREAS, complaints have been and are being made to the Highway Commission charging drivers of busses and trucks using the public highways of the State with a violation of the law which requires that a driver of a motor truck or bus when traveling upon a highway outside of a business or residence district shall not follow another motor truck within three hundred feet unless when overtaking or passing such other motor vehicle; and

WHEREAS, it is the opinion of the Highway Commission, based on experience, that such violations cause inconvenience and subject other users of the highway to unnecessary traffic hazards; and

WHEREAS, the Commission's Counsel has advised that Section 115-332, O. C. L. A., is applicable to the drivers of motor trucks and motor busses, whether such drivers operate under permits issued by the Highway Commission, or under the authorization of the Secretary of State or the Public Utilities Commissioner; and

WHEREAS, the Commission's Counsel further advised that when permits are issued pursuant to the provisions of Chapter 156, Oregon Laws, 1947, or issued by the Commission under any other law of the State of Oregon for the movement of busses and/or trucks over the public highways of the State, the Commission may include, if in its judgment public policy will thereby be safeguarded in addition to other provisions and conditions surrounding and controlling such permit, a condition and requirement that a distance or clearance of five hundred feet be maintained between vehicles, except when overtaking or passing another vehicle; and

WHEREAS, the Commission on the 29th day of June, 1948, adopted and recorded in its minutes a resolution by which the Commission found, declared, and ordered that all permits issued pursuant to the provisions of Chapter 156, Oregon Laws, 1947, shall include in addition to other requirements and conditions a provision requiring the driver of such vehicles to maintain a clearance of five hundred feet between his vehicle and another truck or bus, and the Commission in said resolution imposed other conditions and requirements; and

WHEREAS, on the 9th day of August, 1948, the Commission, by resolutio duly adopted and recorded in its minutes, amended said original resolution by making the terms thereof applicable not only to permits issued under the provisions of Chapter 156, Oregon Laws, 1947, but applicable as well to permits issued by the Commission pursuant to any law of the State of Oregon; and

WHEREAS, it is now found to be in public interest to further amend said original resolution but it is deemed advisable by the Commission to

(Cont.)

SEP 13 1948

EXHIBIT "Q" (Cont.)

re-adopt said original resolution and incorporate therein all original provisions and all amendatory matter;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That with respect to all permits hereafter issued pursuant to the provisions of Chapter 156, Oregon Laws, 1947, and permits issued by the Commission pursuant to any other law of the State of Oregon, there shall be included in and made a part of said permit, in addition to the conditions now set out therein, the following:

a. That the driver of the vehicle, in connection with which the permit is issued, shall at all times maintain a clearance of five hundred feet between his vehicle and another truck or bus, except when overtaking or passing such other truck or bus.

b. That the driver of such vehicle shall at all times keep on his side of the highway center line, except when passing another vehicle.

c. That the driver of said vehicle shall at all times operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the driver of such vehicle operate the same on curves at a speed in excess of thirty-five miles per hour.

d. That a violation of any of the foregoing conditions shall operate to terminate the permit.

2. That the Secretary of the Commission be and he hereby is instructed to call to the attention of the Superintendent of State Police the fact that complaints are being made to the Commission, charging frequent violations of the provisions of Section 115-332, O. C. L. A.

3. That the Commission's Counsel be and hereby is instructed to communicate with the head office of the bus association or management, and with the head office of the truck association or management, and call to the attention of such officials the complaints which are being made to the Commission charging violations of the said three hundred-foot clearance requirement, and request of such officials appropriate action to the end that public welfare may be given due consideration.

4. That the resolution adopted June 29, 1948, and the amendment thereof adopted August 9, 1948, hereby are rescinded, but it hereby is ordered that all permits issued pursuant to said resolution or issued pursuant to said amendment hereby are ratified and affirmed and hereby are deemed issued pursuant to the provisions of and within the meaning of and purpose of this resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 13th day of September, 1948.

SEP 13 1948

EXHIBIT "R"

Minutes of September 13 and 14, 1948

REPORT

September 13, 1948

Oregon State Highway Commission

Gentlemen:

I am submitting herewith a comprehensive report on the subject of the retirement of department employees affected during the calendar years 1948 and 1949, under four separate classifications.

All recommendations of the respective supervisors and my concurrence are based on the physical fitness and ability of each employee to perform all his duties.

Class I

The three employees comprising this group are a part of the list submitted to and acted upon by the Highway Commission at the April, 1948 meeting. The retention of these members was not recommended at that time. All three are physically fit; therefore, an extension of one year's time from their effective retirement date is recommended.

Action by the Commission at the September meeting will be required to retain these members.

Class II

One extension beyond the retirement date has been approved for all members of this list by the Highway Commission and the Retirement Board. However, in the case of three members, you will note that the effective dates of these extensions do not coincide.

I have the recommendation of each supervisor for the retention of all members of this group through 1949, and herewith recommend a second extension of time until January 1, 1950.

Class III

This list comprises all employees who will reach retirement age during the year 1949 for whom a one-year extension of time beyond their effective retirement date should be requested of the Retirement Board.

(Cont.)

SEP 13 1948

EXHIBIT "R" (Cont.)

However, I recommend that the Commission approve at this time the retention of these members through 1949 only, and that all extensions granted by the Retirement Board beyond January 1, 1950, be reviewed and referred to the Commission in December 1949.

Class IV

This group of employees will reach retirement age during 1949, at the effective dates shown. On the basis of physical fitness to perform their respective duties, their retention is not recommended.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

OREGON STATE HIGHWAY COMMISSION EMPLOYEES
Reaching Retirement Age During 1948 - 1949

CLASS I

Name	Birth Date	Effective Ret. Date	Classification	Supervisor
Avery, Joseph G.	11-24-83	12-1-48	Laborer II	E.A. Collier
McGuire, Joe H.	9-15-83	10-1-48	Laborer I	"
Snodgrass, George	9-21-83	10-1-48	Laborer I	"

CLASS II

Name	Date of Birth	Date Extended to by Hwy. Comm.	Date Extended to by Retirement Bd.	Class.	Supervisor
Gardiner, Clifford L.	11-8-82	1-1-49	1-1-49	R/W Agent	J.M. Devers
McCallister, Mark D.	10-23-81	1-1-49	1-1-49	R/W Agent	"
McChesney, Wm. S.	4-8-75	1-1-49	1-1-49	R/W Agent	"
Kneass, A.B.	8-6-82	1-1-49	1-1-49	R/W Supervisor	"
Minkiewitz, Wm. J.	9-21-82	1-1-49	1-1-49	Clerk III	"
Chase, Orrin A.	12-19-82	1-1-49	1-1-49	Civil Engr III	G.S. Paxson
Richards, Carl P.	7-11-81	1-1-49	1-1-49	Civil Engr II	"
Eason, F.D.	3-28-82	1-1-49	1-1-49	Civil Engr IV	H.G. Smith) E.A. Collier

(Cont.)

EXHIBIT "R" (Cont.)

Name	Date of Birth	Date Extended to by Hwy. Comm.	Date Extended to by Retirement Bd.	Class.	Supervisor
Boardman, S.H.	12-13-74	1-1-49	1-1-49	St Parks Supt	R.H. Baldock
Heuperman, Lambertus	9-20-81	1-1-49	1-1-49	Civil Engr II	S.H. Probert
Hutchinson, Frank G.	11-4-72	1-1-49	1-1-49	Civil Engr II	"
Skelley, E.A.	12-17-80	1-1-49	1-1-49	Civil Engr III	"
Libby, Hollis W.	2-18-80	1-1-49	1-1-49	Civil Engr IV	H.G. Smith
Waller, J.F.	5-15-83	6-1-49	6-1-49	Civil Engr III	"
Seeley, C.C.	7-1-78	1-1-49	1-1-49	Civil Engr II	E.A. Collier
Nash, Earl M.	7-1-83	1-1-49	8-1-49	Hwy Maint Fore III	"
Langille, Wm. A	8-18-68	1-1-49	1-1-49	Infor. Writer	S.H. Boardman
Hollenberg, Roy	3-19-83	1-1-49	4-1-49	Req. Suprv.	M.H. Hawke
Deuber, Paul	11-1-83	12-1-49	12-1-49	Civil Engr II	N.M. Finkbiner

CLASS III

Name	Date of Birth	Effective Ret. Date	Class.	Supervisor
Bonney, Richard H.	4-5-84	5-1-49	Park Cust. I	S.H. Boardman
Bunn, Cleveland E.	2-11-84	3-1-49	Engr. Aide I	H.G. Smith
Dean, Arthur B.	9-17-84	10-1-49	Civil Engr II	"
Lucas, Prince A.	11-26-84	12-1-49	Civil Engr I	"
Teel, Harry M.	6-22-84	7-1-49	Civil Engr II	C.S. Paxson
Weber, Joseph	3-11-84	4-1-49	Mech. Engr.	"
Bahr, Edward L.	2-22-84	3-1-49	Laborer I	E.A. Collier
Cooper, Albert E.	4-18-84	5-1-49	Laborer I	"
Dade, Lester R.	6-15-84	7-1-49	Hwy Maint Fore II	"
Davis, Tiffin	6-23-84	7-1-49	Bridge Wkr. I	"
Elliott, Emmett	1-22-84	2-1-49	Hwy Sec Man I	"
Fry, Thomas G.	10-14-84	11-1-49	Stat. Fireman	"
Hall, Robert J.	2-14-84	3-1-49	Watchman	"
Higgins, Samuel E.	4-27-84	5-1-49	Hwy Maint Fore I	"
Hossman, Frank J.	8-2-84	9-1-49	Bridge Foreman	"
Klonus, Geo. A.	7-10-84	8-1-49	Watchman	"
Kingsland, Geo. M.	7-21-84	8-1-49	Laborer I	"
Laws, Wendell P.	2-22-84	3-1-49	Hwy Maint Fore II	"
Newton, Frank M.	5-7-84	6-1-49	Laborer I	"
Plummer, Chas. L.	8-4-84	9-1-49	Cust. Worker	"
Underwood, Quintas	8-15-84	9-1-49	Groundsman I	"
Wilson, Henry G.	2-20-84	3-1-49	Hwy Sect Man I	"
Woolever, Floyd O.	5-19-84	6-1-49	Auto Mech.	"
Wright, Frank N.	11-18-84	12-1-49	Ticket Agent	"

(Cont.)

SEP 13 1948

17282

EXHIBIT "R" (Cont.)

CLASS IV

Name	Date of Birth	Effective Ret. Date	Class.	Supervisor
Erskine, Henry	8-10-84	9-1-49	Hwy Maint Fore II	E.A. Collier
Hansen, Theodore T.	10-12-84	11-1-49	Watchman	"
Leach, Sanford O.	8-24-84	9-1-49	Laborer I	"
McKinney, James H.	5-15-84	6-1-49	Hwy Sect Man I	"
Montgomery, Anna C.	2-6-84	3-1-49	Park Cust.	"
Moser, August	8-1-84	9-1-49	Machinist	"
Ricks, Henry D.	9-10-84	10-1-49	Hwy Sec Man I	"
Sitler, Harry E.	6-26-84	7-1-49	Hwy Sec Man I	"

SEP 13 1948

Wolf Creek, Oregon
October 1, 1948

The State Highway Commission met in special session at 1:45 p.m. in Wolf Creek Tavern for disposal of several matters that were taken under advisement at its meeting on September 13 and 14. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

The Engineer reported the results of inquiries relative to the proposed exchange of generators and alterations to the stairways on the ferry, "M. R. Chessman". He stated that two Astoria concerns - Astoria Marine Construction Company and Pacific Machine and Blacksmith Company - were asked to submit bids, but neither evidenced much interest and refused to give a bonafide bid without detailed plans and specifications, although the Astoria Marine Construction Company did submit an estimate of cost, subject to revision, indicating that the generators could be changed for $4,950 and the stairways revised for $3,300. The Engineer pointed out that the Albina Engine and Machine Works, Inc., Portland, which built the ferry, previously offered to do the work for $5,000 and $2,000, respectively, but if they did it, the state would have to pay an additional $500 to transport the ferry to Portland and return it to Astoria. He recommended, in view of the fact that the Astoria concerns are not particularly interested in the job and that the estimate received from the Astoria Marine Construction Company is not definite, that the quotation of the Albina Engine and Machine Works, Inc., as reported at the September meeting of the Commission, be accepted and that the Chief Counsel be authorized to prepare an appropriate agreement with this company covering the matter. Following careful consideration and discussion the Commission approved the recommendation unanimously, upon motion of Commissioner Schaupp, which was duly seconded by Commissioner Chandler.

The Engineer also reported on the matter of erecting a storage building at the shop headquarters in Salem for temporary use as an office to relieve the existing congestion in the State Office Building pending construction of the Highway Department's own building in the State Capitol Group. He presented a redesign of the structure, 40' x 120' in dimension, based on two specifications, one involving frame construction and the other, concrete blocks. He advised that he has obtained quotations from three building contractors in Salem to construct it, as follows:

	Frame Construction	Concrete block construction
Bidder No. 1	$33,600	$37,600
Bidder No. 2	29,208	29,188
Bidder No. 3	30,000	32,400

The Engineer recalled that his previous estimate to erect the building, reported at the September meeting, was $36,000, and he advised that the building as now designed will take care of requirements for about two years if the Commission will approve the finishing of some of the extra space that is not included in the present estimate.

It was the thought of the Commission that the building should be provided and that it would be less expensive to provide the extra space now, rather than later on. Following discussion, Commissioner Schaupp moved adoption of the design, including the finishing of the extra space, and that the Engineer be authorized to advertise for alternate bids for erection of the building, based on either frame or concrete block construction. The motion was seconded by Commissioner Chandler and carried unanimously.

The Commission discussed a suggestion from the Engineer with respect to the financing of certain projects contained in the first Three Year Post-war Federal Aid Program but which are not yet contracted. The Engineer advised that the original estimated total cost of all the projects in this program was $35,000,000, of which amount the state was obligated to pay $14,000,000 and the Federal Government, $21,000,000; however, it now appears that the total cost will be about $39,000,000, an overrun of $4,000,000 which the state will have to assume. To absorb this expense and to pay the regular obligations during the next two years, he said, will draw heavily on expected income and present surplus and will result in delaying for several months work contemplated in the 1950 program. The situation can be relieved, he said, by transferring a number of uncontracted projects from the 1946-48 Federal Aid Program to the 1950 Program, thus releasing a part of the $4,000,000 excess state funds now tied up in the 1946-48 program, and making them available to match Federal money in the new program. He recommended such transfer of the following projects to take up a portion ($3,053,000) of the overrun:

PROJECTS IN 1946-48 FEDERAL AID PROGRAM

PROPOSED FOR TRANSFER TO 1950-51 PROGRAM

Project	Total Cost	Federal Share	
		As Programmed	As Proposed
Primary Federal Aid Projects:			
Durkee Undercorssing	$ 105,000	$ 91,337	$ 95,000*
Sandy Creek Bridge (Coos Co.)	62,000	23,000	36,000
Bridges over N. Fork Coquille and Lookingglass Creek	268,000	60,000	155,000
Tillamook-Pleasant Valley	803,000	343,000	465,000
Newberg-McMinnville	495,000	286,000	290,000
	$1,733,000	$ 803,337	$1,041,000

(Cont.)

Project	Total Cost	Federal Share As Programmed	Federal Share As Proposed
Secondary Federal Aid Projects:			
Bridge at Myrtle Point	$ 240,000	$ 79,000	$ 142,000
Sheeley Bridge-Sunset Camp	180,000	83,000	106,000
	$ 420,000	$ 162,000	$ 248,000
Urban Federal Aid Projects:			
Portion of Tillamook St.-Steel Bridge Project	$ 900,000	$ 400,000	$ 530,000
Grand Totals	$3,053,000	$1,365,337	$1,819,000

* Federal Government cooperates on grade separation projects to a maximum 100%

September 29, 1948

In the discussion of this matter the Engineer explained that the transfer is a bookkeeping proposition only and is necessary to enable the Commission to fulfill its promises with respect to certain work contemplated in the first Three Year Postwar Program. He also said that the Federal monies released in the 1946-48 Program by this transfer will be taken up by modification of the project agreements of a sufficient number of projects remaining in that program.

The Commission by unanimous vote approved the transfer of projects as recommended by the Engineer and authorized him to do what is necessary to secure the consent of the Public Roads Administration thereto.

In this connection the Commission discussed briefly matters pertaining to its new construction program but deferred action thereon until its next regular meeting on November 3, 1948. The Engineer was instructed to prepare an outline of eligible projects for consideration of the Commission at that time. The Commission decided unanimously to make that a three-day meeting and to discuss the program on the third day, Friday, November 5, 1948.

The matter of authorizing an expenditure of $150,000 state highway funds in conjunction with an expenditure of a like amount of Federal Indian money for additional improvements on the Sprague River Road on Klamath Indian Reservation had the attention of the Commission.

The Engineer recalled that the Federal money was made available on condition that the state would match it with state money, and he pointed out

October 1, 1948

that the Federal money must be expended on a force account basis, but the state can spend its money either by force account or by contract. Inspection of work now being done by the Indian Service, he said, reveals that they are doing a fine job, and he recommended approval of an authorization of $150,000 to further the project. (For details supporting the Engineer's remarks, see copy of his letter to the Commission dated September 15, 1948, in general files.)

Commissioner Schaupp pointed out that the Sprague River project is not in any construction program and is not a priority project. He expressed dissatisfaction with spending $150,000 of state highway money on the road if it would handicap or take funds away from any other project in the Klamath Falls District; however, he signified his approval if any excess state funds are available to allot to the job.

Chairman Banfield gave as his thought that the Commission's primary concern is whether or not the road is of advantage to the traveling public and, if it is, then the state, in a spirit of cooperation, might be justified in contributing toward its improvement.

Commissioner Chandler suggested that it might be well to join with the Government in this undertaking if by so doing the state is not obligated for future expenditure on the road.

The Engineer suggested, if the Commission approves this project, that the matter be covered by appropriate agreement with the U.S. Indian Service, as was done in a previous instance, and that there be included in the agreement a clause whereby the Indians will not transport over the road logs or any other commodity in violation of the statutory requirements, as they are now doing on the Warm Springs Highway through Warm Springs Reservation.

Messrs. Raymond H. Bitney, Superintendent, Klamath Indian Reservation; Harlan V. Thoreson, Road Engineer; and John G. Cable, Regional Road Engineer, representing the U.S. Indian Service, were present and joined in the discussion. They expressed themselves heartily in favor of the clause mentioned by the State Highway Engineer and agreed to see what can be done to correct the situation as it exists on the Warm Springs Highway.

In further discussion that followed, Chairman Banfield declared that the Highway Commission does not look with favor on spending state funds for the improvement of this road unless it secures 100 percent cooperation from the Indian Service in the matter of hauling over it. He also said that he is not in favor of taking money away from any other job to finance the work. Commissioner Schaupp stated his approval of the allocation on such basis. He thereupon moved that the Commission authorize an expenditure of $150,000 for this purpose on the basis that the money will not be taken from any other job and that the agreement covering the matter shall contain a clause with respect to the regulation of traffic. The motion was seconded by Commissioner Chandler and carried unanimously. The Commission ordered a form of agreement prepared in conformity with the action taken.

The Engineer reported that the investigations to determine the feasibility and cost to construct a roadway from the Oregon Coast Highway to Harris Beach State Park near Brookings are not completed, so he is unable to report on the matter at this meeting as previously instructed by the Commission. He assured the Commission that this report will be submitted at the meeting scheduled for November 3, 1948.

The Commission discussed, approved, and signed a budget covering the activities of the State Highway Department for the two-year period ending June 30, 1951, as prepared by the Engineer and the Chief Accountant. This budget is required by law to be submitted to the State Budget Director for use in preparing the general budget comprising all state activities for presentation to the legislature and is not to be confused with the State Highway Commission's own calendar year budget which the Commission plans to discuss at its meeting on November 3, 1948.

The Commission also discussed, approved, and signed the following papers:

Agreement with the City of Bend and Deschutes County covering relocation of Powell Butte Secondary Highway around Bend Municipal Airport.

Quit claim deed conveying unto Wilson Title and Abstract Co. a portion of Dahlia Street in Eldorado Heights Addition to Klamath Falls.

Project agreements with the Public Roads Administration covering the following projects:

Crooked River Section, Ochoco Highway
LostCreek-Lowell Section, Willamette Highway
Three Rivers Bridge Section, Oregon Coast Highway
Fir Grove Section, Independence-Albany County Road
Salmon River Bridge Section, Oregon Coast Highway

The meeting adjourned at 3:00 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

October 1, 1948

Portland, Oregon
November 3, 1948

The State Highway Commission convened in regular session at 9:00 a.m. in Room 715 of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
G. W. Neuner, Assistant Counsel
M. H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

The minutes of the Commission meetings held on August 9 and 10, September 13 and 14, and October 1, 1948, were approved unanimously.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

1. Offer of Mrs. M. J. E. Wolsiffer to deed to the state as a state park, nine acres of land on the Alsea Highway at the east limits of Waldport: The Parks Superintendent advised that the proposed gift is located on a steep hillside, that it would be hard to develop, and that the state already has a park nearby. He recommended that the offer be declined. The Commission approved the recommendation.

2. Offer of a Mr. Goodin, Cannon Beach, Oregon, to give to the state an old historic cannon from the ship, "Snark", which is located on his property at Cannon Beach. The Parks Superintendent advised that Mr. Goodin wants the cannon re-established near its present location, about 5 miles south of Cannon Beach, and on the state highway right of way. He estimated the cost to prepare such site and to place the cannon thereon at $5,000 and gave as his thought that an expenditure of such amount is not justified. He recommended acceptance of the offer only on the condition that Mr. Goodin will permit it to be placed either in Short Sand Beach State Park or Ecola State Park. The Commission approved the recommendation.

3. Roadway into Harris Beach State Park: The Parks Superintendent advised that the Engineer has made a reconnaissance survey of three possible routes for such roadway and has prepared an estimate of cost to build each as follows: Route 1, length, 2100 feet, estimated cost $12,160; Route 2, length, 1140 feet, estimated cost, $9,210; Route 3, length, 3000 feet, estimated cost $20,400. He referred to the Engineer's written report to the Commission on the subject, wherein the Engineer recommends adoption of Route 2, costing $9,210, which includes provision for parking 120 cars (see copy of Engineer's report in general files for details) and advised that he concurs in the recommendation with the understanding that the road will be so constructed that cars cannot be driven down to the beach. Following considerable discussion, motion was made

by Commissioner Chandler that the recommendation be approved and the Engineer be authorized to proceed with construction of the roadway. The motion was seconded by Commissioner Schaupp and carried by the unanimous vote of the Commission.

4. Renewal of lease to Henry Zorn for use of 70 acres in Champoeg State Park: The Parks Superintendent recommended a one-year extension of the present lease at the old rate of $5 per acre. In support thereof, he advised that it is to the state's advantage to permit the use of the property for farm purposes in order to keep down obnoxious growth of weeds and brush. The Commission approved the recommendation unanimously.

5. Letter from the Federation of Western Outdoor Clubs commending the Highway Commission on preservation of wayside strips and parks: The Commission noted the letter and ordered it filed.

6. Procedure and action to be taken against persons who deposit debris on the beach: The State Parks Superintendent advised that this matter arises from complaints received from people of Cannon Beach who state that quantities of debris are being shoved on the beach area by someone operating a bull-dozer on adjacent land. The Chief Counsel advised that the law, as enacted by the 1947 Legislature, makes it a criminal offense for anyone to dump garbage on the beach, and provides a penalty therefor, and it is a matter for the Commission to decide whether or not to follow out the statute by causing arrests, or follow some program of publicity. The Commission has the authority to swear out a complaint in cases of dumping debris on the beach, if it wants to, he said, and those cases will be prosecuted. In the duscussion following, it was brought out that the Commission has been delegated responsibility for the beaches but does not have police power to control them fully, in view of which it might be appropriate to ask the legislature either to remove the beaches from the Highway Commission's jurisdiction or to give it the necessary police power. As a result of the discussion, Commissioner Schaupp moved that the Counsel be authorized to prosecute, if necessary, anyone who deposits debris upon the beaches. Commissioner Chandler seconded the motion which carried unanimously.

7. 1948 Acquisition Budget Project: The Parks Superintendent recommended, because of difficulties, that no further efforts be made to secure juniper waysides along state highways in Central Oregon; also, that the area adjacent to Cove State Park which he had been unable to purchase be acquired on a lease basis at $10 annually. The Commission took no action on these recommendations.

The Parks Superintendent also brought up for discussion the acquisition of a park area along the coast in Curry County. He advised that his 1949 budget contains an item of $50,000 for this purpose but that is not sufficient to acquire the area desired so will have to be augmented by additional funds. He suggested that he be allowed to carry over into 1949 the unused portion of his 1948 budget allowance for park purchase, amounting to $80,000, which would give him a total of $130,000 to apply on the acquisition of this area. In the discussion the Chief Counsel advised that owners

of property concerned do not want to sell unless they are given definite assurance that the highway will be rerouted along the coast line; moreover, indications are that a considerable portion of the property will have to be condemned. He pointed out that if right of way along the new route is purchased now it will tie the hands of future highway commissions, for which reason he suggested, if the Commission is inclined to acquire the property that that needed for park use be purchased separately from the right of way and that no options be closed until all condemnation suits are settled. He estimated the cost to acquire this property at approximately $150,000 and questioned the advisability of the expenditure at this time. He also questioned the legality of the expenditure if the area is not now reached by a highway or is not in a location where a highway will be built at some future time. Commissioner Schaupp gave as his thought that the Commission should not obligate future highway commissions to build a highway in any certain location, but if the options can be obtained without incurring such an obligation, then he favored an attempt to secure them. Commissioner Chandler expressed himself similarily.

After further discussion the Commission unanimously authorized the Chief Counsel and the Parks Superintendent to investigate the matter further and to secure such options as they can on a park basis only without any commitments as to construction or location of a new highway. The Commission indicated a favorable attitude with respect to acquiring the area if it can be purchased at reasonable cost.

8. Status of proposed Champoeg Museum Building: The Parks Superintendent advised that he has heard nothing from the architects who are designing this structure and he is fearful that the plans are being unnecessarily delayed. The Commission instructed the Engineer and the Parks Superintendent to ask the architects for a report on the progress they are making on the plans for this building and how soon they expect to finish them.

9. Purchase of Park Equipment: The Commission approved a request from the Parks Superintendent to purchase two power chain saws, estimated to cost $500 each, for use in connection with removal of dead timber in state parks.

10. Disposition of residence building in Shore Acres State Park: The Parks Superintendent advised that this building is in bad state of repair and that it would cost approximately $30,000 to make it serviceable. He questioned the justification for such expenditure because, in his estimation, the building adds nothing to the park. He also stated that the Commission assumed no obligation to maintain the building when it accepted the park property. After discussion, the Commission unanimously authorized the Parks Superintendent to raze the building.

The Commission had under discussion matters pertaining to the acquisition of right of way for the proposed state highway in Sullivan's Gulch, Portland. The attached resolution with regard thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp and duly seconded by Commissioner Chandler.

Mr. J. W. DeSouza, Assistant Attorney, presented a list of properties that are needed for various highway improvements throughout the state together with options which have been obtained. Following careful consideration of each item in the list and the amount of the individual options, the Commission approved the options and authorized acquisition of each tract on the basis thereof. The attached resolution relating thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

(*) In connection with the options for the Sullivans Gulch Section, the Commission instructed the Assistant Attorney not to press the purchase of properties other than those portions needed in the contemplated stage construction program and that the purchase of property should be confined as much as possible to Unit Two which the Engineer advised will be the first unit to be constructed.

(**) In connection with the options on the Vista Avenue-Multnomah County line Section of the Sunset Highway, the Assistant Attorney advised that the total estimated cost of property to be purchased is $215,000. The Engineer advised that in his opinion, it would be necessary to construct this highway to a six lane facility within possibly five years, and he recommended, in view thereof, acquisition of needed right of way now. The Commission approved the recommendation unanimously.

In connection with its consideration of real property matters, the Commission also discussed the following:

1. Acquisition of right of way for the proposed improvement of the Northeast Union Avenue-Portland Section of the Pacific Highway East. Action on this matter was deferred pending a more complete presentation of the project. The Commission instructed the Assistant Attorney to bring the matter to the attention of the Commission at the next meeting if all of the options have been obtained by that time.

2. Acquisition of right of way for the proposed improvement of the St. Joe-Lafayette Section, the Newberg-Dundee Section, and the Newberg-Dayton Junction Section of the Pacific Highway West. The Engineer advised that the P.R.A. requirements are that right of way must be acquired sufficient for a four-lane highway. It was his thought, in view thereof and because of the high cost of securing extra right of way along the present route of this highway, that it would be a better plan to consider the building of an entirely new highway that would by-pass both Newberg and McMinnville, and to maintain the present highway for local traffic only. He exhibited a map showing the route of such new highway which he said would be needed within ten years and construction of which should be started within the next five years. He recommended that approval of the options now before the Commission for the above sections be deferred until a good reconnaissance survey has been made of

the proposed new route and his report on the subject submitted to the Commission. The Commission approved the recommendation and authorized the Engineer to conduct such reconnaissance survey, a report on which is to be presented to the Commission at its next meeting if possible.

3. Acquisition of right of way for the proposed realignment of the Youngs Bay Bridge-Lewis and Clark River Section of the Oregon Coast Highway. The Engineer advised that some study has been made of the alternate route suggested by the delegation from Warrenton at the previous meeting, which reveals that such route has a good possibility of saving considerable money. In view thereof, he suggested that action on the options now before the Commission for right of way along the original route be deferred until he has assembled full information, which he estimated would take about two weeks' time. The Commission approved the suggestion and so ordered.

Mr. J. W. DeSouza, Assistant Attorney, reported that, as instructed at a previous Commission meeting, he has investigated plans for fire insurance coverage on buildings acquired by the Commission in connection with right of way transactions. He outlined briefly a plan offered by Mr. Wadsworth of the Oregon Association of Insurance Agents, which provides that as a house or other insurable property is purchased by the state the insurance automatically goes into effect, and is automatically cancelled when the property is disposed of. The premium, he said, is to be paid for a full three year period upon the first amount of insurance that is put in force and is then adjusted every sixty days on an inventory basis, so the state pays only for service rendered. He pointed out that under this plan the property does not have to be occupied in order to be insurable. The Chief Counsel advised that the state would be fully protected under this plan, and he recommended that it be approved. The Commission approved the recommendation unanimously.

The Assistant Attorney requested authority to institute condemnation proceedings to acquire right of way for the Tillamook-Donaldson Creek Section of the Wilson River Highway across property owned by a Mr. O. W. Kinneman and recommended an offer of $1,000 in connection therewith. Following careful consideration the Commission authorized condemnation of the tract at the recommended offer and thereupon by unanimous vote adopted the attached resolution, marked EXHIBIT "B", with respect thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed authority previously requested by the Chief Counsel to insert in the minutes of the meeting held on September 13, 1948, a resolution authorizing condemnation of Hubert T. Shields' property in Gold Beach.

The Commission, upon the recommendation of the Chief Counsel, approved an agreement with G. G. Kerns and wife covering the lease of a stockpile site on the Green Springs Highway near Klamath Falls. (The agreement

was signed on the following day.)

A request from Joseph F. Fracasso to maintain a building encroachment on Barbur Boulevard in the City of Portland was considered by the Commission. The Assistant Engineer advised that, through a mistake in reestablishing the building, it now encroaches about nine feet upon the dedicated street. The City of Portland, he stated, is willing to give Mr. Fracasso a revocable permit to maintain the building in such location until such time as the property is needed for highway purposes, but does not want to grant the permit until the matter had been approved by the Highway Commission. The Engineer advised that the property will not be needed for highway purposes for a long time and, in his estimation, the granting of a revocable permit would not be objectionable. The Commission approved the granting of such a permit by the city on the condition that the interests of the state are fully protected. The matter was referred to the Chief Counsel to handle.

The Assistant Attorney, Mr. DeSouza, recalled that the Commission, at its previous meeting, rejected an offer from Mr. M. A. Work to purchase a frame dwelling house formerly owned by C. C. Smith on the Oregon Coast Highway south of Cannon Beach, it being the thought of the Commission at that time that it would be to the State's advantage to rent the property. He advised that the house is now vacant and in his estimation would be difficult to rent; further that Mr. Work has submitted another offer of $250.00 for the house and has agreed to move it off the state's property at his own expense. He recommended acceptance of this offer. The Commission approved the recommendation unanimously.

The Assistant Attorney advised that under the terms of an old settlement with a Mr. O. J. Perry, for right of way needed for the Siletz Bay-Newport Section of the Oregon Coast Highway, the state agreed to remodel Mr. Perry's building which was estimated to cost about $2,000. Recently, he said, Mr. Perry has decided to go into a different type of business and in view thereof has stated a willingness to perform the remodeling work at his own expense if the state will pave a strip in front of his place at an estimated cost of $200. He gave as his thought that this is a good proposition and recommended approval of the arrangement on the condition that Mr. Perry waives all claims against the state. The Commission approved the recommendation unanimously.

The Commission discussed and approved the granting of permits for use of excess state property during the calendar year 1949.

The Assistant Attorney presented a request from the County Court of Jackson County that the Commission deed to the county for stock pile purposes 4.55 acres of land situate adjacent to the Tolo Access Road. He advised that the land is not needed for state highway purposes and that Jackson County in the past has been very cooperative. He recommended that the property be deeded to the county without charge. The Commission approved the recommendation unanimously. (The deed was signed on the following day.)

The matter of deeding a parcel of land to the City of Pendleton which

is needed by the city in connection with its proposed sewage disposal plant was considered by the Commission. The Chief Counsel advised that it would be proper for the Commission to deed the property to the city, but he has not been able to reach an agreement with the city as to the form of deed of conveyance. He recommended that action on the matter be deferred until both parties are agreed as to that feature. The Commission approved the recommendation.

The Commission considered and approved deeding to Edward Sullivan 49.85 acres of land situate on the Baker-Unity Highway near Hereford, Baker County, for the sum of $74.78, upon recommendations of the Engineer and the Chief Counsel who advised that the property was purchased from Mr. Sullivan in 1946 as a gravel source, but did not prove satisfactory for such use so is of no value to the state.

The matter of deeding Block 69, Lancaster Addition, in the City of Condon, to the Condon Rod and Gun Club was considered by the Commission. The Assistant Attorney advised that the property is not needed for highway purposes; moreover, the state's title to the property is not secure. In addition, taxes and interest in the amounts of $142.15 and $131.77, respectively, have accrued against the property. He recommended that the property be deeded to the Rod and Gun Club by quitclaim deed for the consideration of $25. In the discussion that followed the point was brought out that it would perhaps be better to deed the property back to the city or the county, whichever conveyed it to the state, for transfer to the Gun Club. The Commission instructed the Chief Counsel to investigate this angle and report later.

The sale to the Medford Corporation of 0.16 acre of land situate at the junction of the Pacific Highway and the Crater Lake Highway in Medford was considered by the Commission. The Assistant Attorney advised that this property is part of a tract that was originally purchased from the corporation in 1943, at the rate of $1,250 per acre, to accommodate a change in an irrigation ditch. He further advised that this small parcel is not needed for such purpose and recommended that it be sold back to the corporation for $200, which is at the same rate the state paid for it, with restricted access to the highway. The Engineer concurred in this recommendation. The Commission unanimously approved the recommendation.

The Commission considered the sale of a 160-square-foot area of land in Sheridan to Mr. H. W. Burchell for the sum of $35. The Assistant Attorney advised that the land is not needed for highway purposes and that Mr. Burchell has built an outside stairway on adjoining property which overhangs the state's property. He recommended acceptance of Mr. Burchell's offer. The Engineer and Chief Counsel concurred. The Commission approved the recommendation uanenimously.

The Commission considered the sale of 4.22 acres of land formerly used as a gravel pit at the intersection of Highway 207 and Highway 30, the Boardman-Stanfield cutoff, in Umatilla County. The Assistant Attorney advised that the gravel supply on this property has been exhausted and that it has

no further value to the state for highway purposes. He recommended that it be advertised for sale with complete access restriction to the Boardman-Stanfield Highway, leaving access only on a side road. The Engineer and the Chief Counsel concurred. The Commission approved the recommendation unanimously.

The Commission considered transferring to Umatilla County 0.74 acre of state land situate on the old route of the Old Oregon Trail between Umatilla and Hermiston, being approximately 1.25 mile south of the town of Umatilla and formerly used as a stockpile site. In the discussion it was pointed out that the old road is now being maintained as a county road, so this stockpile site probably should be returned to the county subject to the condition that the state can remove the materials stock piled thereon. The Engineer recommended that this be done. The Commission approved the recommendation subject to the condition mentioned by the Engineer.

The advisibility of selling state-owned property in Lots 7 and 8 of Block 7, Foster's Addition to Sheridan, was considered by the Commission. The Engineer advised that future construction plans provide for carrying traffic through Sheridan by means of two one way streets, on one of which the property in question fronts. It was his thought that the sale of the property should be deferred until the improvement of this street is effected in order to get the maximum value out of the lots, and he so recommended. The Commission approved the recommendation.

An exchange of properties with J. F. Modlin adjoining the Salmon River Highway in Lincoln County was considered by the Commission. The Assistant Attorney advised that this property was originally purchased as a gravel pit but is no longer of value as such because the gravel supply is exhausted; also, that Mr. Modlin who owns the surrounding property, wants to acquire this area so he can fence it in with his other property. In exchange for this property, he said, Mr. Modlin has offered to deed to the state a strip of land lying south of the river, adjacent to the highway, about 675 feet long and varying in width from 15 to 80 feet. He recommended acceptance of the offer. The Commission approved the recommendation.

The Assistant Counsel, Mr. Neuner, brought up for discussion a request from the Consolidated Timber Company for a second extension of time, until April 15, 1949, to allow for removal of timber from land deeded to the state by the company along the Wilson River Highway in 1940. The Assistant Counsel advised that due to the war, strikes, and other circumstances beyond the company's control, the company had been unable to complete removal within the specified time, hence its request for additional time. He stated that the company has been very reasonable and equitable in its dealings with the Commission and recommended, in view thereof, approval of the company's request. The Commission approved the recommendation unanimously. (An amended agreement covering the matter was signed on the following day.)

The Assistant Counsel also brought up for discussion settlement with J. B. Moore for a gravel pit and hauling road used in connection with the construction of the Johns Ranch-Glendale Section of the Pacific Highway, in

Douglas County. He advised that he has had some rather extended negotiations with Mr. Moore concerning this matter and that the property has been under condemnation for some time, but the property owner has now agreed to accept $624.50 for the use of the pit and haul road during the construction period and to give the state a release for any damage caused by use of the haul road and gravel pit, if the state would forego its condemnation of the pit and haul road. Acceptance of this settlement, he said, will dispose of the controversy concerning the gravel pit and hauling road, but there still remains to be concluded the settlement for right of way which is now under condemnation. He recommended approval of the settlement for this gravel pit and hauling road. The Engineer and the Chief Counsel concurred. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed on the following day.)

The Engineer reported that for some time past he has been unable to hire a section foreman for the Shaniko Section due to the absence of housing facilities in Shaniko. He suggested that it would be advisable for the state to purchase a building of its own that could be rented to the foreman, and advised that a suitable one containing five rooms and bath is available for not to exceed $3,000, including 2.62 acres of land conveniently located for a future equipment storage shed. This building is 25 years old, he said, and will need repairs, which are estimated to cost about $500, making a total outlay of about $3,500. He recommended approval of the purchase of both building and site and expenditure of $500 for repairs, the authorization to be taken from the unallocated balance of the 1948 Budget for the "Construction of Maintenance Stations". The Commission approved the recommendation by unanimous vote.

The Commission discussed a letter from Ethel M. Walker, Newport, Oregon, suggesting that it would be advisable for the state to purchase now, the right of way that will be needed for the permanent location of the Corvallis-Newport Highway between Toledo and Newport, due to the fact that this district is rapidly being built up with homes and will not be available later. The Commission decided unanimously not to authorize the purchase of right of way at this time because of lack of funds to finance it and because there are so many other projects throughout the state with much higher priority status.

The Commission accepted an offer from the Morrison-Knudsen Company, highway contractors, to deed to the state a one-acre addition to the state's rock quarry at mile post 2.86 on the Pendleton-John Day Highway, as consideration for the privilege of taking rock from a state-owned quarry located at mile post 18.45 on the old highway between Stanfield and Pendleton, for a period of ten years. Such action was taken upon recommendation of the Engineer, who advised that there is very little contemplated use for this quarry and that the exchange is to the advantage of the state. (The lease was signed on the following day.)

The Engineer requested authority for the Legal Department to negotiate options for right of way that will be needed for certain projects

that are to be considered by the Commission in its 1949-1950 construction program. He advised that right of way descriptions have been prepared and right of way agents are now available to assign to the work. He recommended approval of the request in order to expedite the acquisition of right of way and to avoid delays that might result in contracting the projects if the Commission approves them. He particularly requested authority to negotiate options on the following projects:

Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

Squally Hook-Quinton Section, Columbia River Highway in Gilliam County.

North Unit, Enterprise-Forest Boundary Section, Enterprise-Lewiston Highway in Wallowa County.

Sherars Grade-Buckley Section, Sherars Bridge Secondary Highway in Sherman County.

Three Mile Lane Secondary Highway in Yamhill County.

The Commission approved the request unanimously.

The Commission considered a request from the U. S. Coast Guard to lease three small parcels of land on the Upper Columbia River Highway on which to maintain navigation aids. The Engineer advised that the lease had been requested from the present date to June 30, 1949, with the provision that it may be renewed yearly but not longer than the year 1955. The maintenance of these navigation aids, he states, would in no way interfere with the state's use of the property and he recommended that the leases be granted as requested without cost. The Commission approved the recommendation. (The leases were signed on the following day.)

The Engineer presented for the Commission's consideration the suggestion that authority be granted to secure options for right of way for an extension of the Klamath Falls-Malin Highway from Station 144 near the Esplanade undercrossing to the intersection of South Sixth Street, in Klamath Falls. He advised that the right of way is estimated to cost $100,000, based on a right of way width of 220 feet, and advised further that construction of the project is not included in any approved program but it seems desirable that the right of way be acquired now before it is encumbered by building construction. He recommended that the Legal Department be granted authority to negotiate right of way options now. The Commission approved the recommendation on the condition that no commitments whatsoever shall be made as to construction of the highway.

The Commission considered an offer from the State Land Board to lease to the Commission for quarry purposes 47.27 acres on the Central Oregon Highway near Millican, in Deschutes County. The Chief Counsel advised that the

Land Board does not want to sell the property but will lease it on a royalty basis of five cents per cubic yard for material taken therefrom. The Engineer stated that the property is valueless except for quarry purposes and, in his estimation, the payment of royalty as proposed is an excessive charge. He pointed out that another site is available at a greater distance from the highway but it will cost the state more for hauling from that source than from the Land Board's property. The Commission deferred its decision until later.

The Chief Counsel brought up for discussion a request from Mr. Harvey Wells, Portland, for permission to maintain an advertising sign on the Columbia River Highway at the entrance to Jantzen Beach Park. The Engineer advised that what Mr. Wells really wants is for the state to deed back to him a small portion of the land that he previously deeded to the state as right of way so he can put up his sign on private property; moreover, Mr. Wells considers that his proposed sign is not an advertising sign but is purely for directional purposes, and if that is the case, it might be possible to work up some sort of an agreement with Mr. Wells. The Commission instructed the Engineer to discuss the matter further with Mr. Wells and ascertain the facts and report back to the Commission.

The Commission considered and approved an agreement with the City of Gold Beach providing for the acquisition of right of way and for the moving and reestablishment of buildings and structures in connection with reconstruction of the Oregon Coast Highway through the city of Gold Beach. (The agreement was signed on the following day.)

A proposed exchange of properties with Pope and Talbot, Inc., near Oakridge was considered by the Commission. The Assistant Counsel advised that the company seeks to exchange 13.6 acres that it owns for 2.21 acres of state-owned land in Oakridge that was acquired for use as a plant site in connection with a nearby gravel pit operation. Subsequent to the purchase by the state of the 2.21 acres, he said, the surrounding area was developed into a residentail district, and the company now offers, if the state will deed this area to the company and relinquish its rights to a hauling road, to convey to the state the 13.6 acre tract which is entirely away from any development. He recommended approval of the exchange. The Engineer advised that the state will receive full value in the exchange and he concurred in the recommendation. The Commission approved the recommendation unanimously. (A deed conveying the 2.21 acres to the company was signed on the following day.)

A request was presented from David Chase, Medford, for permission to maintain a radio repeater station on highway property acquired from the State Land Board for quarry purposes on Little Butte Creek Secondary Highway in Jackson County. The Chief Counsel questioned the advisibility of granting Mr. Chase this privilege because of the possibility that the state could not escape liability if the radio station were damaged by blasting or other operations in the quarry. The Engineer recommended against granting the request because very likely it would eventually prevent the use of the property for the purpose for which it was acquired. The Commission decided unanimously not

to grant Mr. Chase the privilege requested and so ordered.

The Commission considered the adoption of a system of "throughways" pursuant to authority granted by the 1947 Legislature. The Engineer presented a list of highways, with maps, that he suggested be included in such system, and advised that each highway mentioned therein has been carefully investigated as to compliance with the Oregon Law. He recommended the adoption of a resolution establishing such system of "throughways". The Chief Counsel concurred therein. After due consideration the Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported on the cost to construct the uncompleted section of the Wilson River Highway between North Plains and Glenwood as instructed by the Commission at the previous meeting. He advised that, from information assembled from a reconnaisance survey of the section, it probably will cost about $1,350,000 for construction and an additional expenditure of $150,000 for right of way. This section, he stated, is 12.78 miles in length and will provide a saving of 2.73 miles over the route now used. The Commission, in discussing this matter, expressed the thought that whereas the route eventually will be constructed, no time can be set now for performance of the work. The Engineer was granted authority to make a location survey of the proposed route, and the Chief Counsel was authorized to negotiate options for the right of way.

The Commission considered a request from V. M. McCormack, contractor, Pendleton, for permission to construct a retaining wall on state highway right of way in front of a motor court he is building for Mr. C. M. Dove, in Pendleton. The Engineer advised that Mr. McCormack had already started construction of the wall, but the work was stopped pending a decision by the Commission whether or not he would be allowed to use the right of way for this purpose. He recommended against granting this privilege. The Commission deferred action on the matter pending Mr. McCormack's personal appearance before the Commission on the following day. (See additional minute entry ahead for Commission's refusal to permit this encroachment.)

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Engineer presented a report on the cost to construct curbs and to widen the pavement along the Columbia River Highway in the town of Umatilla, as instructed at the previous meeting. He estimated the cost to construct concrete curbs at $18,000 and the cost to widen the existing pavement to the full width between the curbs at $37,000 -- a total of $55,000. He recalled that the city council previously stated its willingness to construct sidewalks at city expense if the state would build the curbs, and advised that the project is a desirable one because the city is growing rapidly as the result of activities incident to construction of McNary Dam. The

Engineer pointed out that this project is not included in the suggested program for 1949 and 1950, and if approval is given, it will be necessary to finance it with a part of the 1949 betterment funds alloted to Division V. In the discussion of this matter the Engineer also recalled the previous request of the Umatilla County Court for the improvement of the Holdman-Helix County Road as a substitute for improvement of the Adams-Thorn Hollow County Road in the Federal Aid Secondary Highway Program, at an estimated cost of $170,000. He also mentioned the proposed improvement of the Weston-Elgin Secondary Highway for which an amount of $230,000 has been budgeted. He suggested that the latter-mentioned improvement might be postponed and the amount set up therefor transferred to finance the Holdman-Helix road improvement and the curb and widening work in the town of Umatilla, which total $225,000. In the ensuing discussion the Commission expressed a favorable attitude toward the Engineer's suggestion and accordingly instructed him to contact the Umatilla County Judge and ascertain if such proposed transfer of funds meets with the approval of the County Court, and to report back to the Commission for a decision.

The Commission considered a written report by the Engineer on the necessity to install a traffic signal at the crossing of the Southern Pacific Company tracks and the Silver Falls Loop Highway near the Salem Equipment Shops. It appears, according to the report that this crossing has been the scene of several accidents, one of which was fatal, and that the Southern Pacific Company wants the crossing protected by a signal installation, the cost, estimated at $4,000, to be assumed equally by the company and the state, except that the railroad company will pay all maintenance expense. It also appears that this installation is high on the priority list of crossings to be signalized. The Engineer recommended approval of the installation on the basis of the company's offer to pay fifty percent of the cost of installation and all of the maintenance expense. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed on the following day.)

The Commission considered the Engineer's written report on consistent and flagrant violators of the truck-hauling regulations, particularyly the following:

1. Lawrence Produce Company, 635 Southeast 17th Avenue, Portland, fruit and produce hauler.

2. T. C. Lawrence, 620 Southeast Union Avenue, Portland, fruit and produce hauler.

3. Garfield W. Priebs, Box 417, Merlin, Oregon, log hauler.

4. Archie Kerber, Langlois, Oregon, log hauler.

5. William F. Kenwisher, Box 112, Sutherlin, Oregon, log hauler.

6. John Henry Gentry, Box 1018, Toledo, Oregon, log hauler.

He presented the record of each violator (see report dated October 28, 1948, in general files for details) and recommended that the permit of each of them be suspended for 30 days. A review of the record indicated to the Commission that fines assessed by the justice courts apparently have no deterring effect and that the violations were deliberate and were committed with the full knowledge of the operator. It was also brought out that in some instances, particularly log haulers, their hauling operations might cease within a few days and that taking up the plates for a 30-day period would not mean much. As a result of discussion the Commission ordered the outright cancellation of the P.U.C. permit of Garfield W. Priebs, log hauler, and a 30-day suspension of the permits of the remaining operators. The Secretary was instructed to recommend such action to the Public Utilities Commissioner insofar as it pertains to the log haulers, and to see that the Group I transportation permits of Lawrence Produce Co., and of T. C. Lawrence are suspended for 30 days' time in conformity with the Commission's action.

In the discussion of this matter the Engineer reported receipt of several communications from the logging industry suggesting that District Maintenance Superintendents be authorized by the Commission to impose reduced load limits on state highways when necessary in order to preserve road surfaces, and to restore legal-weight loads at the proper time, without first consulting the State Highway Engineer in Salem. It was contended that such procedure will shorten the period during which legal-weight loads cannot be hauled and will not result in damage to the highway because the Superintendent is in a position to keep in close touch with the situation and will know just when to post the restriction and when to lift it. The Chief Counsel advised that the Commission cannot legally pass on to another party discretionary authority, but it can adopt rules of procedure and can authorize the Engineer to take action in conformity therewith under certain conditions. The Engineer suggested adoption of a resolution appropriately stipulating the conditions under which immediate action could be taken to impose reduced load limits, and authorizing the imposition of such reduced load limit when the conditions prevail that warrant such action; and further specifying those the Commission wishes to act for it in such cases. Following discussion the Commission approved the Engineer's suggestion and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as if copied in full herein.

The Commission discussed a report from the Engineer on the matter of constructing a by-pass under the overflow bridge on the Pacific Highway East at the point where Talbot Road crosses, at Mile Point 65.97. The Engineer advised that highway traffic passes this place at high speed, causing considerable hazard to school buses which normally enter the highway at grade, and that complaints have been filed by the school board and the State Police. Investigations reveal, he said, that the problem can be solved by constructing a by-pass route beneath the bridge, which is estimated to cost $500. He recommended approval of the improvement as a 1948 minor betterment project. The Commission approved the recommendation unanimously.

The Commission approved and signed the following letter directed to the Chief, Forest Service, and Commissioner of Public Roads, Washington D. C., recommending certain revisions in the heretofore approved Forest Highway Program with respect to improvements on the John Day and John Day-Burns Highways:

486 Oregon General October 25, 1948

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

Under Oregon Forest Highway program letter for the fiscal years 1942 and 1943, recommended November 14, 1944 and approved by the Commissioner on March 28, 1945, there was approved for construction the following project:

No.	Project	Est. Cost	Federal Funds
36-A2	John Day Highway Surf. & Bit. Surf. Length 5.2 miles	$125,000.00	$125,000.00

In order to have available material for future maintenance on this project and the forest highway route, the State of Oregon has requested that approximately 4800 cubic yards of crushed rock maintenance material be produced and stockpiled under Project 36-A2 and have agreed to cooperate to the extent of financing this operation, estimated to cost $18,000.00. Inclusion of this work with the surfacing and bituminous surfacing of Project 36-A2 will effect an overall economy for both the Government and State.

Since the original programming of this project construction costs have increased to such an extent that additional forest highway funds in the amount of $35,000.00, over and above those provided in the original program, will now be required.

It is therefore recommended that the program be revised as follows:

No.	Project	Estimated Cost	Type of Funds	Revised Program Amount
36-A2	John Day Highway Surf. & Bit. Surf. Length 5.2 miles	$178,000	FH Prevar FH Postwar Ore. State Coop.	$126,000 34,000 18,000

November 3, 1948

15303

Sufficient funds are available in the State Contingent to finance the increased forest highway costs.

On September 16, 1948 and September 20, 1948, respectively, the Commissioner and Chief, Forest Service approved the following forest highway project:

No.	Project	Estimated Cost	Type of Funds	Programmed Amount
35-D3	John Day-Burns Hwy. Grad., Surf. & Bit. Surf., 5 miles	$250,000	FH Postwar	$250,000

Since the above program it has been found necessary, in order to effect the most desirable and economical improvement, to extend the project into Section F which will include the construction of two bridges.

It is therefore recommended that the project designation and description be revised to read as follows:

No.	Project	Estimated Cost	Type of Funds	Programmed Amount
35-D3, F2	John Day-Burns Hwy. Gr, Surf., Bit. Surf. & Bridges, length 4.13 miles (including bridges 0.029 miles)	$250,000	FH Postwar	$250,000

Very truly yours,

R. H. Baldock /s/

W. H. LYNCH /s/
Division Engineer.

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield /s/
Chairman

A. W. Schaupp /s/
Commissioner

Ben R. Chandler /s/
Commissioner

Attest
H. B. Glaisyer /s/
Secretary

U. S. FOREST SERVICE

R. F. GREFE /s/
Act. Regional Forester

November 3, 1948

A petition was presented from citizens of Estacada and vicinity requesting elimination of a sharp, blind curve on the Woodburn-Estacada Secondary Highway which school buses cannot negotiate without encroaching on the opposing traffic lane. The Engineer advised that the condition complained of is an 80° or 90° curve at Mile Post 32.78 where the highway is on a six percent grade and where the roadbed is only 21 feet wide. He estimated the cost of widening the section to provide safe sight distance at $4,000 and recommended approval of the project and that it be financed with funds from the unallocated portion of the 1948 minor betterment budget. The Commission approved the recommendation unanimously.

The Commission considered a request from the Superintendent of Coquille Public Schools for improvement of the Oregon Coast Highway near the north city limits of Coquille, in order to secure more sight distance at a dangerous railroad crossing, and for the elimination of a bad curve at that point. The Engineer estimated the cost of the project at $19,000, which amount includes $7,000 for construction of a footpath. He pointed out that realignment of this highway is being considered in the program for the years 1949 and 1950 and, if such project is approved and constructed, the conditions now complained of will be greatly relieved. The Commission deferred action on the matter pending approval of the 1949-50 construction program.

A request for the installation of a "caution" light at the intersection of the Oregon Coast Highway and Roads End Road, near Oceanlake, was considered by the Commission. The Engineer reported that the matter had been investigated and it had been determined that during the past two and one-half years there had been no reported accidents at this intersection; moreover, the location of the proposed installation is within the limits of a recently designated 35 mile-per-hour speed zone. Under normal circumstances, he said, there should be no hazard at the intersection, and he accordingly recommended that the request be denied. The Commission approved the recommendation.

A request was also presented for the installation of a traffic signal at the intersection of Madison Street with the Pacific Highway East, in Albany. The Engineer advised that a thorough investigation of this matter reveals that the traffic volume at this intersection is large and a dangerous condition exists for a large number of school children who have to cross the highway at this point. He recommended the installation of a standard "stop and go" signal, which he estimated would cost about $4,000, on the condition that the city of Albany will pay one-half the cost. The Commission approved the recommendation unanimously.

The Commission discussed requests from the West Portland Community Club and the West Portland Parent Teachers Association for the installation of traffic signals at the intersection of S. W. Capital Highway with the Pacific Highway West, in Portland, and at the intersection of Capital Hill Road with the Pacific Highway West. The Engineer advised that an investigation reveals that traffic signals at both intersections are needed because of the large volume of pedestrian traffic at each point. The Capital Hill Road installation, he said, is number one on the state-wide priority list for rural

intersections, and the other is number eight on such list. He recommended approval of both installations, which he estimated will cost about $8,000, all of which will have to be paid by the state as the intersections are outside the corporate limits of Portland. The Commission approved the recommendation unanimously.

A request from Southern Pacific Company for the joint installation of a railroad crossing signal at a point where the Albany-Lyons State Secondary Highway crosses the S.P. Co. railroad tracks at Crabtree, in Linn County, was discussed. The Engineer advised that an investigation of this crossing disclosed an average vehicular traffic of 1,338 vehicle and four train movements daily, and the records reveal five accidents, including two fatalities, from 1941 to date. He recommended approval of the installation, which he estimated will cost $4,150, on the condition that the railraod company will pay 50 percent of the costs involved and will maintain the signals after installation. The Commission approved the recommendation unanimously.

A request was presented from the City of Drain for the installation of traffic signals at the intersection of Front and "B" Streets in Drain, where the highway makes a right-angle turn. The Engineer advised that investigation reveals that 6,053 vehicles enter this intersection during each 24-hour period and that the hazards are emphasized by reason of traffic cutting over the center line when negotiating the right-angle turn at too great a speed. It was his thought that the installation is fully justified and accordingly recommended the installation of a flashing beacon of the type that will stop all traffic entering from non-highway streets, and will flash amber to caution left-turning traffic but will permit right turn movements on the highway route at all times by means of a green arrow. He estimated the cost of such installation at $250 which, he said, will have to be borne entirely by the state in conformity with established policy, but the city will be required to furnish electrical energy necessary for operation. The Commission approved the recommendation.

The Commission considered a letter from C. C. Colvin, Klamath Falls, calling attention to the need for improvements to the Klamath Lake Secondary Highway. The Engineer advised that a considerable portion of this highway is unimproved and that reconstruction of part of it is being considered in the proposed construction program for 1949 and 1950. The Commission deferred action on the matter pending adoption of the next construction program and ordered that Mr. Colvin be informed accordingly.

The Commission also discussed a letter from the Chrystal Distributing and Cold Storage Company, Medford, urging construction of a new road through Lake Creek in Jackson County to Lake of the Woods and Klamath Falls. The Engineer advised that construction of this road would cost several million dollars and that funds are not available to finance it. He recommended that the request be denied. The Commission approved the recommendation.

A request from the City of North Bend for assistance in constructing sidewalks in North Bend had the attention of the Commission. The Engineer advised that the request had been investigated and that the sidewalks requested are all within the city limits. He recommended that the request be denied in conformance with established policy. The Commission approved the recommendation.

The Engineer reported on a request from residents of Newport for state cooperation in improving Jefferson Street in front of the Highway Department maintenance building, in Newport. The Engineer advised that a small group in Newport has organized an improvement district for the purpose of sharing the expense of improvements to streets that serve as access to their properties, one of which is Jefferson street. The improvement of this street, he said, will benefit the state's property, and he recommended approval of the payment of the state's pro rata share of the expense, which amounts to $75. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the matter of the state contributing funds toward the cost of raising the grade of a 1000-foot section of the Klamath Lake Secondary Highway No. 421 east of Wocus Bridge, which was originally constructed as a dike for the protection of properties lying in the Wocus Marsh-Caledonia Marsh areas which it divides. The Engineer advised that during the past 25 years the dike has subsided, and the owners now wish to raise it approximately three feet in order to prevent the flooding of their properties in case of failure of their main dike. In the event of failure of the dike, he said, the highway, as well as the adjacent properties, would be flooded. He estimated the cost to raise the dike three feet at $_,700, and he recommended, in view of the benefits that would accrue to the highway facilities, that the state participate by paying one-third of this expense, or $900, the balance to be paid by the property owners concerned. The Commission approved the recommendation and instructed the Engineer and Counsel to negotiate an agreement with the property owners on such basis.

A letter was presented from the City of Klamath Falls urging early construction of the proposed US97 by-pass route through Klamath Falls. The Engineer recalled that authority had been previously granted for purchase of right of way on this route but that no obligations had been made regarding construction. The Commission ordered that the city be informed that the reason for acquiring the right of way now is only to protect the route for future construction when funds are available to finance the work and that it cannot at this time make any commitment as to when construction of the project actually will take place.

The Commission considered a request from Klamath County Court that state highway forces conduct snow removal operations, at county expense, during the winter season on the Crescent Lake County Road between its junction with the Willamette Highway and the town of Crescent. The Engineer advised that state forces have performed this service in the past and recommended approval of the request. The Commission approved the recommendation unanimously.

Inquiry was made concerning the present condition of the Bonanza-Poe Valley-Malin County Road, in Klamath County, which had previously been reported in a rough condition. The Engineer advised that with the advent of cool weather the bumps on the surface of the road had worked loose and that it was now in fair shape. Commissioner Schaupp confirmed the report. The Commission accepted the report and authorized release of final payment to the contractor, Rogers Construction Co., Contract No. 2937.

In this connection Commissioner Schaupp reported that the recently improved section on the Lower Klamath Secondary Highway, between Mack's store and Midland, is in very bad condition. The Engineer was instructed to investigate this condition and submit a report. The Commission ordered final payment in connection with this contract held up pending action on the report.

The Engineer reported receipt of a communication from the City of Klamath Falls refusing the Commission's offer to contribute the sum of $600 toward the cost of paving a short section of Alameda Street in lieu of the state maintaining Alameda Street as a detour during highway construction at that point. In view of this information, the Commission instructed the Engineer to maintain the street as originally intended.

A request from the Seaside Chamber of Commerce for full width paving between curbs along the Oregon Coast Highway from "A" to "K" Streets, in Seaside, was presented to the Commission. The Engineer advised that the ultimate route of the highway through Seaside probably will be along Roosevelt Avenue, which route provides better alignment and is the route previously requested by the city. He suggested that if funds were available they be spent on Roosevelt Avenue and accordingly recommended that the request for improvement on the present route be denied. The recommendation was approved by the Commission.

The Commission discussed a letter from Mr. James Reid, Director of Highways, State of Idaho, concerning the replacement of the Snake River bridges which connect the highway systems of Idaho and Oregon at Weiser and Payette. Mr. Reid states the intention of his department to program Federal Aid Secondary Highway Funds to pay one-half the cost of these structures and expresses a hope that the Oregon State Highway Commission will provide a like amount for this purpose. The Engineer advised that both bridges are in bad condition and should be replaced. He recommended approval of both structures on the basis of the offer of Mr. Reid. The Chief Counsel advised that the State of Oregon has certain responsibilities with respect to these structures and could not escape liability should an accident occur. As a result of discussion, the Engineer and the Chief Counsel were authorized and instructed to negotiate an agreement with the Highway Department of the State of Idaho for the Commission's later consideration.

The Engineer requested authority to construct a storage rack at the Salem Shops for storing barrelled traffic line lacquer, at an estimated cost of $4,500, and to construct a parking area east of the Laboratory Building at the Salem Shops for private car parking, at an estimated cost of $2,500. He explained that the lacquer previously has been stored in a covered shed that was constructed for use as a parking place for the cars of

Highway Department employees but is now needed for storage of state-owned equipment. The Commission unanimously approved construction of both barrel rack and parking shed at an estimated total cost of $7,000.

The Engineer requested confirmation of authority previously given him to advertise for bids the following rock production projects:

Juntura-Hope Project, Central Oregon Highway, Malheur County - - - - - - - - - - - - - -	$43,000
Burns Project, Central Oregon Highway, Harney County - - - - - - - - - - - - - - -	34,000
Arlington Project, John Day and Columbia River Highways, Gilliam County - - - - - -	34,000

The Commission confirmed such authority by unanimous vote.

The Commission discussed a letter from Elmer Borgerson, Vernonia, who suggests a plan for rerouting and reconstructing a portion of the Federal Aid Secondary Highway between Vernonia and Sunset Camp. The Engineer advised that the road referred to is a county road, not a state highway, and that the changes and rerouting as indicated are not warranted by existing traffic. He recommended that the request be denied. The Commission approved the recommendation.

The Commission considered a letter from Mr. Elmo N. Stevenson, President of Southern Oregon College of Education, concerning a truck by-pass route in Ashland, heretofore proposed by a delegation from that city. Mr. Stevenson urges that very careful consideration be given to the noise feature, the physical-mental perils and the personal hazards in selecting a route for truck traffic through their city, all of which are present and objectionable under present conditions but would be emphasized were the route now proposed to be selected. The Engineer pointed out that the designation of state highway truck routes is contrary to the Commission's established policy; also, that were the Commission to approve the one in Ashland, its improvement would have to be paid for with state funds because the Public Roads Adminstration will not approve the expenditure of Federal money for the benefit of one class of traffic. He was instructed by the Commission to write Mr. Stevenson and explain to him the facts in detail.

The Commission considered the recommendation of the Engineer that an expenditure of $20,000 be made for widening narrow and hazardous sections on the Coos River Secondary Highway between Enegren Ferry and Allegany, a distance of eight miles. The Engineer reported that a careful investigation had been made of the entire section which disclosed that at certain points the road width varies from 15 to 16 feet, that the surface treatment consists of untreated macadam, and that the traffic volume on the road, which is now about 400 vehicles daily will be increased considerably in the near future by reason of the expansion of the Weyerhaeuser Corporation's logging activities. He recommended the widening of three reverse curves to a 2. foot width; the widening of a one-half mile section at the Mahaffee place, the scene of a

recent fatality; the surfacing of these sections; and the construction of eight turnouts, all of which he estimated would cost about $20,000, such work to be done during 1949 as a major betterment project. The Commission approved the recommendation unanimously.

The Commission considered a report from the Engineer on the request of the City of Heppner and the Heppner Chamber of Commerce for widening Willow Creek Bridge on the Heppner Highway, in Heppner. According to the report this bridge is 19 feet 8 inches wide, carries 1,800 vehicles daily, and to widen it as requested would cost approximately $30,000. The report also reveals that the records fail to show any accidents on the bridge during the last two and one-half years. The Engineer recommended that the request be denied because there are so many other projects throughout the state of similar nature which have a higher priority status, both as to volume of traffic and accident records. The Commission approved the recommendation.

The Commission discussed requests from the City of Eugene and the Lane County Court that the state proceed with construction of the Ferry Street Bridge over the Willamette River on the Coberg County Road, and the railroad overcrossing in Eugene, in accordance with an agreement executed in 1946. The Engineer advised that plans are ready for the Ferry Street Bridge, which is Lane County's portion of the project, and that the project could be advertised for bids on short notice; but the plans for the railroad overcrossing and the street interchanges, which are the city's portion of the project, will not be completed for several months. He recommended that bids be called for the Ferry Street Bridge in the near future and that the projects within the City of Eugene be advertised for bids when the plans are ready. The Commission approved the recommendation unanimously.

The Engineer reported that the following cities and towns have fulfilled the requirements with respect to the expenditure of the 1947 State Tax Street Funds which they received in 1948, and that the plans of the projects proposed for construction with such funds have been examined and found satisfactory:

Banks	Gaston	Helix	Sherwood
Cornelius	Glendale	Juntura	Troutdale
Creswell	Haines	Merrill	Waldport
Dayton			

He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and upon recommendation of the Engineer, approved an "option for cooperative construction project" with the City of Freewater which provides for the financing of certain city street improvements with Special State Tax Street Funds .

The Engineer presented for the Commission's consideration three additional projects to be financed with 1948 Special State Tax Street Funds, being projects located in Waldport, Scappoose, and Willamina, and estimated to cost $4,500, $8,500, and $4,800, respectively. He advised that it now appears that there will be an underrun of about $5,000 to $8,000 on the work as planned, which means that there could be a deficiency in the required $250,000 expenditure. He recommended approval of these three additional projects with the understanding that 1948 funds will be applied only as are necessary to take up the full amount of $250,000 available, and that any overrun will be chargeable to the 1949 Special State Tax Street Fund program. The Commission approved the recommendation unanimously.

The Commission by unanimous vote confirmed the Engineer's award of the following contracts, bids for which were received at the Commission meeting September 13 and 14:

Construction of the John Day River-Squally Hook Section of the Columbia River Highway, Gilliam County; bids received September 13; contract awarded on October 11 to Rogers Construction Company, low bidder.

Construction of the Miles Bridge-Baker Section of the Medical Springs Highway, Baker County; bids received September 14; contract awarded October 4 to D. F. McKenzie, low bidder.

The Engineer reported that a location survey of the Umpqua Highway between Reedsport and Scottsburg had been completed. He exhibited a map showing the proposed alignment and recommended adoption of the survey as the permanent route of this highway. After due consideration of the Engineer's report the Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

No. 1 -- Birkemeier and Saremal, Contract No. 2969 for construction of the Troutdale Overcrossing on the Columbia River Highway in Multnomah County, requested an extension of time of 30 days from September 15 to October 15, 1948, within which to complete this job. They attributed their failure to complete the work within the specified time limit to the Columbia River flood which prevented the Union Pacific Co. from moving its tracks to permit erection of false work for the bridge structure. The Engineer advised that the Union Pacific Company was unable to perform its work due to the June flood in the Columbia River which required all of its personnel for emergency repairs. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the extension of time as recommended.

No. 2 -- J. R. Taggart and Company, Inc., Contract No. 2925 for regrading and oil mat surfacing on the Butte Creek-Kinzua Section of the Kinzua County Road in Wheeler County requested an extension of time of ten days from August 31 to September 10, 1948, in which to complete the work. They alleged that unusually heavy rains during the spring and early summer delayed placing of the base rock and oil mat wearing surface. The Engineer advised that the project was completed on September 4, 1948, and that the reason given by the contractor for overrunning the specified time limit is substantially correct. He recommended that an extension of time to September 4, 1948, be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

No. 3 -- F. L. Somers, Contract No. 2917 for regrading and oil mat surfacing on the Lower Klamath Lake Section of the Lower Klamath Secondary Highway in Klamath County requested an additional extension of time of ten days from June 30 to July 10, 1948, within which to complete the work. He alleged that the job was complete, except for placing sight posts, within the previously extended time limit, and that the material for such work has been ordered but not delivered. The Engineer advised that the contractor's statements are correct; that the materials were received and the job completed on July 6. He recommended that the additional extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission granted the extension of time as recommended.

No. 4 -- Jack Robinson, Contract No. 2928 for grading and bituminous macadam surfacing on the Reedsport Junction Section of the Oregon Coast Highway in Douglas County requested an extension of time of 61 days from July 31 to September 30, 1948, within which to complete this job. He alleged that bad weather and failure of the oiling crew to report for duty as arranged prevented completion of the job within the specified time. The Engineer advised that the contract was completed on September 20, so an extension of time to September 30 is not necessary. Extremely wet weather and the failure of the oiling subcontractor to appear as scheduled, he said, accounted for the overrun of time limit. He further advised that no inconvenience was caused by the delay and that it is his recommendation that an extension of time to September 20 be granted without penalty. The Commission approved the recommendation unanimously.

No. 5 -- Albert W. Denton, dba Denton Construction Company, Contract No. 2899 for regrading and oil mat surfacing on the Madras Section of The Dalles-California Highway in Jefferson County, requested an additional extension of time of five days from August 1 to August 5, 1948, within which to complete this contract. He alleged that failure of his subcontractor to report on time, poor work by the subcontractor necessitating the relaying of some pavement, and the breakdown of a roller prevented completion of the job within the previously extended time limit. The Engineer advised that the additional extension of time was required because of inability of the contractor to properly organize his forces to

to perform the work. He added, however, that the delay was small and that it caused no inconvenience to the traveling public. He recommended that the additional extension of time now requested be granted without penalty. The Commission approved the recommendation.

No. 6 -- Vernie Jarl, Contract No. 2919 for grading and oil mat surfacing on the Hay Creek-Condon Section of the Wasco-Heppner Highway in Gilliam County, requested an additional extension of time of two days from August 31 to September 3, 1948, within which to complete this job. He declared that extra patching on the road prevented completion of the project within the previously extended time limit. The Engineer recommended that the extension of time requested be granted without penalty. The Commission approved the time extension as recommended.

No. 7 -- W. R. Grasle Company, Contract No. 2945 for installation of a traffic signal system on the Columbia River Highway at Parkrose, in Multnomah County, requested an extension of time of 60 days from August 31 to October 30, 1948, within which to complete the work. They alleged that their failure to complete the job on time was due to the inability of the Union Metal Manufacturing Company to deliver the required steel poles until August 30, 1948. The Engineer advised that the reason given by the contractor for overrunning the specified time is correct. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the extension of time as recommended.

No. 8 -- W. R. Grasle Company, Contract No. 3001 for installation of a traffic signal system on the Old Oregon Trail in Pendleton, requested an extension of time of 30 days from August 15, to September 15, 1948, within which to complete the job. They alleged that the overrun of time limit was caused by the Union Metal Manufacturing Company, which was unable to deliver the required steel poles until August 30, 1948. The Engineer advised that the contractor's statement is correct. He recommended, in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the extension of time as recommended.

No. 9 -- Struss and McCoy, Contract No. 2859 for rock production on the John Day Section of the John Day Highway in Grant County, requested an additional extension of time of 60 days from September 30 to November 30, 1948, within which to complete the work. They gave no particular reason for failure to complete the project within the previously extended time limit. The Engineer advised that a previous extension of time had been granted with the proviso that all engineering costs after December 31, 1947, be assessed as a penalty for not completing the job on time. He recommended that the additional extension of time now requested be granted subject to the same stipulation. The Commission approved the extension of time with penalty, as recommended.

No. 10 -- J. N. and M. J. Conley, Contract No. 3048 for bituminous macadam surfacing on Canyon Road, a Newport city street, in Lincoln County, requested an extension of time of two days from September 30 to October 2, 1948, within which to complete this job. They alleged that rainy weather toward the latter end of the job delayed completion of the oiling work within the specified time limit. The Engineer advised that this job would have been completed within the specified time limit had the work not been delayed by excessive rain at the last moment. He recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the extension of time as requested.

No. 11 -- F. L. Somers, Contract No. 2963 for production of crushed gravel on the Silver Lake-Harvey Creek Section of the Fremont Highway in Lake County, requested an extension of time of 30 days from September 30 to October 30, 1948, within which to complete this job. He attributed his failure to complete the job within the specified time to an unusually wet spring which prevented securing of material at the pit. The Engineer advised that extremely wet weather during the latter part of September and the hospitalization of the contractor's foreman prevented completion of the work within the time specified. The state, he advised, has suffered no inconvenience from the delay. He recommended that the extension of time requested be granted without penalty. The Commission approved the extension of time as recommended.

No. 12 -- John A. Logan, Contract No. 2856 for grading, surfacing and oiling on the Tutuilla Section of the Pendleton-John Day Highway in Umatilla County, requested an additional extension of time of three days from July 1 to July 3, 1948, within which to complete this job. He alleged that adverse weather conditions which interfered with the operations of his oiling subcontractor were responsible for overrunning the time limit specified. The Engineer advised that all work on the project with the exception of a small amount of oiling on the bridge approaches, was completed some time ago. No inconvenience has been caused the state, he stated, and the state has incurred no extra expense for engineering supervision. In view thereof, he recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation.

No. 13 -- Jed Wilson, Contract No. 2980 for rock production on the Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway, in Clatsop County, requested an extension of time of 100 days from June 30 to October 8, 1948, within which to complete this work. He stated that pursuant to arrangements made with the Division Engineer, he completed the Elsie Rock Production Project, also a state contract, before starting on the Klaskanine Summit-Jewell job so as to avoid a spring mud condition on the latter project, which accounted for the overrun of the time limit. The Engineer advised that in order to expedite state patching schedules the contractor was requested to complete the Elsie Rock Production Project ahead of the other which change was to the

state's benefit. He recommended that in view thereof the extension of time as requested be granted without penalty. The Commission approved the extension of time as recommended.

No. 14 -- J. C Papin, Contract No. 3017 for grading, surfacing and oiling on the North Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County, requested an extension of time of 240 days from September 30, 1948, to June 1, 1949, within which to complete this work. He gave the following reasons for overrunning the specified time limit: heavy traffic to Wallowa Lake during July and August, which retarded operations, and the material encountered was very difficult to handle, being mostly very large boulders with very little fine material for finishing. The Engineer advised that heavy traffic to Wallowa Lake did retard the contractor's grading operations during the summer months, but such work and the surfacing were completed within the time limit, however, because of the lateness of the season oiling could not be permitted until next spring. He recommended that the extension of time as requested be granted without penalty. A letter from the Public Roads Administration was presented concurring therein. The Commission approved the extension of time as recommended.

No. 15 -- Gerald Miller, Contract No. 2948 for grading and topping on the East Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway, in Gilliam County, requested an additional extension of time of 31 days from August 15 to September 16, 1948, within which to complete this work. He gave no reason for failure to complete the job within the previously extended time. The Engineer advised that extremely high water in the John Day River in the spring and early summer prevented the contractor from using his topping pit to advantage and that he also was handicapped because of inability to keep men on this isolated project. He recommended that the extension of time requested be granted witnout penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the extension of time as recommended.

No. 16 -- C. M. Corkum Company, Contract No. 3015 for construction of the Hooker Street Pedestrian Overcrossing over Front Avenue at the Failing School on the Pacific Highway West in Portland, Multnomah County, requested an extension of time of 30 days from October 31 to November 30, 1948, within which to complete this job. They alleged that delay in shipment of required structural steel prevented completion of the job within the contract time limit. The Engineer advised that the contractor's statement is substantially true. He recommended that the extension of time requested be granted without penalty. The Commission approved the extension of time as recommended.

No. 17-- Rogers Construction Company, Contract No. 2954 for rock production on the Weston Mountain-Elgin Section of the Weston-Elgin Secondary Highway in Umatilla and Union Counties, requested an extension of time of 30 days, from September 30 to October 30, 1948, within which to complete the job. They alleged that an unusually late spring and

several feet of snow on their quarry site prevented the start of operations until after the 4th of July, and for this reason they were unable to complete the job within the contract time limit. The Engineer advised that due to deep snow the contractor was unable to set up his plant as soon as anticipated. The state, he said, has been caused no inconvenience and has incurred no extra expense for engineering. He recommended that the extension of time requested be granted without penalty. The Commission approved the extension of time as recommended.

No. 18 -- Porter W. Yett, Contract No. 3055 for oiling and paving on Lombard Avenue and East Street in the City of Beaverton, Washington County, requested an extension of time of 20 days from September 30 to October 20, 1948, within which to complete this work. He alleged that September rains prevented the start of oiling operations and that the City of Beaverton did not have the grade ready for paving operations when needed, which accounted for his failure to complete the job within the contract time limit. The Engineer advised that the contractor's statements are substantially true. He recommended that the extension of time requested be granted witnout penalty. The Commission approved the extension as recommended.

No. 19 -- Holmes Brothers, Contract No. 2966 for production of sanding materials on the Meacham Section of the Old Oregon Trail in Umatilla and Union Counties, requested an extension of time of 30 days from October 30 to November 30, 1948, within which to complete this work. They alleged that shortage of help and equipment trouble prevented completion of the job within the contract time limit. The Engineer advised that the contractor's delay was caused by difficulties in securing labor and equipment parts. The state has not been inconvenienced by the delay, he said, and in view thereof he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

The State Highway Commission, in passing on contractor's requests for extensions of time within which to complete the contracts as listed above, considered but did not necessarily accept the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the time limits specified.

The Engineer reported that Contracts Nos. 2815, 2816, 2845, 2894, 2899, 2919, 2925, 2928, 2939, 2948, 2962, 2963, 2964, 2965, 2971, 2991, 2992, 3029, 3038, 3042, 3047, 3048, 3055, 2856, 2937, 2980, 3040, 2976, 2961, 2974, 2996, 2945, 2985, 3044, 2905, 2931, 3001, 2908, 3021, and 2999 for state highway construction have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under consideration, the Commission approved and accepted the contracts as reported and by unanimous vote adopted the attached resolution, marked EXHIBIT "H", with regard thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Commission confirmed the action taken previously at this meeting with respect to acceptance and release of the final payment to F. L. Somers for work performed under State Highway Contract No. 2917 for regrading and surfacing the Lower Klamath Lake Section of the Lower Klamath Secondary Highway, whereby the Commission ordered that final payment in connection with this job be withheld pending investigation by the Engineer whether or not the contractor is responsible for the faulty condition of the roadway surface.

The Commission had under consideration the disposition to be made of portions of the old right of way of the following highways, being along sections where the highways have been rebuilt on permanent alignment:

(1) Salmon River Highway and Pacific Highway West between Pringle-Corner and McMinnville, in Yamhill County

(2) Oregon Coast Highway between North Bend and Hauser, Coos County

(3) Tampico-Lewisville Secondary Highway between Camp Adair and the Polk-Benton County Line, in Benton County.

Following discussion, the Commission by unanimous vote adopted the attached resolutions relative thereto, which resolutions are marked EXHIBITS "I", "J", and "K", and by this reference are made a part hereof with like effect as though copied in full herein.

The Commission also had under discussion a proposed agreement with Crook County concerning the disposal of the old right of way of the Prineville-Marks Creek Section of the Ochoco Highway which will be of no value for state highway purposes when the highway has been reconstructed on revised alignment. The Engineer exhibited a map showing the section to be eliminated from the State Highway System, portions of which are to be taken over by the county for county road purposes and portions allowed to revert to abutting property owners. He recommended disposition of the properties as indicated on the map and advised that the matter is fully covered by the agreement. The recommendation was approved by the Commission unanimously. (The agreement was signed on the following day.)

The Commission by unanimous vote authorized the purchase of the following equipment:

Welding outfit (for use in connection with the Astoria-Megler Ferry)	$ 200.00
Electric band saw (for the Sign Shop)	375.00
Drafting tables and chairs (for the Engineering Division)	500.00
Multilith machine (for the Secretary's office)	1,865.00
	$ 2,940.00

The Engineer presented a request from the County Court of Yamhill County that the state join with the county in paying the cost of repairing damage to a county road caused by a state highway contractor when hauling materials from a quarry to his job. He advised that the project referred to is the improvement between McMinnville and Pringle Corner and that in connection therewith the contractor did do considerable hauling over the county road, damaging it to the extent that the county court threatened to stop all hauling over it. The county court, he said, was persuaded not to take such action and was assured that its claim for repairs would be given every consideration. He further advised that the county actually spent $4,839.53 for repairs and is now asking the state to reimburse the county for one-half this expense, or $2,419.76. He recommended that the claim be allowed. The Commission approved the recommendation.

The Commission considered the matter of designating a speed limit of 45 miles per hour on the Pacific Highway East for a short distance north of the City of Albany. In the discussion it was brought out that this matter was before the Commission several months ago, but action at that time was deferred pending the decision of the State Speed Control Board with respect to designation of a like reduced speed limit on this highway within the Albany city limits. The Engineer advised that at a meeting on August 6, 1948, the State Speed Control Board approved a speed zone of 45 miles per hour within the city, and, in view thereof, he recommended adoption of such speed limit for the section north of the city limits, particularly between Mile Post 74.16 (north city limits) and Mile Post 73.94. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with respect thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission approved action taken by the Chief Counsel, by letter to T. E. Bruck dated October 11, 1948, notifying him that the Highway Commission is exercising its option to extend for a period of three months, its contractural agreement with him for furnishing ferry service across the Willamette River at Wilsonville.

The Commission by unanimous vote approved a three-year renewal of the forgery bond heretofore furnished by the American Bonding Company of Baltimore. The period to be covered by such renewal extends from November 2, 1948, to November 2, 1951, the premium being $374.70.

The Commission also unanimously approved renewal of the schedule bond heretofore furnished by the Ohio Casualty Company covering all State Highway Department employees, such renewal being for the calendar year 1949.

The Engineer brought up for discussion and recommended approval of the form of agreement between the Highway Commission and the Oregon-Washington Railroad and Navigation Company and the Union Pacific Company whereby the railroad company grants to the state authority to construct, maintain, and operate an electric power transmission line in conduit across right of way

beneath the roadbed and tracks of the company in connection with the lighting of Tooth Rock Tunnel on the Upper Columbia River Highway. The Engineer advised that the power line is needed to carry electric energy from Bonneville to the tunnel and that the facilities are being placed under ground at the request of the Bonneville Power Administration, from whom electricity is being acquired. The Commission unanimously approved the agreement. (The agreement was signed on the following day.)

The Commission discussed and, on recommendation of the Engineer, approved the granting of an easement to the U.S. Forest Service to construct and maintain a forest service development road across state-owned property adjacent to the Pendleton-John Day Highway, in Umatilla County, particularly across land situate in the S½ SE¼ Section 35, Township 6 South, Range 31 East, W.M. (An "easement deed -individual" covering the matter was signed by the Commission on the following day.)

The Commission discussed the matter of continuing during 1949 agreements with the National Hospital Association and the Oregon Physicians Service for furnishing hospital protection to employees of the State Highway Department. It was explained to the Commission that the present rate is $3 per month for each employee furnished this service, but due to increased costs, both the National Hospital Association and the Oregon Physicians Service have found it necessary to increase the rate to $3.50 a month, although the latter company has submitted an alternate suggestion which would leave the monthly rate at $3 but would cut the hospital benefits to 80 percent of the present allowances. It was the attitude of the Commission that whether or not the service is rendered is a matter entirely up to the employees themselves, and if the employees want the service, the Commission will not object to making the necessary deductions from monthly payrolls, as in the past. The Engineer was instructed to circularize the employees, ascertain their wishes, and to act accordingly.

The Commission had under discussion a proposed agreement with the O.W.R. & N. Co. and the Union Pacific Company covering an easement for the Sun Dial Road grade separation project on the Upper Columbia River Highway near Troutdale. In this connection the Engineer advised receipt of a letter from the Port of Portland stating that the Troutdale Municipal Airport must be lengthened to the west in order to provide adequate landing facilities for overseas and domestic aircraft of the larger types, which will necessitate the vacation of a portion of Sun Dial Road. The Port of Portland, he said, has agreed to provide a suitable substitute road connection with the new state highway to take the place of the Sun Dial Road and, until such connection has been provided, will permit traffic to use the vacated portion of the Sun Dial Road. The Engineer pointed out that the railroad company has already executed the agreement providing for the Sun Dial Undercrossing improvement and that the agreement is now ready and will be presented to the Commission at this meeting to complete; he suggested, however, in view of the plans of the Port of Portland, that it might be advisable to defer the signing of this agreement because of the possibility that it will have to be modified in some respects. Following discussion, the Commission authorized and

instructed the Engineer and the Chief Counsel to consult with the Port of Portland and the Board of County Commissioners of Multnomah County with respect to vacating a portion of the Sun Dial Secondary Highway. The Commission decided to execute the agreement with the railroad company, notwithstanding the possibility that it will have to be modified later. (The agreement was signed on the following day.)

The Engineer brought up for discussion the problem of employing additional engineers for Highway Department work. The situation, he said, is becoming more and more critical; in fact, college records indicate that there is an alarming decrease in the number of students who are interested in professional highway engineering. In order to induce more students entering college to study highway engineering, he suggested the inauguration of a plan such as is in effect in the State of Kentucky, where the state offers scholarships yearly to engineering students at the University, each scholarship being valued at $500. It was his thought that a similar procedure in the State of Oregon would be very beneficial, and he suggested approval of the plan in principle and that the Chief Counsel and he be authorized to work out details, including a legislative bill if necessary, form of proposed contract, etc., for approval by the Commission later. The Chief Counsel advised that he has given the matter some thought and, in his estimation, it has considerable merit. Following discussion, the Commission approved the Engineer's suggestion and referred the matter back to him and the Chief Counsel to explore further and report their findings.

A petition was presented from owners of real property in and near the town of Manhattan, Tillamook County, protesting any action by the Board of County Commissioners of Tillamook County, or by the State Highway Commission, in the matter of extending a street known as "Ocean Boulevard" in Manhattan, Oregon, from its present terminus to the ocean beach, as is proposed by certain interests who have petitioned the County Court for such an extension. The Chief Counsel advised that he has already informed the petitioners that the Highway Commission is without power to act in the premises until it has received the recommendation or the approval of the County Court, as provided by the law enacted by the 1947 Legislature. He further advised that, pursuant to instructions previously given him by the Commission, he has communicated with the county courts of the counties contiguous to the ocean and requested statements as to their attitude with respect to the use of ocean beaches, but to date has received replies only from the County Courts of Coos and Tillamook Counties. The Tillamook County Court's reply, he said, does not cover the present situation, but he expects to follow through and secure something definite to report to the Commission. In view of this information, the Commission considered that it is not in any position to take action on the petition until it has a definite recommendation from the County Court of Tillamook County. Action was thereupon deferred until the county court acts on the matter.

The matter of reclassifying the state highway which extends from Salem to Niagara, commonly known as the "North Santiam Highway", from a Group II Highway, which limits the overall length of vehicle combinations passing

thereover to 50 feet, to a Group I Highway, which authorizes vehicle combinations 60 feet overall in length, had the attention of the Commission. The Engineer advised that the section of highway under discussion is composed of portions of three secondary highways -- Silver Creek Falls Secondary Highway from Salem to the North Santiam Highway junction, North Santiam Highway from the Silver Creek Falls Highway junction to Mehama, and also from Mill City to Niagara, and the Mehama-Mill City Secondary Highway throughout its entire length between these two points -- further, that a test run of a combination of vehicles measuring 60 feet overall in length has been observed over the entire route, and it has been determined that a combination of such length can negotiate the curves without encroaching upon the opposing lane of traffic; moreover, the condition of the highway is such that loads of a weight permitted under the Group I Highway loading can be transported over the highway without damaging it. He recommended that this section of highway be reclassified so as to permit the extra length and extra weight allowed by Group I Highway Transportation Permits.

In the discussion of this matter it was pointed out that the Commission had this matter under consideration at the previous meeting and at that time tentatively approved a resolution relative thereto on the condition that there be included in that resolution a paragraph limiting the speed of trucks to 35 miles per hour on curves. The Chief Counsel gave as his opinion that such condition is not necessary in this particular resolution because the Commission's earlier resolution of a more general nature includes provision that all permits issued by the State Highway Department shall include the 35-miles-per hour restriction. In view of this information, the Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution with respect thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission also discussed a recommendation from the Engineer that the Oregon Coast Highway between Pistol River and the California state line be reclassified as a Group I Highway so as to permit lumber operators to haul lumber between these points on truck and trailer combinations with an overall length of 60 feet. The Engineer advised that a test run over this section of highway has been observed by Mr. R. B. Sipprell, Director of Permits, which proves that vehicle combinations of such length can negotiate the entire distance without encroaching on the opposing traffic lane, and Mr. Sipprell recommends such reclassification of this section of highway. He advised that he concurs in the recommendation. The Commission approved the recommendation as a trial proposition and by unanimous vote adopted the attached resolution marked EXHIBIT "N", relative thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from Riggle and Clark, sawmill operators, Cascade Locks, for permission to truck haul short-length logs over the Columbia River Highway from Dodson to Cascade Locks. It appears that the logs will not exceed 18 feet in length but are more than 40 inches in

diameter so cannot be handled in the company's mill but can be used by the Cascade Locks Lumber Company. It also appears that the operators have approximately 200,000 board feet of logs ready to move, if the Commission will grant them permission to do so, and that it will take from 12 to 15 days' time to transport them on the basis of five trips per day on solo truck operations. The Engineer recommended approval of the request. The Commission unanimously approved the granting of such a permit for 15 days. Whether or not it will be renewed after that time will depend on the extent of the company's operations. The Secretary was instructed to secure such information from Riggle and Clark.

The Engineer asked the Commission to confirm his action of October 15, 1948, prohibiting the truck hauling of logs over the new section of the Sunset Highway between Davies Overcrossing and Portland. He advised that this section of highway is new and the subgrade has not become sufficiently stablized to hold up under the tremendous pounding of log truck operations, and, in his estimation, such class of hauling should not be permitted for a year or so. He said that at his request the Secretary recommended to the Public Utilities Commissioner, by telephone on October 15, 1948, and by confirming letter on October 19, 1948, that no log hauling permits be issued for this section of highway. The Commission unanimously approved the closing of this road to log hauling traffic as recommended.

The Engineer also asked the Commission to confirm oral authority given him on October 7, 1948, to place a 50 percent reduced load limit on the Alsea Highway between the end of the pavement, at Mile Post 7.49, and Hatchery Creek, Mile Post 12.22, effective on October 11, 1948. He said that pursuant to such authority the road was posted, but conditions improved and the reduced load limit was lifted on Wednesday, October 27. The Commission unanimously approved the action taken by the Engineer in this matter.

The Commission authorized, subject to the approval of Governor Hall, the Chief Counsel, Mr. J. M. Devers, and the State Highway Engineer, Mr. R. H. Baldock to attend, at state expense, a meeting of the Highway Research Board in Washington, D. C., December 6 - 10, 1948. The Commission also authorized the State Highway Engineer to attend a meeting of the Board of Directors of the American Association of State Highway Officials, in Washington, D. C., immediately following the meeting of the Highway Research Board.

The Commission had under discussion a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, December 20 and 21, 1948. The Secretary was instructed to make the usual arrangements for a meeting place in the Imperial Hotel.

The Commission also discussed briefly the date for its third inspection trip of state highways covering the Southern Oregon district but deferred a decision until later.

The Engineer reported a communication from the Superintendent of the Department of State Police in which the Highway Commission is requested to construct a district police office headquarters building on state highway property at Newport. The Superintendent has in mind, he said, a sheet metal structural frame building about 30 feet by 36 feet in dimension which is estimated to cost not more than $10,000, and the reason given for the need for this building is to improve radio reception, which is their essential mode of communication and which cannot be relied upon in their present location. The Engineer also advised that the State Police Superintendent indicates that a very substantial sum of unexpended money authorized by the 1947 Legislature for police purposes will be turned back to the State Highway Fund at the end of the biennium, on June 30, 1949, which money will be available to finance the building. He recommended approval of the request, funds for construction to be taken from the unexpended portion of the 1948 Budget for "Construction of Maintenance Headquarters". Following discussion, the Commission approved the recommendation unanimously subject to the Chief Counsel's opinion that the expenditure is legal and is not a diversion of highway funds from uses for which they were intended.

The Commission had under consideration a proposed agreement with the U.S. Army Engineers covering restoration of the Vancouver Avenue Bridge over Columbia Slough, Portland, which was severely damaged by emergency activities of the U.S. War Department during the Columbia River flood in June 1948. The Engineer advised that the Federal authorities assume full responsibility for the damage and wish to reimburse the state for the cost of repairs, and that the agreement provides for such reimbursement up to a maximum of $25,000. It was his thought that this is a very fair settlement because the amount that the Government is willing to pay is considerably more than the estimated cost of the work. He recommended approval of the agreement. The Commission approved the recommendation and authorized the Engineer to advertise the project for bids. (The agreement was signed on the following day.)

The Commission discussed a letter from the Brooks Showcase and Fixture Company, designers and manufacturers, Portland, to Mr. Tom Young, Portland, concerning the myrtlewood burls and lumber which Mr. Young recently purchased from the State Highway Department. According to this letter, the "material is not usable for the manufacture of furniture due to the fact that both the lumber and the burls are so badly checked and worm eaten that they would grade as culls". It also appears that the company consulted with another buyer of myrtlewood burls, who also gave as his opinion that it would be impossible to use the material for furniture. It was the feeling of the Commission, in view of the circumstances, that it would be unfair to charge Mr. Young for the material, particularly since Mr. Young paid an extra amount of $137.91 freight charges to transport it from Humbug Mountain State Park, in Curry County, to Portland, and accordingly it was ordered that Mr. Young be refunded the $175 he paid the state for it.

The Commission discussed briefly a written report from the Engineer dated November 1, 1948, on the need and cost to improve the Alsea-Deadwood

Secondary Highway No. 201, in Lane County, which report was requested by the Commission at its June 1948 meeting (see report in general files for details). The Commission deferred action on the matter pending discussion of the 1949 major betterment program.

The Commission discussed and unanimously approved an "option for cooperative construction project" in the City of Oakridge, Lane County, which provides for the expenditure of $15,000 of Special State Tax Street Funds to finance the improvement of Commercial Street between Beech Street and Maple Street by grading, surfacing, and oiling.

The Commission discussed briefly matters pertaining to the 1949 budget but due to the lateness of the hour deferred action until later in the session.

The meeting adjourned at 5:15 p.m. to reconvene the following morning in the Green Room of the Imperial Hotel.

Portland, Oregon
November 4, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Malcolm H. Hawke, Chief Accountant
George W. Neuner, Assistant Counsel
H. B. Glaisyer, Secretary

Bids, as follows, for highway projects and ferry service were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the award of contracts would be made at 3:00 p.m. in the same room:

HEREFORD MAINTENANCE BUILDING, BAKER COUNTY

	Alternate "A" (Frame Constr.)	Alternate "B" (Block Constr.)
Gilbert Roberts, Hood River	$11,741.00	--
R. H. Jones, Hillsboro	15,465.00	--
Howard Halverson Co., Portland	17,100.00	$16,500.00

ALSEA HIGHWAY IN BENTON COUNTY

FLYNN BRIDGE OVER MARYS RIVER

J. F. Johnston, Sherwood	$47,555.00
VaDare Construction Co., Portland *	52,430.00
Lindstrom Bros., Inc., Portland	52,500.00
Birkemeier & Saremal, Portland	62,810.00
Snook Bros., Corvallis **	62,950.00
J. G. Watts Constr. Co., Seattle, Wash.	65,016.00

* Bidder will accept only one project
** Bidder will not accept projects totaling more than $120,000

OREGON COAST HIGHWAY IN COOS COUNTY

DELMAR OVERCROSSING NEAR COQUILLE

Tom Lillebo, Reedsport	$182,480.00
Carl M. Halverson, Portland	185,852.00

COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY

EVERGREEN FERRY SECTION

Groesbeck & Hickson, Eugene	$36,568.50
Coos Bay Dredging Co., Coos Bay	37,972.50
Jack Robinson, Reedsport	38,701.00
Snook Bros., Corvallis *	52,116.00

* Bidder will not accept projects totaling over $120,000

OREGON COAST HIGHWAY IN COOS COUNTY

NORTH BEND-COOS BAY ROADSIDE IMPROVEMENT PROJECT

Knight Pearcy, Salem	$17,140.45

November 4, 1948

15325

BRIDGE OVER SMITH RIVER IN DOUGLAS COUNTY

COUNTY PROJECT NEAR REEDSPORT

Tom Lillebo, Reesport	$178,470.00
Guy F. Atkinson Co., Portland	265,550.00

COLUMBIA RIVER AND JOHN DAY HIGHWAYS
IN GILLIAM AND MORROW COUNTIES

ARLINGTON ROCK PRODUCTION PROJECT

Rogers Constr. Co., Portland	$ 30,552.00
P. B. Doherty & Son, Portland	31,200.00
A. H. Saxton & Sons, Corvallis *	34,608.00
Colonial Constr. Co., Spokane, Wash.	36,000.00
Peter Kiewit Sons' Co., Longview, Wash.	55,200.00

* Bidder will not accept this project if awarded Troutdale-Dodson Project

THREE HIGHWAYS IN HARNEY COUNTY

BURNS ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis *	$ 36,850.00

* Bidder will not accept award of this project if awarded Troutdale-Dodson Project

SIUSLAW HIGHWAY IN LANE COUNTY

TWO BRIDGES OVER LONG TOM RIVER

Erick Enquist, Troutdale	$ 49,135.00
VaDaro Constr. Co., Portland *	51,585.00
Minnis & Shilling, Eugene	57,490.25
Archie R. Averill, Portland	57,537.00
Lindstrom Bros., Portland	60,150.00
Birkemeier & Saremal, Portland	64,755.00
Snook Bros., Corvallis **	66,905.00
Glenn Snook, Eugene	73,250.00

*Bidder will accept only one project
** Bidder will not accept projects totaling more than $120,000

CITY OF OAKRIDGE IN LANE COUNTY

GRADING AND SURFACING ON COMMERCIAL STREET

	Using Asphalt	Using Tar
E.C. Haul Co., Portland	$10,461.00	--
Acme Constr. Co., Eugene	12,122.00	--
Erland & Blickle, Vancouver, Wash.	14,567.00	--
Groesbeck & Hickson, Eugene	17,151.40	--

November 4, 1948

OREGON COAST HIGHWAY IN LINCOLN COUNTY

"D" RIVER BRIDGE SECTION

	Using Asphalt	Using Tar
Harry I. Hamilton Co., Eugene	$128,555.50	--
Valley Constr. Co., Portland	130,890.50	--
VaDare Constr. Co., Portland *	132,517.50	--
Tom Lillebo, Reedsport	134,745.50	--
Lindstrom Bros., Portland	135,771.00	--
C. J. Eldon, Portland	139,036.00	--
E. C. Hall Co., Portland	140,280.00	--
T. W. Thomas, Portland	149,280.50	--

* Bidder will accept only one project

JORDAN VALLEY MAINTENANCE BUILDING, MALHEUR COUNTY

	Alternate "A" (Frame Constr.)	Alternate "B" (Block Constr.)
Gilbert Roberts, Hood River	$11,741.00	--
Howard Halverson Co., Portland	17,230.00	$16,600.00
R. H. Jones, Hillsboro	16,784.00	--

CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

JUNTURA-HOPE ROCK PRODUCTION PROJECT

N. A. Toole Constr. Co., Ontario	$40,500.00
Vernie Jarl, Gresham	43,230.00
A. H. Saxton & Sons, Corvallis *	52,500.00

*Bidder will not accept award of this project if awarded the Troutdale-Dodson Project

STORAGE BUILDING AT SALEM, MARION COUNTY

	Alternate "A" (Block Constr.)	Alternate "B" (Frame Constr.)
Wayne Barham, Salem	$27,745.00	$26,745.00
Erwin Batterman, Salem	27,575.00	28,591.00
Carl M. Halverson, Inc., Salem	31,699.00	28,957.00
T. J. Patzer, Salem	30,992.26	30,199.19

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

TROUTDALE-DODSON SECTION

	Using Asphalt	Using Tar
Rogers Constr. Co., Portland	$463,676.00	$462,697.00
Newport Constr. Co., Kern & Kibbe, Portland	466,750.50	465,089.00

November 4, 1948

Troutdale-Dodson Section (cont.)

	Using Asphalt	Using Tar
Edwin C. Gerber, Oregon City	$474,119.20	$ --
A. H. Saxton & Sons, Corvallis	490,484.50	489,138.50
Vernie Jarl, Gresham	498,936.00	--
Peter Kiewet Sons' Co., Longview, Wash.	--	519,207.00
N.N. & M.J. Conley, Portland	524,894.50	--
E. C. Hall Co., Portland	528,901.50	--
McNutt Bros., Eugene	579,275.50	--
Walter Berndt & A.R. Nieman Constr. Co., Vancouver, Wash.	626,166.60	626,195.10

SUNSET HIGHWAY IN WASHINGTON COUNTY

BARNES ROAD-MULTNOMAH COUNTY LINE SECTION

Coast Constr. Co., Portland $18,993.70

FERRY SERVICE AT WILSONVILLE, CLACKAMAS COUNTY

J. F. La Rouche, Portland	$2,399.00 per month
Theo. E. Bruck, Wilsonville	3,890.00 per month

Mr. P. W. Mahoney, Chairman of the Road Committee of the Heppner Chamber of Commerce, headed a delegation representing the Chamber of Commerce and Morrow County which requested the following improvements: (1) Hard surfacing of the Hardman-Chapin Creek Section of the Heppner-Spray Secondary Highway; (2) Designation and improvement as a state secondary highway of a county road which extends southerly from a point on the Heppner-Spray Secondary Highway, near Chapin Creek, to Monument; (3) Widening of Willow Creek Bridge on North Main Street (Heppner Highway), in Heppner. The delegation also included J. G. Barratt, County Judge-elect of Morrow County; Ralph I. Thompson, County Commissioner; Chet Brown, Mayor of Monument; Glenn Parsons, U.S. Forest Service; Orville Smith, Dr. L. D. Tibbles, and A. L. Case, members of the Heppner Chamber of Commerce. Mr. Mahoney stated that the paving of the Hardman-Chapin Creek Section is their No. 1 project, but the other two are also of extreme importance to people of their district. The Hardman-Chapin Creek project, he said, was first requested by the Morrow County Court in 1943, at which time the Highway Commission advised that it would be given consideration in its postwar planning, and a section about nine miles long was hard surfaced and paved in 1947, but since then nothing further has been done. He urged the second of the above-mentioned projects, consisting of improvement of 26 miles of road, for the benefit of people of the Monument district. The construction of this road, he said, will shorten the distance from Monument to Heppner by 52 miles. Mayor Brown of Monument also spoke in behalf of this im-

provement from the standpoint of shortening the distance to secure medical aid and hospital facilities and to provide a highway over which to transport their stock and other produce to market. Concerning the widening of the Willow Creek Bridge in Heppner, Mr. Mahoney advised that it is very narrow and that accidents frequently occur on it, that it carries considerable pedestrian traffic as well as vehicular traffic and should be widened as a safety measure.

In the discussion that followed, the delegation was informed that the Commission has under advisement projects for its next construction program and is considering, among others, improvement of the Hardman-Chapin Creek Section of the Heppner-Spray Highway, but it is not in position to add more county roads to the state highway system. The Commission denied the requests for improvement of the Chapin Creek-Monument County Road and for widening the Willow Creek Bridge.

A delegation from Central Oregon, headed by Mr. William Stiewer, Fossil, and including the following persons, appeared before the Commission in the interests of the Fossil-Shaniko Secondary State Highway No. 291: S. J. Howard, Wheeler County Judge, Fossil; Ward R. Webber, County Judge of Wasco County, The Dalles; E. A. Maurer, stockman, and Frank Dillard, stockman and civil engineer; and Art McGreer, stockman, all of Clarno. They presented a petition signed by 207 farmers, livestock producers, and business people of Wheeler, Sherman, and Wasco Counties urging the improvement of a five-mile section of this highway westerly from Clarno to a place known as "Timber Culture Ranch". They urged immediate construction of a standard-width highway grade with gravel roadbed. Speaking in behalf of this improvement were Messrs. Stiewer, Webber, McGreer, and Maurer. Mr. Stiewer stated that this five-mile section of road is in very bad condition and is their most important project. Mr. Webber appealed for the improvement from the standpoint of the people of Wasco County. Mr. McGreer spoke in behalf of the stockmen who use the road. Mr. Maurer also spoke in behalf of the stockmen and urged the placing of a "few loads of gravel" on the road to facilitate travel during the coming winter season, it being his contention that the road will be impassable unless this is done and that they will be unable to truck haul their stock to market. In the following discussion it was pointed out by the Commission that it is now considering projects for its second postwar construction program and, among others, will discuss the improvement of an eight-mile section of this highway from the John Day River west, although no definite decision has been reached with respect to this or any other improvement. It was also pointed out that no gravel whatsoever has ever been placed on the section under discussion and a few loads of gravel, as suggested by Mr. Maurer, would do no good and would be a waste of time and effort to improve a condition that cannot be remedied short of a major operation.

Mr. Stiewer also brought up for discussion maintenance of the Kinzua County Road which was recently improved as a Federal Aid Secondary Highway between the John Day Highway junction and Kinzua. He advised that Wheeler County is not equipped to properly maintain this section of road and would appreciate it if the Highway Commission would assume this responsibility.

Judge Howard verified the statement. He was informed by the Commission that the State Highway Department will maintain the road for the county if possible to spare men and equipment to do the work, but only on the condition that the county will pay all costs incident thereto with county funds. The Engineer was instructed to discuss the matter with the Wheeler County Court and endeavor to reach an agreement on such basis.

The following people representing Elmira Grange No. 523, Lane County, appeared before the Commission in the interests of the Richardson-Eugene Secondary Highway No. 220 (Route F): G. E. Blanchard; Ralph Johnson, member, Elmira High School Board; W. T. Moss, all of Veneta; and F. W. Deedon and M. Sailor, both of Noti. Mr. Blanchard headed the group. They urged oiling this highway between its junction with the Territorial Highway, at Elmira, and the foot of Badger Mountain, a distance of about nine miles. Speaking in behalf of the improvement were Messrs. Blanchard, Sailor, and Johnson. They declared that this section of highway is in a deplorable condition and is almost impassable during the winter season because of heavy log-hauling traffic, and they urged its improvement in the Commission's next construction program. The Commission advised that the project will be considered in the formulation of the next program, but no commitment can be made at this time. The Engineer was instructed to investigate existing conditions and to report his findings.

Mr. Johnson also inquired concerning the proposed improvement of this highway between Veneta and Eugene, particularly the section which involves the separation of the highway and the Southern Pacific Company railroad tracks at Oakhill, which section is now being used as a detour pending construction of the highway on permanent alignment. The Engineer advised that this improvement is being held up for the decision of the Public Utilities Commissioner as to the adjudication of costs between the railroad company and the state, and that construction will go forward as soon as an order covering the matter has been received from the Public Utilities Commissioner.

Mr. J. L. McCulloch, mayor of the City of Burns and Chairman of the Road Committee of the Harney County Chamber of Commerce, appeared before the Commission in the interests of the Rome-Princeton Secondary Highway No. 442. He urged construction of the uncompleted portion of this highway at the earliest possible time, stressing the importance of the project from the tourist standpoint. He was informed by the Commission that this project will be considered along with others in the formulation of the next construction program, but the Commission is not in position to make any definite statement with respect thereto at the present time. It was pointed out that funds available to the Commission are limited, that this money must be spent for highway improvements which the Commission feels will benefit the state as a whole rather than any particular community, and that the Commission is just as eager to complete the roads in the Harney County district as it is to finish them in any other part of the state. It was also pointed out that there are two uncompleted sections, one 14 miles in length and the other about eight miles in length, a total of about 22 miles, and that even if the Commission should find it possible to allocate some money to this highway, it can make no promise that

the entire section will be improved in the next program or even in the near future.

Mr. McCulloch also inquired concerning the status of additional proposed improvements on the John Day-Burns Highway. He was informed that the remaining work is scheduled for construction in the approved Forest Highway Program and that the work would be done under the supervision of the Public Roads Administration. The Secretary was instructed to send Mr. McCulloch a copy of the Engineer's report to the Commission outlining the proposed improvements.

A delegation representing the Southeast Tillamook Coast Road Committee appeared before the Commission regarding their previous request for the rerouting of the Oregon Coast Highway from Tillamook to Sand Lake, Oregon, via the Sand Creek-Bewley Creek Cut-off. In the group were Roy Dunn, Chairman, Sand Lake; A. H. Lindberg, Terra Del Mar; Robert Atkinson, Cloverdale, and Floyd Duncan, Cloverdale. Mr. Dunn headed the group. He presented petitions signed by numerous residents and/or users of this highway, urging that immediate consideration be given to relocating this highway from Pacific City to Tillamook via Woods, Terra Del Mar, and Sand Lake, thence via the Sand Creek-Bewley Creek survey into Tillamook, as an alternate location for US101. He also presented a brief supporting the petitions signed by the Pacific City-Woods Area Chamber of Commerce, Oregon Coast Association, North Tillamook Chamber of Commerce, Big Nestucca Improvement District, Sand Lake Grange, Tillamook Chamber of Commerce, Tillamook County Court, South Tillamook Coast Road Committee, and the Terra Del Mar Improvement Club in which "1. It is recommended that the State Highway Commission take over the present county road at the intersection of Brooten Road and Highway 101, on the north shore of Nestucca Bay, proceeding west and north through Pacific City, Woods, Terra Del Mar, Sand Lake, and then by new construction via the Sand Creek and Bewley Creek survey, again connecting with US101 near the southwest corner of Section 8, Township 2 South, Range 9 West, Willamette Meridian. This road would be made a primary highway and designated as a 101 alternate". A map was also presented showing the location of the proposed route. The matter was discussed at considerable length and as a result thereof the Commission instructed the Engineer to make further investigations of the proposed route and report his findings to the Commission.

A delegation representing the Cascade Highway Association, which is composed of memberships of civic organizations such as chambers of commerce, Lions clubs, granges, farmers unions, and others, including individual memberships, along the proposed route of the Cascade Highway between Oregon City and Springfield, was present and presented arguments on behalf of their project. This delegation was composed of the following: Ben Fisher, director, Brownsville; Joe M. Crahane, director, Brownsville; L. E. Spraker, Secretary, Stayton; Claude Smith, Linn County Commissioner; E. G. Arnold, Linn County Judge; Wayne Downing, Linn County Commissioner; Walter Larsen, Linn County Engineer; Cortis Stringer, director, Lebanon; Harvey Davis, County Road Supervisor, Sweet Home; Mr. Schaffer, president, Scio; H. S. Burge, director, Springfield; S. W. Alexander, Springfield; William Marshall, Springfield;

and Lev Garbutt, manager, Springfield Chamber of Commerce, Springfield. Mr. Fisher headed the group. He read aloud and presented to the Commission a brief setting forth arguments why the proposed road should be placed on the state highway system and why plans should be made for its construction in the near future (see copy of brief in general files for details). In the discussion of this matter it was brought out by the Engineer that the route is about 100 miles in length and to construct it to modern two-lane primary highway standards would cost probably between $10,000,000 and $12,000,000 and that the cost to construct it to modern secondary highway standards is estimated at $6,000,000. He further stated that, although an exact routing has never been determined for such highway, from information available it would appear that it would save from eight to ten miles in distance over the existing route of US99E from Oregon City to Eugene. The matter was discussed at considerable length, but the Commission could not see its way clear to approve the project or to make a survey because it is an entirely new project and there are no funds available to finance it.

The Commission recessed at twelve o'clock noon and reconvened at 1:30 p.m. with the same persons present and participating.

Mr. V. W. McCormack, contractor and City Councilman, Pendleton, and Mr. Oren King, City Manager, Pendleton, came before the Commission on behalf of Mr. C. M. Dove of their city regarding the use of a six-foot strip of highway right of way along the front of Mr. Dove's motor court on which to construct a retaining wall in connection with a parking area for automobiles. Mr. King explained details. In the discussion of this matter the Engineer and the Chief Counsel both recommended against granting this privilege because it would deviate from the Commission's established policy with respect to encroachments. The Commission unanimously approved the recommendation.

The following members of the Advisory Committee of the Travel and Information Department were present and presented to the Commission a recommendation with respect to the budgeting of funds to carry on the activities of the Travel Department during the calendar year 1949: John A. Laing, Chairman, Portland; Dr. E. B. McDaniel, member, Portland; W. D. B. Dodson, member Portland; Arden X. Pangborn, member, Portland; Charles Reynolds, member, La Grande; Donald Sterling, member, Portland; and Manley F. Robison, Director of the Travel Department, Salem. Mr. Laing recited briefly the accomplishments of the Travel and Information Department during 1948, particularly referring to the report heretofore filed with the Commission which contains information concerning tourist travel development during the current season and reasons why there was some dropping off this year in the volume of out-of-state travel. He pointed out that competition for visitors to the State of Oregon is becoming more active and intense each year, and he gave as the opinion of the members of the Advisory Committee that it is more important than ever that the publicity program be carried on effectively and diligently to attract people to this state. He recommended, in behalf of the committee, the adoption of a budget of $250,000 for travel and information purposes during 1949 covering the following major items:

General

Printing (booklets and maps)	$ 28,100.00
Photographic Department	9,444.00
Misc., Auxiliary promotion	7,750.00
General Office	6,208.00
Salaries	23,796.00

Space advertising

Magazine	13[illegible],412.40
Newspaper	24,000.00
Production	14,000.00
Contingency	4,289.60
Total	$ 50,000.00

(For a breakdown of each of the above items, see Travel and Information Department Budget for 1949 in "Highway Department Budgets", File No. 3-a.)

Following discussion, motion was made by Commissioner Schaupp that the Commission approve the budget of $250,000, as recommended by the Committee, and that the Committee be sincerely thanked for the fine service it has rendered the state. The motion was seconded by Commissioner Chandler and carried by the unanimous vote of the Commission.

A delegation representing the US99 Association was present and urged additional improvements to the Pacific Highway. This group was headed by Hon. Frank Van Dyke, Ashland, and included County Judge D. N. Busenbark, Douglas County; L. V. Beckley, Douglas County Commissioner; Senator Thomas Parkinson, Roseburg; Carl Hogg, President, Salem; Clay Cochran, Manager, Salem Chamber of Commerce; Don Lane, Secretary, Medford Chamber of Commerce; Paul B. Rynning, Secretary, US99 Association and Jackson County Engineer; Chester Hubbard, Medford Chamber of Commerce; Webb Thornberry, Manager, Grants Pass Chamber of Commerce; and H. Proebstel, Grants Pass. Mr. Van Dyke urged continuation of the improvement of the Pacific Highway northerly from the end of the recently completed improvement, at a place known as Johns, to Canyonville. He declared this to be the worst bottleneck on the Pacific Highway between Portland and the California state line. He also urged, as a separate project, improvement of the section between Central Point and Ashland and advised that if the Commission cannot see its way clear to approve both projects, then they prefer that the Johns-Canyonville project be given preference. He presented a letter from the Jackson County Court and the Jackson County Chamber of Commerce in support of his oral request for improvement of the Central Point-Ashland Section. Others speaking in behalf of these improvements were Mr. Parkinson, who presented a letter from the Roseburg Chamber of Commerce which urges that rebuilding of the highway from Azalea north to Canyonville as the next major improvement on this highway; Mr. Proebstel; Mr. Thornberry, who presented a

letter from the Grants Pass Chamber of Commerce requesting that consideration be given by the Commission to immediate improvement of the Pacific Highway at two points within the city limits of Grants Pass -- widening that portion of the highway from East "A" Street to the north city limits, and improvements to the Rogue River Bridge to increase its capacity; Mr. Hogg; and Judge Busenbark.

The delegation was informed that the Johns-Canyonville Section is a Forest Highway section and when it is improved the work will be done under the jurisdiction of the Public Roads Administration. It was also disclosed that the work is estimated to cost more than a million dollars and that no provision has been made, up to the present time, to finance it. Mr. Van Dyke suggested, if Forest Highway money is not available, that other money be used for the purpose because of the importance of the project to the economy of the state. He urged progress to the end that the improvement be made available to the public at the earliest possible time. In concluding the discussion, Chairman Banfield pointed out the necessity for the Highway Commission to work in harmony with the Public Roads Administration and the U. S. Forest Service in the distribution of Forest Highway funds and that if additional Forest Highway monies become available, then careful consideration will be given to improvement of the Johns-Canyonville Section, but there are no funds in sight at the present time.

Mr. R. Bruce Grieve, Prospect, Oregon, appeared before the Commission in behalf of the Upper Rogue Valley Chamber of Commerce and urged the Commission to authorize more extensive operations to keep the Crater Lake Highway and the East and West Diamond Lake Secondary Highways open to travel during the winter months. In this connection the Secretary presented a letter from the California-Oregon Power Company urging snow removal operations to keep these highways open for travel during the winter season to facilitate delivery of materials needed in connection with construction of a new powerhouse which the company is building at a place known as Yamsay. The Engineer advised that to keep these highways open as requested would cost $20,000 more than has previously been expended for such purpose. He pointed out that the roads are of light construction and are not strong enough to stand up under traffic early in the spring when the frost is leaving the ground. To provide satisfactory facilities, he said, would cost approximately $80,000. Mr. Grieve suggested, if the Commission cannot see its way clear to keep these highways open throughout the entire winter season, that it would be helpful if closure of the highways in the fall were delayed somewhat from the present time of closing and if they were opened earlier in the spring. As the result of the discussion, the Commission referred the matter back to the Engineer with instructions to keep these routes open this winter as long as is practical to do so by means of push plows, and to open them as early as practicable in the spring, in order to shorten the time of the closed period.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and operation of ferry service at Wilsonville and by unanimous vote approved the following action thereon as publicly announced by Chairman Banfield at 3:00 p.m.

"Hereford Maintenance Building in Baker County. Gilbert Roberts, Hood River, was the low bidder for this work, based on Alternate "A", at $11,741. R. H. Jones, Hillsboro, submitted the next low bid, also based on Alternate "A:, at $15,465. Neither submitted a bid based on Alternate "B". One higher bid was received. The Commission has awarded the contract to the low bidder, Gilbert Roberts, using Alternate "A", frame construction.

"Flynn Bridge over Marys River on the Alsea Highway near Philomath, in Benton County. J. F. Johnston, Sherwood, submitted the low bid for this work at $47,555. The second low bid was submitted by VaDare Construction Company, Portland, at $52,430. Four higher bids were received. The Commission has awarded the contract to the low bidder, J. F. Johnston.

"Delmar Overcrossing of the Southern Pacific Company railroad tracks near Coquille on the Oregon Coast Highway in Coos County. Tom Lillebo, Reedsport, submitted the low bid for this job at $18[illegible],480. One additional bid was received, being that of Carl M. Halvorson, Portland, at $185,852. The bids have been referred to the Engineer with authority to award the contract to the low bidder when approval has been obtained from the Public Roads Administration.

"Enegren Ferry Section of the Coos River Secondary Highway in Coos County. Groesbeck & Hickson, Eugene, submitted the low bid for this job at $32,568.50. The second low bid was submitted by Coos Bay Dredging Company, Coos Bay, at $37,972.50. Two higher bids were received. The Commission has awarded the contract to the low bidder, Groesbeck and Hickson.

"North Bend-Coos Bay Roadside Improvement Project on the Oregon Coast Highway in Coos County. Knight Pearcy, Salem, submitted the only bid for this project at $17,140.45. The Commission has awarded the contract to Mr. Pearcy.

"Bridge over Smith River on a county road near Reedsport in Douglas County. Tom Lillebo, Reedsport, submitted the low bid for this work at $178,470. Guy F. Atkinson Company, Portland, submitted the next low and only other bid at $[illegible]65,550. This project was advertised in behalf of the Douglas County Court to whom the bids are being referred for disposition.

"Arlington Rock Production Project on the Columbia River and John Day Highways in Gilliam and Morrow Counties. Rogers Construction Company, Portland, submitted the low bid for this work at $30,55[illegible]. P. B. Doherty and Son, Portland, submitted the second low bid at $31,200. Three higher bids were received. The Commission has awarded the contract to the low bidder, Rogers Construction Company.

"Burns Rock Production Project on three highways in Harney County. A. H. Saxton and Sons, Corvallis, submitted the only bid for this job at $36,850. The Commission has rejected this bid as being too high.

"Construction of two bridges over Long Tom River on the Siuslaw Highway in Lane County. Erick Enquist, Troutdale, submitted the low bid for this work at $49,135. The second low bid was submitted by VaDare Construction Company, Portland, at $51,585. Six higher bids were received. The Commission has awarded the contract to the low bidder, Erick Enquist.

"Oakridge Grading and Oil Mat Surfacing Project on Commercial Street in the City of Oakridge, in Lane County. E. C. Hall Company, Portland, submitted the low bid for this project, using asphalt, at $10,461. The second low bid was submitted by Acme Construction Company, Eugene, at $12,122, using asphalt. Two higher bids were received. The Commission has awarded the contract to the low bidder, E. C. Hall Company.

"'D' River Bridge Section of the Oregon Coast Highway at Ocean Lake in Lincoln County. Harry I. Hamilton Company, Eugene, submitted the low bid for this job at $128,555.50, using asphalt. Valley Construction Company, Portland, submitted the second low bid at $130,890.50, using asphalt. Six higher bids were received. The Commission has rejected all bids as being too high.

"Jordan Valley Maintenance Building in Malheur County. Gilbert Roberts, Hood River, submitted the low bid for this building at $11,741, based on Alternate "A", frame construction. The second low bid was submitted by Howard Halvorson Company, Portland, at $16,600, based on Alternate "B", block construction. One higher bid was received. The Commission has awarded the contract to the low bidder on his bid for Alternate "A", frame construction.

"Juntura-Hope Rock Production Project on the Central Oregon Highway in Malheur County. N. A. Toole Construction Company, Ontario, submitted the low bid for this work at $40,500. The second low bid was submitted by Vernie Jarl, Gresham, at $43,230. One higher bid was received. The Commission has awarded the contract to the low bidder, N. A. Toole Construction Company.

"Storage building at Salem in Marion County. Wayne Barham, Salem, submitted the low bid for this work, based on Alternate "B", frame construction, at $26,745. Erwin Batterman, Salem, submitted the next low bid, based on Alternate "A", at $27,575. Two higher bids were received. The Commission considers block construction the better type and accordingly has awarded the contract to Erwin Batterman, the low bidder for that type of building.

"Troutdale-Dodson Section of the Columbia River Highway in Multnomah County, grading and bituminous macadam construction. Rogers Construction Company, Portland, submitted the low bid at $462,697, using tar. The second low bid was submitted by the Newport Construction Company and Kern & Kibbe, Portland, at $465,089, using tar. Eight higher bids were received. The Commission has awarded the contract to the low bidder, Rogers Construction Company, on the basis of using tar.

"Roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County. Coast Construction Company, Portland, submitted the only bid received for this project at $18,993.70. The Commission has awarded the contract to the Coast Construction Company.

"Furnishing ferry service across the Willamette River at Wilsonville in Clackamas County. J. F. LaRouche, Portland, submitted the low bid for this service at $2,399 per month. Theodore E. Bruck, Wilsonville, submitted the only other bid at $3,890 per month. The Commission has awarded the contract to the low bidder, J. F LaRouche."

The following persons representing the Oregon Trail Association were present and presented a suggested program for additional improvements to this highway: Charles Reynolds, President, La Grande; Frank L. Calise, Secretary, Vale Chamber of Commerce; John L. Caldwell, Jr., Malheur County Commissioner; Harold F. Logue, Secretary, Ontario Chamber of Commerce; Phil Fortnier, President, Baker Chamber of Commerce; Waldo Arnes, Hood River County Commissioner and Chairman of the Mid-Columbia Chamber of Commerce Highway Committee; Ed Steele, Secretary, Hood River Chamber of Commerce; Judge W. R. Webber, Wasco County; and Mr. Amoth, Cascade Locks Chamber of Commerce. Mr. Reynolds headed the group. He presented a blue printed list of projects on the Old Oregon Trail, as follows, for consideration by the Commission in forming its next construction program:

(1) Reconstruct on new alignment between Ontario and Baker County line,
(2) Widen Durkee Undercrossing and flatten approaching curves thereto,
(3) Reconstruct Oxman (formerly Unity) Overcrossing to widen it and eliminate sharp approach curves,
(4) Improve highway between North Powder and Union, either by reconstructing the present route or rerouting it through Ladd Canyon,
(5) Revise the section between La Grande and Pendleton to eliminate hazards,
(6) Widen and straighten the section between Boardman and Arlington,
(7) Reconstruct the section between Quinnton and the John Day River,
(8) Reconstruct the Columbia Gorge Section between The Dalles and Dodson.

Mr. Reynolds advised that these projects are the recommendation of the Oregon Trail Association, which urges the Commission to give them every consideration in the formulation of its program. Others speaking in behalf of these improvements were Mr. Caldwell, who advised that the Malheur County Court is in accord with the Association's plans; Mr. Fortnier, who referred to the recommendations made to the Highway Legislative Interim Committee; Mr. Arnes, who presented for the Commission's consideration a memorandum submitted by the Mid-Columbia Chamber of Commerce and the County Courts of the Counties of Gilliam, Hood River, Sherman, Wasco and Wheeler to the Legislative Interim Committee at its meeting in The Dalles on March 2[illegible], 1948; Mr. Steele,

15307

who advised that the U. S. Army Engineers have funds on hand and will start work on improvement of the Port of Hood River as soon as the Hood River Port Commission can satisfy their demands, which involve the location and construction of the Columbia River Highway on new alignment through Hood River, and who urged the Commission to formally adopt the proposed highway location through this town. In concluding the presentation, Mr. Reynolds urged a faster program of construction of the new Columbia Gorge Highway between Portland and The Dalles to the end that work can be completed within five years. He advised that the Oregon Trail Association has gone on record in favor of an increase in gas tax and motor vehicle license fees in order to provide additional funds to finance the work. Speaking in behalf of the Highway Commission, Chairman Banfield advised that the Commission has not yet adopted a program of construction for the next two years but is now working on it and will give serious consideration to the projects mentioned at this meeting, although it did not appear at all possible that the Commission can include all of them.

A delegation from Malheur County composed of John L. Caldwell, Jr., County Commissioner; Frank L. Calise, City Recorder, Vale; and Harold F. Logue, Secretary, Ontario Chamber of Commerce, appeared before the Commission as representatives of the Malheur County Highway and Industrial Development Association and urged improvements to the following state highway sections: Adrian-Nyssa Section of State Secondary Highway No. 450; Nyssa-Ontario and Ontario-Payette Junction Sections of the Old Oregon Trail; and Cairo-Vale Section of the Central Oregon Highway. Mr. Caldwell headed the group. He presented a brief in support of their oral requests and urged the improvements in the Commission's next construction program. Chairman Banfield pointed out that the State Highway Commission has only a limited amount of funds at its disposal and that it is necessary to distribute these funds in an equitable manner throughout the state so that each district gets a fair share. He also pointed out that two bridges across the Snake River, at Weiser and at Payette, are in very bad condition and in need of replacement which, if done, will take a large part of the money that is allocated to this district; moreover, the Commission has in mind additional improvements to the Old Oregon Trail. The Commission, he said, does not have the money to finance all of this work and the new work that is now being requested. This concluded the conference.

Kenneth Munkres, Chairman of the City Planning Commission, Redmond; Gayle Bartell and John Berning, members of the Planning Commission, appeared before the Commission regarding the status of the proposed one-way street plan for The Dalles-California Highway in Redmond. Mr. Munkres, who acted as spokesman, stated that they wanted to know what has transpired since their last appearance before the Commission and what they can expect in the future, so they can plan accordingly. They were informed that the Engineer has submitted a report on the subject, but the Commission has not had time to discuss it so is not in position to make a statement at this time although it hopes to be able to do so within the next two or three months.

Messrs. Warren Roeder and B. D. Bolt, President and Secretary, respectively, of the Little Walla Walla River Irrigation Union, Freewater, Ore., were present and requested assistance in their efforts to stop the flooding of

their properties and highways in the vicinity of Milton-Freewater by waste waters from the Peacock Milling Company operations at Milton. Mr. Roeder presented a petition signed by 116 residents of this area protesting the action of the Peacock Milling Company in permitting water used for milling purposes to flood the area north of its mill, particularly when the temperature is low. He gave as their feeling that the Highway Commission is concerned because of the condition created on the highway, and inquired if the Highway Department could take action to remedy this situation. The Commission referred the matter to the Engineer and Counsel for investigation and report from the engineering and legal standpoints.

Mr. Fred A. Kruse, Coos County Commissioner, and Mr. Floyd A. Robb, Coos County Engineer, appeared before the Commission regarding the following highway projects:

(1) Repair section of the old highway between Coos Bay and Coquille that has been damaged by the contractor's operations while constructing the new section. Mr. Kruse stated that when the county court executed an agreement with the Commission with respect to the abandonment of the old road it did so with the understanding that the old road would be turned back to the county in a condition as good as it was before the contractor damaged it. The Engineer was instructed to make necessary repairs.

(2) Proposed road on the north bank of the Coos River between Enegren Ferry and Graveyard Point. Mr. Kruse stated that the land owners who donated the right of way for this road have demanded that the improvement start within a reasonable time; otherwise, they will cancel their right of way offer. In absence of an answer in the near future, he stated, the county court will be obliged to release the land owners. The matter was referred to the Engineer and Chief Council to investigate.

(3) Construction of a bridge over Coquille River at Bullards. In this connection Mr. Kruse presented a letter in which the Commission's Secretary was quoted to the effect that the Commission had tentatively approved construction of the bridge on a cooperative basis with the county. The letter was read aloud by the Secretary. Chairman Banfield advised that since that letter was written the Commission has found it necessary to withdraw its offer to the county and that the reasons therefor were explained fully to County Judge L. D. Felsheim at the previous meeting of the Highway Commission. It is the feeling of the Commission, he said, that were funds available they should be spent to build a bridge to replace Enegren Ferry which is on a state highway, rather than to construct one on the county road at Bullards. There followed a general discussion, but the Commission made no change in its previous decision.

The Engineer reported that the City of Portland would like to continue indefinitely the arrangement for use of the area between Harbor Drive and Front Avenue for car-parking purposes, it being the opinion of the members of the City Council that its use for such purpose is much more valuable than were the property landscaped. He pointed out that the agreement with the Public Roads Administration with respect to construction of the Harbor Drive improvement, provides for landscaping the area and according to Mr. T. M. Davis, District Engineer, the attitude of the Public Roads Administration has not changed with respect thereto, although he is willing to recommend that the temporary arrangement for the parking area be extended for one year. The Engineer also pointed out that the area north of the Burnside Street Bridge will be needed by the state's contractor during construction of the highway facilities at the west end of the Steel Bridge, but the area south of the Burnside Bridge will not be needed for such purpose. He suggested that it might be satisfactory to allow parking on the area north of the Burnside Bridge until the contract for the Steel Bridge approaches has been awarded and to allow such use of the area between Burnside Bridge and Morrison Bridge for one year This matter was discussed briefly by the Commission, but no action was taken thereon.

The Commission discussed the appointment of someone to fill the vacancy created by the resignation, because of illness, of Mr. Robert Ruhl from the Advisory Committee of the Travel and Information Department. In the discussion of this matter the Commission recalled that the Advisory Committee in its annual report to the Commission recommends the appointment of Mr. Herb Grey, of Medford, who is a business associate of Mr. Ruhl. The Commission unanimously approved such appointment and instructed the Secretary to convey the information to Mr. Grey and secure his reaction thereto.

The Commission had under discussion matters pertaining to construction of a State Highway Department Office Building in Salem, particularly the selection of architects to design the structure. The applications of a number of qualified architects were presented for the Commission's consideration. It was the considered opinion of the members of the Commission that all of the architects who have sought this appointment are competent and are qualified to perform the service required, but it might be to the state's advantage to select the firm of Whitehouse, Church, Newberry and Rohr, because of their past experience in the design and supervision of buildings heretofore constructed in the State Capitol Group, and their knowledge of the detail requirements to provide a building that will harmonize with the other buildings in that group. Accordingly, the Engineer and the Chief Counsel were authorized to consult with this firm of architects and report back to the Commission information which will serve as a basis for a written agreement covering their appointment.

The Chief Counsel brought up for discussion the bid received by the Commission on July 30, 1948, in Salem, from the American Hardware and Supply Company, Portland, for the purchase of some used steel and other scrap metals which the Commission offered for sale at that time. He advised that the Commission accepted the bid of this company, which was required by the terms and conditions of the specifications, to remove all of the materials made available to it; however, it appears that the company removed only the best

of the material and now refuses to take the balance. He requested instructions and suggested that the Commission might declare the company in default and the balance of its bid deposit forfeited.

The Chief Counsel also advised that bids were also received at the same time for the purchase of some worn-out equipment and that Mr. A. L. Fletcher, Eugene, was the high bidder for a 1935 Ford Sedan at $250. Mr. Fletcher, he said, was notified that his offer had been accepted, but for some reason he has not taken possession of the car and has neglected to respond to numerous inquiries concerning it. He suggested that the Commission might, in this case, also declare Mr. Fletcher in default and his $25 bid deposit forfeited. Following discussion the Commission unanimously approved and adopted the suggestions of the Chief Counsel with respect to both instances.

The Commission discussed a resolution from the County Court of Crook County, requesting that a 9.55-mile section of the Paulina Secondary State Highway No. 380, beginning at its junction with Crooked River Highway No. 14 and extending northeasterly to the junction of the Combs Flat County Road, be eliminated from the State Highway System, and that the Combs Flat County Road between Prineville and its junction with the Paulina Secondary State Highway be substituted therefor. It appeared to the Commission that the County Court, by adoption of this resolution, has fulfilled the state's requirements with respect to such substitution of highways, so it would be proper for the Commission to approve the change, which is in conformity with previous understanding with the county. Accordingly, the attached resolution with regard thereto, marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote.

In this connection the Commission discussed a written agreement with the Crook County Court covering improvement of the Combs Flat County Road as a newly designated state secondary highway, pursuant to oral understanding previously had with the County Court. This agreement provides, among other things, for reconditioning and reconstruction of the road to put it in condition to carry the traffic that will move over it and for an expenditure of $70,000 for this purpose, of which amount Crook County shall contribute $35,000 and the state the balance. The Commission unanimously approved and signed the agreement.

The Commission discussed a report from Whitfield, Stratford & Company, Certified Public Accountants, Portland, Oregon, relative to the pro-forma statements to be incorporated in the financial report which is submitted monthly to the Commission by the Chief Accountant. As the result of discussion the Commission unanimously approved the report subject to certain minor changes suggested by Commissioner Chandler and the Chief Accountant, and authorized and instructed the Chief Accountant to submit future financial reports in conformity therewith, subject to such minor changes. The Chief Accountant was also instructed to obtain from the Public Roads Administration, information to enable him to include in his monthly financial reports pro-forma statements concerning Forest Highway Projects which tie in with the overall highway pro-

gram. Chairman Banfield pointed out that the Commission is approving the report of Whitfield, Strafford & Company only insofar as it pertains to the forms of financial statements, and that the subject is not to be confused with the recommendation submitted by the accountants concerning the segregation of engineering functions from the accounting functions, which feature will be the subject of discussion and decision by the Commission at a later date.

The Commission discussed matters pertaining to its budget for the calendar year 1949. The Engineer presented a proposed budget covering expenditures for capital outlays, maintenance, operation, service and clearing accounts, debt service, and reserves, based on a net amount of $41,358,240 from all sources becoming available after deducting contributions to the State Police Department, to the cities and to the counties pursuant to the legal requirements. The Commission unanimously approved the budget in principle but deferred until later definite action on all items except those covering administration expense, general maintenance of primary and secondary highways, and continuing minor betterment projects. The Commission authorized expenditures for these three items as become necessary, but ordered that no other expense be incurred without the Commission's specific approval.

The Commission considered and signed the following agreements, etc.:

Bargain and sale deed conveying unto Jackson County 4.55 acres of land along the Tolo Access Road.

Agreement with Consolidated Timber Company granting a second extension of time to allow removal of timber from land deeded to the state by the company in Tillamook County.

Agreement with Morrison-Knudsen Company covering an exchange of properties in Umatilla County.

Leases with the U.S. Coast Guard covering lease of three parcels of state land on the Upper Columbia River Highway for use as navigation aid sites.

Agreement with Depoe Bay Lighting District covering installation of a highway lighting project on state property along the Oregon Coast Highway, in Depoe Bay, Lincoln County.

Agreement with the City of Gold Beach covering certain street improvements in Gold Beach, Curry County.

Deed conveying unto Pope & Talbot, Inc., state property near Oakridge, in Lane County.

Agreement with Southern Pacific Company covering traffic signal installation on the Silver Creek Falls Secondary Highway at the east city limits of Salem, Marion County.

Joint letter with the Public Roads Administration and the Forest Service covering surfacing and bituminous construction on the John Day and John Day-Burns Forest Highway Projects.

Agreement with Crook County covering disposal of old right of way on the Prineville-Marks Creek Section of the Ochoco Highway.

Easement granting U.S. Forest Service right to develop Forest Service road across state property adjacent to the Pendleton-John Day Highway, in Umatilla County.

Agreement with the O.W. R. & N. Co. and Union Pacific Co. covering use of an electric power transmission line by the state across railroad property on the Columbia River Highway for lighting Tooth Rock Tunnel.

Agreement with Southern Pacific Company granting permission to the state to construct and maintain a public highway across three parcels of the company's right of way in the vicinity of Chrome, Coos County.

Agreement with O. W. R. & N. Co. and Union Pacific Co. covering easement for the Sun Dial Road grade separation project, Multnomah County.

Bargain and sale deed conveying unto Francis Greenhoot and Bessie M. Greenhoot certain property adjacent to the West Portland-Hubbard Highway, in Washington County.

Agreement with Crook County covering designation of the Combs Flat County Road as a state secondary highway and elimination of a section of the Paulina State Secondary Highway No. 380 from the Secondary Highway System.

Agreement with Wade F. Palmer, dba Golden Fir Lumber Co., covering lease of certain state properties in Government Lot 2, Section 26, T. 17 S., R. 4 W., W.M., Eugene, Lane County, to be used for lumber stockpile site.

Agreement with L. A. Smith providing for exclusive right of rent and furnish for hire pleasure boats within the limits of Sunset Bay State Park, Coos County.

Agreement with J. B. Moore and Susan M. Moore whereby the state foregoes condemnation of a gravel pit and haul road on Mr. Moore's property, on the Johns Ranch-Glendale Junction Section of the Pacific Highway, in Josephine County, and agrees to pay him $624.50, and whereby Mr. Moore releases the state from further liability in connection with the use of the pit and hauling road.

Agreement with G. G. Kerns, et ux. covering lease of a stockpile site on the Green Springs Highway near Klamath Falls, Klamath County.

Agreement with U. S. Army Engineers covering restoration of the Vancouver Avenue Bridge over the Columbia Slough, Portland, which was damaged during the Columbia River flood in June 1948.

Quitclaim deed conveying unto Philip Adams 40 square feet of the original Oregon Coast Highway right of way at Gold Beach, Curry County.

Project agreement with the P.R.A. covering the Adrian-Homedale Section of the Nyssa-Adrian Highway, Malheur County.

Project agreement with the P.R.A. covering the Eugene (High Street Walnut Street) Section of the Pacific Highway, Lane County.

The meeting adjourned at 5:00 p.m. to reconvene on the following day at 1:30 p.m. for discussion of matters pertaining to the highway construction program and the 1949 budget.

T H Banfield
Chairman

R H Baldock
State Highway Engineer

A W Schaupp
Commissioner

H B Glaisyer
Secretary

Ben R Chandler
Commissioner

Portland, Oregon
November 5, 1948

The meeting of the State Highway Commission reconvened at 1:30 p.m. in Room 715 (Imperial Room) of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
S. H. Boardman, State Park Superintendent
H. B. Glaisyer, Secretary

Commissioner A. W. Schaupp was excused from attending this session.

The Commission discussed a written report from the Engineer dated October 25, 1948, suggesting a program of projects for utilization of funds

available to the Commission for construction purposes during 1949 and 1950, totaling $23,500,000 and including $1,094,000 of state funds for major betterment projects and $19,656,000 of state and Federal funds for Federal Aid improvements. (See copy of Engineer's report in general files for details).

Among the projects discussed for the major betterment program were the following:

Portland Section of the Pacific Highway East, surfacing along streetcar tracks;
Nehalem-West Section of the Oregon Coast Highway, straightening and widening;
Sweet Home Section of the Santiam Highway, widening;
Deadwood Secondary Highway in Lane County, widening and surfacing;
Coos River Secondary Highway, widening;
Redmond Section of The Dalles-California Highway, one-way street plan;
Prineville-Southeast Section of the Paulina Secondary Highway, surfacing across Combs Flat;
Sprague River Road, surfacing and oiling the section to be graded by the Indian Service;
Joseph Section and Enterprise Section of the Wallowa Lake Highway, widening.

The Commission decided definitely not to approve the Deadwood Secondary Highway project in Lane County, estimated to cost $90,000, but deferred a decision with respect to the remaining projects, which are estimated to cost a total of $523,000, until Commissioner Schaupp is present.

Projects suggested by the Engineer for approval in the Primary, Secondary, and Urban Federal Aid Programs were next discussed by the Commission, in the order mentioned, but a decision with respect to them was deferred to allow Commissioner Schaupp an opportunity to express himself with respect to them, except that the Engineer was authorized to make location surveys as may be necessary in connection with each project, it being understood that the Commission is making no commitment whatsoever as to construction and that the projects contained in the First Postwar Construction Program are to be given preference over new projects. It was also understood that the authority to make surveys is to apply to all projects in the construction program, including the major betterment projects. The Engineer was instructed to furnish each member of the Commission a map showing the location of each major betterment project and a letter explaining the necessity for the suggested expenditure. He was also instructed to revise the list of projects contained in his suggested program by adding thereto a column giving the length of each project in miles.

Special consideration was given by the Commission to the allocation of primary Federal Aid Funds for the proposed revision of the Old Oregon Trail through Ladd Canyon, in Union County, the grading, surfacing,

and oiling of which is estimated to cost a total of $1,525,000. The Engineer suggested an expenditure of $950,000 of such amount during the first year's construction for grading and surfacing between North Powder and Ladd Canyon and an expenditure of $575,000 in the second year's program for grading and surfacing the Ladd Canyon Section. The Commission considered it advisable to confine the first year's work to grading only over the entire section, thus leaving the surfacing and oiling work for the second year's program. Accordingly, the Engineer was instructed to tentatively set up $950,000 for such grading work and to provide a substitute project for the $575,000 item thus eliminated.

In the discussion of the Federal Aid Secondary Highway Program, the Commission confirmed its former policy to require counties to acquire all right of way that is needed in connection with county road improvements. The Engineer was instructed to convey such information to all of the county courts and to defer making any survey for a county road improvement until assured by the county court that it will furnish right of way as may be required. It was understood that the Commission will not approve a county road improvement unless the county court will furnish the right of way.

The matter of allocating secondary and urban Federal Aid funds totaling $2,500,000 to finance a bridge across the Willamette River at Salem was given special attention by the Commission. The Commission decided to hold such funds in reserve until the Engineer's report on the subject has been submitted and members of the Commission have had an opportunity to study it. A question arose as to the availability of Federal funds for this work. The Engineer was instructed to secure from the Public Roads Administration information as to the class of Federal funds that may be applied to finance this structure.

The Commission instructed the Engineer to furnish each Commissioner a map showing in one color projects that were approved in the First Postwar Construction Program and in another color the projects discussed at this meeting for the Second Postwar Construction Program.

The Commission discussed briefly with the State Parks Superintendent matters pertaining to state parks, particularly the development of them. In this discussion it was brought out that the State Highway Department is being criticized and that there is a feeling among the general public that not a great deal is being accomplished with respect to developments in state parks, such as providing benches, tables, latrines, etc., that people mostly are interested in and demand. The Parks Superintendent was instructed hereafter to give such features more attention than has been given them in the past.

The State Parks Superintendent reported a request from the Fish and Wild Life Service of the Department of the Interior for permission to trap predatory animals in Silver Creek Falls State Park as is now being done in adjoining areas. It appears that the Fish and Wild Life Service considers it necessary to extend its operations to the state park in order to obtain its objectives. The Commission offered no objection to granting this privilege.

The Chief Counsel reported that the Shoreline Construction Company, contractors for the Hood River Junction-Odell Creek Section of the Odell Secondary Highway, in Hood River County, State Highway Contract No. 3018, has requested that it be declared in default in connection with this job, due to disagreement among themselves, and that their bondsman be requested to take over and complete the work. It appears that the surety will not assume such responsibility unless specifically notified to do so by the State Highway Commission. The Chief Counsel recommended that such action be taken. The Commission approved the recommendation and so ordered.

The meeting adjourned at 4:30 p.m.

T H Banfield
Chairman

State Highway Engineer

Ben R Hamblet
Commissioner

Secretary

November 5, 1948

EXHIBITS "A" THROUGH "O"

Minutes of November 3, 4, and 5, 1948

EXHIBIT "A"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (*)

14745- Riegelmann, Kermit and Illa M. Riegelmann
Right of way
Option expires
January 28, 1949

	$	$	
1 lot (50x133) (app)-6,750 sq.ft.	900.00		Berry
Allowance - house	4,452.00		
Allowance - garage	160.00		
Allowance - fruit trees, grape arbor	80.00	5,592.00	

14667- Toth, Steve and Elizabeth Toth
Right of way
Option expires
January 7, 1949

6,000 sq.ft. (50x120) at 25¢ sq.ft.	1,500.00		
Allowance- house	6,545.00		
Allowance- grape arbor, glassed hot-house	200.00		
Allowance- garage	360.00		
Allowance- nursery stock 50% retail stock- $1605.90	802.90	9,407.90	"

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

		$	$	
14648-	DeLano, Leonard H. and Emily DeLano Right of Way Option expires February 16, 1949			
	5,000 sq.ft. at 55¢ sq.ft.(plus)	2,748.00		
	Allowance- building, used as commercial photographic studio, office, plant, as well as residence (lot 50x100)	22,184.00	24,932.00	Mayhew
14708-	Adams, W. Claude and Myra L. Adams Right of Way Option expires February 2, 1949			
	26,136 sq.ft. at 40¢ sq.ft.	10,454.40		
	Allowance- house	2,467.02	12,921.42	"
14675-	Olsson, Estate Alfrieda C. Right of Way Option expires February 1, 1949			
	5,000 sq.ft.(50x100) at 24¢ sq.ft.	1,200.00		
	Allowance- garage	380.00		
	Allowance- house	5,040.00	6,620.00	Berry
14830-	Bell, Robert E. and Ruby P. Bell Right of Way Option expires February 2, 1949			
	7,200 sq.ft. (2 lots- odd shaped) at 14¢ sq. ft.	1,008.00		
	Allowance- house	5,148.00		
	Allowance- garage	160.00		
	Allowance- large chicken house and feed storage- old	25.00	6,341.00	"
14818-	Harvey, Eastin I., and Clifford I. Harvey and Margaret A. Harvey Right of Way Option expires February 2, 1949			

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.) (*)

14818- Harvey, Eastin I., and Clifford I. Harvey and Margaret A. Harvey (Cont.)

	$	$	
5,300 sq.ft. approx. (50x106) at 16¢ sq.ft.	850.00		
Allowance- house	5,840.00	6,690.00	Berry

14746- D'Orsay, Maurice B. and Cora D'Orsay
Right of way
Option expires
February 2, 1949

6100 sq.ft. at 14¢ sq.ft. (50x122)	854.00		
Allowance- house	7,010.00		
Allowance- garage	160.00		
Allowance- outside fireplace, hearth	100.00	8,124.00	"

14674- Cook, James E. and Mabel H. Cook
Right of Way
Option expires
December 14, 1948

5,000 sq.ft. (Lot 50x100) at 30¢	1,500.00		
Allowance- house	5,300.00	6,800.00	Mayhew

14677- Kelsey, Minnie M.
Right of Way
Option expires
December 21, 1948

5,000 sq.ft. (50x100) at 30¢	1,500.00		
Allowance- house	5,000.00	6,500.00	"

14813- Adams, Harold and Bertha E. Adams
Right of Way
Option expires
January 28, 1949

1 lot (50x87 app) 4,300 sq.ft.	825.00		
Allowance- 3-roomed house	675.00	1,500.00	Berry

14724- Campbell, Alexander and Alma Campbell
Right of Way
Option expires
January 19, 1949

(Cont.)

NOV 3 1948

15350

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

14724- Campbell, Alexander and Alma Campbell (Cont.)		$	$
	11 lots (25x90) (25,800 sq.ft.) at $300.00 each	3,300.00	
	Allowance- house	3,537.00	
	Allowance- 3 large chickenhouses, feed storage-garage or toolhouse	2,052.00	
	Allowance-fruit, nut trees, berries, grape arbor and vines	301.00	9,190.00 Berry
14730- Beckett, William James Right of Way Option expires February 3, 1949			
	5,000 sq.ft. (50x100) at 30¢ sq.ft.	1,500.00	
	4,700 sq.ft. (47x100) at 30¢ sq.ft.	1,410.00	
	Allowance- house	1,108.00	4,018.00 Mayhew
14661- Zubia, Omar A. and Marjory P. Zubia Right of way Option expires January 6, 1949			
	6,000 sq.ft. (50x120 lot)	1,500.00	
	Allowance- garage	320.00	
	Allowance- house	7,056.00	
	Allowance- fence- 200 ft. at 50¢ per foot	100.00	8,976.00 Berry
14673- Mattoon, Roy A. and Dorothy A. Mattoon Right of Way Option expires December 21, 1948			
	5,000 sq.ft. (lot 50x100) at 30¢	1,500.00	
	Allowance- garage	540.00	
	Allowance- house	6,460.00	8,500.00 Mayhew
14691- Sadler, Thomas L. and Velma D. Sadler Right of Way Option expires January 15, 1949			
	5,000 sq.ft. (50x100) at 33¢	1,660.00	
	Allowance- garage	432.00	
	Allowance- house	9,408.00	11,500.00 "

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

14676- Meyer, A.W. and Daisy F. Meyer
Right of Way
Option expires
January 14, 1949

	$	$	
5,000 sq.ft. (50x100) at 32¢	1,600.00		
Allowance- garage	640.00		
Allowance- house	8,064.00		
Allowance- fish pond and rockery	196.00	10,500.00	Mayhew

14809- Ibabao, Florencio T. and Betty A. Ibabao
Right of Way
Option expires
February 15, 1949

5,050 sq.ft. (50x101) at 16¢ sq.ft.	808.00		
Allowance- 6-room house	5,040.00		
Allowance- garage	160.00	6,008.00	Berry

14747- Martinsen, Gus and Wilhelmina Martinsen
Right of way
Option expires
February 15, 1949

5,550 sq.ft. (50x111) at 16¢ sq.ft.	888.00		
Allowance- house	7,638.00		
Allowance- garage	432.00	8,958.00	"

14684- Elliott, Gilbert F. and LaVerne H. Elliott
Right of Way
Option expires
December 15, 1948

6,000 sq.ft. (50x120)	1,400.00		
Allowance- house	7,680.00		
Allowance- garage	420.00	9,500.00	"

14685- Quigley, V.O. and Helen C. Quigley
Right of Way
Option expires
December 22, 1948

6,000 sq.ft. (lot 50x120)	1,500.00		
Allowance- house	8,500.00		
Allowance- garage	480.00	10,480.00	"

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.)(*)

14666-	Officer, Marguerite Right of way Option expires December 21, 1948			
		$	$	
	6,000 sq.ft. (lot 50x120)	1,500.00		
	Allowance- house	7,688.00		
	Allowance- garage	312.00	9,500.00	Berry
14731-	Haskins, Harold and Myrtle M. Haskins Right of Way Option expires January 21, 1949			
	5,300 sq.ft. (lot 53x100) at 30¢ sq.ft.	1,590.00		
	Allowance- house	7,210.00	8,800.00	Mayhew
14732-	Collins, Gertrude Deborah Right of Way Option expires January 21, 1949			
	5,000 sq.ft. (50x100) at 42¢ sq.ft.	2,083.20		
	Allowance- house	4,636.80	6,720.00	"
14881-	Green, Virginia E. Right of Way Option expires February 15, 1949			
	17,500 sq.ft. at 14¢ sq.ft. (2 lots 50x175)	2,450.00		
	Allowance- house	4,104.00		
	Allowance- garage	160.00		
	Allowance- fruit, nut trees, grape arbor	96.00	6,810.00	"
14848-	Howell, Faye E. Right of Way Option expires February 10, 1949			
	10,000 sq.ft. at 16¢ sq.ft (4 lots 25x100)	1,600.00		
	Allowance- house 5-room	1,950.00	3,550.00	Berry

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

14831- Domaschofsky, Robert and Helen Domaschofsky and Mark T. Rowley and Leona R. Rowley
Right of way
Option expires
February 15, 1949

	$	$	
5,000 sq.ft. (lot 50x100) 16¢ sq.ft.	800.00		
Allowance- house	5,734.00	6,534.00	Berry

14665- Wheeler, Claire P. and Mattie P. Wheeler
Right of Way
Option expires
December 21, 1948

6,000 sq.ft. (lot 50x100)	1,200.00		
Allowance- house	9,230.00		
Allowance- garage	320.00	10,750.00	"

14671- Sugarman, Milton M. and Mildred Sugarman
Right of Way
Option expires
December 21, 1948

6,500 sq.ft. (lot 50x126)	1,500.00		
Allowance- house	9,696.00		
Allowance- garage & living quarters	1,216.00		Berry
Allowance- grape arbor	50.00	12,462.00	Boone

14733- Guyer, Henry M. and Olive C. Guyer, and Myrl E. Deaton and Bertina K. Deaton
Right of Way
Option expires
January 21, 1949

5,000 sq.ft. at 4.38¢ less sq.ft.	2,170.00		
Allowance- garage (commercial)	3,870.00		
Allowance- house	2,980.00	9,020.00	Mayhew

14723- Kenoyer, F.D. and Jessie E. Kenoyer
Right of Way
Option expires
January 20, 1949

(Cont.)

NOV 3 1948

15354

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

14723-	Kenoyer, F.D. and Jessie E. Kenoyer (Cont)			
		$	$	
	5 lots (25x100) at $300 each (12,500 sq.ft.)	1,500.00		
	Allowance- house	2,880.00		
	Allowance- well built chickenhouse and feed storage	1,120.00		
	Allowance- fruit, nut trees, grape arbor, berry garden	485.00	5,985.00	Berry
14851-	Chase, Robert S. and Violet Chase Right of Way Option expires April 6, 1949			
	7,500 sq.ft. at $0.247 sq.ft.	1,852.00		
	Allowance- garage	324.00		
	Allowance- house	5,324.00	7,500.00	Mayhew
14707-	Hodder, Constance Right of Way Option expires April 15, 1949			
	6,098 sq.ft. at 86¢ sq.ft.	5,244.28		
	Allowance- graded, gravelled roadway to RR	54.72	5,299.00	"
14706-	French, Paul M. Right of Way Option expires April 15, 1949			
	(0.26 acre)- 11,325 sq.ft. at 86¢ sq.ft	9,739.50		
	Allowance- graded, gravelled road to RR	101.50	9,841.00	"
14656-	Barrie, David and Lavina Barrie Right of way Option expires April 19, 1949			
	Approx. 7,000 sq.ft. at 37¢ sq.ft.	2,590.00		
	Allowance- garage	960.00		
	Allowance- trellis	10.00		
	Allowance- house	12,216.00	15,776.00	"

(Cont)

NOV 3 1948

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

		$	$	
14735-	Deardorff, Avery C. and Charlotte Jane Deardorff Right of Way Option expires March 13, 1949			
	4,850 sq.ft. (lot 50x97) at 30¢ sq.ft.	1,455.00		Mayhew
	Allowance- damages- reducing area, taking back yard, garden, orchard, etc., bringing highway too close	295.00	1,750.00	
	Plus waiver of access			
14805-	Chalmers, Florence F. and Ida Francis Murray Right of Way Option expires April 10, 1949			
	5,650 sq.ft. at 16¢ sq.ft.	904.00	904.00	"
14652-	Wicklund, Minnie Right of Way Option expires April 13, 1949			
	5,000 sq.ft. at 36¢ sq.ft.	1,800.00		
	Allowance- house	7,196.00		
	Allowance- garage	504.00	9,500.00	"
14815-	Smith, Percy G. and heirs Elizabeth Smith, deceased Right of Way Option expires April 21, 1949			
	3,740 sq.ft. at $0.162 sq.ft.	607.00		
	Allowance- garage	540.00		
	Allowance- house	3,020.00	4,167.00	"
14827-	Kalk, Mary J. Right of Way Option expires April 15, 1949			
	5,000 sq.ft at 12¢ sq.ft. (lot 50x100)	600.00		
	Allowance- House	7,100.00	7,700.00	"

(Cont.)

NOV 3 1948

15356

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

14746- D'Orsay, Maurice B. and Core D'Orsay
Right of Way
Option expires
February 2, 1949

	$	$	
6,100 sq.ft. at 14¢ sq.ft.	854.00		
Allowance- House	7,510.00		
Allowance- garage	160.00		
Allowance- outside fireplace	100.00	8,624.00	Witt

14837- Platt, L.G. and Caroline Platt
Right of Way
Option expires
March 20, 1949

5,800 sq.ft. at 40¢ sq.ft.	2,320.00		
Allowance- house	6,096.00		
Allowance- garage	209.00	8,625.00	Mayhew

14820- Ogilvie, Walter W. and Louise R. Ogilvie and Everett R. Stoaks and Mildred D. Stoaks
Right of Way
Option expires
March 9, 1949

6,300 sq.ft. at $0.127 sq.ft.	800.00		
Allowance- house	5,748.00		
Allowance- garage	240.00		
Allowance- outside fireplace	75.00	6,863.00	"

14698- McKown, Hazel
Right of Way
Option expires
March 21, 1948

3,485 sq.ft. at 55¢ sq.ft.	1,900.00	
Allowance- old house, barn, sheds, fruit trees, garden, etc.	1,100.00	3,000.00

14841- Arndt, Max and Helen Arndt
Right of Way
Option expires
February 25, 1949

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

		$	$	
14841-	Arndt, Max and Helen Arndt (Cont.)			
	20,000 sq.ft. (4 lots 50x100) at .167¢ sq.ft. (appro)	3,342.00		
	Allowance- garage	720.00		
	Allowance- house	7,886.00	11,948.00	Mayhew
14811-	Taylor, Donald A. and Doris A. Taylor			
	Right of Way			
	Option expires			
	February 24, 1949			
	2,840 sq.ft. (33x86) at 19¢ sq.ft.			
	OR			
	3,003 sq.ft. (33x91) at 18¢ sq.ft.	546.15		
	Allowance- house	3,960.00	4,506.15	"
14688-	Hall, John H.			
	Right of Way			
	Option expires			
	March 1, 1949			
	5,000 sq.ft. (50x100) at 2.95¢ sq.ft. plus	1,479.00		
	Allowance- house	4,521.00	6,000.00	"
14816-	Wyatt, A. J. and Vera E. Wyatt			
	Right of Way			
	Option expires			
	January 27, 1949			
	3 lots (50x90)- 2 at $750.00 each, and 1 at $800.00	2,300.00		
	Allowance- house	6,800.00		
	Allowance- garage	1,323.00		
	Allowance- berries, fruit trees, outside fireplace, broiler, fish pond	459.00	10,882.00	Berry
14721-	Swarts, Carl A.			
	Right of Way			
	Option expires			
	March 23, 1949			
	56,192 sq.ft. at 7¢ sq.ft.	3,933.44		
	Allowance- trees, shrubbery	180.00		
	Allowance- house	3,533.56	7,647.00	Mayhew

(Cont.)

NOV 3 1948

15358

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS HIGHWAY (Cont.) (*)

14836-	Olsen, Annie M.			
	Right of Way			
	Option expires			
	March 21, 1949			
		$	$	
	2,850 sq.ft. at $0.40 sq.ft.	1,137.00		
	Allowance- house	5,478.00	6,615.00	Mayhew
14713-	Michelsen, Mrs. A.O.			
	Right of Way			
	Option expires			
	March 13, 1949			
	5,000 sq.ft. at $1.00 sq.ft.	5,000.00		
	Allowance- garage	618.00		
	Allowance- house	10,382.00	16,000.00	"
14737-	Kirchgraber, John and Catherine L. Kirchgraber			
	Right of Way			
	Option expires			
	February 3, 1949			
	4,850 sq.ft. at 22¢ sq.ft.	1,067.00		
	Allowance- garage	400.00		
	Allowance- damages	300.00		
	Allowance- tree and garden	233.00	2,000.00	"
	Restricted access			
14826-	Brickley, Henry E. and Martha A. Brickley			
	Right of Way			
	Option expires			
	May 7, 1949			
	5,000 sq.ft. (lot 50x100) 24¢ sq.ft.	1,200.00		
	House	5,546.00		
	Garage	430.00	7,176.00	"
14835-	Wright, T.R. and Emma Wright			
	Right of Way			
	Option expires			
	March 9, 1949			
	2,150 sq.ft. (lot 43x50) at 25¢ more	537.50		
	House	6,075.00	6,612.50	"

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

SULLIVANS GULCH SECTION, SULLIVANS GULCH HIGHWAY (Cont.) (*)

14695- Turner, Alfa and H.J. Turner
Right of Way
Option expires
March 6, 1949

	$	$	
4,850 sq.ft. (lot 50x97) at 30¢ sq.ft.	1,455.00		
Allowance-damages reducing area, taking back, garden	300.00		
Allowance- shrubs, trees, garden	70.00	1,825.00	Mayhew
Restricted access			

14736- Roberts, Jay K. and Evelyn A. Roberts
Right of Way
Option expires
February 3, 1949

4,850 sq.ft. (lot 50x97) at 22¢ sq.ft.	1,067.00		
Allowance- trees, garden, grape arbor, fish pond, improvements	233.00		
Allowance- damage- reducing area, taking back yard, highway too close house	300.00	1,600.00	"
Complete restriction of access			

14871- Summers, Donald D. and Jessie M. Summers
Right of Way
Option expires
April 17, 1949

12,300 sq.ft. at 8¢ sq.ft. plus	1,000.00		
Allowance- garage	756.00		
Allowance- rabbit house, play house	40.00		
Allowance- house	7,462.00	9,258.00	"

14850- Thorsen, Paul and Eva Thorsen
Right of Way
Option expires
March 17, 1949

5,000 sq.ft. at 20¢ sq.ft.	1,000.00		
Allowance- garage	288.00		
Allowance- house	3,792.00	5,080.00	"

NOV 3 1948

15360

EXHIBIT "A" (Cont.)

TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY

11954-	Eckelman, Chas. E. Right of Way Option expires March 30, 1949			
		$	$	
	1.84 acres at $1,200.00	2,208.00		
	Allowance- 82 rods fence at $2.50 per rod	205.00		
	Allowance- damages- reduction area	387.00	2,800.00	Parker
	State to reconstruct road approach			
11955-	Hanna, Ralph Right of Way Option expires April 20, 1949			
	1.80 acres at $1,500.00	2,700.00	2,700.00	Parker Norlin

ONEONTA-DODSON SECTION, COLUMBIA RIVER HIGHWAY

4869-C	Bucher, Joseph A. Borrow pit Option expires March 21, 1949			
	2-year easement on 1.94 acres	250.00	250.00	Parker

BRIDAL VEIL SECTION, COLUMBIA RIVER HIGHWAY

12134-A	Wood Specialities Company Right of Way Option expires April 7, 1949			
	0.32 acre at $300.00 plus	100.00	100.00	Parker Norlin

MILWAUKIE-OCHOCO STREET SECTION, PACIFIC HIGHWAY

13778-	Town of Milwaukie Right of Way Option expires April 13, 1949			
	0.12 acre	25.00	25.00	"

NOV 3 1948

EXHIBIT "A" (Cont.)

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

14432-A Lundeen, Victor and Mabel Lundeen
Borrow material
(CORRECTION)

Payment for release in lieu of deed covering 0.38 acre parcel of land and owners give State right of easement for 2 powers poles placed thereon $ 38.00 $ 38.00 McChesney
State to furnish and install pipe in existing ditch-

Previous report:

Owners refused to execute deed covering option which had been approved by the State

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (**)

14189- John D. Logan, Dorothy Logan Benson, Multnomah County
Right of way
Option expires
March 15, 1949

		McCallister Collins
0.11 acre at $150.00	16.50	
Waiver of access	8.50	25.00

14186-A Multnomah County
Right of Way
Option expires
March 15, 1949

0.97 acre	1.00	1.00 "
Waiver of access		

14186- Multnomah County
Right of Way
Option expires
March 15, 1949

2.076 acres at $480.00 plus	1,000.00	
1.44 acres at $150.00	216.00	1,216.00 "
Waiver of access		

14190- Marshall, C.L. and Edna V. Marshall
Right of Way
Option expires
April 10, 1949

(Cont)

NOV 3 1948

EXHIBIT "A" (Cont.)

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (Cont.) (**)

14190-	Marshall, C.L. and Edna V. Marshall (Cont.)	$	$	
	0.27 acre at $1,000.00	270.00		McCallister
	Waiver of access	30.00	300.00	Collins
14185-	Adams, Ruben R. and Goldie S. Adams			
	Right of Way			
	Option expires			
	April 14, 1949			
	1.56 acres at $2,440.00 less	3,800.00		
	Allowance- damages	700.00		
	Allowance- waiver of access	500.00	5,000.00	"
14183-	Menefee, L.B., Jr., and Mary E. Menefee			
	Right of Way			
	Option expires			
	April 25, 1949			
	5.57 acres at $700.00	3,899.00		
	0.91 acre at $500.00	455.00		
	Waiver of access	146.00	4,500.00	"
14184-	Menefee, L.B., Jr. and Mary E.			
	Right of Way			
	Option expires			
	April 26, 1949			
	0.20 acre, including waiver of access	00.00	00.00	"
13939-	Ross, Mary H. and Anna M. Algesheimer			
	Right of Way			
	Expiration date option February 15, 1949			
	1.0 acre- business center-	47,500.00	47,500.00	McCallister

SCAPPOOSE SECTION, COLUMBIA RIVER HIGHWAY

15107-	Northern Pacific Railway Company			
	Slope easement			
	slope easement over 1,950 sq.ft.	00.00	00.00	Skelton

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

13709- Robinson, Lloyd B. and Bernice L. Robinson
Right of Way
Option expires
March 20, 1949
(CORRECTION)

	$	$	
0.044 acre	00.00		
Allowance- damages- approach road crosses front yard	100.00		
Allowance- trimming walnut tree limbs	25.00		
Allowance- 12 rods yard fence $3 rod	36.00	161.00	McChesne

Previous report:
Damages and cutting limbs from walnut tree not included

13707- Thayer, H.W. and Elba H. Thayer
Right of Way
Option expires
March 22, 1949

0.041 acre at $200.00	8.20		
Allowance- damages	41.80		
Allowance- 150 feet new 1½ in. pipe and ditch to dig	100.00	150.00	"

State to construct approach to grantors' community road- near Sta 553, for two-way traffic, and not to exceed 10% grade.

10838- Columbia County
Right of Way
x

10.6 acres	1.00	1.00	"

State to give grantor permission to take and remove earth, sand, rock, gravel, etc.

14986- Archibald, Sylvia C.
Rock quarry and right of way
Option expires
November 21, 1948

20.0 acres at $100.00	2,000.00	2,000.00	"

NOV 3 1948

15862

EXHIBIT "A" (Cont.)

AMITY-HOPEWELL SECTION, BELLEVUE-HOPEWELL HIGHWAY

14033- Woodward, Lawrence G.
Right of Way
Option expires
April 28, 1948
(CORRECTION)

	$	$	
0.02 acre at $200.00	40.00		
0.02 acre at $75.00	15.00		
Allowance 72 rods new fence at $1.50 rd	108.00		
Allowance- 1 apple tree	15.00	178.00	
State to provide good approach road to highway, not to exceed 8% grade, and gravel same			Benfield
State to cut 1 oak tree on right of way and replace owner's mail box			

Previous report:

Apple tree not included - $15.00
8% grade- road approach- not provided
Cutting oak tree, replacing mail box not included

CARLTON-CHEHALEM SECTION, YAMHILL COUNTY ROAD

13480- Kuehne, Harry R. and Evelien Kuehne
Right of Way
Option expires
March 13, 1949

0.64 acre at $200.00	128.00		
Allowance- 57 rods fence at $2.50 per rod	142.50	270.50	Benson

TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY

14162- Hunter, Frank W. and Alice Hunter
Right of Way
Option expires
x
(CORRECTION)

	$	$	
1.52 acres at $1,000.00	1,520.00		
Allowance- 69 rods fence at $2.50 rod	172.50		
Waiver of access	200.00		
Allowance- damage- reduction area, shape of property	1,107.50		
Moving barn- allowance- low bid	1,275.00	4,275.00	"
State to provide road approaches			

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY (Cont.)

14162- Hunter, Frank W. and Alice Hunter (Cont.)

Previous report:

Allowance- moving barn- estimated $1,250.00

11807- South Prairie Creamery Company
Right of Way
Option expires
x
(CORRECTION)

	$	$	
0.22 acre at $1,000.00	220.00		
Waiver of access	100.00		
Compromise to settle	80.00		
Allowance-moving house- low bid	1,975.00	2,375.00	Benson

Previous report:

Allowance- moving house- estimated $1,750.00

11807-A South Prairie Creamery Company
Right of Way
Option expires
March 12, 1949

0.17 acre at $1,000.00	170.00		
Compromise to settle	30.00	200.00	"

TILLAMOOK-DONALDSON CREEK SECTION, WILSON RIVER HIGHWAY

14970- Wiseman, Henry F.
Right of Way
Option expires
March 22, 1949

3.67 acres at $1,000.00	3,670.00		
Allowance- 137 rods fence at $2.50 per rod	342.50		
Allowance- 1 gate	20.00		
Allowance- damages	450.00		
Allowance- rearranging barn yard, gravel barn yard road, move shed, and rearrange pumping plant	349.50	4,832.00	Benson

State to construct bridge 12 ft. wide-(estimated cost $6500)- for private use only, and permit farming operations to be carried on without interruption
Waiver of access

(Cont.)

NOV 3 1948

15386

EXHIBIT "A" (Cont.)

TILLAMOOK-DONALDSON CREEK SECTION, WILSON RIVER HIGHWAY (Cont.)

14968- Weller, Harry A.
Right of Way
Option expires
May 25, 1949

	$	$	
1.0 acres at $1,500.00	1,500.00		
2.07 acres at $1,000.00	2,070.00		
Allowance- 55 rods fence at $2.50 rod	137.50		
Allowance- damages- cutting off access points to property	2,432.50	6,140.00	Benson
Waiver of access			

FISHERS POINT-WHEELER SECTION, OREGON COAST HIGHWAY

10344- Bourke, R. L.
Right of Way
Have deeds

Portion of Lots 4, 5, 6, and 1, in Section 3 and in Section 4, Township 2 North, Range 10 West, W.M., in Tillamook County- even width of right of way, southerly side	00.00	00.00	"

DEVILS LAKE OUTLET SECTION, OREGON COAST HIGHWAY

14368- Baumer, Peter J. and Ina L. Baumer
Right of Way
Option expires
January 4, 1949
(CORRECTION)

0.026 acre	00.00		
Allowance- moving buildings-	8,348.75		
Allowance- loss of business,- 30 days at $35.00 per day	1,050.00	9,398.75	Gardiner

Low bidder defaulted, and the owner will do the work at price -

NOV 3 1948

EXHIBIT "A" (Cont.)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

14976- Wheeler, Allen P. and Effie G. Wheeler
Right of Way
Option expires
February 28, 1949

	$	$	
0.66 acre at $200.00	132.00		
Allowance- 32,200 bf timber at $8M	257.60		389.60 Norlin
State to construct and gravel approach to cemetery road			

TILLER-DREW SECTION, TILLER-TRAIL HIGHWAY

13749- Hall, Eva May
Right of Way
Option expires
March 16, 1949

1.25 acres at $100.00	125.00		
1.62 acres at $25.00 (timber)	40.50		
Allowance- 10 trees at $25.90 each	259.00		424.50 Boone

13754- Bassett, George O. and Kathleen C. Bassett
Right of Way
Option expires
March 27, 1949

2.0 acres at $55.00	110.00		
Allowance- 56 rods fence at $1.50 rod to move	84.00		194.00 "

DRY CREEK-DETROIT SECTION, NORTH SANTIAM HIGHWAY

12548- Hoover, Theron C. and Velma H. Hoover, Gates Cochran and R. N. Hoover
Right of Way
x
(CORRECTION)

2.73 acres at $50.00	136.50		
Waiver of access	63.50		200.00 Neuner
State to construct or reconstruct approaches			
Private access on north side			
Logging and sawmill access on north side			
M and M Woodworking Co. lease access on south side			

Condemnation authorized payment of $150.00

NOV 3 1948

15368

EXHIBIT "A" (Cont.)

COTTAGE GROVE SECTION, PACIFIC HIGHWAY

14997- Lane County Right of way easement Easement expires October 13, 1949			
	0.10 acre- for easement	$ 1.00	$ 1.00 Boone
14997- Lane County Right of way Option expires April 13, 1949			
	0.10 acre	1.00	1.00 "
14998- Decker, Edward L. and Lila I. Decker Easement Expires October 13, 1949			
	580 sq.ft.- easement	1.00	1.00 "

TIDEWATER SECTION, ALSEA HIGHWAY

14993- Crawford, J.L. and Emma B. Crawford . Right of Way for slide Option expires March 15, 1949			
	0.09 acre at $500.00	45.00	
	Allowance- 18 rods fence at $2.00 rod	36.00	
	Allowance- skirt siding replaced below floor chickenhouse	20.00	
	Allowance- 100 feet boardwalk to remove and replace	25.00	
	Removal of chickenhouse from right of way by Housemover, Baumback	150.00	276.00 McChesney

CAMAS VALLEY SECTION, COOS BAY-ROSEBURG HIGHWAY

14973- Nichols, J. Harold and Viola M. Nichols, and Cyril H. Nichols and Jean Nichols, and Lilly Davlin
Right of way, gravel bar, easement
Option expires
March 7, 1949

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

CAMAS VALLEY SECTION, COOS BAY-ROSEBURG HIGHWAY (Cont.)

14973- Nichols, Jr Harold and Violas M. Nichols, and Cyril H. Nichols and Jean Nichols, and Lilly Davlin (Cont.)

	$	$	
1.23 acres at $400.00	492.00		
1.28 acres at $200.00	256.00		
1.0 acre at $450.00	450.00		
0.53 acre- hauling road easement	54.00		
Allowance- 29 prune trees- $15.00 ea	435.00	1,687.00	Haskin
Waiver of access			
State to move fence			

4607- Nichols, Ada D.
Stock pile
Lease expires
May 1, 1949

Extension 1 year lease on 1.0 acre at $10.00 year	10.00	10.00	McChesney

14972- Burks, Fred and Lena Burks
Right of Way
Option expires
March 13, 1949

0.26 acre at $1,000.00	260.00	260.00	"
Waiver of access			

14992- Fullerton, C.L. and Olga P. Fullerton
Right of Way
Option expires
March 13, 1949

0.26 acre at $800.00	208.00		
Allowance- 28 rods fence at $2.50 rod	70.00	278.00	"
Private access- Sta. 1456+03			

14974- Johnston, W. V. and Gaynell Johnston
Right of Way
Option expires
April 7, 1949

3.60 acres at $100.00	360.00	360.00	Haskin
State to move 40 rods fence			
Plus access-, north and south sides			

NOV 3 1948

15370

EXHIBIT "A" (Cont.)

COOS BAY SECTION, OREGON COAST HIGHWAY

12624- Montgomery, Estate Robert R.
Right of Way
Option expires
November 10, 1948

	$	$	
6,000 sq.ft. at 75¢ sq.ft. (all) OR	4,500.00		
2,140 sq.ft. at 75¢ sq.ft. (portion)	1,605.00	-	Mayhew

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY

14787- Nickell, Walter Edgar and Laura M. Nickell
Right of Way
Option expires
February 3, 1949

9.47 acres at $65.00	615.55		
Allowance- garden	75.00		
Allowance- gravel surfacing driveway	40.00		
Allowance- access and general damage	25.00	755.55	Reeder
State to reconstruct 3 approach roads			

14927- Martin, Roy D. and Elaine F. Martin
Right of Way
Option expires
February 26, 1949

0.36 acre at $1,000.00	360.00		
Allowance- garage	2,016.00		
Allowance buildings including service station	9,624.00	12,000.00	"

11696- Johannesen, Lloyal C. and Maxine Johannesen
Right of Way
Option expires
February 10, 1949

5,000 sq.ft. at 10¢ sq.ft.	500.00		
Allowance- trees-	120.00		
Allowance- damages	55.00	675.00	"
x - complete restriction -			

NOV 3 1948

EXHIBIT "A" (Cont.)

DELMAR-CHROME PLANT SECTION, OREGON COAST HIGHWAY

14141- Yoakum, Edwin D. and Olive K. Yoakum
Right of Way
Option expires
x
(CORRECTION)

	$	$
5.20 acres at $250.00	1,300.00	
Allowance- 139 plus rods wire fence at $4 rod (mesh)	558.00	
Allowance- 50 fruit trees at $10 each	500.00	
Allowance - damage 5.0 acres at $100 ac	500.00	
Moving house, garage, low bid	4,200.00	7,058.00 Reeder

Previous report:

Moving house, garage, estimated $3,500.00 -

14135- Smith, Robert E. and Blanche V. Smith
Right of Way
Option expires
March 22, 1949
(CORRECTION)

46 rods fence at $3.00 rod	138.00	
Allowance- lights, fixtures, switch box, etc., poles, labor	200.00	
Allowance- damages- loss use 1.62 acres	162.00	500.00 "

Previous report:

Above items not included-

14097-A Miller, Arnold H. and Rose J. Miller

3.1 acres at $291.00 (apprx)	902.00	
Allowance- House	11,698.00	12,600.00 "

14141-A Yoakum, Edwin D. and Olive K. Yoakum
Right of Way
Option expires
April 19, 1949

0.038 acre at $250.00	10.00	
Allowance- 9 rods fence at $2.00 rod	18.00	28.00 "

NOV 3 1948

15372

EXHIBIT "A" (Cont.)

GOLD BEACH SECTION, OREGON COAST HIGHWAY

14990- Tinley, Joyce and Marion J. Flynn
Easement
expiration date
December 31, 1949

	$	$	
Temporary haul road easement with owner	50.00	50.00	Landon

14990- Turner, J.H. and J.T Flynn
Easement
expiration date
x

Temporary haul road	50.00	50.00	"

PISTOL RIVER-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY

15001- Crook, Harvey D.
Stock Pile Site and
hauling road
x

1.0 acre (stock pile) 0.23 acre (hauling road) State to convey stock pile site at M.P. 366.6 to grantor	100.00	100.00	Lytle

THE DALLES-DESCHUTES RIVER SECTION, COLUMBIA RIVER HIGHWAY

4506- Seufert Brothers Company
Lease- stock pile
Expires April 1, 1950

2-year extension of lease	20.00	20.00	Cozad

CRESCENT-CHEMULT SECTION, THE DALLES-CALIFORNIA HIGHWAY

14913- Gilchrist Timber Co.
Right of Way
Option expires
February 28, 1949

3.10 acres State to remove logs from highway right of way	00.00	00.00	Cozad

NOV 3 1948

EXHIBIT "A" (Cont.)

KENO SECTION, ASHLAND-KLAMATH FALLS HIGHWAY

6051- Kerns, G.G. and Della Kerns
Stock pile
x

5-year lease on 1.0 acre of land at $30.00 per year	$ 150.00	$ 150.00	Collins

JOSEPH-MONUMENT SECTION, JOSEPH-MALLOWA LAKE HIGHWAY

14419- Marr, Eugene M., Mildred J. Marr and Odell Marr
Right of Way
Option expires
September 30, 1948
(CORRECTION)

0.89 acre at $200.00	178.00		
34 rods fence at $2.00 rod	68.00	246.00	Benfield

Previous report:

Original option covered 0.78 acre-
(0.11 acre additional)

GERKING SCHOOL-HOLDMAN JUNCTION SECTION, ATHENA-HOLDMAN HIGHWAY

13435- Leisinger, R. H. et al
Right of Way
Option expires
x
(CORRECTION)

0.62 acre at $100.00	62.00		
Allowance- 160 rods fence at $1 rod	160.00	222.00	Neuner

Previous report:

Fencing not included

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY

13834-A Bond, Martha H.
Right of Way
Option expires
May 29, 1949

(Cont.)

NOV 3 1948

EXHIBIT "A" (Cont.)

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY (Cont.)

13834-A Bond, Martha H. (Cont.)

	$	$
0.48 acre at $100.00	48.00	
Allowance- 80 rods fence at $1.50 rod	120.00	168.00

Benfield

FOOTNOTE:

* Sullivan Gulch Section, Sullivan Gulch Highway, Items 14745 through 14850 - See Page 15291 in the minutes for discussion of this item.

** Vista Avenue-Multnomah County line Section, Sunset Highway, Items 14189 through 13939 See Page 15291 in the minutes for discussion of this item.

EXHIBIT "B"

Minutes of November 3, 4, and 5, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stockpile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of roadbuilding materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Wilson River Highway (State Highway No. 37) is a highway under the jurisdiction and control of the State, and said highway is, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of the Wilson River Highway extending from Tillamook to Donaldson Creek, and for the purpose of constructing a highway over said relocated line it is necessary that real properties be acquired for right of way and other purposes; and

WHEREAS, pursuant to the provisions of Section 100-115, O. C. L. A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor; and

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

(Cont.)

NOV 3 1948

15376

EXHIBIT "B" (Cont.)

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all right of access from abutting property to the highway; and

WHEREAS, the Wilson River Highway, as one of the major highways of the State, carries a large volume of traffic, and it therefore is the judgment and opinion of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare that the property described in this resolution is needed and required for use in connection with the construction and maintenance of the section of the Wilson River Highway known and designated as the Tillamook-Donaldson Creek Section.

2. That the following described property is necessary for right of way purposes in connection with said highway, and it is reputedly owned by O. W. Kinnaman and Elsie Kinnaman, husband and wife:

A parcel of land lying in Lot 7 of Section 30, Township 1 South, Range 9 West, W. M., Tillamook County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to O. W. Kinnaman, recorded in Book 76, Page 389 of Tillamook County Record of Deeds; the said parcel being described as follows:

Beginning on the east line of said property at a point on the 1948 relocated center line of the Wilson River Highway, which point is Engneer's Station 40+12.57; said point also being 1379.8 feet south and 9.2 feet west of the northwest corner of the Charles H. Haynes Donation Land Claim; thence South 0° 56' West along the east line of said property a distance of 70.24 feet to a line which is 70 feet southerly from the said highway center line; thence parallel to said center line on a 5799.58 foot radius curve right (the long chord of which curve bears South 86° 05' West) a distance of 183.60 feet and along the arc of a spiral curve right (the long chord of which bears South 87° 08' West) a distance of 26.96 feet to the west line of said property; thence North 0° 24' West along said west line a distance of 158.66 feet to an iron pipe at the northwest corner; thence South 89° 51' East along the north line of said property a distance of 213.47 feet to an iron pipe at the northeast corner; thence South 0° 56' West along the east line a distance of 73.84 feet to the point of beginning.

The parcel of land to which this description applies contains 0.74 acre.

(Cont.)

NOV 3 1948

EXHIBIT "B" (Cont.)

3. That said section of said highway has been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury or damage.

4. The Commission does hereby further find and declare that, in addition to the acquisition of the real property described in this resolution, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the parcel of real property described in this resolution and the highway which is to be constructed thereover.

5. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real property, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

6. That J. M Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcel of land, all rights of access thereto, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcel of real property and all rights of access thereto.

7. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

8. This resolution shall be entered in full in the minutes and records of this Commission as of the third day of November, 1948.

NOV 3 1948

15979

EXHIBIT "C"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, the Commission heretofore adopted as a route along which to construct an access controlled highway the route or location commonly and generally known as the Sullivan Gulch route; and

WHEREAS, said route has been definitely surveyed by the Engineer and descriptions of all necessary rights of way prepared and delivered to Chief Counsel for the purpose of procuring options covering real properties needed in connection with the construction of said proposed highway; and

WHEREAS, throughout the consideration of the said proposed route, the acquisition of right of way therefor, and the construction of a highway thereover, the Chairman of the Commission has insisted that only Highway funds allocated to Highway District No. 1 be used for the acquisition of necessary real properties; and

WHEREAS, information presented to the Commission discloses and establishes as a fact that Highway funds allocated to District No. 1 available for expenditure in said District during the years 1948-49-50 amount to a total of $5,628,250; and

WHEREAS, other information made available to the Highway Commission discloses that the estimated cost of real properties necessary for rights of way for said project amount to a sum of $3,000,000; and

WHEREAS, it is the opinion and judgement of the Commission that of the funds allocated to Highway District No. 1 the sum of $1,000,000 should be set aside at this time and made available at once for the purchase of real properties which may be acquired with the approval of the Commission during the year 1948 and the year 1949.

NOW THEREFORE, be it and it hereby is resolved by the Commission, all members being present and voting affirmatively as follows:

1. That there shall be and hereby is set aside and allocated at this time for the purchase of real properties needed in connection with the construction of the so-called Sullivan Gulch Highway, the sum of $1,000,000, which said sum of $1,000,000 shall be charged against Highway funds or revenues allocated to and available for highway purposes in Highway District No. 1.

2. That Chief Counsel, as head of the Right of Way Department, is hereby authorized to procure options on properties needed for use in connection with the construction of said highway and bring said options to the Commission for approval.

(Cont.)

NOV 3 1948

EXHIBIT "C" (Cont.)

3. That the properties first purchased shall be real properties on which there are no improvements, but Counsel is authorized to take options on other properties and bring the same before the Commission for special consideration.

4. That the Commission's Chief Auditor hereby is instructed to keep an up-to-date, accurate account of all monies expended for rights of way in connection with the said proposed Sullivan Gulch Highway and each month advise the Commission of the total expenditures to the end that the Commission may at all times be advised with respect to the unexpended part of said $1,000,000 appropriation.

5. That the Commission's Chief Counsel, as head of the Right of Way Department, is authorized, when acquisitions of properties are accomplished on which properties there are residence or other buildings which the owner desires to rent or for which there are tenant applicants, to arrange for leases covering said properties, which leases shall not extend beyond six months, but in which leases there may be a provision for renewal, but any renewal period shall be subject to cancellation at the option of the Highway Commission or at the option of the lessee upon thirty days' written notice.

6. That this resolution be entered in the minutes and records of the Commission as of the third day of November, 1948.

15390

EXHIBIT "D"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, the Highway Commission, in accordance with the provisions of Chapter 4, Oregon Laws 1947, is authorized and empowered "to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as throughways", as that term is defined in this act, and

WHEREAS, a throughway, the location, construction and maintenance of which, is authorized by said law, is defined therein as follows:

> "For the purposes of this act a throughway is defined as a highway or street especially designed for through traffic, and over, from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air or view by reason of the fact that their property abuts upon such throughway or for any other reason.",

and

WHEREAS, said law with respect to powers vested in the Highway Commission, declares that:

> "Any relocated section of an existing highway and such portions of existing highways which at the time the same are designated as throughways have less than ten commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway may be designated and constructed as or converted into a throughway by the highway commission.",

and

WHEREAS, the Commission has caused to be prepared and filed in the office of the Highway Commission at Salem, Oregon, a complete analysis and disclosure of all sections of the highways hereinafter named and defined, which highways or sections of highways on the date of this resolution, to-wit: on the 3rd day of November, 1948, have less than ten commercial businesses abutting thereon in any one mile, catering to the motoring public, and the portions and sections of said highways which have abutting thereon ten or more commercial businesses per mile catering to the motoring public, and

WHEREAS, the Highway Engineer has caused such study and examination to be made, and has filed in the office of the Highway Commission at Salem, Oregon, his written report of such studies, examination and disclosure, and has likewise caused to be prepared and filed in said office a complete set

(Cont.)

N 3 1948

EXHIBIT "D" (Cont.)

of maps on which are shown the highways hereinafter named and the sections of said highways on which there are, on the date of the adoption of this resolution, ten or more commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway or sections thereof, and

WHEREAS, the Commission does hereby, after due consideration, find and declare that for the purpose of preserving human lives and minimizing property damage, the safe and convenient transporation of persons and property by motor vehicle, and the safety and welfare of the public generally, the highways or sections of highways hereinafter designated and defined, should be selected, adopted, classified, constructed, maintained and operated as throughways, as said term is defined in said law.

NOW, THEREFORE, Be it and it hereby is resolved, declared and ordered by this Commission, as follows:

1. That the following named and designated existing highways and/or sections thereof, and any relocated part or section of any one of said highways shall be, and the same hereby are selected, designated and established as throughways, and from and after the date of this resolution said highways and all parts thereof shall, when located, reconstructed or otherwise permanently improved be relocated, constructed and reconstructed as throughways, as said term is defined in said law.

2. The highways, sections and units thereof which hereby are selected, designated and adopted as throughways within the meaning and purpose of said act, are these:

Pacific Highway East, 1E, concerning and with respect to which 9 maps have been prepared and filed, which maps are herein identified as Group 1.

Pacific Highway West, 1W, concerning and with respect to which 7 maps have been prepared and filed, which maps are herein identified as Group 2.

Pacific Highway, #1, concerning and with respect to which 13 maps have been prepared and filed, which maps are herein identified as Group 3.

Columbia River Highway, #2, Rainier to Washington Line, concerning and with respect to which 18 maps have been prepared and filed, which maps are herein identified as Group 4.

The Dalles-California Hwy., #4, Sherman Hwy. Jct.-California Line, concerning and with respect to which 20 maps have been prepared and filed, which maps are herein identified as Group 5.

(Cont.)

NOV 3 1948

15352

EXHIBIT "D" (Cont.)

The Old Oregon Trail, #6, Stanfield to Idaho Line, concerning and with respect to which 15 maps have been prepared and filed, which maps are herein identified as Group 6.

Central Oregon Highway, #7, concerning and with respect to which 17 maps have been prepared and filed, which maps are herein identified as Group 7.

Oregon-Washington Highway, #8, Milton-Washington Line, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 8.

Oregon Coast Highway, #9, Astoria-Coquille, concerning and with respect to which 22 maps have been prepared and filed, which maps are herein identified as Group 9.

Santiam Highway, #16, Santiam Jct.-Sisters, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 10.

McKenzie-Bend Highway, #17, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 11.

Willamette Highway, #18, concerning and with respect to which 6 maps have been prepared and filed, which maps are herein identified as Group 12.

Redwood Highway, #25, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 13.

Mt. Hood Loop Highway, #26, Portland-Wapinitia Jct., concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 14.

Salem-Dallas Highway, #30, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 15.

Wilson River Highway, #37, concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 16.

Salmon River Highway, #39, concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 17.

(Cont.)

EXHIBIT "D" (Cont.)

Sherman Highway, #42, concerning and with respect to which 3 maps have been prepared and filed, which maps are herein identified as Group 18.

Wapinitia Highway, #44, Wapinitia Jct.-Bear Springs Jct., concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 19.

Sunset Highway, #47, concerning and with respect to which 8 maps have been prepared and filed, which maps are herein identified as Group 20.

West Portland-Hubbard Highway, #51, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 21.

Warm Springs Highway, #53, concerning and with respect to which 5 maps have been prepared and filed, which maps are herein identified as Group 22.

Boardman-Stanfield Highway, #54, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 23.

North Santiam Highway, #162, Detroit to Santiam Jct., concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 24.

Dallas-Coast Highway, #192, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 25.

3. When any one of said above named highways, or any section or unit of the same, is relocated, reconstructed or otherwise permanently improved, the Engineer hereby is instructed and directed to accomplish said work so that when said highway, or any section thereof, is completed, it shall conform to and in all respects satisfy the specifications and requirements of a throughway as said term is defined in this act.

4. When any of said highways, or sections thereof, are located, relocated or constructed as a throughway, all right of access from lands abutting thereon to said highway, or from said highway to said abutting lands, shall be acquired by the State. If access to any of said highways or from any of said highways to lands abutting thereon is provided and allowed, such access shall be only at such points and in such manner and for such purpose as the Highway Commission may direct, all of which shall be disclosed and specified in the deed or other instrument of conveyance of title to the State.

(Cont.)

NOV 3 1948

EXHIBIT "D" (Cont.)

5. The Right of Way Department, when acquiring title to lands upon which said highways, or sections thereof, are to be constructed, reconstructed or relocated, shall acquire from the abutting owner all right of access to said highway or from said highway to said abutting lands, except as otherwise ordered by the Commission duly entered in its minutes and incorporated in the instrument of conveyance.

6. Whenever any section or unit of any of said existing highways is, subsequent to the adoption of this resolution, permanently improved, and said section or unit has or had at the date of the adoption of this resolution and order on any one mile of any section thereof, ten or more commercial businesses catering to the motoring public, then with respect to said units or sections, the Right of Way Department is hereby directed to procure and acquire all right of access from said abutting lands to said highway and from said highway to said abutting lands, which acquisition shall be made pursuant to the authority vested in the Commission under the provisions of Subsection 4 of Section 100-115, O C.L.A. or amendments or supplements thereof.

7. Other and additional highways or sections of highways may be selected, designated and adopted as throughways when, in the judgment and opinion, such action is in public interest.

8. The Engineer is hereby instructed to erect or cause to be erected and thereafter maintained at suitable and appropriate sites along said highways appropriate signs advising the public that the highway upon which said sign is placed has been designated and made a throughway and is subject to access and other controls vested in the State Highway Commission by law. Said signs shall be of such design and size, and shall be placed at sites which will give to the general public the notice intended.

9. The maps herein referred to as Group 1 to Group 25, inclusive, which maps are certified as bearing date November 3, 1948, and the signature of W. C. Williams, First Assistant State Highway Engineer, hereby are by this reference adopted and approved for the purpose for which they were prepared and hereby by this reference made a part of this resolution. (*)

This resolution shall be entered in the minutes and records of the Commission as of the third day of November, 1948.

FOOTNOTE: (*)

The maps referred to in the above resolution are of such bulk that it has been necessary to file them separately from the office copy of the resolution. They may be referred to as occasion arises in the file described on the face of the office copy of the resolution. (Throughways and Rights of Access File No. 4)

NOV 3 1948

EXHIBIT "E"

Minutes of November 3, 4, and 5, 1948

R E S O L U T I O N

WHEREAS, acting under the provisions of Section 115-394 O.C.L.A. the Commission has found and now finds:

(1) that many highways and sections thereof have been and are damaged due to the movement of motor vehicles having combined weights in excess of 36,000 pounds or single axle weights in excess of 8,000 pounds during periods of flood, excessive rainfall or periods of freezing and thawing; and

(2) that such climatic conditions vary with the seasons and also the locale; and

(3) that the movement of vehicles having weights in excess of those herein stated after the inception of such conditions causes substantial damage to highway roadbeds; and

(4) that many sections of highways subjected to such conditions can only be preserved and protected by the immediate closure thereof to motor vehicles having weights in excess of those herein stated:

NOW THEREFORE, all members of the Commission being present and voting affirmatively, the Commission does hereby order:

1. That upon the occurrence of a flood, excessive rainfall, freezing or thawing in any locality of this state affecting the stability of any section or sections of highways, the State Highway Engineer, either Assistant Engineer, or any Division Engineer with the approval of the State Highway Engineer, hereby are directed to post any such section or sections of highway .

2. Immediately upon the posting of any such section, the same shall be closed to the movement of all motor vehicles other than those having gross weights of 36,000 or less and single axle weights of 8,000 pounds or less.

3. Such posting shall continue so long as such conditions are found to exist by the State Highway Engineer.

4. Nothing herein shall be deemed to modify any action or actions of the Commission based upon peculiar facts or circumstances applying to any section of highway.

NOV 3 1948

EXHIBIT "F"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Banks	$ 1,056.19
Cornelius	3,339.62
Creswell	2,659.73
Dayton	2,715.31
Gaston	1,423.94
Glendale	2,381.78
Haines	1,612.08
Helix	782.52
Juntura	714.11
Merrill	2,770.90
Sherwood	2,407.44
Troutdale	902.25
Waldport	2,693.93

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Banks Wilkes Avenue
Cornelius - "Q" Street, 4th Street
Creswell - "D" Street, "C" Street, 5th Street, 3rd Street, 2nd Street, 1st Street, Front Street, "A" Street
Dayton - 8th Street, 7th Street, 6th Street, 5th Street, 4th Street, 3rd Street, 2nd Street, 1st Street, Lafayette Street, Oak Street, Church Street, Main Street, Alder Street, Mill Street
Gaston - Main Street, 2nd Street, Church Street, Park Street, also all city streets which require patching
Glendale - Willis Avenue, Second Street, Third Street, Fourth Street, Fifth Street, Sixth Street, Molly Street, James Avenue, Montgomery Avenue, First Street

(Cont.)

NOV 3 1948

EXHIBIT "F" (Cont.)

Haines - 3rd Street, Ruby Street, alley between 3rd and 2nd
Helix - Solar Street
Juntura - Hildah Street, First Street
Merrill - Clay Street, Third Street
Sherwood - Adair Hill (Wilsonville Road), Willamette Street, Railroad Street, Second Street, also work on outgoing streets
Troutdale - Garfield, Killin; also the following intersections: Killin and Willamette, Killin and Dora, Killin and Harlow, Benton and Dora, Benton and Harlow, Benton and Kibling, Lincoln and Dora, Everett and Dora, Garfield and Dora, Lincoln and Harlow
Waldport - Broadway

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the third day of November, 1948.

NOV 3 1948

15038

EXHIBIT "G"

Minutes of November 3, 4, and 5, 1948

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

Charlotte Creek-Murphy's Camp Section of the Umpqua Highway
in Douglas County

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above-mentioned section of state highway, together with the map, which for identification purposes bears the map file Nos. 4B-21-23 and 4B-21-24, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the third day of November, 1948.

NOV 3 1948

EXHIBIT "H"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2815, with Rogers Construction Co., for grade widening and oil mat surfacing on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County; completed July 31, 1948.

Contract No. 2816, with Rogers Construction Co., for surfacing and oiling on the Unity Junction-Ironside Section of the John Day Highway in Baker and Malheur Counties; completed September 7, 1948.

Contract No. 2845, with McNutt Bros., for grading on the Glendale Junction-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties; completed September 28, 1948.

Contract No. 2894, with the Hydraulic Dredging Co., Limited, for hydraulic embankment on the Troutdale-Wahkeena Creek Section of the Columbia River Highway in Multnomah County; completed September 27, 1948.

Contract No. 2899, with Albert W. Denton, for regrading and oil mat surfacing on the Madras Section of The Dalles-California Highway in Jefferson County; completed August 5, 1948.

Contract No. 2919, with Vernie Jarl, for grading and oil mat surfacing on the Hay Creek-Condon Section of the Wasco-Heppner Highway in Gilliam County; completed September 2, 1948.

Contract No. 2925, with J. R. Taggart Co., Inc., for regrading and oil mat surfacing on the Butte Creek-Kinzua Section of the Kinzua County Road in Wheeler County; completed September 4, 1948.

Contract No. 2928, with Jack Robinson, for grading and bituminous surfacing on the Reedsport Junction Section of the Oregon Coast Highway in Douglas County; completed September 20, 1948.

(Cont.)

EXHIBIT "H" (Cont.)

Contract No. 2939, with Leonard & Slate Ore. Limited, J. C. Compton and O. C. Yocom Co., for grading and paving on the Pringle Corner-McMinnville Section of the Salmon River and Pacific West H ghways in Yamhill County; completed September 29, 1948.

Contract No. 2948, with Gerald Miller, for grading and topping on the East Cottonwood Canyon Section of the Waso-Heppner Highway in Gilliam County; completed September 16, 1948.

Contract No. 2962, with Vernie Jarl, for grading and oil mat surfacing on the Crooked River Section of the Ochoco Highway in Crook County; completed September 17, 1948.

Contract No. 2963, with F. L. Somers, for furnishing crushed gravel in stockpiles on the Silver Lake-Harvey Creek Section of the Fremont Highway in Lake County; completed October 12, 1948.

Contract No. 2964, with F. L. Somers, for furnishing crushed gravel in stockpiles on the Harvey Creek-Chewaucan River Section of the Fremont Highway in Lake County; completed July 26, 1948.

Contract No. 2965, with J. A. Terteling & Sons, Inc., for grading, surfacing, oiling and structure on the Adrian-Homedale Section of the Nyssa-Adrian Highway in Malheur County; completed October 8, 1948.

Contract No. 2971, with Lofts & Son, for furnishing crushed rock in stockpiles on the Kent-Cow Canyon Junction Section of the Sherman Highway in Sherman and Wasco Counties; completed September 3, 1948.

Contract No. 2991, with A. H. Saxton & Sons, for furnishing crushed rock in stockpiles on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County; completed May 26, 1948.

Contract No. 2992, with C. H. Grimstadt and F. Vanderveldt, for grading and paving on the Pendleton (18th St.-1st St.) Section of the Old Oregon Trail in Umatilla County; completed October 1, 1948.

Contract No. 3029, with Roseburg Paving Co., for paving on the Riddle (Main & 4th St.) Section in Douglas County; completed September 28, 1948.

Contract No. 3038, with General Construction Co., for hydraulic embankment on the Swift Secondary Highway in Multnomah County; completed July 30, 1948.

(Cont.)

NOV 3 1948

EXHIBIT "H" (Cont.)

Contract No. 3042, with D. F. McKenzie, for re-oiling on the Kent-Cow Canyon Junction Section of the Sherman Highway in Sherman and Wasco Counties; completed September 15, 1948.

Contract No. 3047, with Baker & Wilson, for rock surfacing and bituminous macadam surfacing on the Florence (Lincoln & Hamlin Sts.) Section in Lane County; completed September 30, 1948.

Contract No. 3048, with J. N. & M. J. Conley, for bituminous macadam surfacing on the Newport (Canyon Road) Section in Lincoln County; completed October 2, 1948.

Contract No. 3055, with Porter W. Yett, for oiling and paving on the Beaverton (Lombard Ave. & East St.) Section in Washington County; completed October 18, 1948.

Contract No. 2856, with John A. Logan, for grading, bituminous macadam and bridge on the Tutuilla Creek Section of the Pendleton-John Day Highway in Umatilla County; completed July 2, 1948.

Contract No. 2937, with Rogers Construction Co., for grading and oil mat surfacing on the Bonanza-Poe Valley-Malin Section of the Bonanza-Malin County Road; completed July 13, 1948. KLAMATH Co.

Contract No. 2980, with Jed Wilson, for furnishing crushed rock in stockpiles on the Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway in Clatsop County; completed September 24, 1948.

Contract No. 3040, with D. F. McKenzie, for bituminous macadam surfacing on the Central Point (Pine St.) Section in Jackson County; completed September 18, 1948.

Contract No. 2976, with Babler Bros., for bituminous macadam surfacing on the Johns-Mackin Gulch Section of the Pacific Highway in Douglas and Josephine Counties; completed October 8, 1948.

Contract No. 2961, with Perkins Bros., for construction of the Crooked River Bridge on the Ochoco Highway in Crook County; completed October 26, 1948.

Contract No. 2974, with Walder and Kenworthy, for construction of the Troutdale Grade Separation and Bristol Overpass on the Columbia River Highway in Multnomah County; completed October 30, 1948.

(Cont.)

NOV 3 1948

EXHIBIT "H" (Cont.)

Contract No. 2996, with Snook Brothers, for construction of the North Powder River Bridge Section of the North Powder River Road in Baker and Union Counties; completed September 22, 1948.

Contract No. 2945, with W. R. Grasle Company, for installation of the Parkrose Traffic Signal System on the Parkrose Section of the Columbia River Highway in Multnomah County; completed October 20, 1948.

Contract No. 2985, with J. S. Morris Company, for painting the Coos Bay Bridge on the Oregon Coast Highway in Coos County; completed October 21, 1948.

Contract No. 3044, with J. S. Morris Company, for painting the Catching Slough Bridge on the Coos River Highway in Coos County; completed October 21, 1948.

Contract No. 2905, with E. C. Hall Company, for construction of four bridges on the Milton-Washington State Line Section of the Oregon-Washington Highway, in Umatilla County; completed September 4, 1948.

Contract No. 2931, with Lindstrom Bros., for widening of the Dairy Creek Bridge on the Tualatin Highway in Washington County; completed August 31, 1948.

Contract No. 3001, with W. R. Grasle Company, for installation of the Pendleton Traffic Signal System, City of Pendleton, in Umatilla County; completed on September 10, 1948.

Contract No. 2908, with VaDare Construction Co., for construction of the Stillwell Bridge over Trask River on the Tillamook-Netarts Highway in Tillamook County; completed June 29, 1948.

Contract No. 3021, with Joseph Holt, for straightening up the steel truss of the South Dillard Bridge on the Pacific Highway in Douglas County; completed September 14, 1948.

Contract No. 2999 with H. P. Fisher & Sons for painting the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County; completed September 20, 1948.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

NOV 3 1948

EXHIBIT "I"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Salmon River and Pacific West highways known as the Pringle Corner-McMinnville Section in Yamhill County, the northerly terminus of which is at Highway Engineer's Station 649+50 of the relocated line and the southerly terminus of which is at Highway Engineer's Station 383+22 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highways a portion or unit of the right of way of the highways as formerly located has been eliminated from the boundaries of the new location, which eliminated section or unit will no longer be needed for highway purposes; and

WHEREAS, Yamhill County and the Highway Commission have entered into an agreement under date of December 27, 1946, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of this relocated section of the Salmon River and Pacific West highways completed on September 29, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the remaining section or unit of the right of way of said highways which is affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way which by reason of the relocation of the said highways is no longer within the boundaries of the new right of way and which portion lies between Highway Engineer's Station 477+00 and Highway Engineer's Station 598+00 of the reconstructed highways, and which area is identified and shown colored in red, and otherwise designated as Unit "A" on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highways but all of said abandoned section of the right of way of said highways is to remain and be maintained as a public highway. The Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Yamhill County, and said road shall thereafter be maintained by the County for public use. (*)

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highways and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with

(Cont.)

NOV 3 1948

EXHIBIT "I" (Cont.)

all the said area colored in green it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Yamhill County a duly certified copy thereof, and shall file with the Clerk of Yamhill County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 152, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

NOV 3 1948

EXHIBIT "J"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocated a section of the Oregon Coast Highway No. 9 in Coos County; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway as originally located is eliminated and will no longer be needed for highway purposes for the service of people living thereon or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the unit or section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION as follows:

1. That the section of the Oregon Coast Highway No. 9 known as the Glasgow-Hauser Section, which begins at the north end of the Coos Bay Bridge on the new route and ends at Hauser on the new route, has been completed and made available for travel, and that the section of the old route herein defined and described as Unit "A" shall no longer be part of the route of the Oregon Coast Highway, but shall be eliminated therefrom.

2. The section of the old route of said highway which is identified as Unit "A" and more particularly described as follows:

Unit "A"

All that part of the former route of the Oregon Coast Highway lying west of a line 50 feet westerly from, measured at right angles to the center line of the relocated Oregon Coast Highway beginning at Highway Engineers's Station 317+70 of the relocated Oregon Coast Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 14, Township 24 South, Range 13 West, W. M.; thence northerly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 320+50 of the relocated Oregon Coast Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 14, Township 24 South, Range 13 West, W. M.

(Cont.)

NOV 3 1948

EXHIBIT "J" (Cont.)

shall be and hereby is abandoned as a part of said highway, and hereafter all right, title and interest which the State has in said right of way shall be permitted to revert to the owners of the abutting land.

3. There is attached hereto and made a part hereof a print or sketch map on which is shown colored in brown the section of the old route of said highway designated as Unit "A" and there is likewise shown on said print colored in green the route of the highway adjacent to said Unit "A" as relocated. (*)

4. That this resolution be entered in the minutes and records of the Highway Commission and a certified copy thereof delivered to the County Court of Coos County.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original reso lution on file in the office of the State Highway Commission, Salem, being Resolution No. 194, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

NOV 3 1948

EXHIBIT "K"

Minutes of November 3, 4, and 5, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the Tampico-Lewisville Secondary Highway in Benton County, the northerly terminus of which is at Highway Engineer's Station 288+05.0 of the relocated line and the southerly terminus of which is at Highway Engineer's Station 11+82.0 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, and which eliminated section or area is no longer needed for highway purposes; and

WHEREAS, the real property, title to which has been vested in the State of Oregon, by and through its State Highway Commission, by a deed executed by the United States of America by the Farm Federal Mortgage Corporation, which deed is recorded in Book 119, Page 830, Deed Records of Benton County, Oregon, under date of October 25, 1947, is hereby accepted for and on behalf of the State of Oregon; and

WHERRAS, it is the purpose of the Highway Commission to dedicate the real property described in said deed to highway purposes, and in particular for right of way uses in connection with the relocation of the said secondary highway; and

WHEREAS, it is likewise the purpose of the Highway Commission to take official action in regard to the relocation of said highway and the acceptance and dedication of said right of way.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the right of way as deeded to the State of Oregon by the aforesaid deed is hereby established as the official route of the Tampico-Lewisville Secondary Highway and which right of way is shown colored in green on the map attached hereto and marked "Exhibit A". In connection with all the area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

(Cont.)

NOV 3 1948

5348

EXHIBIT "K" (Cont.)

2. That the portion of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 32+20 and Highway Engineer's Station 1+10 of the former highway, and which area is identified and shown colored in brown on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Benton County, or may be vacated as the County Court may determine. (*)

3. The Commission does hereby find and declare that there are no persons living on the said abandoned portion of the right of way of said highway identified as colored in brown on said "Exhibit A", and that there is no community which requires service over said road. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Benton County a duly certified copy thereof, and shall file with the Clerk of Benton County a like certified copy and said County Court is hereby respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover or vacate the same as the County Court may determine. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 195, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

NOV 3 1948

EXHIBIT "L"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said nvestigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: . . . . . Pacific Highway East . . . . . .
Highway number: . . . . . 1E . . . . . Route number . . . . US99E . . .

Location of Termini	Established Speed
M.P. 73.94 (E. of Cox Creek) to M.P. 74.16 (Albany city limits)	45 miles per hr.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

NOV 3 1948

15400

EXHIBIT "M"

Minutes of November 3, 4, and 5, 1948

RESOLUTION

WHEREAS, the Commission on July 21, 1947, upon the recommendation of its State Highway Engineer and after careful study and consideration, adopted a resolution under the authority and within the meaning of Chapter 156, Oregon Laws 1947; and

WHEREAS, His Excellency, Earl Snell, on August 4, 1947, approved said resolution under the authority and within the meaning of Chapter 156, Oregon Laws 1947; and

WHEREAS, by the terms of said resolution, the Commission adopted and approved Exhibit "A" and Exhibit "B", by which action on the part of the Commission certain highways and certain sections of highways are designated and classified as Group I Highways, and other highways and sections of highways are designated and classified as Group II Highways; and

WHEREAS, among the highways and sections of highways designated and classified in said resolution as Group II Highways, are the following highways and sections of highways:

That section of Secondary State Highway No. 163, otherwise known as Silver Creek Falls Highway, which said section begins at Salem and ends at the junction with Secondary State Highway No. 162, otherwise known as North Santiam Highway; and

That section of Secondary State Highway No. 162, otherwise known as North Santiam Highway, which said section begins at the junction of said highway with the Silver Creek Falls Highway and ends at Niagara, exluding, however, for classification purposes the relocated section of said highway which lies between Mehama and Mill City, which relocated section has not yet been constructed; and

Secondary State Highway No. 213, otherwise known as the Mehama-Mill City Secondary Highway, which said highway begins at Mehama and ends at Mill City, over which said highway there is now being routed and will continue to be routed until the section of Secondary State Highway No. 162, which section begins at Mehama and ends at Mill City, has been constructed, traffic moving over Secondary State Highway No. 162; and

WHEREAS, the State Highway Engineer, having made due and proper investigation and inspection of said highways, and sections of highways, and based upon such study and inspection, has made and filed with the Commission his written report and recommendation, which said report by this reference is made a part hereof; and

WHEREAS, said Engineer has in and by said written report found and recommended that said highways, and sections of highways, are of such structure, character, design and condition of repair as to permit the movement thereover of vehicles, or combinations of vehicles having a length and combined and gross weight equal to the lengths and combined and gross weights authorized, by said resolution, to be moved, upon

(Cont.)

NOV 3 1948

EXHIBIT "M" (Cont.)

issuance of permit, over Group I Highways, and that said highways and sections of highways be reclassified and be designated and classified as Group I Highways; and

WHEREAS, the following described section of highway is not classified and designated by said resolution as either a Group I or Group II Highway:

That section of Secondary State Highway No. 162, otherwise known as North Santiam Highway, which said section begins at Mill City and ends at Niagara; and

WHEREAS, said Engineer, having made due and proper investigation and inspection of said section of North Santiam Highway, and based upon such study and inspection, has made and filed with the Commission his written report and recommendation, which said report by this reference is made a part hereof; and

WHEREAS, said Engineer has in and by said written report found and recommended that said section of North Santiam Highway is of such structure, character, design and condition of repair as to permit the movement thereover of vehicles, or combinations of vehicles having a length and combined and gross weight equal to the lengths and combined and gross weights authorized, by said resolution, to be moved, upon issuance of permit, over Group I Highways, and that said section of highway be classified and designated as a Group I Highway; and

WHEREAS, based upon the advice and recommendation of said Engineer, it is the judgment and opinion of the Commission, that the public interest will be advanced by the classification or reclassification and designation of all aforesaid highways and sections of highways as Group I Highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERDD by this Commission, all members being present and voting affirmatively:

1. That the classifications heretofore made of the above-described highways and sections of highways hereby are changed and said highways and sections of highways shall hereafter be enumerated and included within the group of highways or sections of highways designated and defined as Class I Highways for the purpose of issuance of permits authorized by the resolution adopted by the Commission July 21, 1947. The classification and designation of said highways and sections of highways by which said highways and sections of highways were placed in Group II hereby is rescinded and declared of no effect.

2. That before any permit or permits are issued pursuant to this resolution, the resolution shall be submitted to His Excellency, John Hall, for his approval.

3. That this resolution be entered in the minutes and records of the Commission as of the 3rd day of November, 1948, and the Secretary is hereby authorized and directed to deliver to the Superintendent of State Police a full, complete, and correct copy thereof, and to the Public Utilities Commissioner a like copy.

NOV 3 1948

15102

EXHIBIT "B"

Minutes of November 3, 4 and 5, 1948

RESOLUTION

WHEREAS, the Commission on July 21, 1947, on recommendation of its State Highway Engineer and after careful study and consideration, adopted a resolution under the authority and within the meaning of Chapter 156, Oregon Laws, 1947, which said resolution was approved by His Excellency Earl Snell on August 4, 1947; and

WHEREAS, by said resolution the Commission classified certain highways and sections of highways as Group I and Group II highways, which said classifications are evidenced in two exhibits, marked Exhibit "A" and Exhibit "B" and made a part of said resolution; and

WHEREAS, by said resolution a section of the Oregon Coast Highway; namely, the section beginning at mile post 364.33, which beginning point is otherwise designated as Pistol River, and extending thence south to the Oregon-California State Line, was classified in Group II; and

WHEREAS, the State Highway Engineer has made due and proper investigation and inspection of said section of said highway and has made and filed in the Commission's records at Salem, Oregon, his report and recommendation, to which report and recommendation the Commission has given due consideration; and

WHEREAS, said Engineer has in and by said written report found and recommended that the said section of the Oregon Coast Highway is now of such structure, character, design and condition as to permit the movement thereover of vehicles or combinations of vehicles having a length and combined and gross weight equal to the lengths and combined and gross weights authorized by said original resolution to be moved under the authority of permits issued by the Commission for the movement of vehicles over Group I highways, and said Engineer has further recommended that said section of the Oregon Coast Highway be reclassified and transferred from Group II to Group I.; and

WHEREAS, based upon the advice and recommendation of said Engineer and upon the Commission's independent study and consideration of facts submitted in said report, it is the judgment and opinion of the Commission that public interest will be advanced by the reclassification of said section of the Oregon Coast Highway and the transfer of said section from Group II to Group I highways;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED and ordered by this Commission, all members being present and voting affirmatively, as follows:

(Cont.)

NOV 3 1948

EXHIBIT "N" (Cont.)

1. That the above specified and described section of the Oregon Coast Highway be and said section hereby is designated and classified as one of the Group I highways so as to qualify said highway for the issuance of permits authorized by said resolution adopted July 21, 1947, and the former classification of said section of highway as Group II is hereby rescinded.

2. That hereafter when the Engineer upon careful and proper investigation as required by said law finds with respect to any of the highways or sections of said highways remaining in Group II under the provisions of said resolution adopted July 21, 1947, that they are of such structure, character, design and condition of repair as to permit the movement thereover of vehicles or combinations of vehicles having a length and combined gross weight equal to the lengths and combined and gross weights authorized by said original resolution to be moved under permits issued by the Commission for movement over Group I highways, then said Engineer is hereby authorized and directed to reclassify said highway or section of highway and transform the same to Group I highways and report such action to the Commission for appropriate record in the Commission's minutes.

3. That this resolution be entered in the minutes and records of the Commission as of the 3rd day of November, 1948, and the Secretary is hereby authorized and directed to deliver to the Superintendent of State Police a full, complete and correct copy thereof and to the Public Utilities Commissioner a like copy.

EXHIBIT "O"

Minutes of November 3, 4 and 5, 1948

RESOLUTION

WHEREAS, under the provisions of Title 100 O.C.L.A., and in particular Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the County Court of Crook County and the State Highway Commission heretofore, by mutual agreement, selected the county road known as County Market Road No. 6 and made the same a secondary state highway, to be known as the Paulina Secondary State Highway No. 380 in Crook County; and

WHEREAS, within the meaning, purpose, and authority of said law the Highway Commission and the County Court of said County have found and declared that the best interests of the general public, and of Crook County in particular, will be served by the elimination from said secondary state highway of the section or unit described as follows:

A Section of the Paulina Secondary State Highway No. 380:

Beginning at a junction of the Crooked River Highway No. 14 with the Paulina Secondary Highway No. 380 in Section 13, T. 17 S., R. 16 E., W.M.; thence in a northeasterly direction to the junction of the Combs Flat County Road with the Paulina Secondary Highway No. 380, in Section 13, T. 16 S., R. 17 E., W.M., a distance of approximately 9.55 miles.

WHEREAS, these parties have also found and declared that it will be in the interest of the general public to select and designate the county road of Crook County, defined and described as follows:

An Extension of the Paulina State Secondary Highway No. 380:

Beginning at the junction of the Combs Flat County Road with the Ochoco State Highway No. 41 east of the city limits of Prineville; thence southeasterly to a junction of the Combs Flat Road with the presently designated Paulina Secondary State Highway No. 380, in Section 13, T. 16 S., R. 17 E., W.M., a distance of approximately 16.6 miles,

and make the same a part of said Secondary Highway No. 380.

EXHIBIT "O" (Cont.)

NOW THEREFORE, be it and it hereby is resolved by the Highway Commission as follows:

1. That the first above-described highway or section of highway be and the same hereby is eliminated and removed from said Paulina State Secondary Highway No. 380, and shall thenceforth revert to Crook County and thereafter be maintained as a county road.

2. That the second above-described county road be and the same hereby is selected, designated, and adopted as a secondary state highway, and shall become a part of said Paulina Secondary State Highway No. 380.

3. That this resolution is recognized as a companion resolution to the one adopted by the County Court of Crook County by which County resolution the State is requested to eliminate from said secondary state highway the first section of highway above described, and adopt as a secondary state highway the second above-described highway, which is recognized as a county road in its original status.

4. The map attached hereto is by this reference made a part hereof, on which map there is shown colored in red the section of said secondary state highway which by this resolution and by the companion agreement is eliminated from said secondary highway and there is shown colored in green the county road which by these proceedings has been selected, designated, and made a part of said Secondary State Highway No. 380. (*)

5. That this resolution be entered in the minutes and records of the Commission as of the 4th day of November, 1948.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 196, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein. A copy of this resolution, with map attached, is also filed as "Secondary Highway Designation" file No. 13. The original copy of the agreement covering this matter is filed with "Abandonment and Retention Resolution" No. 196, and a duplicate of the agreement is filed under "Miscellaneous C. and A." file No. 1110.

PART III

OF

VOLUME XXXIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

NOVEMBER 6, 1948

TO

MARCH 31, 1949

- - - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner

- - - - -

R.H. Baldock, State Highway Engineer
H.B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1948	Subject
15406	Dec.20	Bids received on the following projects:
		Baker Rock Production
		Birkenfeld-Washington County Line Rock Production
		Prineville-Eagle Rock Creek Section
15407		Lapine Maintenance Building
		Roseburg Division Office Building
		Devils Lake Outlet Section
		Newport Office Building
		Vancouver Avenue Bridge
15408		Parks Superintendent reports on following:
		Ecola Park. Quotations for sale of down timber to be secured.
		Vista House. Columbia River Hwy. Jack Flaucher's request for three-year lease denied. To be considered, July, 1949.
		Cape Arago Park. Construction of Boy Scout cabin denied
		Warm Springs Hwy. Deschutes River wayside area. Condemnation of Paxton property. Referred to Counsel.
		Silver Falls recreational area. Organizations to be charged for use of facilities.
15409		Champoeg Park. Plans. Memorial Building. Architects' design of bldg. to be hastened.
		Park Betterment Budget 1949. Budget approved with five deletions.
15410		Real property. Acquisition authorized. See EXHIBIT "A".
		Sullivan Gulch. Portland. Acquisition not to be urged. Insurance coverage on bldgs. acquired. Action deferred. Counsel to make recommendation.
		Multnomah County. Sundial Secdy. Hwy. Agreement with Port of Portland and county being prepared.
15411		Columbia River Hwy. Dodsen-Bonneville. Counsel to make written report on Aschenbrenner and Paquette R/W acquisition.
		Pacific Hwy. West. Newberg-McMinnville. Alternate route considered. Present route to be modernized.
		Pearl Hall and Oscar Whithoft. Condemnation settlements confirmed.
		Clatsop County. Oregon Coast Hwy. Young's Bay Bridge-Lewis and Clark River. Approval of options deferred Alternate routes considered. R/W negotiations on present adopted route to be discontinued. Counsel to appraise properties on alternate route.
15412		Deschutes County. The Dalles-California Hwy Redmond. Acquisition of land from Lynch for storage purposes Action deferred.
		Condemnation. Offers approved. See EXHIBIT "B-1", "B-2", and "B-3".
15413		Budget for R/W purchases. 1948 accounting records to be adjusted to take care of over-run.

Page	Date 1948	Subject
15413	Dec.20	Portland. Sullivan Gulch. Chairman to instruct Counsel on information to be divulged.
		Linn County. Albany. Gilchrist. Use of property for parking lot. Counsel to take necessary action.
		Gilliam County. Condon. Sale of property to Rod and Gun Club denied. Lease to be considered.
15414		Recessed at 12:00 noon to reconvene at 2:00 p.m.
		Umatilla County. Stanfield-Pendleton Secdy. Hwy. Sale of property to Pendleton for sewage plant approved.
		Condemnation. Approved settlement with McEnroe for $623.00.
		Lane County. Pacific Hwy. Eugene. Sale of property to Chapman deferred.
		Klamath County. Agreement with Southern Pacific Company approved.
15415		Yamhill County. Newberg. Approved maintenance site lease agreement with Carl M. Stevens.
		Clatsop County. Astoria. Installation of light wells to comply with city ordinance.
		Lincoln County. Oregon Coast Hwy. Request of Foster and Kleiser to cut brush near Otis Junction denied.
		Lincoln County. Alsea Hwy. Request of P.R.A. to occupy bldg. approved.
		Beaches. Counsel to prepare amendment to present law clarifying Commission's jurisdiction.
15416		Marion County. Gates. Vacation of half of city street adjacent to North Santiam Hwy. approved.
		Right of Way Department Agents authorized to study Right of Way Department of California Highway Department.
		Umatilla County. Helix-Holdman County Road. Transfer of Weston-Elgin Secdy. Hwy. improvement funds approved.
		Douglas County. Oregon Coast Hwy. Smith River Bridge.
15417		Logging railroad construction to be protested.
		Yamhill County. Pacific Hwy. West. Routing through Newberg. No action. (See page 15411)
		Bids discussed.
		Awards. Chairman Banfield announces awards of contracts.
15418		Lane County. Territorial Secdy. Hwy. Request for further improvement denied.
		Union County. Old Oregon Trail. Routing through Ladd
15419		Canyon protested. No action. (See page 15451)
		Maintenance budget. Transfer of $500,000 to general maintenance fund approved.
		Sale of equipment and scrap. Sale to high bidders approved.
15423		Ochoco Forest Hwy. Project. Summit-East Section. Increase in allocation of $498,000 approved. Letter signed.
15424		Marion County. Pacific Hwy. East. Jefferson. Construction of dike in Santiam River in cooperation with Southern Pacific Company approved.
15425		Lane County. Siuslaw Hwy. Cushman-Mapleton. Guard fence construction approved.
		Astoria Ferry. "M.R. Chessman". Expenditure for alterations approved.

Page	Date 1948	Subject
15425 15426	Dec.20	Budget, 1949. Expenditure of $45,400 for building and property improvements approved.
15427		Budget, 1949. Parks. Expenditure of $6,230 for minor parks and park road betterment approved.
15428		Budget, 1949. Minor Betterment. Projects totaling $361,000 approved.
15429		Salem. Pacific Hwy. East. Adoption of permanent route. Engineer to report. (See page 15450)
		Salem. Pacific Hwy. East. Widening between Court and Union Streets. Engineer to report. (See page 15450)
		Survey. McKenzie-Bend Hwy. Relocation survey requested. No action.
		Signs. Request for signs at city entrances warning re pedestrians taken under advisement.
		Coos County. Oregon Coast Hwy. Coquille. Improvement at northern city limits. No action.
		Washington County. Tualatin Valley Hwy.-Walker County Road intersection. Agreement approved.
		Lane County. Upper McKenzie River District. Snow removal on two county roads approved.
15430		Signals. Roseburg. Pacific Hwy. intersection with Lane and Washington Streets. Installation approved.
		Signals. Multnomah County. Sunset Hwy.S.W. Highland Road intersection. Installation approved.
		Signals. Sweet Home. South Santiam Hwy.-18th Avenue intersection. Request for installation denied.
		Signals. Multnomah County. Oswego Hwy.-Palatine Hill County
15431		Road intersection. Installation requested Engineer to report.
		Signals. Gearhart. Oregon Coast Hwy -6th Street intersection. Installation approved.
		State Tax Street Funds, 1947. See EXHIBIT "C".
		State Tax Street Funds, 1946. See EXHIBIT "D"
		Awards. Engineer's award of contract confirmed
		Surveys. Tillamook County. Wilson River Hwy. Tillamook-
15432		East Section. Permanent route approved. See EXHIBIT "E"
		Extensions of time granted as follows: Contracts Nos. 2974, 2986, 3008, 3007, 2995, and 3015.
15434		Alloy steel. Availability and use in contract specifications Engineer to report.
15435		Klamath County. Lower Klamath Secdy Hwy. Midland-Macks Store Section. Contract No. 2917 accepted.
		Contracts completed and accepted as follows: Contracts Nos 2917, 2954, 2973, 2977, 2988, 2989, 3028, 3030, 3035, 3064, 2969, 2986, 3008, 3041, and 3045. See EXHIBIT "F"
		Equipment. Expenditure of $434,234 from 1949 Budget for equipment and supplies approved.
		Umatilla County. Athena-Holdman Hwy. Agreement with Northern Pacific Railway Company re drainage culvert approved
		Travel Dept. Agreement with MacWilkins, Cole and Weber re advertising services for 1949 approved.

Page	Date 1948	Subject
15436	Dec.20	Wages and salaries. Increase in salaries on merit basis approved.
		W.W. Stiffler, G.W. Neuner, Floyd Simon, C.B. Stanley authorized to go to Bremerton, Washington, to inspect damaged electronics equipment.
		Henry T. Tidwell, Edwin Hill, Arthur Curry, Ralph Anderson authorized to go to Fort Lewis to return borrowed Bailey bridge.
		C.H. Armstrong authorized to attend meeting of National Conference of State Parks.
		Personnel. O.R. Eckersley to be retained on Highway Department
15437		payroll through legislative session.
		Permit. Riggle & Clark. Log hauling on Columbia River Hwy. between Cascade Locks and Dodson. No action.
		Bridge project specifications to be furnished steel suppliers free of charge.
		Harney County. John Day-Burns Hwy. North Unit, Grant County Line-Crow Flat Section. Abandonment approved. See EXHIBIT "G".
		Crook County. Ochoco Hwy. Prineville Section. Abandonment approved. See EXHIBIT "H".
		Grant County. Kinberly-Long Creek Secdy. Hwy. Kimberly-Monument and Monument-Bridge Sections. Abandonment approved. See EXHIBIT "I".
		Gilliam County. Wasco-Heppner Secdy. Hwy. Hay Creek-Condon. Abandonment approved. See EXHIBIT "J".
		Josephine County. Pacific Hwy. Johns-Wolf Creek Section. Abandonment approved. See EXHIBIT "K".
		Malheur County. Nyssa-Adrian Secdy. Hwy. Adrian-Homedale Section. Abandonment approved. See EXHIBIT "L".
15438		Umatilla County. Oregon-Washington Hwy. Milton-Washington State Line. Revisions approved. See EXHIBIT "M".
		Klamath County. Crater Lake Hwy. Crater Lake Park Boundary-The Dalles-California Hwy. Junction Section and Sun Mountain Secdy. Hwy. designated Federal Aid Secdy. Hwys. See EXHIBIT "N".
		Public Relations. Commission commended for advertising work.
		Clackamas County. South End Road. Commission released from further responsibility.
		Linn County. Waverly Lake. Use for 1949 Albany Timber Carnival approved conditionally.
		AASHO. Payment of 1949 dues approved.
15439		Meeting date. January 24 and 25, 1949, set for next meeting.
		Records. Microfilming of Hwy. Dept. records from 1936. Counsel to report.
		Salem. Hwy. Dept. Office Bldg. Appointment of Whitehouse, Church, Newberry and Roehr as architects. Action deferred.
		Legislative bills. Counsel to prepare only those bills requested by Attorney General.
		Multnomah County. Columbia River Hwy. Oneonta Borrow Pit. Default of White Bros. Co. on contract. Counsel to prepare
15440		complaint. No surety bond of Maryland Casualty Company to be accepted until claim settled.

Page	Date 1948	Subject
15440	Dec.20	Clatsop County. Columbia River Hwy. Tongue Point Section. Abandonment approved. See EXHIBIT "O".
		Lincoln County. Siletz Bay. Acquisition of R/W between Oregon Coast Hwy. and high water mark. R/W Dept. to secure options.
		Portland. Sullivan's Gulch. Insurance coverage on bldgs. approved.
		Log hauling. Sunset Hwy. North Plains-Banks Section. Request of Chester M. Bates to truck haul logs denied.
		Meeting adjourned at 4:45 p.m. to reconvene at 9:00 a.m. December 21.
15441	Dec.21	Bids received on following projects:
		Burns Rock Production
		Rosedale Section
15442		Steel Bridge, Portland
		Trask River Bridge
		Minam-Wallowa Lake Rock Production
		Umatilla County. Holdman-Helix County Road. Transfer of funds
15443		programmed for Weston-Elgin Secdy. Hwy. improvement approved
		Umatilla County. Columbia River Hwy. Umatilla. Widening and construction of curbs approved.
		Tillamook and Yamhill County. New hwy. construction between Oregon Coast Hwy. and Tualatin Valley Hwy. by Big Nestucca
15444		Improvement District approved. Survey ordered.
		Josephine County. Grants Pass. Pacific Hwy.-Redwood Hwy. Junction. Use of state-owned property by Suder and Starnes. Engineer and Counsel to handle.
		Salem. Highway Department Office Bldg. Whitehouse, Church, Newberry and Roehr appointed architects. Five-story structure to be designed.
		Hood River County. Columbia River Hwy. Location through Hood
15445		River. Engineer to make permanent location survey. Counsel to secure R/W. options.
		Hood River County. Columbia River Hwy. Hood River-Mosier Section. Reconnaissance survey authorized.
15446		Portland. Steel Bridge. Rental charges. Arrangement with City of Portland approved.
		Surveys. Second Postwar Program. Surveys for certain Federal
15447		Aid projects authorized.
15449		Meeting recessed at 11:45 a.m. to reconvene at 2: p.m.
15450		Salem. Willamette River Bridge. Construction at Division Street urged. No action.
15451		Salem. Pacific Hwy. East. Designation of permanent route. No action.
		Salem. Pacific Hwy.East. Widening North Capitol Street. No action.
		Union County. Old Oregon Trail. Location through Ladd Canyon
15452		protested. Matter taken under advisement.
		Bids discussed.
		Awards. Chairman Banfield announces awards of contracts.

Page	Date	Subject
	1948	
15453	Dec.21	Malheur County. Highway improvements requested. Matter taken under advisement.
15454		Agreements, etc. approved and signed.
		Meeting adjourned at 3:20 p.m.
15455		EXHIBIT "A". Real property options
15483		EXHIBIT "B-1" Condemnation resolution
15485		EXHIBIT "B-2" Condemnation resolution
15489		EXHIBIT "B-3" Condemnation resolution
15491		EXHIBIT "C" State Tax Street Fund, 1947
15493		EXHIBIT "D" State Tax Street Funds, 1946
15494		EXHIBIT "E" Survey adopted
15495		EXHIBIT "F". Contracts completed and accepted
15497		EXHIBIT "G" Abandonment
15499		EXHIBIT "H". Abandonment
15502		EXHIBIT "I". Abandonment
15505		EXHIBIT "J". Abandonment
15509		EXHIBIT "K". Abandonment
15511		EXHIBIT "L". Abandonment
15515		EXHIBIT "M". Revisions in Milton-Washington State Line Section, Oregon-Washington Highway
15518		EXHIBIT "N". Federal Aid Secdy. Hwy. designation
15520		EXHIBIT "O". Abandonment
15523	1949	
	Jan.24	Bids received on the following projects:
		Crescent-Diamond Lake Junction Rock Production
		Tillamook-Pleasant Valley Section
15524		Cow Canyon Section
		Minutes of November 3, 4, and 5, and December 20 and 21,1948, approved.
		Parks. Parks Superingendent reports on following:
		Waysides. Sunset Highway. Sunset Camp-Buxton Section. Options to be secured on timbered waysides.
15525		Jackson County. Camp White Reserve. Recreational filing on land along Rogue River to be completed.
		Silver Falls Recreational Area. Operation schedule approved.
15526		Waysides. Warm Springs Hwy. Deschutes River crossing. Acquisition of land in Paxton Estate approved.
		Champoeg State Park. Memorial Bldg. Hwy. Dept. to prepare detail design of structure.
		Curry County. Mack's Arch-Wales Cove ocean wayside. Acquisition as park property. Counsel to report.
15527		Real Property. Acquisition authorized. See EXHIBIT "A".
		Condemnation. Offers approved. See EXHIBITS "J-1", "j-2", and "J-3".
		Coos County. Oregon Coast Hwy. Completion through Coos Bay.
15528		Counsel to secure R/W options.
		Claim. Isaac Hasson, et ux. Joint agreement with City of Portland for damages on S.W. Front Street approved.
		Claim. Jalmar Mattson, et ux. Astoria. Payment for option on R/W requested. Counsel to report.

Page	Date 1949	Subject
15528	Jan.24	Sale of timber. Benton County. Alsea. Timber to be advertised for sale.
		Douglas County. Pacific Hwy. Johns-Glendale Junction Section.
15529		Property settlement with Mr. Oldenburg approved.
		Parks. Umatilla County. Blue Mountain Timber Reserve. Agreement with Pendleton Lumber Company re roadway approved.
		Curry County. Oregon Coast Hwy. Agreement with A.C. Baumback to move houses in Gold Beach approved.
		Umatilla County. Pendleton Airbase access road. City of Pendleton requests to purchase. Counsel to report.
		Portland. Sullivan's Gulch Hwy. Agreement re sale of bldgs. approved.
15530		Claim. U.S. Navy. Status report re damage to electronic equipment at Astoria ferry ordered filed.
		Records. Hwy. Dept. records not to be destroyed.
		Columbia County. Columbia River Hwy. St. Helens. Settlement
15531		with Erickson for R/W. Engineer to report. (See page 15565)
		Budget 1949. Hwy. Legislative Interim Committee. Increase of $15,000 approved.
		Sale of land. Hermiston. Acceptance of R.C. Peters offer approved.
		Budget. Minor Betterment, 1949. Six projects not included
15532		in tentative 1949 budget approved.
		Columbia County. Sunset Hwy. Sunset Tunnel. Installation of drainage pipe approved.
		Portland. Sullivan's Gulch. Basement walls to be sloped
15533		after removal of houses from R/W
		Meeting adjourned at 11:45 a.m. to reconvene at 2:00 p.m.
		Multnomah County. Columbia River Hwy. Oneonta Borrow Pit Section. Default of White Brothers. Commission to sue White Brothers. Surety to indemnify state.
		Portland. Harbor Drive landscaping project. Landscaping to
15534		be completed between Alder and Bancroft Streets.
		Maintenance stations. Construction at Dallas and Swiss Home approved.
	LANE	~~Douglas~~ County. Oregon Coast Hwy. Florence. Landscaping project in front of Ragan Hotel approved.
	LANE	~~Douglas~~ County. Oregon Coast Hwy. Siuslaw River Bridge. Engineer to report re parking of trucks on R/W.
		Storage and office space. Albany, Klamath Falls, Eugene.
15535		Construction of three bldgs. approved.
		Coos County. Empgren Ferry and Isthmus Slough Bridge. Expenditure of $10,000 for improvements approved.
		Grant County. John Day Hwy. Dad's Creek-Dixie Summit Section. Agreement with P.R.A. re crushed rock approved.
		Federal Aid Secdy. Hwy. Funds. Acquisition of R/W for county
15536		roads by the counties. Engineer's report approved.
		Surveys. Federal Aid Secdy. Hwy. System. Surveys for county roads in Lincoln and Wasco Counties approved.

Page	Date 1949	Subject
15536	Jan.24	State Tax Street Funds, 1947. See EXHIBIT "C".
		State Tax Street Funds, 1946. See EXHIBIT "B".
		Special State Tax Street Funds. Approval of options for cooperative construction projects confirmed.
		State Tax Street Funds. Apportionment of 1948 State Highway
15537		revenues approved. See EXHIBIT "E".
		Special State Tax Street Fund, 1949. City street projects
15541		approved.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces award of contracts.
15542		Signals. Prineville. 3rd and Main Streets. Installation approved.
		Washington County. Sunset Hwy. Interchange at Cornelius Pass County Road. Engineer to investigate and report. (See page 15557)
		Benton County. Pacific Hwy. West. Footpath construction north of Corvallis approved.
		Corvallis-Newport Hwy. Request for footpath construction west of Corvallis denied.
		Jackson County. Green Springs Hwy. Improvement to eliminate
15543		hazards requested. Engineer to report.
		Clatsop County. Oregon Coast Hwy. Summit-Cannon Beach Section. Request for construction taken under advisement.
		Awards. Engineer's award of contract confirmed.
		Wasco County. Sherars Bridge Secdy. Hwy. Oregon Trunk Railroad Company replacement of trestle approved.
		Extensions of time granted as follows: Contract Nos. 3068,
15544		2994, 3031, 3010, 2981, 3027, 2990, 2953, 2955, 2859, 2738,
15546		2936, 2960, 2895, 2947, 2873, 3054, 3062, 3020 and 2959.
15549		Contracts completed and accepted as follows: Contract Nos. 2738, 2933, 2978, 2994, 3026, 3068, 3076, 3067, 2981, 3023,
15550		3013, 2914. See EXHIBIT "F".
		Klamath County. Fort Klamath. Destruction of equipment storage bldg. by fire. Engineer's report approved.
		Oregon Coast Hwy. Angle parking in cities. Request denied.
		Fireworks. Use of state highway rights of way for sale of fireworks prohibited.
		Weed control. Request for employment of agronomist denied.
15551		Engineer to report attitude of counties toward cost of weed control.
		Klamath Falls. Main Street and Esplanade Street. Part designated as connecting hwy. between The Dalles-California Hwy. and Klamath Falls-Malin Hwy. See EXHIBIT "G".
		Signs. Scappoose. Erection of textboard commemorating Thomas McKay approved.
15552		Load Limits. Fifty percent reduced load limit posted on certain hwys. See EXHIBIT "D".
		Log Hauling. Sunset Hwy. Davies Overcrossing-Sylvan Section.
15553		Designation as Group I Hwy. deferred.
		Clackamas County. Eagle Creek-Sandy Secdy. Hwy. Eagle Creek-Sandy Section. Abandonment approved. See EXHIBIT "H".

Page	Date 1949	Subject
15553	Jan.24	Crook County. Ochoco Hwy. Prineville-Marks Creek Section. Abandonment approved. See EXHIBIT "I".
		Agreements discussed and approved.
		Equipment. Expenditure of $5,480 for Traffic and Parks
15554		Dept. equipment approved.
		E.A. Collier and E.F. Halik authorized to inspect snow plow operations at Snoqualmie Pass.
		R.H. Baldock authorized to attend Northwest Conference of Road Building.
		Harry Esch authorized to attend Traffic School, Berkeley.
		Mark Astrup authorized to attend Eighth Annual Conference on Roadside Improvement.
		Curry County. Agreement with Chetco Timber Company re logging road across state park property approved.
		Meeting date. February 28 and March 1, 1949, set for next regular meeting.
		Wages and salaries. Civil Service wage schedule discussed.
15555		Engineer to report. (See page 15563)
		Wages and salaries. $20-per-month cost of living increase approved to July 1, 1949, if bill passes Legislature.
		Meeting adjourned at 4:45 p.m. to reconvene following day.
15556	Jan.25	Bids received on following projects:
		Middle Fork Coquille River Bridge
		Pine Creek-Beech Creek Rock Production
		Grants Pass Traffic Signals
15557		Sun Dial Section
		Sauvies Island Bridge
		Biggs-Wasco Section
		Washington County. Sunset Hwy. Cornelius Pass County Road
15559		interchange. Engineer to investigate and report.
		Wasco County. Columbia River Hwy. Celilo Indian Village.
15560		Construction of underpass. Engineer to report.
		Permits. Issuance of special movement permits in Southern Oregon. Request for officer in Medford to issue permits denied. Engineer to report.
		Harney County. Rome-Princeton Secdy. Hwy. and John Day-Burns Hwy. Delegation appeared re status of improvements.
15561		No action.
		Lincoln County. Corvallis-Newport Hwy. Toledo-Newport.
15562		Elimination of curves requested. Engineer to report.
		Eugene. Pacific Hwy.-Alder Street intersection. Request of F.I. Chapman to purchase tract of land denied.
		Salem. Willamette River Bridge and improvement of the Pacific
15563		Hwy. East. Action deferred.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Salem. Highway situation discussed. Statement re improvements authorized for release.
		Wages and Salaries. Salary schedule for certain classes
15564		approved. Schedule to be presented to Civil Service Board.
		Bids received at morning session discussed.

Page	Date 1949	Subject
15564	Jan.25	Awards. Chairman Banfield announces awards of contracts.
15565		Columbia County. Columbia River Hwy. St. Helens. Settlement with Erickson for R/W. Engineer to report.
		Klamath County. Sprague River Road. Agreement with U.S. Indian Service re improvement approved.
		Salem. State Hwy. Dept. Office Bldg. Architects' plans discussed.
15566		Klamath Falls. South Sixth Street. Counsel authorized to secure options for R/W across lumber mill property.
		Agreements, etc. approved and signed.
15567		Meeting adjourned at 3:00 p.m.
15568	Jan.24 & 25	EXHIBIT "A". Real property options
15579		EXHIBIT "B". State Tax Street Funds, 1947
15580		EXHIBIT "C". State Tax Street Funds. 1948
15582		EXHIBIT "D". Load limits reduced
15587		EXHIBIT "E". State Tax Street Funds, 1949 allocation
15594		EXHIBIT "F". Contracts completed and accepted
15596		EXHIBIT "G". Connecting street designation. Klamath Falls
15598		EXHIBIT "H". Abandonment
15601		EXHIBIT "I". Abandonment
15607		EXHIBIT "J-1" Condemnation resolution
15609		EXHIBIT "J-2" Condemnation resolution
15611		EXHIBIT "J-3" Condemnation resolution
15613	Feb.28	Bids received on the following projects:
		Sheeley Bridge-Sunset Camp Section
		Shields Creek and Lookingglass Creek Bridge Section
		Rainrock-Alderwood Park Rock Production
15614		Ranger Station-Toll Creek Rock Production
		Steiwer Hill-Albany Roadside Improvement
		Troutdale Section
		Parks. Parks Superintendent reports on following:
		Curry County Ocean Waysides. Mack's Arch-Whale Cove.
15615		Options approved. Negotiations to continue.
		Jackson County. Camp White Reserve. Recreational filing on lands adjacent to Rogue River to be retained.
15616		Cove State Park. Proposed dam in Deschutes River. No action.
		Champoeg State Park. Proposed memorial bldg. Status report approved.
		Vista House. Crown Point. Proposed improvements discussed. Engineer to submit detailed report.
		Smelt run. Multnomah County. Sandy River. No concession privileges to be granted during smelt season.
		Smelt run. Multnomah County. Sandy River Bridge. Game
15617		Commission to use parking area for sale of licenses.
		Painted Hills State Park. Construction of roadway authorized.
		Real Property. Acquisition authorized. See EXHIBIT "A".
		Multnomah County. Sunset Hwy. Vista Avenue-Multnomah County Line. R/W to be acquired at actual cost.

Page	Date 1949	Subject
15617	Feb.28	Condemnation. Offers approved. See EXHIBITS "B-1" and "B-2".
15618		Claims. A.C. Baumback. House moving at Lebanon. Reimbursement in amount of $775 approved.
		Lane County. Siuslaw Hwy. North Fork, Siuslaw River. Right of way to be secured.
15619		Lane County. Goldson. Purchase of house and garage from Al.R. Dade approved.
		Clackamas County. Pacific Hwy. East. Oregon City-New Era Section. Easement agreement with Southern Pacific Company approved.
		Klamath Falls. Klamath Falls-Malin Hwy. First Avenue-Esplanade Street. Area to be deeded to city for park.
		Douglas County. Pacific Hwy. Johns Ranch-Glendale Section.
15620		R/W settlement with McCollum approved.
		R/W settlement with W.O. Condray approved.
		Claims. M.J. and J.A. Greenberg. Settlement for damage to store bldg. approved.
		Chief Counsel authorized to appear before Supreme Court as "friend of court" at request of City of Portland.
		Bid bonds. Five percent of the bid to be required in bid
15621		bonds.
		Multnomah County. Marine Drive. Request for designation and improvement as state secondary highway denied.
		Jackson County. Green Springs Hwy. No additional guard fence to be constructed.
15622		Columbia County. Columbia River Hwy. St. Helens. Erickson to be allowed 60 days to remove a wall and one year to cut back a bldg. encroaching on hwy. R/W.
		Signs. Roadside picnic areas. Signs designating areas and
15623		requesting public cooperation in proper use approved.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Blue Star Drive. Pacific Hwy. from Washington State Line to California State Line. Erection of three markers and development of picnic area at Junction City approved.
		Lane County. Oregon Coast Hwy. Florence. Overnight parking prohibited between First and Second Streets.
15624		Sale of timber. Alsea. Offer of Steeprow and Callahan accepted.
		Washington County. Sunset Hwy. Cornelius Pass County Road connection. Engineer to investigate and report.
		~~Washington~~ Wasco County. Columbia River Hwy. Celilo. Construction of pedestrian underpass and railroad grade crossing.
15625		Engineer and Counsel to investigate further and report.
		Clatsop County. Fishhawk Falls Secdy. Hwy. Request for construction between Elsie and Jewell denied.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Mt. Angel. Regrading and surfacing in city. Action deferred.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.

Page	Date 1949	Subject
15626	Feb.28	Signals. Klamath Falls. Alameda-Esplanade Street. Flashing beacon approved conditionally
15627		Signals. Klamath Falls. Esplanade Street-Main Street. Stop and go installation approved conditionally.
		Signs. Oregon Coast Hwy. Riverwood Park, Astoria. Installation of crosswalk and illuminated sign approved.
		Signals. North Bend. Virginia-Broadway Street.
15628		Stop and go signal installation approved conditionally.
		Signals. North Bend. Washington and Sherman Streets. Installation of semi-actuated signals approved conditionally. Engineer to report.
		Signal installation. Policy established.
		Signals. Douglas County. Pacific Hwy. Wilbur railroad crossing. Installation of flashing lights approved.
		Signals. Multnomah County. Pacific Hwy. East. Oregon City-Portland. Three installations approved.
15629		Signs. Curry County. Oregon Coast Hwy. Langlois. Installation of crosswalk, illuminated sign and widening of shoulders approved.
		Right turns at all stop and go signals. Referred to Engineer.
		Parking near intersections. Prohibition is a city matter.
15630		Coos County. Oregon Coast Hwy. Coos Bay Bridge. Repair to dolphins approved.
		Forest Hwy. Program. List of projects tentatively approved.
15631		Klamath Falls. North 9th Street. Manholes to be raised to street level.
		Alameda Street. Maintenance work authorized. City not to be reimbursed for removing snow from streets.
		Damage to hwys. by weather. Engineer to prepare plans for repair and make full report.
		State Tax Street Funds, 1948. See EXHIBIT "D-1".
15632		State Tax Street Funds, 1947. See EXHIBIT "D-2".
		State Tax Street Funds, 1946. See EXHIBIT "D-3".
		Lane County. Oregon Coast Hwy. Cape Creek Quarry. Extension agreement with Martin Peterson approved.
		Clatsop County. Oregon Coast Hwy. Old bridge over Necanicum River to be given to county.
		Portland. Harbor Drive. Area south of Chamber of Commerce bldg. to be landscaped by local groups.
15633		Claim. Warren Northwest, Inc. Extra compensation for South Unit, Steiwer Hill-Albany Section, Pacific Hwy. East, approved.
		No parking. Eugene. Pacific Hwy. Zone established between Elmira Road crossing and Mile Post 120.04.
		Baker County. Baker. Purchase of crushed rock from Rush Company approved.
		Washington and Columbia Counties. Upper Nehalem County Road. Sheeley Bridge-Sunset Camp Section. Agreement re county maintenance approved.

Page	Date 1949	Subject
15633	Feb.28	Permits. Issuance for special movements in Southern Oregon.
15634		Present policy to be retained.
		Salem. State Hwy. Dept. Office Bldg. Architects' scheme approved. Five-story building to be designed. Ventilating, heating, and cooling system. Alternate bids to be received covering these features.
		Contract work. 1948. Additional authorization to cover excess cost of certain projects approved.
15635		Special State Tax Street Funds. Option for cooperative construction project in Gold Beach approved.
		Budget. Minor betterment. Six projects approved.
15636		Awards. Engineer's award of contracts confirmed.
		Extensions of time approved as follows: Contract Nos. 3018,
15637		2970, 2863, 2949, 2788, and 3037.
15638		Contracts completed and accepted as follows: Contract Nos. 2896, 3000, 3014, 3027, 2863, and 3036. Resolution adopted.
15639		Klamath County. Fort Klamath. Maintenance hdqtrs. site. Counsel to negotiate options.
		Linn County. Albany-Lyons Secdy Hwy. Bonneville Power Administration to cross hwy. with pole line.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Sheep Creek Hill Section. Abandonment approved. See EXHIBIT "F-1".
		Wallowa County. Wallowa Lake Hwy. Elgin-Boswell Ranch Section. Abandonment approved. See EXHIBIT "F-2".
		Jackson County. Sams Valley Secdy. Hwy. Sams Valley Post Office-
15640		Crater Lake Hwy. Abandonment agreement approved.
		Log Hauling. Permit of John H. Gentry reinstated.
		Load Limits. Certain sections of hwys. posted for reduced load limits. See EXHIBIT "G".
		Load Limits. Lincoln and Benton Counties. Alsea Hwy. Fifty percent load limit approved. See EXHIBIT "H".
		Load Limits. Douglas County. Elkton-Sutherlin Secdy. Hwy. Engineer's action re reducing and lifting limit approved.
		Washington County Farmers' Union protests increase in auto and gas tax licenses and construction of throughways.
15641		Manley Robison authorized to attend Pacific Northwest Travel Association meeting.
		R.H. Baldock authorized to attend meeting of Directors of A.A. S.H.O.
		Equipment. Purchase of hwy. maintenance and shop equipment approved.
		Meeting Dates. April 11 and 12, 1949, set for next regular meeting date.
		Meeting adjourned at 5:00 p.m. to reconvene following morning.
	Mar.1	Bids received on following projects:
15642		Marys River Bridge Section
		Mt. Hood Rock Production
		Sandy Creek and Rock Creek Bridge Sections
		Ashland-State Line Rock Production
		Snider Creek-Crater Lake Junction Section

Page	Date 1949	Subject
15643	Mar.1	Second Postwar Construction Program. List of projects approved.
15645		Douglas County. Pacific Hwy. Roseburg. Improvement north of city limits to be considered in future program.
15646		Lane County. Jasper-Lowell County Road. Designation as state secdy. hwy. Engineer to report.
		Lane County. Route "F" Hwy. Oak Hill Crossing. Improvement held up pending P.U.C. action.
		Linn County. Albany. Improvement of city streets near Maintenance Hdqtrs. Engineer and Counsel to report.
		Legislation. House Roads and Hwys. Committee. Chairman Banfield and Commissioner Chandler to meet with committee.
15647		Meeting recessed at noon to reconvene at 2:00 p.m.
		Douglas County. Umpqua Hwy. Reedsport-Scottsburg Section. Further improvement requested. No action.
		Douglas County. Umpqua Hwy. Mill Creek Bridge Section. Straightening and new bridge. Engineer to report.
		License fees and gas tax. Lower Umpqua Chamber of Commerce favors increase.
		Douglas County. Lower Umpqua River. Construction of parking areas. Engineer to report.
15648		Repairs to county roads. Financing of repairs now before legislature. Delegation advised to contact F.L. Phipps.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15649		Agreements considered, approved, and signed.
15650		Meeting adjourned at 2:45 p.m.
15651		EXHIBIT "A". Real property options.
15670		EXHIBIT "B-1" Condemnation resolution.
15672		EXHIBIT "B-2" Condemnation resolution.
15674		EXHIBIT "C". Green Springs Hwy. hazards.
15675		EXHIBIT "D-1".State Tax Street Funds, 1948.
15676		EXHIBIT "D-2".State Tax Street Funds, 1947.
15678		EXHIBIT "D-3".State Tax Street Funds, 1946.
15679		EXHIBIT "E". No parking. Eugene.
15681		EXHIBIT "F-1".Abandonment.
15685		EXHIBIT "F-2".Abandonment.
15690		EXHIBIT "G". Load Limits.
15695		EXHIBIT "H". Load Limit. Alsea Hwy.

Portland, Oregon
December 20, 1948

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids for highway construction were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

THREE HIGHWAYS IN BAKER COUNTY

BAKER ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 37,440.00

NEHALEM SECONDARY HIGHWAY IN COLUMBIA COUNTY

BIRKENFELD-WASHINGTON COUNTY LINE ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis	$ 31,980.00
Jed Wilson, Seaside	35,820.00
Vernie Jarl, Gresham	37,060.00
Homer G. Johnson, Portland	37,305.00

PAULINA SECONDARY HIGHWAY IN CROOK COUNTY

PRINEVILLE-EAGLE ROCK CREEK SECTION

T. W. Thomas, Portland	$ 54,012.00
Roy Norquist, Sweet Home	56,015.10
Geo. E. Corliss, Ontario	58,900.00
Loyd Calkins & Co., Ocean Lake	62,872.00
Allen E. Sackett, Hood River	67,655.80
M. C. Lininger & Sons, Medford	69,316.00
Heavy Hauling Co., Astoria	70,479.10
A. H. Saxton & Sons, Corvallis	70,548.50
J.N. & M.J. Conley, Portland	72,393.00
Babler Bros., Portland	73,362.00

(Cont.)

CROOK COUNTY (cont'd.)

M. L. & C. R. O'Neil, Cresswell	$ 78,155.00
Peter Kiewit Sons' Co., Longview, Wn.	79,906.00
Inter City Sand & Gravel Co., Inc., Eugene	83,410.50
Vernie Jarl, Gresham	83,473.00
Homer G. Johnson, Portland	83,855.00
Colonial Constr. Co., Spokane, Wn.	95,539.50
F. L. Somers, Klamath Falls	101,325.00
M. L. O'Neil & Son, Eugene	114,787.50

LAPINE MAINTENANCE BUILDING, DESCHUTES COUNTY

	Alt. "A" Frame Constr.	Alt. "B" Block Constr.
Archie R. Averill, Portland	$ 14,454.00	$ 13,627.00
Gilbert Roberts, Hood River	15,691.00	---
R. H. Jones, Hillsboro	15,960.00	---
Geo. E. Berry, Beaverton	17,800.00	17,800.00

ROSEBURG DIVISION OFFICE BUILDING, DOUGLAS COUNTY

	Basic Bid	Alt. "B"
Todd Building Co., Roseburg	$ 21,400.00	$ 20,900.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY

DEVILS LAKE OUTLET SECTION

	Using Asphalt	Using Tar
Lindstrom Bros., Portland	$ 124,711.00	---
Harry I. Hamilton Co., Eugene	129,265.50	---
Va Dare Constr. Co., Portland	131,145.50	---

NEWPORT OFFICE BUILDING, LINCOLN COUNTY

Fred Meikes, Newport	$ 5,200.00
Archie R. Averill, Portland	5,760.00
Morgan General Constr. Co., Philomath	5,896.00
C. A. Moffitt, Waldport	6,994.10

VANCOUVER AVENUE BRIDGE IN MULTNOMAH COUNTY

E. C. Hall Co., Portland	$ 11,505.00
Birkemeier & Saremal, Portland	13,895.00
Va Dare Constr. Co., Portland	16,100.00
Valley Constr. Co., Portland	16,605.00
Erick Enquist, Troutdale	17,990.00
Alan Yonker, Portland	32,830.50

December 20, 1948

The State Parks Superintendent was present and reported on the following state park matters:

(1) Sale of down timber in Ecola Park which was felled by the Army in constructing a roadway to a radar installation on Tillamook Head: The Parks Superintendent advised that he has received two offers for this timber, one at 50 cents per thousand board feet and the other at $4 per thousand board feet; however, the timber cannot be trucked out until spring because of the condition of the roadway leading to the area. He was instructed by the Commission to secure additional quotations for the purchase of this timber and to report the results thereof. The timber will be sold to the high bidder therefor if his price is reasonable.

(2) Renewal of the lease for the concession at Vista House, Crown Point: The Parks Superintendent reported a request from Mr. Jack Flaucher, present concessionaire, for a three-year renewal of his lease which terminates in March 1950. The Commission considered that the present lease has too long a time to run to think about renewing it and accordingly denied the request. The Parks Superintendent was instructed to resubmit the matter to the Commission in July 1949 at which time the Commission will decide whether or not to advertise the concession for bids.

(3) Request for permission to construct a Boy Scout cabin in Cape Arago State Park: The Parks Superintendent advised that Mr. William W. McInturff, of the City of Coos Bay, who is interested in the Boy Scout movement, has requested such privilege. He recommended that it be denied as a matter of policy and in order to avoid the establishment of an undesirable precedent. The Commission approved the recommendation.

(4) Proposed acquisition of property bordering the Deschutes River and the Warm Springs Highway near Warm Springs Agency: The Parks Superintendent advised that, pursuant to authority previously given him by the Commission, he contacted Mr. Homer Paxton, Madras, who owns the property at this location and from whom the Commission wants to acquire 1.2 acres as a wayside picnic area, but Mr. Paxton, who at first appeared favorably inclined, has now changed his attitude and refuses to sell the property, so it appears necessary to condemn it. He stated that the property is highly desirable from the state's standpoint and recommended condemnation, if necessary, to obtain it. As the result of discussion the Commission referred the matter to the Right of Way Department to appraise the property to determine its value and report at the next meeting of the Commission.

(5) Operation of Silver Falls Recreational Area during 1949: The Parks Superintendent requested instructions whether or not to continue arrangements had with the Salem Y.M.C.A. in 1948 for handling this area. He advised that during 1948 the Y.M.C.A. charged the various organizations who used the area the rate established by the Highway Commission, took full charge of the camp, including the dining room and other facilities, and turned over to the state at the end of the season the sum of $576, which was not enough to reimburse the state for expenses incurred for a caretaker, etc. In the discussion

of this matter the Commission expressed the attitude that it preferred that this recreational operation be self-supporting and that the charges made for use of the area should be raised sufficiently to pay the state's expense for a caretaker and upkeep; moreover, the handling of details with the various agencies for use of the area should be under the direct control and supervision of the State Parks Superintendent rather than the Y.M.C.A. The Parks Superintendent gave as his thought that were the state to charge $10 per cord for wood used by recreationists sufficient revenues would be derived to pay expenses without the necessity of raising the rates. The Commission referred the matter back to the Parks Superintendent to handle in conformity with its ideas on the subject.

(6) Status of plans for the historical memorial building in Champoeg State Park: The State Parks Superintendent and the State Highway Engineer both advised that they had received no definite information from Mr. Frank Roehr, representing the American Institute of Architects, as to when the design for this structure will be completed. Chairman Banfield advised that he had talked with Mr. Roehr concerning the matter and suggested to him that he submit a report to the Commission on the subject because the Commission is anxious to get this building construction under way. Mr. Roehr, he said, promised to have the plans in the hands of the Commission within the next few days. He stated his thought that if the architects cannot furnish the design within a reasonable length of time then the Commission should proceed on the basis of its own design. Commissioners Schaupp and Chandler concurred.

(7) Approval of the park betterment budget for 1949: The Parks Superintendent submitted for the Commission's consideration a list of projects proposed for betterment in state parks during the calender year 1949, totaling $255,000. Following careful consideration and discussion the Commission unanimously approved the budget as submitted, subject to deletion therefrom of the following items:

Caretaker's house, etc. at Armitage State Park, Lane County	$ 10,000.00
Caretaker's house in state park located on Deschutes River 3 miles north of Bend	10,000.00
Historical museum building in Champoeg State Park	125,000.00
Silver Creek Falls State Park, cots and mattresses	468.75
Miscellaneous improvements in Sunset Bay State Park	2,580.00

(The improvements in Sunset Bay State Park were deleted from the proposed budget pending an opinion from the Attorney General as to whether or not the State Highway Commission has jurisdiction over the beach at this location or whether the State Land Board has such jurisdiction. The Chief Counsel was instructed to obtain such opinion from the Attorney General.)

(For details with respect to the budget, see copy of the budget on file in the Commission's records and files, being Highway Department Budget File No. 3-b.)

The Assistant Counsel, Mr. J. W. DeSouza, presented for the Commission's consideration a list of real properties that are needed for various highway improvements throughout the state, and the offer that he recommended in connection with each parcel. Following careful consideration of each item the Commission approved the offers as recommended and authorized acquisition of the properties on the basis thereof. The attached resolution with respect thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though copied in full herein, was thereupon adopted by the Commission by unanimous vote.

The following notes pertain to the above-mentioned resolution marked EXHIBIT "A":

(*) Right of way for Sullivan Gulch Section, Sullivan Gulch Highway, Portland: The Commission unanimously approved the purchase of all the properties listed in the resolution, however, instructed the Right of Way Department not to stress negotiations for right of way for this project since construction will not take place for probably three years; also, not to bring to the Commission for consideration any settlements that are not equitable, and not to take the initiative in the negotiations. The dealings with respect to this project are to be in conformity with the resolution heretofore adopted by the Commission with respect to the Sullivan Gulch Highway. The Chief Counsel was instructed to submit a written report, giving a thorough analysis of this project.

In this connection the Assistant Counsel requested instructions with respect to insurance coverage for the buildings acquired in connection with these and other right of way settlements. Action on the matter was deferred pending a recommendation from the Chief Counsel.

(**) Troutdale Section, Columbia River Highway: The Commission approved both settlements as listed.

In this connection the Engineer reported the results of negotiations with the Port of Portland and Multnomah County with respect to re-alignment of the Sun Dial Secondary Highway to accommodate a proposed enlargement of the Troutdale Municipal Airport. He advised that a written agreement is now being prepared covering arrangements effected among those concerned whereby a substitute road is being furnished by the Port of Portland at no expense to the state, and the state's obligation will not be increased over that provided in the original plan for the highway improvement at this location; as a matter of fact, the state will realize a saving of approximately $40,000 by not being required to construct a traffic interchange which was required under the original set up. The Commission approved the report.

(***) Dodson-Bonneville Section, Columbia River Highway, Item No. 13606: The Commission approved acquisition of the property from Jacob and Kathrin Aschenbrenner and Antone A. Poquette and Emily A. Poquette for right of way at a cost of $42,000 as detailed in the resolution. The Chief Counsel was instructed to submit a complete written report on this subject.

(****) Purchase of right of way for the proposed improvement of the Newberg-Dundee Section, Newberg-Dayton Junction Section, and the St. Joe-Lafayette Section of the Pacific Highway West, in Yamhill County: The Commission approved all of the settlements as listed following careful consideration of a report from the Engineer on the cost to construct a proposed substitute highway between Newberg and McMinnville which would by-pass the towns of Dundee and Lafayette and avoid acquisition of expensive right of way on the present route of the highway which is required to provide a four-lane facility. According to the Engineer's report, it will cost approximately $3,000,000 to provide a new four-lane highway facility on the proposed by-pass route between Rex Hill and McMinnville, which amount includes purchase of right of way estimated at about $300,000; also, the cost to provide a modern two-lane highway facility along the present route is estimated at $600,000, of which $495,000 represents the cost of construction and the balance, extra land needed to provide a right of way 120 feet wide.. It also appears that such two-lane facility will be satisfactory for about ten years, at which time two additional traffic lanes will have to be provided. Chairman Banfield expressed himself in favor of modernizing the present route at the estimated cost of $600,000 rather than spending $500,000 now on the proposed route and assuming an obligation to spend $3,000,000 later on. Commissioners Schaupp and Chandler expressed themselves similarly and it was so ordered.

(+) Settlements with Pearl Morris Hall, Item No. 11992, $1,250, and Oscar and Ethel Whithoft, Item No. 15153, $1,500: The Chief Counsel explained that these are out-of-court settlements of condemnation cases which previously were approved by the Commission over the telephone. The Commission confirmed these settlements unanimously.

In this connection the Commission also discussed the following:

(1) Acquisition of right of way for the Youngs Bay Bridge-Lewis and Clark River Section of the Oregon Coast Highway, in Clatsop County: The Assistant Counsel presented options secured for 11 parcels of land along the previously approved and adopted location. Action on these settlements was deferred by the Commission pending final decision with respect to rerouting this highway on a more direct line between Astoria and Warrenton, as heretofore recommended by a delegation from this district. The Commission's action was taken as the result of discussion of the Engineer's written report on the proposed highway routing based on a reconnaissance survey of the location. According to the report, the alternate route between Astoria and Warrenton is 2.184 miles shorter than the adopted route, and the cost to construct this

route is approximately $600,000 cheaper than the adopted route if a low bridge is used and $300,000 cheaper if a high bridge is constructed. The report also reveals that the cost of right of way on the present adopted route is estimated at $40,000 and that on the alternate route is $37,750. The Engineer suggested, in view of the findings, that it would be advisable to discontinue right of way negotiations along the presently adopted route and to defer closing any options heretofore taken until such time as the Commission decides definitely which way to route this highway. As the result of this discussion the Commission ordered right of way negotiations discontinued on the present adopted route and instructed the Chief Counsel to appraise the properties needed as right of way on the proposed alternate route and report the results thereof.

(2) Redmond Section of The Dalles-California Highway, Item No. 15146, acquisition of 0.42 acre of land from M. A. Lynch and Eva B. Lynch needed for storage purposes: The Commission deferred action on this matter pending an additional report from the Engineer as to whether or not 0.42 acre of land will provide a sufficient area for the purpose intended and whether or not any other suitable sites are available. The Engineer was instructed to provide such information and to have available when the matter comes up for discussion a map showing the location of the property.

The Assistant Counsel also requested authority to institute condemnation proceedings to acquire certain parcels of real property which cannot be secured by negotiation. He submitted a list of such properties, together with the offer that he recommended with respect to each parcel, as follows:

		Recommended Offer
N. E. Union Ave. Section of the Pacific Highway East		
15202	Columbia Ways Corporation and George Gray	$ 4,200.00
15149	Northwest Properties, c/o Mr. Ivan Phipps	4,750.00
14773	Tom E. and Herbert C. Boden	150.00
St. Joe-Lafayette Section of the Pacific Highway West		
4419	Herschel and Geraldine Bell	3,300.00
Newberg-Dayton Junction Section of the Pacific Highway West		
14450	C. D. Norris	5,750.00
14458	W. Winegar	105.00

(Cont.)

Recommended Offer

Dundee-Dayton Junction Section of the Pacific Highway West

14453 R. R. Dodge $ 3,000.00

Rainier-Goble Section of the Lower Columbia River Highway

14986 Sylvia C. Archibald 2,050.00

As the result of careful consideration of each item, the Commission approved the request and the recommended offers. The attached resolutions with respect thereto marked EXHIBITS B-1, B-2, and B-3, which resolutions by this reference are made a part hereof with like effect as though copied in full herein, were thereupon adopted by the Commission by unanimous vote.

The Assistant Counsel, Mr. DeSouza, reported on the status of the budget for right of way purchases during 1948. The overall picture of this budget, he said, reveals that expenditures will overrun the amount set up by about $182,000, due principally to purchases in excess of those originally anticipated and the rise in cost of real property. The Commission approved the report and ordered that the accounting records be adjusted accordingly.

The Assistant Counsel also brought up for discussion an inquiry from the Portland Chamber of Commerce relative to information that has been divulged concerning the Sullivan Gulch project. The Commission authorized the release of any information concerning specific properties that it has passed on but left it with Chairman Banfield to instruct the Chief Counsel later on as to what additional information may be divulged.

The Commission discussed the matter of allowing Mr. T. M. Gilchrist, Albany, continued used of some state-owned property in that town which he is now occupying under provisions of right of way settlement. The Chief Counsel advised that when the right of way was purchased Mr. Gilchrist was given permission to use part of the property for parking privately owned automobiles until the property is needed by the state; however, it now appears that he is abusing the privilege and is using the area commercially by maintaining on it a large advertising sign and by using it as a storage place for second-hand cars that are being offered for sale. It was his thought that such use of the property is a violation of the privilege granted Mr. Gilchrist and that it should be stopped. The Commission referred the matter back to the Chief Counsel with authority to do what is necessary to stop such unauthorized use of the property.

The Assistant Counsel, Mr. DeSouza, reported on the status of certain state-owned property in the City of Condon which is now being used by the Condon Rod and Gun Club and which the Club desires to acquire outright. He advised that, pursuant to instructions from the Commission at the previous meeting, he has investigated title to the property and finds that it was acquired by quit-claim deed from John Madden and the Arlington Lumber Company in 1944, rather

than from either the City of Condon or Wheeler County, as was first thought, so neither the city nor the county would have any interest in the reconveyance of the property. He suggested, in view thereof, that the Commission might feel inclined to deed the property direct to the Rod and Gun Club. The Commission indicated a reluctance to dispose of the property and accordingly instructed the Assistant Counsel to ascertain the attitude of the Gun Club with respect to leasing the property on an agreed rental basis.

The meeting recessed at twelve o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Commission discussed and approved the sale to the City of Pendleton of a portion of a gravel pit adjacent to the Pendleton-Reith Section of the Stanfield-Pendleton Secondary Highway in the Northwest quarter of the Northeast quarter of Section 8, Township 2 North, Range 32 East, W. M., Umatilla County, which property the city needs in connection with a proposed sewage disposal plant. The Commission's approval was based on a statement by the Chief Counsel that the deed of conveyance, as prepared, contains provisions that fully protect the state's interest, particularly with reference to salvaging road-building materials that will be excavated therefrom in connection with construction of a new channel for the Umatilla River. (The deed was signed on the following day.)

The Chief Counsel brought up for discussion the condemnation case of the State Highway Commission vs. McEnroe. He advised that the Commission previously authorized condemnationof this property and an offer of $473 in connection therewith, but the case has not been tried and the owner is now willing to settle out of court for the sum of $623. He recommended settlement on such basis. The Commission approved the recommendation.

Consideration was given by the Commission to the application of T. I. Chapman, Eugene, to purchase certain excess state-owned real property adjacent to the Pacific Highway in Eugene. In the discussion of this matter the Engineer pointed out that the property is located adjacent to Alder Street and is on the route of the new highway improvement now being constructed; further, that the property is near this vital intersection and, in his opinion, should not be disposed of until the highway improvement has been completed and in operation for some time. He advised that he could not state at this time whether or not this property, or any part of it, would be needed for highway purposes later on. The Chief Counsel advised that the property lies between the highway and adjacent property owned by Mr. Chapman, who only wants to control the area so that it will not get into the hands of other private individuals that might be objectionable to his interests. In view of this information, the Commission decided not to sell the property to Mr. Chapman, or to anyone else, for the time being. In the event it is determined later on that the property is not needed for highway purposes, then Mr. Chapman is to be so informed and given an opportunity to discuss the purchase of it with the Highway Commission.

The Commission discussed and approved a form of agreement with the Southern Pacific Company which provides for an easement to construct and main-

tain a highway and a drainage ditch on railroad property in Klamath County. (The agreement was signed by the Commission on the following day.)

The Commission also discussed and, upon recommendation of the Chief Counsel, approved the renewal of a maintenance site lease agreement with Mr. Carl M. Stevens, et al. covering property located near Newberg, in Yamhill County, Right of Way File No. 9936. (The agreement was signed on the following day.)

The Chief Counsel reported an inquiry from Mr. James Convill , City Manager, Astoria, concerning the cutting of sidewalks and installation of light wells on state highway right of way in the City of Astoria. It appears that a certain merchant is desirous of installing a light well along the full frontage of his building and wishes to maintain a pipe railing around the opening to keep people from falling into it, which type of construction is contrary to the city ordinance covering such matters; however, according to Mr. Convill, the City Council will not object to such type of construction, regardless of the ordinance, if the State Highway Commission wishes to authorize the installation. It was the feeling of the Commission that the city ordinance should be strictly adhered to and it was so ordered. The Commission offered no objections to the installation of the light wells in the sidewalks if they are arranged, with gratings or other materials, so that people can walk over them.

A request was presented from Foster and Kleiser Company for permission to cut and remove vegetation growing along the Oregon Coast Highway a short distance south of Otis Junction, so as to open to view a large billboard which is being maintained by the company on nearby property. The Engineer advised that the vegetation is not objectionable from the highway standpoint; in fact, it acts as a sort of screen to hide the advertising sign which does not enhance the aesthetic features of the highway but, on the other hand, has and adverse effect on highway traffic and might be the means of causing accidents. He recommended that the request be denied. The Commission approved the recommendation.

The Commission also considered a request from the Public Roads Administration for permission to temporarily occupy a state-owned building located on property recently acquired by the Commission from Mr. G. P. Hunter, near Tidewater, on the Alsea Highway. The Chief Counsel explained that the Public Roads Administration has some construction work under way at this point and would like to use the building for equipment storage purposes. The Commission approved the request unanimously.

The Chief Counsel brought up for discussion the matter of a proposed amendment to the law which now places some responsibility on the Highway Commission relative to the prohibition or regulation of the driving of automobiles on the shore of the ocean. He pointed out that the difficulty seems to be that the present law divides authority between the Highway Commission and counties or municipalities contiguous to the beach. He suggested and recommended that Section 4 of Chapter 493, Oregon Laws 1947 be amended by deleting the language which makes action of the Commission dependent upon a recommendation

from the counties or the cities. If so amended, he said, the entire matter will be left to the judgment and discretion of the Highway Commission. Following discussion of the matter the Commission instructed the Chief Counsel to prepare a bill in conformity with his recommendation for presentation to the next legislature, amending the previous law.

The Chief Counsel brought up for discussion a request from residents of the town of Gates that the Highway Commission approve the vacation of a city street which parallels the North Santiam Highway through their town. He pointed out that the highway right of way at this point is not owned by the state but is under lease from the railroad company and, should the street referred to be vacated, the railroad company would come into possession of half of it and the property owners the balance, which would place the Highway Commission in a position of not being able to control access to the highway. On the other hand, if only one-half of the street were vacated, then the Highway Commission would retain control of access as in the past. He recommended that the matter be handled in the latter mentioned manner if the Commission feels inclined to join in the vacation proceedings. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

The Chief Counsel requested authority to send three of his right of way men to California, at state expense, to study the right of way organization of the Department of Highways of that state. He said that California has a very fine right of way organization and, in his estimation, the Oregon set up could be improved by adoption of some of the California practices. It was his thought that such investigation could be made in about six days' time. The Commission approved the request unanimously.

The Engineer reported that, pursuant to instructions from the Commission at the previous meeting, he has contacted the County Court of Umatilla County with respect to the transfer of funds to permit construction of the Helix-Holdman County Road and that the County Court is in full accord with the plan of deleting from the first Three Year Postwar Program improvement of the Pioneer Spur-McDougal Camp Section of the Weston-Elgin Secondary Highway, to which an amount of $230,000 was tentatively allocated, and re-allocating such funds for construction of the Helix-Holdman Road, which is estimated to cost $170,000, and widening and constructing curbs along the Columbia River Highway in the town of Umatilla, estimated to cost $55,000. He recommended, in view of the attitude of the County Court, that the Commission approve such transfer of funds. The Commission approved the recommendation unanimously and so ordered.

The Engineer brought up for discussion an application that has been filed with the Public Utilities Commissioner by the Gardiner Lumber Company for authority to construct its logging railroad, at grade, across the Oregon Coast Highway approximately one mile south of Gardiner, the exact location being immediately north of Smith River Bridge. The Long Bell Lumber Company, he said, has recently purchased the interests of the Gardiner Lumber Company and plans to conduct its operations on a perpetual sustained yield basis, and the spur track which it intends to install across the highway is of a

permanent character. He gave as his thought, in view of the importance of the Oregon Coast Highway which was recently designated by the Commission as a "throughway", that the railroad should be required to provide for separation of highway and railroad grades. He estimated the additional cost to the company to provide such a grade separation at $175,000. The Commission concurred in the viewpoint of the Engineer in this matter and instructed him to enter a protest with the Public Utilities Commissioner against granting the application for a grade crossing.

The Commission discussed briefly a report from the Engineer on a questionnaire which was recently circulated by the Newberg Chamber of Commerce to determine local sentiment with regard to the rerouting of US99W through the town of Newberg. The Secretary was instructed to inform the Newberg Chamber of Commerce of the action previously taken by the Commission at this meeting with respect to improvement of this highway between Newberg and McMinnville, which action, incidentally, did not cover the routing of the highway within the city limits.

The Commission discussed with the Engineer the bids received at the morning session, and a 3:00 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Baker Rock Production Project on three state highways, in Baker County. Vernie Jarl, Gresham, submitted the only bid for this project at $37,440. The Commission has awarded the contract to Mr. Jarl at his bid price.

"Birkenfeld-Washington County Line Rock Production Project on the Nehalem Secondary Highway, in Columbia County. Four bids were submitted for this project, the low one being that of A. H. Sexton & Sons, Corvallis, at $31,980. The second low bid was that submitted by Jed Wilson, Seaside, at $35,820. The Commission has awarded the contract to the low bidder, A. H. Sexton & Sons.

"Widening and surfacing on the Prineville-Eagle Rock Creek Section of the Paulina Secondary Highway, in Crook County. T. W. Thomas, Portland, submitted the low bid for this work at $54,012. Roy Norquist, Sweet Home, submitted the second low bid in the amount of $56,015. There were sixteen higher bids. This is a cooperative project with Crook County, and the Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, T. W. Thomas, when approval has been secured from the Crook County Court.

"Construction of the Lapine Maintenance Building, in Deschutes County. Archie R. Averill, Portland, submitted the low bid for this work in the amount of $13,627, using block construction. He also submitted the low bid, at $14,454, using frame construction. Gilbert Roberts, Hood River, submitted the second low bid, in the amount of $15,691, using frame construction. He submitted no bid using block construction. Two

higher bids were received. The Commission has awarded the contract to Archie R. Averill, the low bidder, on the basis of using block construction.

"Construction of the Roseburg Division Office Building extension, in Douglas County. The Commission received only one bid for this project, being that of Todd Building Company, Roseburg, in the amount of $21,400, basic bid, with a reduction of $500 if the alternate bid is used. The Commission has rejected this bid as being too high.

"Devils Lake Outlet Section of the Oregon Coast Highway, in Lincoln County. The Commission received three bids for this project, the low one being that of Lindstrom Bros., Portland, at $124,711, using asphalt. Harry I. Hamilton Co., Eugene, submitted the second low bid in the amount of $129,265.50, using asphalt. The third bid was that of VaDare Construction Company, Portland, at $131,145.50, using asphalt. None submitted bids based on the use of tar. The Commission has awarded the contract to the low bidder, Lindstrom Bros.

"Construction of a building at Newport in Lincoln County. Fred Neikes, Newport, submitted the low bid for this job at $5,200. Archie R. Averill, Portland, submitted the second low bid at $5,760. There were two higher bids. The Commission has awarded this contract to the low bidder, Fred Neikes.

"Repairs to the Hancouver Avenue Bridge, in Multnomah County. E. C. Hall Co., Portland, submitted the low bid for this project at $11,505. Birkemeier & Saremal, Portland, submitted the second low bid at $13,895. There were four higher bids. The Commission has awarded this contract to E. C Hall Co., the low bidder."

The Engineer reported on a number of requests received from residents of Lane County for the further improvement of the Territorial Secondary Highway between Monroe, in Benton County, and Anlauf, in Douglas County. He advised that to complete this highway involves construction of three sections, 9 miles, 7.7 miles, and 8.7 miles in length, respectively, for a total estimated cost of $1,560,500. He pointed out that, according to the present tentative set up, Lane County's share of funds available in 1949 and 1950 totals $1,613,000, so if the Commission were to approve the Territorial Highway project, it would take practically all of Lane County's share of the funds. The Commission could not see its way clear to finance the project at the present time.

The Commission discussed briefly a letter from the Baker County Chamber of Commerce and a resolution from a number of citizens of La Grande concerning improvement of the Old Oregon Trail between North Powder and La Grande. The Baker County Chamber of Commerce urges modernization of the present route of this highway through the town of Union, rather than con-

struction of the proposed new route through Ladd Canyon, and the people of La Grande protest the re-routing of the highway along what is known as "Ladd Canyon Foothill Road" to a connection with the present highway at Lone Tree and recommend approval and adoption of a route following the present highway southeasterly from La Grande to the intersection of Ladd Canyon Market Road, thence southerly along this market road to an intersection with the present Ladd Canyon Foothill Road. The Commission deferred action on these communications pending a conference with members of a delegation which is scheduled to appear on the following day. (This matter was discussed further with the delegation, but the Commission again deferred action pending a full report from the Engineer on the subject and a careful study of it by members of the Commission. See additional minute entry ahead).

The Commission discussed a written report from the Engineer dated December 16, 1948, on the subject of general highway maintenance costs for the year 1948. In his report the Engineer points out that expenditures for 1948 will exceed the budget estimate by approximately $500,000, due largely to the following: Damages by logging trucks, $200,000; increase in section crew costs resulting from flood damage, $191,000; increase in price of asphalt, $18,000; increases in freight rates on asphalt, $33,000; increases in price of gasoline, $47,000; and cost of work performed for the Public Roads Administration, $11,000. He also pointed out that there are uncommitted funds in reserve for contingencies in the 1948 budget amounting to more than the excess in maintenance costs. He recommended that such funds be transferred to general maintenance to take care of the deficit. The Commission approved the recommendation unanimously.

The Engineer reported the results of receiving bids in Salem on December 13, 1948, for the sale of used equipment and scrap materials. He presented a tabulation of the high bid received for each item, together with the estimated value of each article offered for sale, as follows, and recommended acceptance of these offers:

SALE OF USED EQUIPMENT STORED AT SALEM, ASTORIA AND LA GRANDE

Item No.	Item	High Bidder	High Bid	Engr's. Est.
		LOCATED AT SALEM, OREGON		
1.	Bay City shovel, Dept. No. 40-731	Vernie Jarl, Gresham Feenaughty Mach. Co., Portland	$ 12,100.00	$ 9400.00
2.	Ford sedan, Dept. No. 36-60	Acme Auto & Truck Wreckers, Salem	131.00	150.00
3.	Ford sedan, Dept. No. 35-72	" " " "	87.77	140.00

(Cont.)

SALE OF USED EQUIPMENT STORED AT SALEM, ASTORIA AND IN CRANES

Item No.	Item	High Bidder	High Bid	Engr's. Est.
	LOCATED AT SALEM, OREGON (Cont.)			
4.	Ford sedan, Dept. No. 36-65	Nick L. Wedmore, Salem	$ 157.00	$ 150.00
5.	Ford sedan, Dept. No. 36-69	Ben J. Bartell, Salem	165.13	150.00
6.	Ford sedan, Dept. No. 38-60	Stuart H. McIntyre, Portland	267.57	160.00
7.	Chevrolet sedan, Dept. No.37-6	Osburn & Kniefel Construction Co., Gresham	277.00	165.00
8.	Ford sedan, Dept. No. 36-68	Acme Auto & Truck Wreckers, Salem	127.00	150.00
9.	Ford sedan, Dept. No. 38-61	" " " "	137.37	165.00
10.	Ford sedan, Dept. No. 36-50	" " " "	111.11	150.00
11.	Ford sedan, Dept. No. 38-51	Foste.. Wedmore, Salem	256.00	160.00
12.	Ford sedan, Dept. No. 35-63	Ben J. Bartell, Salem	152.25	140.00
13.	Ford sedan, Dept. No. 38-53	Acme Auto & Truck Wreckers, Salem	137.37	160.00
14.	Ford sedan, Dept. No. 36-53	" " " "	117.77	160.00
18.	Chevrolet pick-up, Dept.No.36-103	Ralph W. Anderson, Salem	257.00	125.00
19.	Ford pick-up, Dept. No. 37-102	Acme Auto & Truck Wreckers, Salem	167.77	150.00
20.	Chevrolet pick-up, Dept.No.36-105	Ben J. Bartell, Salem	225.52	125.00
21.	Ford pick-up, Dept. No. 38-104	Mary A. Schuett, Salem	196.00	130.00
22.	Chevrolet pick-up, Dept.No.36-107	Ben J. Bartell, Salem	165.50	125.00
23.	Ford station wagon, Dept.No.36-162	Borin Motor Co., Vancouver, Washington	110.00	135.00

SALE OF USED EQUIPMENT STORED AT SALEM, ASTORIA AND LA GRANDE

Item No.	Item	High Bidder	High Bid	Engr's. Est.
	LOCATED AT SALEM, OREGON (Cont.)			
24.	Chevrolet station wagon Dept. No. 36-153	Borin Motor Co., Vancouver Washington	$ 110.00	$ 135.00
25.	Chevrolet station wagon Dept. No. 37-152	O. E. Glazebrook, Terrebonne	136.00	145.00
26.	Chevrolet panel delivery Dept. No. 36-150	Geo. A. Bressler, Salem	292.50	140.00
27.	Chevrolet station wagon Dept. No. 36-154	Acme Auto & Truck Wreckers, Salem	131.31	135.00
28.	Chevrolet station wagon Dept. No. 37-153	John Schweitzer, Portland	216.00	145.00
29.	Chevrolet truck, chassis only, Dept. No. 37-207	" " "	163.00	130.00
30.	Ford dump truck, Dept. No. 37-356	G. M. Belknap, Jefferson	351.25	195.00
31.	Ford dump truck, Dept. No. 36-344	John Schweitzer, Portland	158.00	180.00
32.	Ford dump truck, Dept. No. 37-347	G. M. Belknap, Jefferson	351.25	195.00
33.	Ford dump truck, Dept. No. 37-333	" " " "	351.25	200.00
34.	Farquhar boiler, skid mounted, Dept. No. 26-557	O. C. Yocom Co., McMinnville	365.00	150.00
35.	Austin-Western patrol grader, Dept. No. 31-607	" " " " "	155.00	150.00
36.	Littleford asphalt kettle, broken axle, Dept. No. 29-537	John Schweitzer, Portland	11.00	15.00
37.	Ingersol-Rand compressor, on trailer, Dept. No. 29-531	Salem Iron Works, Salem	181.68	200.00
38.	Ingersol-Rand compressor, on trailer, Dept. No. 30-531	" " " "	181.68	150.00
39.	Sullivan compressor, on trailer, Dept. No. 31-530	Ray G. Smith, Corvallis	168.00	200.00

(Cont.)

SALE OF USED EQUIPMENT STORED AT SALEM, ASTORIA AND LA GRANDE

Item No.	Item	High Bidder	High Bid	Engr's. Est.
	LOCATED AT SALEM, OREGON (Cont.)			
40.	Ingersol-Rand compressor, skid mounted, Dept. No. 29-530	John Schweitzer, Portland	$ 262.00	$ 75.00
			$18,931.05	$14,730.00
	LOCATED AT ASTORIA, OREGON			
1.	Metal life boat	St. Louis Junk Co., Astoria	$ 2.50	$ 5.00
2.	Used life preservers	" " " " "	25.76	28.00
3.	Anchor, 500 lb.	" " " " "	7.50	2.50
4.	Anchor, 700 lb.	" " " " "	8.50	3.00
			$ 44.26	$38.50
	LOCATED AT LA GRANDE, OREGON			
1.	Snow King rotary plow	No Bids Received		

SALE OF USED STEEL RAILS, CRANE, ETC., STORED AT COOS BAY

1.	Coos Bay Tug and Barge Co., Coos Bay	$ 921.75
2.	Marshfield Bargain House, Coos Bay	425.00
3.	Zidell Machinery & Supply Co., Portland	127.50

Engineer's Estimate $ 950.00

SALE OF SCRAP TIRES STORED AT SALEM

No Bids Received

The Engineer pointed out that identical bids were received from Feenaughty Machinery Company, Portland, and Vernie Jarl, contractor, Gresham, for the purchase of the 1 ½ yard Bay City Shovel stored at Salem. Both of these bidders were contacted with respect to the sale, he said, and a letter has been received that they have decided between themselves that the Feenaughty Machinery Company should secure this particular piece of equipment. Following discussion, the Commission unanimously approved the sale of the

material to the high bidder in each instance as recommended by the Engineer.

The Engineer presented for the Commission's consideration a letter from Mr. W. H. Lynch, Division Engineer, Public Roads Administration, explaining the necessity to increase the allotment of Forest Highway Funds on the Summit-East Section of the Ochoco Forest Highway project, No. 27-B3, from $325,000 to $498,000, which amount is composed of the contractor's low bid to do the work plus an amount for engineering and contingencies. It was brought out in the discussion that the original allotment for this project was $280,000 and that it was increased to $325,000 under a program letter dated August 10, 1948, but due to circumstances, it is again necessary to increase it; also, that because the present increase is more than 25 percent of the original allotment, a new program letter directed to the officials in Washington, D. C., recommending the increase is required. It was explained that there are sufficient funds available in the Forest Highway contingency fund to finance the increased costs. The Engineer recommended approval of the increase and execution of the revised program letter. The Commission approved the recommendation unanimously. The following letter with regard thereto was signed by the Commission on the next day:

486 Oregon General

December 17, 1948

Chief, Forest Service
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

Under Oregon Forest Highway program letter for the fiscal year 1947, recommended September 26, 1946 and approved by the Commissioner November 5, 1946 - further ammended and recommended August 10, 1948 and approved by the Commissioner on September 5, 1948, there was approved for construction the following project:

No.	Project	Type of Funds	Present Program Amount
27-B3	Ochoco Highway Grading Length 3.000 miles	F.H. Postwar	$ 325,000.00

Since the previous programming of this project, construction costs have increased to such an extent that additional Forest Highway funds in the amount of $173,000.00 over and above those provided in the latter of the above cited program, will be required.

It is therefore recommended that the program be revised as follows:

(Cont.)

December 20, 1948

No.	Project	Type of Funds	Revised Program Amount
27-B3	Ochoco Highway Grading Length 2.964 miles	F. H. Postwar	$ 498,000.00

Sufficient funds are available in the state contingent to finance the increased Forest Highway costs.

Very truly yours,

/s/ W. H. Lynch
W. H. LYNCH
Division Engineer

U. S. FOREST SERVICE

O.K.
R. H. Baldock /s/

/s/ James Frankland
act. Regional Forester

Attest

/s/ H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

(SEAL)

/s/ T. H. Banfield
Commissioner

/s/ A. W. Schaupp
Commissioner

/s/ Ben R. Chandler
Commissioner

The Commission unanimously confirmed authority previously given the Engineer, as requested in his letter of November 19, 1948, to spend $4,700 of state funds in cooperation with the Southern Pacific Company for construction of an extension to a dike in the Santiam River above the bridge on the old Pacific Highway route at Jefferson, it being apparent that the dike is required to

protect the highway as well as the railroad at this point during flood periods.

The Engineer reported on requests from the International Woodworkers of America and from Hon. Earl Hill, State Senator, Cushman, for construction of guard fence along the Siuslaw Highway between Cushman and Mapleton, a distance of about 11.5 miles. He stated that this matter has been investigated by the Maintenance Engineer, Mr. E. A. Collier, who advises that there are eight places between Cushman and Mapleton, totaling about three miles, where the river or water filled borrow pits are immediately adjacent to the highway. He also stated that, according to a report from the Traffic Engineer, five accidents with ten fatalities have occurred on this section during the past eight years, two of which,resulting in five fatalities, occurred in 1948. Both of the 1948 fatal accidents, he said, occurred on sections reported on by Mr. Collier, and these might have been prevented if about 1,000 feet of guard fence had been provided at each location. He recommended approval of guard fence construction along these two sections, more particularly described as being between Mile Posts 5.7 and 5.9 and between Mile Posts 8.10 and 8.30, which he estimated would cost about $5,000. The Commission approved the recommendation unanimously and authorized the work as a minor betterment project in 1949.

The Commission approved an expenditure of $12,200 from reserves for "Capital Outlay Expenditures" in the 1949 budget to finance alterations and improvements to the ferry boat "M. R. Chessman". The Engineer explained that this is not an additional authorization but is only to take care of work heretofore authorized by the Commission in 1948 but not completed in time to enter in the 1948 account, so it will have to be paid with funds budgeted for 1949 expenditure.

The Engineer requested the Commission's approval of an expenditure of $45,400 out of the 1949 budget for "Capital Outlays" to finance the following projects:

PROPOSED CAPITAL OUTLAY MISCELLANEOUS PROPERTIES - 1949

1. Quarries and Gravel Pits

Central Oregon Hwy., M.P. 16.2, Fence gravel pit to keep stock from falling in using barbed wire fence, 85 rods @ $3.00	$ 255	
Pacific Hwy. East, M.P. 90.6, Fence quarry site where precipitous slopes are a serious hazard	740	
Sub-total		$ 995

2. Stockpile Sites

Upper Columbia River Hwy., M.P. 62.3, Build new entrance to eliminate traffic hazard and make stockpile material more accessible. Drill, shoot and excavate 100 cubic yards rock at $2.00	$200

(Cont.)

PROPOSED CAPITAL OUTLAY MISCELLANEOUS PROPERTIES - 1949 (Cont.)

2.	**Stockpile Sites (Cont.)**		
	Upper Columbia River Hwy., M.P. 87.7, Grade stockpile site adjacent to state quarry	$ 300	
	Fremont Hwy., M.P. 12.06, Clear and grub, grade and surface new stockpile site recently acquired by special use permit from Forest Service	300	
	Sub-total		$ 800
3.	**Shop Buildings**		
	Construct shed for equipment storage at Salem Shops - open front, no windows, gravel floor 336'x48' for storage of equipment now setting out in weather, will screen unsightly backyard from residential district		$ 32,000
4.	**Truck Scales**		
	Reinstall 30-Ton Standard Platform Truck Scale near Brownsville. Transferred from previous proposed location on Pacific Highway West.		$ 5,000
5.	**Maintenance Station Betterment**		
	Sandy, Install air compressor unit	$ 275	
	Milwaukie, Place ceiling in car storage building and convert one bay to repair shop and build concrete slab at gas pump	1,200	
	Salem, Purchase and install air greasing equipment	300	
	Dexter, Build gas pump island and canopy	350	
	Rufus, Build outside toilet and place concrete foundation under building	1,075	
	Moro, Enlarge door to permit Oshkosh trk. to enter bldg.	500	
	Post, Drill 6" well and install hand pump	330	
	Odell Lake, Clear and level grounds for trailer parking	350	
	Austin, Build shower in employee cabin	200	
	Athena, Relocate gas pumps	500	
	Elgin, Build gas pump island and canopy	200	
	Pilot Rock, Build flue and extend loading platform	400	
	Hermiston, Oil yard and build gas pump island and canopy	675	
	Arlington, Build gas pump island & canopy & toilet room	250	
	Sub-total		$ 6,605
	TOTAL		$45,400

December 20, 1948

The Engineer advised that the 1949 budget contains an item of $75,000 for miscellaneous building improvements and miscellaneous properties other than maintenance stations, and with the approval of the amount now requested there will remain an uncommitted balance of $29,600. The Commission unanimously approved the projects as recommended.

The Commission also approved an expenditure of $6,230 to finance the following minor parks and park road betterment projects during 1949:

PROPOSED MINOR PARKS AND PARK ROADS BETTERMENT 1949 PROGRAM

Sunset Springs (Sunset Hwy. Forest Wayside) Construct fountain and parking area	$ 190
Cascadia Park - New road and parking area	800
Boiler Bay Park - Enlarge parking area	300
Ecola Park - Build parking area	2,000
Wilson River Wayside - Build memorial, picnic tables and improve fountain	480
Devils Elbow Park - Grade and rock parking area	200
Armitage Park - Widen and surface entrance road	900
Barnum Wayside - Install chlorinator and oil parking area	800
Hood River-Mosier Wayside - Build parking area and guard rail	460
Johnson Wayside (Wallowa Lake Hwy.) - Level picnic area	100
TOTAL	$ 6,230

The Engineer explained that the 1949 budget contains an item of $20,000 for "Capital Outlay Expenditures" on "Minor Parks and Parks Roadway Betterments" and the performance of the above-mentioned projects will be financed from such funds.

The Engineer requested approval of the following projects to be financed with 1949 minor betterment funds:

1. Drainage

   53 projects located generally throughout the State on 40 highways..... $65,720

2. Repairs to Shoulders

   Widen, raise to proper grade and surface Nine projects located on seven highways..... 21,650

3. Roadway Betterment and Surface Stabilization

   Nine projects located on eight highways..... 24,495

(Cont.)

4. **Widening of Roadbed and Line Revision**

13 projects on 13 highways.....	$ 68,900

5. **Roadside Improvement or Betterment**

2 projects.....	1,500

6. **Road Approaches or Access Roads**

This work cannot be itemized as it covers State Highway cooperation with the property owner in the construction and improvement of road approaches (based on a policy adopted by the Commission December 19, 1938). This authorization is the same as approved one year ago, and it appears necessary on the basis of expenditures for 1948.....	60,000

7. **Bridge Minor Betterment**

This item is subdivided in ten different types or classes of improvements located in general throughout the State Highway System. Details are attached herewith.....	119,035
Total Authorization Requested.....	$361,300

In the discussion of this matter the Engineer advised that the 1949 budget contains an item of $850,000 for projects in this classification and that with approval of the projects now requested, which total $361,300, there will remain an uncommitted balance of $488,700. The Commission unanimously approved the projects as listed above.

The Secretary presented two resolutions from the City of Salem in one of which the Highway Commission is requested to make an early decision with respect to the adoption of a permanent route for US99E through Salem and in the other the city requests the widening of North Capitol Street between Court Street and Union Street. In the discussion of this matter the Commission had the benefit of the Engineer's written report on the subject dated December 16, 1948, in which he advises that his report dealing with the possible relocation of US99E through Salem is not yet ready to submit to the Commission; also, in which he advises that to widen Capitol Street as requested will cost about $96,000. The Engineer advised that investigations indicate that such widening will not solve the existing traffic congestion problem on Capitol Street because it would merely provide for widening four blocks and would leave unsolved the congestion problem existing on the additional one-mile section of

this street extending northerly from Union Street to the north city limits of Salem. The Commission deferred action on this matter pending receipt and study of the Engineer's full report on the subject, which the Engineer anticipated would be ready within the next two or three weeks. (A delegation from Salem appeared before the Commission on the following day regarding these two matters and also requested an early decision with respect to construction of a new bridge over the Willamette River in Salem. See minute entry ahead.)

The Commission discussed a letter from Robert W. Sawyer, Bend, requesting that a location survey for a proposed re-alignment of the McKenzie-Bend Highway be authorized. The Commission took no action on this matter.

Mr. Charles R. Stark, Secretary-Manager of the Klamath County Chamber of Commerce, Klamath Falls, appeared before the Commission at this time and urged the maintenance of special signs at entrances of state highways to cities and towns, calling attention to the Oregon law which gives pedestrians the right of way over vehicles at street crossings. It was Mr. Stark's thought that motorists, particularly tourists, would be thankful for such information and that the signs would be helpful in eliminating accidents involving pedestrians. He was informed by the Commission that the matter would be discussed with the Engineer and the Chief Counsel and given careful consideration.

A letter was presented from the Coquille Chamber of Commerce pointing out the urgency and necessity of action by the State Highway Commission to improve the Oregon Coast Highway at the northern limits of Coquille in order to eliminate a hazardous condition which they state exists at such point, and also requesting the construction of a pedestrian walk between the present high school and Rice Service Station for the benefit of school children. The Engineer advised that this is a follow-up letter of a previous request which was acted on by the Commission at its November meeting. The Commission at that time, he said, postponed action on the proposed improvement until it made up its 1949 construction program because of the possibility of rerouting the highway to enter Coquille at another point, which rerouting would relieve to a considerable extent the hazards on the present route. The Commission decided to make no change whatsoever in its previous decision.

The Commission had under discussion the approval of a proposed agreement with Washington County covering improvement of the intersection of the Tualatin Valley Highway with Walker County Road between Portland and Beaverton. The Engineer advised that the proposed reconstruction of the Tualatin Valley Highway at this point will interfere with the present Walker Road connection and that the Washington County Court has agreed to cooperate in reconstruction of this connection by providing right of way, which is estimated to cost $500, and by doing certain surfacing and paving work, which is estimated to cost about $2,200. The estimated total cost to provide a proper connection, he said, is $5,300, and on that basis the state's share would amount to $2,600. He recommended approval of the agreement. The Commission approved the recommendation unanimously. (The agreement was signed on the following day.)

A letter was presented from the County Court of Lane County in which the Commission is requested to authorize state highway snow crews to conduct

snow removal operations on two county roads in the Upper McKenzie River District during the coming winter, at county expense, these being isolated sections and difficult for county crews to care for. The Commission unanimously approved this request on the condition that snow removal equipment and a crew are available without handicapping state highway work.

The Commission discussed and approved a request from the City of Roseburg for the installation of traffic signals at the intersections of Lane and Washington Streets with the Pacific Highway, in Roseburg, at an estimated total cost of $8,600, on the condition that the City of Roseburg will contribute 50 percent of the cost of the installations, will maintain the signals after they are installed, and will furnish electric energy to operate them. The state's expense is to be charged to the 1949 minor betterment fund.

The Engineer reported on a petition from citizens and property owners in the Highland and West Highland Districts, Portland, for the installation of a traffic signal at the intersection of the Sunset Highway (Canyon Road) and S. W. Highland Road, West Portland, to safeguard traffic which enters the highway at this point. He advised that, whereas S. W. Highland Road does not carry very much traffic, the Sunset Highway carries a large volume of traffic, which makes it very difficult for traffic from the side street to enter with safety. He recommended the installation of a traffic-accuated signal at this point. Commissioner Schaupp gave as his thought that the installation is a necessity. Chairman Banfield declared it essential. The Commission approved the installation by unanimous vote.

A letter was presented from Jess M. Parker, City Manager of the City of Sweet Home, requesting the installation of a stop and go light at the intersection of 18th Avenue and the South Santiam Highway, in the City of Sweet Home. The Engineer advised that, in order to warrant a signal installation on nationally accepted standards, the hourly traffic volume must average 750 and pedestrian traffic on city streets must average 250 per hour. An investigation of this intersection, he said, reveals that the pedestrian traffic average is only 28 persons per hour and the hourly volume of vehicular traffic is only 461. He recommended, in view thereof, that the request be denied. The Commission approved the recommendation unanimously.

The Commission discussed the Engineer's written report on a request from Mr. H. M. Clark, President, Holman Transfer Company, Portland, for the installation of a traffic signal at the intersection of Palatine Hill County Road with the Oswego Highway, which intersection is at a point along the steep bluffs between Ross Island Bridge, Portland, and Oswego. The Engineer advised that the matter has been investigated by the Traffic Engineer, who recommends against the installation of signal lights because the intersection is far down on the priority list of intersections needing signalization and because there have been no reported accidents at the intersection during the period January 1, 1946, through June 1948. He pointed out that the sight distance at this location is restricted to about 200 feet and advised that a potential hazard does exist; however, he could not recommend the installation because of the low accident record and the possibility that rear-end collisions would occur were highway traffic required to stop at this point where

the sight distance is so short. The question arose whether or not the situation would be relieved if the highway were reconstructed at this point to provide greater sight distance, and if so, what it would cost to provide such an improvement. The matter was referred to the Engineer to ascertain such information and report later.

The Commission discussed a letter from the City of Gearhart requesting permission to install, at city expense, a traffic signal at the intersection of the Oregon Coast Highway with 6th Street in their city. The Engineer advised that the city some time ago asked the Commission to install a signal at this point, but the request was denied because it could not be justified, so the city now wants the privilege of installing its own signal. He recommended approval of the request on the condition that the signal is installed in conformity with Highway Department standards and under its supervision. The Commission approved the recommendation unanimously.

The Engineer reported that the following cities and towns have met the legal requirements with respect to expenditure of 1947 State Tax Street Funds received by them in 1948 and that the plans for improvements contemplated with such funds have been examined and found satisfactory:

Drain	Riddle
Huntington	Sumpter
Mitchell	Talent
Monument	Turner
Myrtle Creek	Wallowa

He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto marked EXHIBIT "C" which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer also reported that the City of Myrtle Creek has met the requirements with respect to the expenditure of 1946 State Tax Street Funds which the city received in 1947 and that the plans for the improvements contemplated with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission unanimously confirmed the Engineer's award, on November 16, 1948, of the contract for construction of the Delmar Overcrossing of the Southern Pacific Company's railroad tracks on the Oregon Coast Highway near Coquille to Tom Lillebo, Reedsport, who submitted the low bid therefor on November 4, 1948.

The Engineer brought to the attention of the Commission the necessity to adopt a permanent route for the Wilson River Highway easterly from the City

of Tillamook a distance of about 4½ miles. He explained that in connection with construction of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway it is planned to secure borrow materials from the proposed site of the Wilson River Highway undercrossing of the Southern Pacific Company's railroad tracks, which necessitates acquisition of right of way on the ultimate route of the highway at this point. He exhibited a map showing the proposed permanent highway location and recommended adoption of it by the Commission at this time so that the property may be acquired and the construction materials obtained for the Tillamook-Pleasant Valley job, which is to be contracted in the near future. The Commission discussed this matter at some length and as a result thereof approved the location survey as recommended by the Engineer. The Chief Counsel was authorized to negotiate options for the right of way. The attached resolution relative to the survey, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as if copied in full herein, was thereupon adopted by the Commission by unanimous vote. The Commission made it clear that the adoption of the survey is not intended to commit in any way, by implication or otherwise, state highway funds for construction of the Wilson River Highway project in the near future.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

No. 1 -- Walder and Kenworthy, Contract No. 2974 for construction of a grade separation structure and an overpass on the Troutdale and Bristol Sections of the Columbia River Highway, in Multnomah County, requested an additional extension of time of 30 days, from October 15 to November 15, within which to complete this project. They alleged that their failure to complete the work within the previously extended time limit was due to orders from the engineer in charge to change the color of the paint used on this structure; also, that they were delayed because of high water conditions. The Engineer advised that the high water of June 1948 shut down this job for a considerable period of time and, while the site itself was not actually flooded, the contractor ceased work at the order of the Army Engineers because of the possibility of damage to an adjacent dike. He recommended that the additional extension of time be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 2 -- R. H. Jones, Contract No. 2986 for construction of a maintenance building on state-owned property at Hood River, Hood River County, requested an extension of time of 30 days, from October 31 to December 4, 1948, within which to complete this job. Mr. Jones alleged that the overrun of time limit was due to his inability to obtain delivery of lumber and difficulties in securing sufficient labor. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct and that the delay was not primarily his fault. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

No. 3 -- Geo. E. Berry, Contract No. 3008 for construction of a bridge over Little Pudding River on the Salem-Silverton County Road, in Marion County, requested an extension of time of 15 days, from November 30 to December 15, 1948, within which to complete this job. Mr. Berry alleged that his failure to complete the project within the specified time limit was due to high water in the Columbia River which held up for three weeks delivery of piling required for the work. The Engineer advised that this contract was completed, with the exception of cleaning up the debris at the site and removal of equipment, before the contract completion date expired. He further stated that Mr. Berry's allegation that there were three weeks' delay in delivery of piling because of flood conditions is correct. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 4 -- Tom Lillebo, Contract No. 3007 for construction of a bridge over Salmon River on the Oregon Coast Highway, in Lincoln County, requested an extension of time of 90 days, from March 31, 1949, to June 30, 1949, within which to complete this job. He based his request on delays incident to delivery of steel required for the work. In his request Mr. Lillebo drew attention to the condition in the contract with respect to the steel item, which was to be delivered to the job by January 1949, but to date has not been received although he placed the order for it on the day the Highway Commission awarded the contract to him. The Engineer advised that the contract provides for completion of the project on or before March 31, 1949, and that the contractor ordered the steel immediately after the contract was awarded to him. The fabricators now advise, he said, that the steel has not been shipped from the East and that they will require at least 60 days to fabricate it after it arrives. Mr. Lillebo, he said, has made every effort to complete the work on time, and it is through no fault of his that the job will not be done within the specified time limit. He recommended, in view thereof, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 5 -- R. & M. Construction Company, Contract No. 2995 for construction of an overcrossing on the Pleasant Hill Section of the Willamette Highway, in Lane County, requested an extension of time of 135 days, from October 31, 1948, to June 30, 1949, within which to complete this job. They gave the following reasons for requiring extra time within which to complete the job: (1) That the cut for the overpass was not completed until August 15, 1948 (2) Due to conditions of the slopes the state engineers redesigned the footings and columns (3) The contractor working on the roadbed did not place gravel at either end of the bridge structure, thus rendering it most difficult to deliver material to the site of the bridge. The Engineer advised that the Commission's agreement with the Federal Government provides that this project shall be completed prior to May 31, 1949, and when the contract

was awarded the Federal Government anticipated completion of the railroad cut underneath the structure by May 31, 1948; however, unexpected water conditions were encountered and the excavation was not completed until August 15, 1948, occasioning a delay of 107 days in the contractor's operations. This delay, he said, was not due to any fault of the contractor, in view of which he recommended that the extension of time requested be granted without penalty up to and including May 31, 1949, but not up to June 30, 1949, as the contractor requests. The Commission approved the recommendation unanimously.

No. 6 -- C. M. Corkum Company, Contract No. 3015 for construction of a pedestrian overcrossing at the Hooker Street intersection of Front Avenue, Portland (Failing School Crossing), Multnomah County, requested an additional extension of time of 183 days, from November 30, 1948, to June 1, 1949, within which to complete this job. The contractor advised that the work is complete except for the painting, which could not be done because of continuous rain and dampness, so it is necessary to defer such work until next spring when weather conditions are favorable. The Engineer advised that the structure was completed within the time allowed except for the final coat of paint on the steel girders, as mentioned by the contractor. He further stated that he asked the contractor to delay the painting work until next spring because a good job could not be secured during the period of inclement weather. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

The State Highway Commission, in passing on contractor's requests for extensions of time within which to complete the contracts as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the time limits specified.

In the discussion of contractors' requests for extensions of time it was brought out that some of the contractors allege that the provision in the state specifications calling for alloy steel is the reason they cannot complete their projects within the specified time limits, such material being difficult to obtain and being more costly than the other type. The Engineer was instructed by the Commission to investigate the allegations and submit a report on the availability of such type of steel and its cost and the desirability of specifying it in highway contracts.

Pursuant to instructions from the Commission at the previous meeting, the Engineer reported on his inspection of the work done by F. L. Somers on the Midland-Macks' Store Section of the Lower Klamath Secondary Highway, in Klamath County, State Highway Contract No. 2917, to determine whether or not the work is satisfactory. He advised that the project was inspected by the Assistant State Highway Engineer, Mr. W. C. Williams, on November 16, who gives as his opinion that the job has been satisfactorily completed by the contractor, that the roadbed is stable and compares favorably with the average project consisting of light oil surface. Commissioner Schaupp advised that

there have been numerous complaints filed against the work and he is inclined to believe that the criticism is more on the type of improvement than the finished product, the specifications calling for a light type construction which he did not believe will stand up under the traffic which uses the road. He further stated his willingness to accept the contract, notwithstanding the local objections, but suggested that the Engineer in the future give further study and consideration to a higher type of oil surfacing for improvements in this category. Following further discussion, during which the Engineer explained the reasons for specifying a certain type of oil surface in different localities, the Commission voted unanimously to accept the contract under discussion and to release to Mr. Somers final payment for the work. The Engineer was instructed to bear in mind the suggestion made by Commissioner Schaupp in preparing his specifications for future projects of this type inasmuch as they prove that the lighter type of improvement is false economy.

The Engineer reported that contracts Nos. 2917, 2954, 2973, 2977, 2988, 2989, 3028, 3030, 3035, 3069, 2969, 2986, 3008, 3041, and 3043 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported and by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer requested authority for an expenditure of $389,975 for the purchase of cars, trucks, road maintenance equipment, and other miscellaneous equipment, which for the most part, he said, is needed by March 1, 1949. He also requested authority for an expenditure of $23,465 for office equipment, engineering equipment, etc. not on a rental basis. He further requested authorization of an expenditure of $20,794 of 1949 funds for the purchase of office furniture and equipment, radio equipment, repair shop equipment, and testing laboratory equipment, orders for which were placed in 1948 but on which no deliveries have been made or will be made soon enough to pay the invoices as 1948 bills. (For details with respect to each of the three above-mentioned items, see letter dated December 15, 1948, directed to the Oregon State Highway Commission and signed by W. C. Williams, Acting State Highway Engineer, in general files.) The Commission by unanimous vote approved all three requests.

The Commission discussed and approved a proposed agreement with the Northern Pacific Railway Company covering installation of two highway drainage culverts under the company's railroad tracks at Myrick on the Athena-Holdman Highway, in Umatilla County. (The agreement was signed on the following day.)

The Commission also discussed and approved a form of agreement with MacWilkins, Cole and Weber, advertising consultants, covering services to be rendered by them during the calendar year 1949 to the Travel and Information Department. (The agreement was signed on the following day.)

The Engineer brought up for discussion and for the Commission's approval a tabulation listing the employees of the State Highway Department who will be eligible for step increases in salary under the Civil Service Rules and Regulations on January 1, 1949. He pointed out that there are 422 employees who will be eligible for the increase but not all of them will receive it because it will be granted only to those employees whose merit ratings warrant the increase. He submitted a list of the employees and recommended automatic step increases, starting January 1, 1949, to those who merit it, which, he said, is in conformity with the Commission's established policy with regard to such matters. The Commission approved the recommendation unanimously and so ordered. (See copy of letter dated December 9, 1948, directed to the Oregon State Highway Commission and signed by W. C. Williams, Acting State Highway Engineer, in general files for full details.)

The Commission unanimously confirmed oral authority previously given for out-of-state travel at state expense as follows:

(1) Making joint inspection at Bremerton, Washington, of electronics equipment damaged in an accident at Astoria Ferry Terminal:

W. W. Stiffler	$20.00
G. W. Neuner	18.00
Floyd Simon	18.00
C. B. Stanley	18.00

(2) For returning to Fort Lewis, Washington, a Bailey bridge borrowed from U. S. Army:

Henry T. Tidwell, truck driver	$39.00
Edwin Hill, truck driver	39.00
Arthur Curry, truck driver	19.50
Ralph Anderson, truck driver	19.50

(3) Attendance of C. H. Armstrong, Assistant Parks Superintendent, at meeting of National Conference of State Parks in Miami, Florida; $335.03.

A letter was presented from Hon. Ralph T. Moore, Chairman of the Legislative Interim Committee for the Study of Highway, Road and Street Needs, Revenue and Taxation, requesting that Mr. O. R. Eckersley, Executive Secretary of the Committee, be carried on the State Highway Department payroll for the first four months of 1949 so the Committee can have his services available in making up its reports to the legislature and concluding its activities. The Engineer advised that Mr. Eckersley's present salary is $450 a month, which means that the expense would total $1,800. He pointed out that the Committee has spent only about $75,000 of the amount of $100,000 set up by the Highway Commission to help finance its work, so the additional $1,800 will come well within this budget. He recommended approval of Mr. Moore's request. The

Commission approved the recommendation unanimously.

The Secretary reported on the operations of Riggle and Clark, logging operators, Cascade Locks, pursuant to instructions from the Commission at the previous meeting. He recalled that the Commission authorized granting a 15-day permit to these operators to truck haul logs over the Columbia River Highway from Dodson to Cascade Locks as a temporary expedient but deferred a decision whether or not to grant a permit of longer duration pending information as to the extent of the company's operations. A letter has been received from the company, he said, to the effect that it has discontinued its operations for the winter season and will not have any logs to truck until next spring and then only a few. In view of this information, the Commission decided to postpone action until the company is ready to resume its hauling operations.

The Engineer brought up for discussion the matter of furnishing plans and specifications for bridge projects, free of cost, to suppliers of steel. He recalled that the Commission some time ago ordered a charge of $2 made for each set of plans and specifications furnished to contractors and others but suggested that this order be modified to allow furnishing of plans and specifications to suppliers of steel for bridge projects without cost, inasmuch as they are not particularly interested in selling steel to the state but need the information to quote to contractors. The Commission approved the suggestion and it was so ordered.

The Commission discussed, and upon recommendation of the Engineer and the Chief Counsel, unanimously adopted the attached resolutions marked EXHIBITS "G", "H", "I", "J", "K", and "L", which resolutions by this reference are made a part hereof with like effect as though copied in full herein, abandoning the following highway sections where alignment has been revised and the highway reconstructed on the revised alignment:

(1) North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, in Harney County

(2) Prineville Section of the Ochoco Highway, in Crook County

(3) Kimberly-Monument and Monument Bridge Sections of the Kimberly-Long Creek Secondary Highway, in Grant County

(4) Hay Creek-Condon Section of the Wasco-Heppner Secondary Highway, in Gilliam County

(5) Johns-Wolf Creek Section of the Pacific Highway, in Josephine County

(6) Adrian-Homedale Section of the Nyssa-Adrian Secondary Highway, in Malheur County

The Commission also discussed and, upon recommendation of the Engineer, approved the following changes in the Milton-Washington State Line Section of the Oregon-Washington Highway: (1) Rerouting and designating as a part of the Oregon-Washington Highway the newly constructed highway along Parallel Street and its extension to the Washington State line; (2) Designating as a state secondary highway the old route of the Oregon-Washington Highway from Milton to the Washington state line. The attached resolution marked EXHIBIT "M" with reference thereto, which resolution by this reference is made a part hereof with like effect as though copied in full herein, was adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chandler.

The Commission also discussed and unanimously approved designation of the Crater Lake Highway from Crater Lake National Park boundary to a junction with The Dalles-California Highway and the designation of the Sun Mountain Secondary Highway throughout its entire length as additions to the Federal Aid Secondary Highway System. The attached resolution with reference thereto, marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though copied in full herein, was thereupon adopted by the Commission by unanimous vote upon motion of Commissioner Schaupp which was duly seconded by Commissioner Chandler.

A resolution was presented from the 20th General Conference of the Pacific Northwest Trade Association commending the Oregon State Highway Commission for the cooperation extended other agencies in advertising in a national medium for the promotion of tourist travel to the Pacific Northwest. The Commission expressed appreciation for this token and ordered the resolution filed in the records.

The Commission noted and ordered filed a resolution from the County Court of Clackamas County whereby the State of Oregon is released from any and all responsibility pertaining to Clackamas County Market Road No. 23 and County Road No. 945 (South End Road) which was used as a detour during reconstruction of the Pacific Highway East between Oregon City and New Era.

A letter was presented from Larry Roth, President, Timber Carnival Association, Albany, Oregon, requesting permission for the Albany Junior Chamber of Commerce and the City of Albany to use Waverly Lake and Waverly State Park in connection with its annual timber carnival scheduled for July 2, 3, and 4, 1949. The Engineer advised that the carnival association complied in all respects with the requirements and conditions covering use of the property during its 1948 celebration and that all phases of traffic and parking were well handled; moreover, the premises have been cleaned up satisfactorily. He recommended, in view thereof, that the Association's request be granted subject to the same conditions and requirements as applied during the 1948 carnival. Following discussion, the Commission approved the recommendation unanimously.

The Commission unanimously approved payment of membership dues for the year 1949 in the American Association of State Highway Officials amounting to $450 and membership dues for the year 1949 in the Western Association of State Highway Officials amounting to $50.

The Commission had under discussion a date for its next regular meeting and unanimously selected Monday and Tuesday, January 24 and 25, 1949, as the date for such meeting. The Secretary was instructed to make the usual arrangements to hold this meeting in the Imperial Hotel, Portland.

The Chief Accountant, Mr. Malcolm Hawke, brought up for discussion the microfilming of State Highway Department records so that the originals may be destroyed and filing space be made available for new records. He gave as his understanding that the law requires that records be kept for at least ten years, but after that time they may be destroyed. The Highway Department's records, he said, are complete back to the year 1917, which requires a tremendous amount of space to file them. He suggested the microfilming of the records back to the 1936-37 biennium. He estimated the cost to do the initial work at $8,500 and subsequent work at $500 annually. The Commission deferred action on the matter pending a report from the Chief Counsel as to what can be done legally along that line.

The Commission had under discussion the appointment of an architect, or architects, to design the proposed State Highway Department Office Building, in Salem. The Chief Counsel presented a form of agreement with Whitehouse, Church, Newberry and Roehr, architects, in conformity with instructions given by the Commission at the previous meeting. He read aloud excerpts from the agreement, and he and the Engineer explained details. The matter was discussed at some length but a decision with respect thereto was deferred until the following day; however, the Commission definitely expressed favor for a five-story structure that would harmonize with other buildings in the State Capitol Group. (The matter was discussed further on the following day, at which time the Commission approved the form of agreement as prepared and unanimously selected Whitehouse, Church, Newberry and Roehr as architects for this structure. The Commission also ordered that a five-story structure be designed.)

The Chief Counsel reported that he is frequently requested by members of the legislature and others to prepare bills for presentation to the legislature, not all of which cover Highway Department matters. He requested instructions whether or not to continue this practice, in view of the fact that the legislature meets in January 1949. He said that he did not particularly object to preparing the bills and could refuse to do so; however, he would be obligated to prepare them if presented through the Attorney General. He was authorized by the Commission to prepare bills as requested if there is an obligation attached thereto, but with the understanding that they are to be absolutely foreign and connected in no way whatsoever, either implied or direct, with the State Highway Department.

Chairman Banfield brought up for discussion the Commission's controversy with White Bros. Co., contractors, who refused to construct the Oneonta Borrow Pit Section of the Columbia River Highway, in Multnomah County, after having been awarded the contract on May 16, 1946, as the result of competitive bidding. He inquired as to the status of the Commission's claim against the bond, which previously was declared in default. The Chief Counsel advised

that he had been unable to reach a settlement with either White Bros. Co. or the Maryland Casualty Company, surety on the proposal bond furnished by them in connection with this job, and that he now is preparing a court complaint. In the discussion of this matter Chairman Banfield suggested that it might be advisable hereafter to refuse to accept bonds written by the Maryland Casualty Company until this case has been satisfactorily disposed of. Commissioners Schaupp and Chandler both expressed their concurrence in this suggestion and it was so ordered. The Chief Counsel was instructed to notify the Maryland Casualty Company accordingly.

The Engineer brought up for discussion the matter of abandoning certain portions of the old route of the Columbia River Highway in the vicinity of the Tongue Point Naval Base, Clatsop County. He advised that during the war years the section of the highway was relocated with Federal Access Funds to eliminate interference with activities of the naval base. These eliminated sections, he said, were of no further use for state highway purposes but had to be maintained for convenience of people residing thereon and for access to and from the Tongue Point Naval Base, which is still in operation. The Navy, he said, has now stated a willingness to take over jurisdiction and maintenance of these abandoned sections so long as the Navy has use for the old road, so, in his estimation, it is now proper for the Commission to take formal action abandoning them as any part of the highway right of way. He exhibited a map showing the sections referred to and recommended favorable consideration by the Highway Commission. Following discussion the Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer also brought up for discussion the matter of acquiring the area between the right of way of the Oregon Coast Highway and the high water mark in Siletz Bay south of Schooner Creek, Lincoln County. He suggested that this property should be acquired in order to keep it clear of buildings and to preserve the scenic view. He recommended that the Right of Way Department be authorized to conduct negotiations for options for it before it is built up. The Commission approved the recommendation unanimously and so ordered.

The Assistant Counsel, Mr. DeSouza, reported on the plan of insurance coverage on buildings acquired in Sullivan's Gulch, Portland. The matter was discussed briefly and the Chief Counsel was authorized to purchase the coverage in conformity with the provisions of the plan adopted at the previous meeting.

A letter was presented from Chester M. Bates, representing the Bates Lumber Company, North Plains, Oregon, requesting permission to truck-haul logs over the six-mile section of the newly constructed Sunset Highway between North Plains and Banks. The Engineer recommended that the request be denied because the roadway is not fully stabilized to withstand such manner of traffic. The Commission approved the recommendation.

The meeting adjourned at 4:45 p.m. to reconvene on the following morning in the same room.

15141

Portland, Oregon
December 21, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following present and participating:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

THREE HIGHWAYS IN HARNEY COUNTY

BURNS ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 34,100.00
C. E. Loseberg, Nyssa	34,580.00

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

ROSEDALE SECTION

Babler Bros., Portland	$ 54,287.00
Stevenson Constr. Co., Salem	54,301.00
T. W. Thomas, Portland	55,346.00
E. C. Hall Co., Portland	55,991.00
Roy Norquist, Sweet Home	59,841.50
F. L. Somers, Klamath Falls	59,899.00
Loyd Calkins & Co., Ocean Lake	59,955.00
J.N. & M.J. Conley, Portland	60,432.00
M.L. & C.R. O'Neil, Creswell	61,103.50
Erland & Blickle, Vancouver, Wn.	61,300.00
Durbin Bros., Eugene	61,723.00
Inter City Sand & Gravel Co., Eugene	62,505.00
Jack Robinson, Reedsport	63,560.00
Vernie Jarl, Gresham	64,526.00
Heavy Hauling Co., Astoria	65,107.00
M.L. O'Neil & Son, Eugene	68,247.00
J. M. Arenz, Portland	68,666.50

STEEL BRIDGE OVER WILLAMETTE RIVER

PORTLAND IN MULTNOMAH COUNTY

	Using Treated Piles	Using Composite Pile
Kuckenberg Constr. Co., Portland	$1,301,080.50	$1,277,597.30
L. H. Hoffman, Portland	1,379,339.09	1,357,783.04
Birkemeier & Saremal, Portland	1,402,189.00	1,365,264.45
C. J. Montag & Sons, Portland	---	1,442,539.00
J. G. Watts Constr. Co., Seattle, Wn. and S. Birch & Sons Constr. Co., Seattle Wn.	---	1,497,402.42
Guy F. Atkinson, Portland	---	1,505,357.00
General Constr. Co., Portland	1,530,825.50	---

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

TRASK RIVER BRIDGE

Lindstrom Bros., Inc., Portland	$ 102,325.00
Archie R. Averill, Portland	105,617.00
R. H. Jones, Hillsboro	106,170.00
E. C. Hall Co., Portland	109,660.00
Va Dare Constr. Co., Portland	111,030.00
Snook Bros., Corvallis	119,755.00

TWO STATE HIGHWAYS IN WALLOWA COUNTY

MINAM-WALLOWA LAKE ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 41,570.00

The County Court of Umatilla County, represented by County Judge Jame H. Sturgis and Commissioner William Meiners, was present in the interests of th Holdman-Helix County Road. Judge Sturgis advised that they are appearing before the Commission to personally confirm the action of the County Court, as disclosed in their letter of November 23, 1948, directed to the Oregon State Highway Commission, attention Mr. R. H. Baldock, in which the Court states that it is heartily in favor of deleting the McDougal Camp-Pioneer Spur reconstruction project on the Weston-Elgin Secondary Highway from the current construction program and substituting therefor the improvement of the Holdman-Helix Road and the widening and construction of curbs along the Columbia River Highway in the City of Umatilla. The County Court, he said, favors such substitution of projects; moreover, the county will contribute $12,000 toward the cost of the Holdman-Helix project, will furnish right of way, and will construct right of way fences as may be needed when the road is built. He added that the County

Court would prefer that the City of Umatilla project be constructed in advance of the Holdman-Helix work. In view of the information given by Judge Sturgis, the Commission unanimously approved substitution of the projects and authorized the Engineer to proceed with construction in the usual manner and to expedite the work as much as possible, bearing in mind Judge Sturgis' request that the work in the City of Umatilla be given preference over the other.

Mr. Archie W. Easton, City Councilman, and Gene R. Williams, representing the City of Umatilla, came before the Commission with regard to widening and construction of curbs along the Columbia River Highway in the City of Umatilla. Chairman Banfield advised that the Commission had just concluded an arrangement with Umatilla County providing for improvement of a county road between Holdman and Helix by deferring another project in the current construction program and that by making such substitution of projects, the Commission has sufficient funds remaining from the original allocation to finance the widening and curb construction through the City of Umatilla so that work will go forward as rapidly as possible; moreover, the Engineer has been instructed to advance the project as much as he can. Mr. Easton thanked the Commission for its decision and advised that the Commission can expect 100 percent cooperation from the new city council.

Messrs. B. D. Shippe and R. C. King, both of Beaver, and Mr. George Zimmerman, Yamhill, constituted a delegation representing the Big Nestucca Highway Improvement District which appeared before the Commission regarding the construction of a new highway from a junction with the Oregon Coast Highway at Beaver, in Tillamook County, to a junction with the Tualatin Valley Highway at Yamhill, in Yamhill County. Mr. King headed the group. He advised that their district was formed many years ago under the old highway improvement district law, which since has been rescinded, and that under authority of that law a survey was made for a road between these points, but the road was never constructed, except for a short section at each end. They now need construction of the remaining link, about seven miles in length, which will provide a through roadway for travel and will effect a great saving in mileage to the Willamette Valley over the present route through Hebo and Grande Ronde. He further advised that they are not asking the State Highway Commission to finance construction of this road but their hope is only to secure engineering advice, particularly insofar as it concerns construction of five bridges on the seven-mile section remaining to be completed. The district, he said, will construct the road later on with the aid of the counties concerned. In the discussion of this matter the question arose whether or not the Highway Commission has authority to perform such service for an organization of this kind. The Chief Counsel advised that the law does not permit an expenditure of state highway funds in behalf of a highway improvement district, but inasmuch as the county is concerned, the Commission does have the authority to grant such a request if presented by the county court, and the engineering services then could be furnished without charge. The Engineer advised that the survey referred to by Mr. King was made in 1925 and that he is not familiar with it. He suggested, if the Commission approves, that a regular reconnaissance survey be made when weather conditions are favorable. The Commission unanimously approved such survey on the condition that the request for it comes from the county court, and that the

State Highway Department assumes no reponsibility whatsoever, either for constructing the road or for maintaining it after it is built.

Mr. C. M. Starnes, Grants Pass, came before the Commission regarding use of state-owned property at the junction of the Pacific Highway and the Redwood Highway just south of the Rogue River Bridge at Grants Pass. It appears that Mr. Starnes and his partner, Mr. Suder, started construction of a store building on their property but were stopped by State Highway Department employees when it was found that the building encroached on highway right of way. It also appears that they were using some of the state's property for parking purposes. It was brought out that the property in the first instance was acquired by the state to preserve the sight distance at this location for safety reasons and for landscaping purposes and that the Highway Department is now making plans for a landscaping project. Mr. Starnes advised that the encroachment is absolutely unintentional, that they had their property surveyed by a local surveyor before they started construction of their building, but later, when the survey was checked by an engineer of the Highway Department, the encroachment showed up. The Engineer exhibited a map showing the property in question and the encroachment, together with the area proposed for landscaping. He suggested that the Commission might deed to Mr. Starnes the area upon which his building encroaches if Mr. Starnes will deed to the state an area of comparable value in order to square up the state's property line. Mr. Starnes stated that he is not taking an arbitrary stand in the matter and is perfectly willing to work out anything that is equitable for all concerned, but they would like to be able to have a roadway around their building when the landscaping is done for the accommodation of customers who would park their automobiles back of their business establishment, which roadway would not interfere in any way with the highway, and that they would also like to have ingress and egress privileges. This matter was discussed at some length and as a result thereof the Commission referred it back to the Engineer and the Chief Counsel to discuss further with Mr. Starnes in an effort to arrive at a mutual agreement.

The Commission resumed discussion of the selection of a firm of architects to design the proposed State Highway Department Office Building, which discussion was begun on the previous day, and as a result thereof unanimously approved the appointment of Whitehouse, Church, Newberry and Roehr in this capacity, on the basis of the written agreement considered earlier in the session. The agreement with Whitehouse, Church, Newberry and Roehr was thereupon signed by the Commission.

In this connection the Commission unanimously confirmed its previous decision to have the design of the building prepared as a five-story sturcture and authorized the Engineer to convey such information to the architects.

A delegation from Hood River, representing the Hood River Port Commission and the Chamber of Commerce, was present regarding the adoption of a permanent location for the proposed revision of the Columbia River Highway through the City of Hood River and particularly insofar as the proposed alignment crosses property belonging to the Port of Hood River. This delegation

was headed by Mr. R. E. Steele, Secretary of the Chamber of Commerce, and included Ross Callie; Luke Nichols; J. H. Travis, Secretary; and L. C. Sherwood, of the Port Commission; and Carl Reese, City Engineer. Mr. Travis was principle spokesman for the group. He advised that the Port Commission is very desirous that the Commission definitely locate the route of the Columbia River Highway through their city because the Port has a working arrangement with the U.S. Army Engineers for a $150,000 development project at the mouth of Hood River which includes construction of a jetty and a ship basin 10 feet deep, 400 feet wide, and 1,200 feet long. This work, he said, will involve considerable dredging and it is planned to place the dredged material on acreage owned by the Port Commission nearby in order to build up that area for industrial use later on, so it is very essential that the highway location be decided as soon as possible. The State Highway Engineer exhibited a map showing the proposed highway location and explained details. He advised that a location survey has not been made and recommended that the Commission authorize such survey now and the securing of options for right of way so it can be tied up before buildings are constructed on it.

In the discussion that followed Mr. Travis mentioned that the Port has future plans for construction of a spur railroad track leading from the main line railroad to their industrial area; however, he said this will not cross the proposed highway location or interfere with it in any way, if the Commission adopts the line as presently proposed. Mr. Reese pointed out that the city has acquired from the Federal Government property which it plans to use as a sewage disposal site, and they plan to spend about $140,000 for sewage development in the western part of the city. This development, he said, will be affected by the highway location, but it can be worked out satisfactorily if it is known definitely where the highway is to be located. He also mentioned a city auto park in the western part of Hood River, the development of which is being postponed pending adoption of the highway location. As the result of discussion the Commission unanimously authorized the Engineer to make a survey for the definite location of the highway along the route shown on the map and to include a reconnaisance survey of the entire section between Hood River and Mosier. He was instructed to bear in mind the proposed spur railroad track and other things mentioned by the delegation in connection therewith. The Chief Counsel was authorized to negotiate options for the right of way as soon as the survey is completed and descriptions prepared by the Engineer.

Mr. Tom H. West, member of the Board of County Commissioners of Multnomah County, was present and discussed with the Commission matters pertaining to the operation of the upper deck of the Steel Bridge across the Willamette River, Portland, during the time that highway construction contemplated under the contract awarded on the previous day is in progress. He advised that the bridge structure is owned by the Southern Pacific Company and the Union Pacific Railroad Company and that the county has an agreement with the companies for use of the upper deck by the general public, which agreement expires in January 1949 and is up for renewal. He gave as his understanding that it is the plan of the Highway Commission to redeck the structure, which would take about two months' time, during which time

the bridge will be closed. The Board of County Commissioners, he said, would like to know, in writing, before entering into a new agreement with the railroad companies, whether or not the state will pay the rental charge for use of the structure during the time it is closed. The Engineer advised that the upper deck of this structure needs redecking and that it is his intention to ask the Commission for authority to do the work; however, it is not likely that the work will have to be done until 1950. He suggested that during the time the bridge is closed to general public use the state pay the rental charge and when it is reopened to public use that Multnomah County resume payment of this charge until such time as the entire highway improvement is complete, when the state will assume full jurisdiction in conformity with previous written agreement between the county, the state, and the railroad companies. Mr. West stated that Multnomah County will renew the agreement with the railroad companies and pay all rental charges until the bridge is taken over by the state, pursuant to the agreement mentioned by the Engineer, except the rental charges for the period when the bridge is closed by the state for redecking purposes. The Commission unanimously accepted this offer and authorized and instructed the Chief Counsel to notify the Board of County Commissioners of Multnomah County, in writing, of the action taken.

Pursuant to instructions previously received, the Engineer submitted for the Commission's consideration a list of Federal Aid projects contemplated for construction in the Second Postwar Construction Program for which surveys are required, as follows, and explained that no surveys had been made of some of these projects, that surveys are now under way in connection with others, and that for some, surveys were completed a number of years ago but these will need additional data to bring them up to date:

SURVEY AUTHORITY REQUESTED

PART I - PRIMARY FEDERAL AID PROJECTS

COUNTY	Highway, Section and Description
Division No. 1:	
Hood River	Columbia River, Cascade Locks-East Grading, Surfacing and Oiling
Hood River	Columbia River, Warren Cr.-Viento, Grading and 2-lane Surfacing
Division No. 3:	
Lane	Willamette, Coast Fork Bridge
Lane	Siuslaw, Greenleaf Creek Bridge
Division No. 4:	
Hood River	Columbia River, Viento-Mitchell Point, Grad. and 2-lane Surf.

(Cont.)

SURVEY AUTHORITY REQUESTED (Cont.)

PART I - PRIMARY FEDERAL AID PROJECTS (Cont.)

COUNTY	Highway, Section and Description (Cont.)
Division No. 4: (Cont.)	
Gilliam	Columbia River, Squally Hook-Quinton, Grading and 2-lane Surfacing
Division No. 5:	
Malhour	Central Oregon, Harper-Juntura Widen and Resurface

PART II - SECONDARY FEDERAL AID PROJECTS

Division No. 3:	
Jackson	Sams Valley, Gold Hill-Sams Valley, 8.98 mi. Grading and Surfacing
Division No. 4:	
Klamath	Klamath Lake, Wocus Marsh-Pelican Bay, 22.45 mi. Grad. and Surf.
Klamath	Klamath Lake, Pelican Bay-Fort Klamath, 21.6 mi. Grad. and Surf.
Jefferson	Willowdale-Ashwood Co. Rd., West Unit, 6.0 mi. Grad., Surf. & Oil
Division No. 5	
Harney	Burns-Crane, Lawen-Crane, 10.9 mi. Grading and Surfacing

SURVEY AUTHORITY TO BE CONFIRMED

PART I - PRIMARY FEDERAL AID PROJECTS

COUNTY	Highway, Section and Description
Division No. 1	
Multnomah	Pacific, East, South Unit, (Cont.)

SURVEY AUTHORITY TO BE CONFIRMED (Cont.)

PART I - PRIMARY FEDERAL AID PROJECTS (Cont.)

COUNTY	Highway, Section and Description (Cont.)
Division No. 1:(Cont.)	
Multnomah (Cont.)	Columbia Slough to Denver Jct., Service Roads and Interchanges
Multnomah	Columbia River, Dodson-Bonneville, Grading and Bridges
Division No. 3:	
Lane	Pacific, Judkins Pt.-Goshen, Grading
Coos	Oregon Coast, Chrome Plant-South, Grading and 4-lane Surfacing
Division No. 4:	
Wheeler	Ochoco, Forest Bdry.-Taylor Cr., Grading
Wheeler	Ochoco, Forest Bdry.-Jones Cr., 2-lane Surfacing
Klamath	Dalles-California, Barclay Springs-Algoma, 4.42 mi. Grad., Surf. & Bit. Mac.
Division No. 5:	
Union	Old Oregon Trail, North Powder-Ladd Canyon, Grad.

PART II - SECONDARY FEDERAL AID PROJECTS

Division No. 2	
Marion	Salem-Silverton Co. Rd., Pudding River-Silverton, Grad. & Surf.
Yamhill	Three Mile Lane, McMinnville-East, Bridge, Grade and Surface
Division No. 3	
Douglas	North Umpqua Co. Rd., Marks Ranch-Glide, Grading and Surfacing

SURVEY AUTHORITY TO BE CONFIRMED (Cont.)

PART II - SECONDARY FEDERAL AID PROJECTS (Cont.)

COUNTY	Highway, Section and Description (Cont.)
Division No. 5:	
Wallowa	Enterprise-Lewiston, W. Unit. Enterprise-Forest Bdry., Grad. and Surfacing
Harney & Malheur	Rome-Princeton, Malheur Cave-Follyfarm, 14.66 Mi. Grading and Surfacing

PART III - URBAN FEDERAL AID PROJECTS

Division No. 1:	
Multnomah	Pacific East, South Unit, Columbia Slough to Denver Jct., Service Roads and Interchanges
Division No. 3	
Coos	Oregon Coast, Coos Bay, Grading

The Engineer requested authority to conduct surveys of all of these projects, insofar as is necessary, in order to avoid delays when the Commission is ready to authorize the projects for bids. After careful consideration the Commission by unanimous vote authorized the Engineer to proceed with the making of the surveys for such projects as requested.

The meeting recessed for luncheon at 11:45 a.m. and reconvened at 2:00 p.m. with the same persons present and participating.

A delegation representing the Salem Chamber of Commerce and the Salem City Council was present in the interests of the following projects:

(1) Construction of a new bridge across the Willamette River to relieve traffic congestion between Salem and West Salem

(2) Designation of a permanent route for US99E through Salem

(3) Widening of North Capitol Street to relieve traffic congestion

The delegation was headed by Mr. Clay Cochran, Manager of the Salem Chamber of Commerce, and included the following:

Charles A. Sprague, ex-Governor, representing the Salem Chamber of Commerce and the Salem Planning Commission, Salem
Albert Gille, representing Mayor Robert L. Elfstrom, Salem
G. F. "Ted" Chambers, Director, Board of Directors, Salem Chamber of Commerce and Chairman, Highway Committee, Salem
Roy Harland, President, Chamber of Commerce, Salem
C. A. McClure, Engineer, Chamber of Commerce Planning Commission, Salem
Dan Fry, City Councilman, Salem
Carroll Meeks, Willamette Valley Bank, representing Hollywood District, Salem
Elmer Amundson, representing Keizer District, Salem
Clayton W. Jones, representing South Salem
Harold Davis, City Engineer, Salem
James D. Olson, Capitol Journal, Salem
Ben Maxwell, Salem
R. L. Forster, West Salem
Paul Wallace, Salem
Earl C. Burk, West Salem
Walter Musgrave, Mayor, West Salem, President, Greater Willamette Bridge Association
Hollis Smith, Mayor, Dallas
R. L. Himes, Polk County Engineer, Dallas

Mr. Sprague was principle spokesman. He urged adoption of a Division Street location for the new Willamette River Bridge, the eastern approach to be constructed to allow traffic on Water, Front, and Commercial Streets to pass under it and to meet the present street grade on Liberty Street, the westerly end to skirt the foothills in West Salem, passing over what is known as Wallace Road, and joining the present highway west of the Southern Pacific Company railroad tracks near the western limits of West Salem. He presented numerous arguments in support of such location and routing and filed with the Commission exhibits and a brief in support thereof. Mr. Sprague advised that the delegation has no recommendation to offer concerning the rerouting of US99E, but he emphasized the need for expediting a plan and getting it under way because developments in Salem are being held up awaiting the Commission's decision. In this connection he urged the Commission also to decide definitely a route of entrance for the Silver Creek Falls Secondary Highway (ORE22?) into Salem, such information being urgently needed by the city in developing its street improvement plan.

Chairman Banfield advised that the Commission is not in position at the present time to make any definite statements or commitments with respect to the highway situation in Salem and cannot do so until it has made its concluding inspection trip of highways throughout the state, which must be done to enable the Commission to provide a well balanced program of highway improvements; however, the Commission anticipates doing something in Salem. He also

said that the Commission wishes to study the Engineer's report on the Salem highway situation before arriving at any decision. As to the future location of US99E through the Salem district, Chairman Banfield pointed out that it would be inadvisable to adopt a location much in advance of construction because a knowledge of the Commission's plan would act adversely to the state's best interests because it would immediately cause right of way costs to rise.

Mr. Gille mentioned two resolutions adopted by the Salem Chamber of Commerce, in one of which the Commission is urged to widen North Capitol Street from Court Street to Union Street and in the other the Commission is asked to designate a permanent route for US99E through Salem. He urged early commitments from the Commission on both requests so as to permit the Long Range Planning Commission to develop a system of arterial streets through the city, and particularly early action on the widening of North Capitol Street.

Mr. Fry also spoke in behalf of both of the City Council's projects. He suggested adoption of a program that can be carried through within the next four or five years, leaving the balance of the overall development for future undertaking. Chairman Banfield concluded the discussion by again stating that the Commission is not in position today to give the delegation any satisfaction because it wishes to study the Engineer's report on the subject before making any statements.

A delegation from Union County, consisting of the following persons, appeared before the Commission with respect to the proposed plan to reroute the Old Oregon Trail through Ladd Canyon, between Lone Pine and North Powder: Lewis Terrell, Union; Glen Sands, Cove; L. H. Bramwell, Union; G. I. Hess, Union; and Lew Wallace, Portland. Mr. Hess headed the group. They urged modernization of the present route via the town of Union rather than construction of a new highway through Ladd Canyon. They declared that the present route is the better of the two because the summit on that route is 400 feet lower than the summit on the Ladd Canyon route and snow conditions would be much less severe. They presented a statement showing that on December 15, 1948, the snow at Ladd Canyon summit was three feet deep, whereas it was only three inches deep at the summit on the present route at that time. They also alleged that fog conditions on the Ladd Canyon route are extremely bad and that it would require a much steeper grade to reach the summit because of the shorter length of the approach thereto. It was their contention that the present highway could be modernized for not more than one-third of the cost to construct a new highway through Ladd Canyon and pointed out that were the new highway to be constructed the state would then have two highways to maintain. They also urged the modernization of the present route through the town of Union to preserve investments built up along that route, which, in their estimation, should be given very serious consideration. Speaking in behalf of the project were Messrs. Terrell, Sands, Bramwell, and Hess. In the discussion that followed the Engineer advised that the Ladd Canyon route would provide a highway 5½ miles shorter than the existing route between the two points; also, that it would cost less money to build the highway through Ladd Canyon than to modernize the present route. The Engineer further stated that the difference in elevation between the summit on the present route and

that on the Ladd Canyon route is only 270 feet, rather than 400 feet, and that a highway with maximum grade of six percent could easily be constructed to Ladd Canyon summit.

Chairman Banfield advised that, according to the Engineer's report on this subject, construction of the highway through Ladd Canyon can be accomplished for about $175,000 less cost than to modernize the present route through Union, and in addition thereto, the Ladd Canyon route would be about 5½ miles shorter than the other. The Highway Commission, he said, has a responsibility to the general public and the Commission does not feel that the public should be penalized by being required to go the extra 5½ miles. The Commission has not as yet taken any definite action on the matter, he said, but will analyze the Engineer's report on the basis of past policy and will then make a decision.

The Commission discussed with the Engineer the bids received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Burns Rock Production Project on three state highways, in Harney County. The Commission received two bids for this project, the low one being that of Vernie Jarl, Gresham, in the amount of $34,100. The other bid was submitted by C. E. Leseberg, Nyssa, at $34,580. The Commission has awarded the contract to the low bidder, Vernie Jarl.

"Grading and surfacing on the Rosedale Section of The Dalles-California Highway, in Klamath County. Babler Bros., Portland, submitted the low bid for this job at $54,287. Stevenson Construction Co., Salem, submitted the second low bid at $54,301. There were 15 higher bids. The Commission has awarded this contract to the low bidder, Babler Bros., at their bid price.

"Ramp approaches and roadway grading and paving at the west end of the Steel Bridge, in Portland, Multnomah County. The Commission received eight bids for this project, the low one being that of Kuckenberg Construction Company at $1,301,080.50, using treated piles, and $1,277,597.30, using composite piles. L. H. Hoffman, Portland, submitted the next low bid in the amount of $1,379,339.09, using treated piles, and $1,357,783.04, using composite piles. The Commission has awarded the contract to the low bidder, Kuckenberg Construction Company, on the basis of using composite piles.

"Trask River Bridge on the Oregon Coast Highway, in Tillamook County. The low bid for this work was submitted by Lindstrom Bros., Inc., Portland, at $102,325. The second low bid was submitted by Archie R. Averill, Portland, at $105,617. Four higher bids were received. The Commission has awarded the contract to Lindstrom Bros., Inc., the low bidder.

"Minam-Wallowa Lake Rock Production Project on two state highways, in Wallowa County. Vernie Jarl, Gresham, submitted the only bid for this project at $41,570. The Commission has awarded the contract to Mr. Jarl at his bid price."

A delegation from Malheur County, consisting of Dyer Bennett, Louie Schaffer, and Earl Bopp, all of Ontario; and A. P. Goodell, Nyssa, representing the Malheur County Highway and Industrial Development Association, appeared before the Commission. Mr. Bennett headed the group. This delegation asked verification of reports they have received as to action taken by the Highway Commission at the previous meeting, when they were represented by another delegation, concerning highway improvements in Malheur County, which reports are to the effect that the Commission did not plan to construct any highway improvement in this County other than the rebuilding of two bridges across the Snake River. Mr. Bennett said that the people of Malheur County are primarily interested in the improvement of primary highways in their district. Chairman Banfield advised that the former delegation was given no definite information but was informed that the Commission has a tentative setup for replacement of two bridges and for additional improvements on the Old Oregon Trail but could not at that time, nor can it now, state definitely just what will be accomplished. Mr. Bennett inquired whether or not the Commission has an agreement with the State of Idaho with respect to the Snake River Bridges and was informed that there is such an agreement between the two states, that for a number of years it was covered by a letter understanding which since has been reduced to a formal agreement. It was also pointed out that the State of Oregon has a responsibility with respect to the bridges which it cannot overlook. This was verified by the Commission's Chief Counsel who stated that, notwithstanding the agreement between the two states, if the State of Idaho did not cooperate in providing suitable bridge facilities it would be up to the State of Oregon to provide such facilities or close the structures entirely to public use. Mr. Bennett reiterated that they are primarily interested in improvement of highways in the Ontario district, and he urged the Commission to consider this in formulating its next construction program. Mr. Goodell mentioned that the Ontario-Nyssa and Nyssa-Adrian sections, where several fatal accidents have occurred, are most in need of improvement. The Commission agreed to consider the projects requested. This concluded the conference.

The Commission considered and signed the following agreements, etc:

Agreement with the Southern Pacific Company covering easement to construct and maintain a highway and drainage ditch on railroad property in Klamath County.

Agreement with Northern Pacific Railway Company covering installation of two drainage culverts under the company's tracks at Myrick on the Athen-Holdman Highway, Umatilla County.

Agreement with MacWilkins, Cole and Weber covering their services as advertising consultants for the year 1949.

Agreement with Washington County Court covering improvement of intersection of the Tualatin Valley Highway and Walker County Road between Portland and Beaverton.

Agreement with Whitehouse, Church, Newberry & Roehr re designing of the proposed State Highway Department Office Building, in Salem.

Revised agreement with O. W. R. & N. Co. and Union Pacific Railroad Company covering easement for Sun Dial Road grade separation near Troutdale, Multnomah County.

Maintenance site lease with Carl M. Stevens covering lease of a portion of his property near Newberg, Yamhill County.

Ground lease covering acquisition of stockpile site from Myrtle Biswell on Minam-Wallowa Lake Section of the Wallowa Lake Highway.

Project agreement with P.R.A. covering West Slope-Beaverton Section of the Tualatin Valley Highway, in Washington County.

Program letter with P.R. A. covering increase of funds on Ochoco Forest Highway Project 27-B3, Summit-East Section.

Bargain and sale deed conveying unto Edward D. and Myrtle Sullivan three parcels of land on the Unity Dam-Mill Gulch Section of the Baker-Unity Highway, in Baker County.

Bargain and sale deed conveying unto Harvey D. Crook and Wilda R. Crook, property in Curry County in exchange for land he is deeding to state.

Deed conveying unto the City of Pendleton portion of a state-owned gravel pit in Umatilla County needed by the city in connection with its sewage disposal plant.

The meeting adjourned at 3:20 p.m.

T H Banfield
Chairman

A W Schaupp
Commissioner

R R Rand
Commissioner

State Highway Engineer

Secretary

December 21, 1948

EXHIBITS "A" THROUGH "O"

Minutes of December 20 and 21, 1948

EXHIBIT "A"

Minutes of December 20 and 21, 1948

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY EAST

8698- Oregon-Washington Railroad & Navigation Company Right of Way				
4,000 sq. ft. at $1.00 sq. ft.	$ 4,000.00	$ 4,000.00	McCallister

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (*)

14669- Home Owner's Loan Corporation, and Sam. D Koletson Right of Way Option expires June 15, 1949	$	$	
6,750 sq. ft. (lot 54x125) at 20¢ sq. ft.	1,350.00		
Allowance- 5-room house	8,704.00		
Allowance- garage	384.00		
Allowance- cost of lawn, shrubs, and fruit trees	287.00	10,725.00	Witt

(Cont.)

DEC 20 1948

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.)(*)

14714- Davis, James B. and Joseph A. Ehrler
Right of Way
Option expires
June 8, 1949

	$	$	
6,270 sq. ft. (lot odd shaped) at 25¢ sq. ft.	1,567.50		
Allowance- 6-room house	8,682.00		
Allowance- garage	384.00		
Allowance- lawn, shrubs, fruit trees	253.00	10,886.50	Witt

14658- McCormick, Harriet, and State Land Board
Right of Way
Option expires
June 14, 1949

5,000 sq. ft. (lot 50x100) at 30¢ sq. ft.	1,500.00		
Allowance- garage	560.00		
Allowance- house	8,340.00	10,400.00	Mayhew

14882- Spooner, Ruth A., Emma A. Godel, and Fred Miller, Jr.

Right of Way
Option expires
March 27, 1949

23,958 sq. ft. at 70¢ sq. ft.	16,770.60		
Allowance- House moved and re-established (estimated cost by housemovers)	8,000.00	24,770.60	"

14680- Miller, Reinhold and Susanna Miller
Right of Way
Option expires
June 1, 1949

10,500 sq. ft. (lot 60x175) at $0.275 sq. ft.	2,892.00		
Allowance- garage	504.00		
House- allowance	9,304.00	12,700.00	."

(Cont.)

DEC 20 1948

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.) (*)

14679- Drews, Theodore A., and Florence Anita Drews
Right of Way
Option expires
June 15, 1949

	$	$	
10,044 sq. ft. (lot 210x60x38x200) at 20¢ plus sq. ft.	2,008.00		
Allowance- 5-roomed house	6,630.00		
Allowance- garage	320.00		
Allowance- fruit trees, shrubs, lawn	200.00	9,158.00	Witt

14678- Burright, Roy and Alice J. Burright
Right of Way
Option expires
June 14, 1949

6,000 sq. ft. (lot 60x100) at 25¢ sq. ft.	1,500.00		
Allowance- house	8,993.00		
Allowance- garage	432.00		
Allowance- shrubs, trees, lawn	300.00	11,225.00	"

14700- Kimble, H. F.
Right of Way
Option expires
January 14, 1949

3,920 sq. ft. at $0.63 plus sq. ft.	2,500.00	2,500.00	Mayhew

14655- Hillman, Willard Leighton
Right of Way
Option expires
May 20, 1949

12,750 sq. ft. at 19¢ plus sq. ft.	2,500.00	2,500.00	"

14659- Re, Anton J. and Angeline C. Re
Right of Way
Option expires
May 16, 1949

3,970 sq. ft. (approx) at 35¢ sq. ft. plus	1,390.20		
Allowance- house	8,687.80	10,078.00	"

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.) (*)

14744- Gilmore, Ellen O. and P. J. Phelps
Right of Way
Option expires
May 23, 1949

	$	$	
5,300 sq. ft. at 15¢ sq. ft. plus	800.00		
Allowance- house	5,733.00		
Allowance- garage	217.00	6,750.00	Mayhew

14734- Deardorff, Willard G. and Betty Jane Deardorff
Right of Way
Option expires
April 24, 1949

4,750 sq. ft. at 30¢ less sq. ft.	1,450.00		
Allowance- damages and waiver access	300.00	1,750.00	"

14847- Facchini, Aldebrando
Right of Way
Option expires
May 2, 1949

4,125 sq. ft. (odd shaped lot) 12¢ sq. ft.	495.00		
Allowance- House	4,080.00		
Allowance- chicken house	234.00		
Allowance- dirt floor garage	90.00	4,899.00	
3,750 sq. ft. (odd shaped lot) 12¢ sq. ft.	450.00		
Allowance- house	2,880.00	3,330.00	
2,500 sq. ft. (lot 25x100) 10¢ sq. ft.	250.00		
Allowance- house	3,240.00		
Allowance- garage	216.00	3,706.00	
5 lots (25x100) at $250.00 each	1,250.00	1,250.00	"
		13,185.00	

NORTHEAST UNION AVENUE, PORTLAND SECTION, PACIFIC HIGHWAY EAST

14788- Peacher, Ambrose and Helen R. Peacher
Right of Way
Option expires
June 14, 1949

(Cont.)

EXHIBIT "A" (Cont.)

NORTHEAST UNION AVENUE, PORTLAND SECTION, PACIFIC HIGHWAY EAST (Cont.)

14788- Peacher, Ambrose and Helen R. Peacher (Cont.)

	$	$	
0.05 acre at $3,000.00	150.00		
Restricted access- allowance	50.00	200.00	Norlin

State to construct and gravel road from sawmill landing area to approach to be constructed and graveled at intersection of NE Willis Blvd. and Union Ave- west side- replaces the one in use-

15169- Fazio, Tony
Right of Way
Option expires
June 10, 1949

1.06 acres at $2,000.00	2,120.00		
2.87 acres at $1,000.00	2,870.00		
1.28 acres at $2,000.00	2,560.00		
1.50 acres at $1,000.00	1,500.00	9,050.00	Parker

Complete restricted access to Union Avenue

14794- Walker, Emma J.
Right of Way
Option expires
June 14, 1949

0.35 acre at $2,000.00	700.00		
Allowance- restriction of access and damage allowed account sharp triangle north end	150.00	850.00	Parker Norlin

Complete restricted access

14793- Appleman, G. M.
Right of Way
Option expires
June 15, 1949

0.345 acre at $2,000.00	690.00	690.00	"

Complete restricted access

(Cont.)

DEC 20 1948

EXHIBIT "A" (Cont.)

NORTHEAST UNION AVENUE, PORTLAND SECTION, PACIFIC HIGHWAY EAST (Cont.)

14776- Haisch, Edward and Olive E. Haisch Right of Way Option expires April 29, 1949		$	$	
	0.15 acre at $1,000.00	150.00		Parker
	Damage- by reason of reduction of area	100.00	250.00	Norlin
14774- Fricke, Clarence and Ernestine Fricke Right of Way Option expires April 28, 1949				
	0.15 acre at $1,000.00	150.00		
	Allowance- rebuilding 175 feet garden fence	50.00	200.00	"
14775- Haisch, Lewis L. and Irene S. Haisch Right of Way Option expires April 29, 1949				
	0.05 acre at $1,000.00	50.00		
	Allowance- damage- reduction garden	50.00		
	Allowance- changing fence	10.00	110.00	"
14782- Walker, Charles N. Right of Way Option expires May 16, 1949				
	0.20 acre at $4,000.00	800.00		
	Allowance- trees- 5 oak	200.00	1,000.00	"
	Restriction of access, except NE McClelland and NE Halleck Streets			
14771- Crawford, Bruce M. Right of Way Option expires March 8, 1949				
	0.31 acre at $1,000.00	310.00	310.00	Parker

(Cont.)

DEC 20 1948

EXHIBIT "A" (Cont.)

NORTHEAST UNION AVENUE, PORTLAND SECTION, PACIFIC HIGHWAY EAST (Cont.)

14779-	Peck, E. C. Right of Way Option expires March 8, 1949	$	$	
	0.25 acre at $1,000.00	250.00		
	Allowance- 13 rods fence at $3.00 per rod	39.00	289.00	Parker
14806-	Washington Federal Savings & Loan Association Right of Way Option expires April 27, 1949			
	0.72 acre at $2,000.00	1,440.00		
	Allowance- moving double auto court	1,485.00		
	Allowance- court costs in getting property out of Receivership	150.00	3,075.00	Parker
	Restricted access- State to construct approach			Norlin
14772-A	Thompson, W. E. and Esther Thompson Right of Way Option expires May 9, 1949			
	0.25 acre at $1,000.00	250.00		
	½ interest-		125.00	"
14781-	DeLano, Dayton E. Right of Way Option expires March 15, 1949			
	0.15 acre at $1,000.00	150.00		
	Allowance- 8 rods fence at $3.00 rod	24.00	174.00	Parker
14780-	Keene, Charles M. Right of Way Option expires March 22, 1949			
	0.14 acre at $1,000.00	140.00		
	Allowance- 7 rods fence at $3.00 rod	21.00	161.00	Parker Norlin
	State to construct road approach Easterly side			

(Cont.)

DEC 20 1948

EXHIBIT "A" (Cont.)

NORTHEAST UNION AVENUE, PORTLAND SECTION, PACIFIC HIGHWAY EAST (Cont.)

14772- Thompson, Pearl E.
Right of Way
Option expires
March 15, 1949

	$	$	
0.25 acre at $1,000.00- one-half interest	250.00	125.00	Parker Norlin

14777- Voloudakis, Katherine
Right of Way
February 26, 1949

0.37 acre at $1,000.00	370.00	370.00	"

14770- Jones, Myrtle B.
Right of Way
Option expires
February 26, 1949

0.06 acre at $1,000.00	60.00	60.00	"
State to construct road approach- south side-			

14778- Warren Packing Company
Right of Way
Option expires
April 29, 1949

1.0 acre at $1,000.00	1,000.00		
0.015 acre at $1,000.00	15.00		
5.6846 acres at $1,000.00	5,684.60		
0.4554 acre at $2,000.00	910.80		
1.70 acre at $2,000.00	3,400.00	11,010.40	Parker

Complete restriction access to Union Avenue
State to provide 3 approaches to access road

14768- Cox, Vertie
Right of Way
Option expires
June 2, 1949

0.09 acre LUMP SUM	100.00	100.00	

Waiver of access-

Reservation that grantee shall not grant to any person, firm or corporation right or privilege of moorage along or upon the parcel being acquired — Norlin

(Cont.)

pwc co 1948

EXHIBIT "A" (Cont.)

NORTHEAST UNION AVENUE, PORTLAND SECTION, PACIFIC HIGHWAY EAST (Cont.)

14790- Strom, Peter G. and Nettie M. Strom, and Kenneth E. Bolton and Gertrude E. Bolton
Right of Way
Option expires
June 1, 1949

	$	$	
14,520 sq. ft. (0.33 acre) at 18.6¢ sq. ft.	2,700.00	2,700.00	Norlin

14804- Killam, Mary G.
Right of Way
Option expires
May 23, 1949

0.36 acre at $2,000.00	720.00		
0.99 acre at $1,000.00	990.00		
Allowance- damages- reduction area, destruction (partial) approach to Union Avenue, and restriction access	315.00	2,025.00	Parker

State to construct and pave 20 foot roadway from existing roadway to amphitheatre- Sta. 46+50

14805- McMahan, Pearl
Right of Way
Option expires
May 23, 1949

0.30 acre at $2,000.00	600.00		
0.12 acre at $1,000.00	120.00		
Allowance- moving Neon sign	178.30		
Allowance- moving entrance sign	75.00		
Allowance- fill just completed, and waiver of access	176.70	1,150.00	"

State to construct, pave approach-move light poles

14769- Donaca, T. G.
Right of Way
Option expires
April 28, 1949

0.29 acre			
0.16 acre			
0.45 acre at $1,000.00	450.00	450.00	"

(Cont.)

EXHIBIT "A" (Cont.)

NORTHEAST UNION AVENUE, PORTLAND SECTION, PACIFIC HIGHWAY EAST (Cont.)

14789- Tenant Mortgage Company Right of Way Option expires June 15, 1948				
	0.33 acre at $2,000.00	$ 660.00	$ 660.00	Parker Norlin

VISTA AVENUE, MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

14187- City of Portland Right of Way Option expires May 15, 1949				
	9,000 sq. ft.- 5 lots at $25.00 per lot	125.00		
	1.0 acre (3 lots) at $250.00 per acre	250.00	375.00	McCallist Collins
14180- Haynes, Lewis H. and Lena Haynes Right of Way Option expires May 10, 1949				
	21,780 sq. ft. at 19.74 cents less per sq. ft.	4,300.00	4,300.00	"
14194- Goerlich, Augusta, and Elizabeth G. Doskaris Right of Way Option expires May 25, 1949				
	5,000 sq. ft. (2 lots) at 3¢ sq. ft.	150.00	150.00	"

TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY (**)

11919-A Spence, J. R. Right of Way Option expires June 15, 1949				

(Cont.)

EXHIBIT "A" (Cont.)

TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY (Cont.) (**)

11919-A	Spence, J. R. (Cont.)			
	0.35 acre at $750.00	$ 262.50	$ 262.50	Parker
	State to extend 4" galvanized pipe through new right of way to connect with pipe under original right of way			
	No access needed			
11920-A	Spence, Estate, William C. Right of Way Option expires June 15, 1949			
	3.72 acres at $750.00	2,790.00	2,790.00	"
	No access needed			

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY (***)

13606-	Aschenbrenner, Jacob and Kathrin Aschenbrenner, and Antone A. Poquette and Emily A. Poquette Right of Way Option expires June 9, 1949			
	5.873 acres, with water rights and water system - -	2,500.00		
	Auto Court:			
	6 2-bedroom units at $3,000 each	18,000.00		
	6 1-bedroom unit at $2,500.00	15,000.00		
	Laundry building	1,200.00		
	Office building	2,000.00		
	Storage building	1,000.00		
	House- residence	2,300.00	42,000.00	Horlin

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY

764-	Swift, Tom Right of Way			
	Damage- by reason change of grade	500.00	500.00	Benson
	State to construct garage driveway, gravelled			
	(Right of way was purchased by the State in 1933) -			

(Cont.)

DEC 20 1948

EXHIBIT "A" (Cont.)

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY (Cont.)

14076- Bolton, H. A.				
Right of Way				
Damage- by reason change in grade		$ 150.00	$ 150.00	Benson
State to re-establish driveway to garage and house sidewalk to new street sidewalk				
14074- Klemsen, George and Gladys I. Klemsen				
Right of Way				
SUPPLEMENTAL				
Additional work by housemovers,- C. E. Gates & Son- on basement- drainage not included in original contract -		137.05	137.05	"
NEWBERG-DUNDEE SECTION, PACIFIC HIGHWAY WEST (****)				
14404- Field, Loma F. and Nellie Field				
Right of Way and easement				
Option expires				
March 21, 1949				
0.64 acre at $1,000.00		640.00		
5,000 sq. ft.- slope easement		100.00		
Allowance- in lieu moving house		750.00	1,490.00	Witt
Waiver of access				
14393- Wagaman, James H. and Maxine Wagaman				
Right of Way				
Option expires				
December 31, 1948				
250 sq. ft. at 4¢ sq. ft.		10.00	10.00	"
Waiver of access				
14407- School District #3				
Right of Way				
Option expires				
February 22, 1949				
0.087 acre at $575.00 less acre		50.00	50.00	"
Waiver of access				

(Cont.)

EXHIBIT "A" (Cont.)

NEWBERG-DUNDEE SECTION, PACIFIC HIGHWAY WEST (Cont.) (****)

14400- Thomas, Edward J. and Edna May Thomas
Right of Way
Option expires
March 13, 1949

	$	$	
1.072 acre at $1,000.00	1,072.00		
Allowance- damages lieu moving house	500.00		
Allowance- flowering plum tree, shrubs, hawthorne trees, rose bushes	154.00	1,726.00	Witt

Private access- Sta 53+00

14397- McIntosh, Arthur E. and Grace B. McIntosh
Right of Way
Option expires
February 26, 1949

17,112 sq. ft. at 5¢ sq.ft. plus sq. ft.	950.00		
Allowance- house	5,000.00	5,950.00	"

14399- Compton, Dale D. and A. R. Compton
Right of Way
Option expires
March 7, 1949

6,795 sq.ft. at 10¢ sq.ft.	679.50		
Allowance- shade trees destroyed	160.00		
Allowance- loss shrubs, vines, roses	55.15		
Allowance- lieu moving filling station, grocery store, 3 cabins	8,115.00	9,009.65	"

Plus access-Eng. Sta 34+50

14401- Etzwiler, Pearl and Golda Etzwiler
Right of Way
Option expires
February 20, 1949

(Cont.)

EXHIBIT "A" (Cont.)

NEWBERG-DUNDEE SECTION, PACIFIC HIGHWAY WEST (Cont.) (****)

14401- Etzwiler, Pearl and Golda Etzwiler (cont.)		$	$	
	17,336 sq.ft. at 4¢ sq.ft. plus	693.50		
	Allowance- loss timber grove	500.00		
	Allowance- hedge, holly tree, shrubs, trees	41.00		
	Allowance- moving house- low bid	3,050.00	4,284.50	Witt
	Private access- Sta. 59+00-60+00			
14396- King, Arthur M. and Rose Ann King				
Right of Way				
Option expires				
February 26, 1949				
	17,112 sq.ft. at 5¢ plus sq.ft.	950.00		
	Allowance- house, garage	5,000.00	5,950.00	"
14392- Arnett, John W.				
Right of Way				
Option expires				
March 6, 1949				
	22,050 sq.ft. at 20¢ sq.ft.	4,410.00		
	House and motel buildings, including wash, laundry rooms	25,840.00	30,250.00	"
14398- Forrester, Daniel S. and Lloyd W. Forrester				
Right of Way				
Option expires				
February 26, 1949				
	44,520 sq.ft. at 15¢ sq.ft.	6,678.00		
	Allowance- House	12,000.00		
	Allowance- garage	974.00		
	Allowance- auto court buildings	10,000.00	29,652.00	"
14394- Wight, Cecil and Lucille Wight				
Right of Way				
Option expires				
February 15, 1949				

(Cont.)

EXHIBIT "A" (Cont.)

NEWBERG-DUNDEE SECTION, PACIFIC HIGHWAY WEST (Cont.) (****)

14394- Wight, Cecil and Lucille Wight (Cont.)

	$	$	
14,810 sq.ft. at 10¢ sq.ft.	1,481.00		
Allowance- shrubs, trees	119.00		
Allowance- buildings	7,900.00	9,500.00	Witt

2 entrances at street intersections only

14402 Pratt, Elmer E. and Vera E. Pratt
Right of Way
Option expires
January 8, 1949

0.62 acre at $750.00	465.00		
Allowance- flowers, shrubs to move, new lawn, rebuilding 500 feet picket fence, loss fir tree, oak trees, small trees, lawn	639.75		
Allowance- 15 rods wire fence at $2 rod	30.00		
Allowance- moving house, fill area	2,566.00	3,700.75	"

2 private access

14403- Owens, Lee H. and Ellen M. Owens
Right of Way
Option expires
January 13, 1949

1.328 acres at $1,000.00	1,328.00	1,328.00	"
Farm crossing at Sta. 70400			

14395- Kellas, H. A. and Elda R. Kellas
Right of Way
Option expires
February 23, 1949

540 sq.ft. at 4¢ sq.ft.	21.60	21.60	"
No access			

14399-A Compton, Dale D. and Myrtle E. Compton
Right of Way
Option expires
March 7, 1949

1.80 acres at $1,000.00	1,800.00	1,800.00	"
3 private accesses			

(Cont.)

EXHIBIT "A" (Cont.)

NEWBERG-DUNDEE SECTION, PACIFIC HIGHWAY WEST (Cont.) (****)

14391- Richardson, James Right of Way Option expires January 15, 1949				Witt
0.122 acre at $800.00		$ 97.00	$ 97.00	

NEWBERG-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST (****)

14448- Chamberlain, Evelyn Right of Way Option expires			
0.303 acre at $1,000.00	303.00		
Allowance- elimination concrete basement, garage, driveway	1,000.00		
Allowance- rebuilding new lawn	100.00		
Allowance- nut, shade trees, shrubs, box hedge	265.00		
Allowance- moving house, low bid	1,250.00	2,918.00	"
14456- Dixon, Alfred E. and Pauline N. Dixon Right of Way Option expires March 2-, 1949			
0.81 acre at $1,000.00	810.00		
Allowance- fruit trees, shrubs, flowers destroyed	250.00		
Allowance- rebuilding lawn	200.00		
Allowance- 38 rods new fence at $2.50	95.00		
Allowance- general damages	1,000.00	2,355.00	"
Plus farm crossing State to provide 16 foot roadway easement			
14449- Ward, R. A. Right of Way Option expires March 13, 1949			
0.71 acre at $1,000.00 Plus access	710.00	710.00	"

(Cont.)

DEC 20 1948

EXHIBIT "A" (Cont.)

NEWBERG-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST (Cont.) (****)

14454- Leppin, Rudolph, Jr.

Right of Way
Option expires
February 12, 1949

	$	$	
0.232 acre at $600.00	139.20		
47 rods fence at $2.50 rod	117.50		
Allowance- cattle gate	25.00	281.70	Witt

Plus access -

14447- Root, J. M. and Maude Clarkson Root
Right of Way
Option expires
December 23, 1948

0.08 acre at $625.00	50.00	50.00	"

Private access- Sta 140+28

14451- Schueler, Theodore C. W. and Sylvia Schueler
Right of Way
Option expires
January 7, 1949

0.991 acre at $1500.00	1,486.50		
Allowance- 52 rods fence at $2.00 rod	104.00		
Allowance- lieu moving dairy barn	500.00	2,090.50	"

State to provide culvert under County road

ST. JOE-LAFAYETTE SECTION, PACIFIC HIGHWAY WEST (****)

14563- Winters, Oral and N. Marie Winters
Right of Way
Option expires
February 12, 1949

1.82 acres at $600.00	1,092.00		
Allowance- damages- 25% on 3 acres value $1800.00	450.00	1,542.00	Norlin

Waiver of access- 2 approaches
State to construct, gravel road approach, south side

(Cont.)

EXHIBIT "A" (Cont.)

ST. JOE-LAFAYETTE SECTION, PACIFIC HIGHWAY WEST (Cont.) (****)

14562- Smith, C. R. and O. G. Smith, John J. Buller and Gertrude Kenne Buller Right of Way Option expires February 5, 1949				
		$	$	
	0.09 acre at $600.00	54.00		
	Allowance- 11 rods fence at $2 per rod	22.00		
	Compromise to settle	24.00	100.00	Norlin
	Waiver of access- 2 approaches State to construct, gravel road approaches, south side			
14975- Yamhill County Right of Way Option expires March 1, 1949				
	0.315 acre	1.00	1.00	"
14984- Maas, Jack and Agnes M. Maas Right of Way Option expires March 14, 1949				
	0.74 acre at $600.00	444.00		
	Allowance- 4 fruit trees at $15.00 each	60.00		
	Access agreement- allowance	70.00	574.00	"
4418- Belieu, B. O. and Esther H. Belieu Right of Way Option expires March 22, 1949				
	7.17 acres at $600.00	4,302.00		
	Allowance- fruit trees	725.00		
	Allowance- 72 rods fence at $1.50 per rod	108.00		
	Allowance- damage and compromise	235.00	5,370.00	"
	State to construct and gravel road approach and lane - Sta. 179+20, west side State to construct and gravel road approach- Sta. 166+00, south side			

(Cont.)

DEC 20 1948

EXHIBIT "A" (Cont.)

ST. JOE-LAFAYETTE SECTION, PACIFIC HIGHWAY WEST (Cont.) (****)

4420- White, Edward L. and Margaret E. White
Right of Way
Option expires
March 22, 1949

	$	$	
1.38 acres at $600.00	828.00		
Allowance- 40 rods fence at $2.00 rod	80.00		
Waiver of access	50.00	958.00	Norlin

4421- Zwoncheck, Katherine and Otto Zwoncheck
Right of Way
Option expires
February 28, 1949

2.01 acres at $600.00	1,206.00		
Allowance- 160 rods fence at $2 rod- to be removed	320.00	1,526.00	"

State to construct and gravel road approaches, north side

Restricted access

NEWBERG SECTION, PACIFIC HIGHWAY WEST

9936- Stevens, Carl M., Claude Stevens and A. Stevens
Lease
Expires October 31, 1949

Lease covering 19,950 sq.ft. of land- 12 months at $25.00 per month	300.00	300.00	McChesney

MCMINNVILLE, THREE MILE LANE SECTION, SECONDARY HIGHWAY #152

13114- Schroeder, Leo V. and Alma Schroeder
Right of Way
Option expires
January 29, 1949

EXHIBIT "A" (Cont.)

MCMINNVILLE, THREE MILE LANE SECTION, SECONDARY HIGHWAY #152 (Cont.)

13114- Schroeder, Leo V. and Alma Schroeder (Cont.)		$	$	
	23,958 sq.ft. at 10.4¢ sq.ft.	2,500.00		
	Damages- severance ½ acre triangular shaped	500.00		
	Allowance- loss trees, shrubs, rose bushes	158.50		
	Allowance- rebuilding and reseeding lawn	110.00		
		3,268.50		
	Allowance- moving dwelling, garage, construction septic tank and cess pool- low bid	1,425.00	4,693.50	Witt
RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY				
14985- Giberson, Joseph and Pauline Giberson Quarry site Option expires May 11, 1949				
	4 lots at $75.00 each	300.00		
	Allowance- old house	75.00		
	Allowance- old barn	75.00		
	Allowance- hog house and chicken house	50.00	500.00	McChesney
10845-C Welter, J. B. Right of Way Option expires February 3, 1949				
	0.62 acre at $100.00	62.00		
	Damage: leaving old road open	100.00		
	Allowance- 2 apple trees at $16.50 each	33.00		
	Allowance- 28 rods fence at $2.00 per rod	56.00	251.00	"
	State to provide and gravel 1 road approach - Engr. Sta 398+25-			

(Cont.)

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

13732-
13731- Conklin, Roscoe M.
Right of Way
Option expires
May 22, 1949

	$	$	
0.039 acre at $200.00	7.80		
Damages- highway too close	372.20		
Allowance- 1,000 sq.ft. lawn at 2¢ sq.ft.	20.00		
Allowance- berry patch, trees, shrubs	50.00	450.00	McChesney

State to leave existing road approach good condition, and also gravel same

13729- Roberts, Hannah M. and John D. Roberts
Right of Way
Option expires
June 9, 1949

1,000 sq.ft. at 5¢ sq.ft.	50.00		
Allowance- 1,000 sq.ft. lawn at 2¢ sq.ft.	20.00		
Allowance- 6 rods fence- remove and rebuild - $3.00 per rod	18.00		
Allowance- shrubs	12.00		
Damages- highway too close 5-room house	400.00		
Damages- highway too close 4-room house	300.00	800.00	"

State to provide 2 road approaches (existing) at Eng. Sta 572+80 and 573+60; also gravelled, graded

13728- Roberts, William L. and Valley J. Roberts
Right of Way
Option expires
May 28, 1949

0.012 acre at $200.00	2.40		
Allowance- 5 rods fence at $3.00 rod	15.00		
Allowance- 500 sq.ft. lawn- 2¢ sq. ft.	10.00		
Allowance- damages	272.60	300.00	"

Waiver access, except private - Sta. 572+20

EXHIBIT "A" (Cont.)

STEIWER HILL -MURDER CREEK SECTION, PACIFIC HIGHWAY

11083-A Hampton, Estate J. H.
Right of Way
Option expires
May 15, 1949

	$	$	
2,400 sq.ft. - 7/9 interest in Lump sum of $50.00	38.89	38.89	Benson
State grants grantor permission to use roadway to get across highway with tractor			
Grantor to build necessary fence			

TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY

11825- Nielson, Victor T. and Una R. Nielson
Right of Way
Option expires
May 23, 1949

4.61 acres at $1,000.00	4,610.00		
Severance damages- 43.0 acres at $1000- $43,000 - 20%	8,600.00		
Allowance- rebuilding 190 rods fence	285.00		
Allowance- rebuilding irrigation system, with large pump and longer main line	1,980.00		
Allowance- 210 rods fence at $2.50 rod	525.00	16,000.00	Haskin
State to provide private access at Sta. 312+50 East			
State to provide farm crossing at Sta. 324+50			
State to provide stock pass at Sta. 325+00			

11833-A Klinehan, Lena J.
Right of Way
Option expires
June 14, 1949

0.39 acre at $1,000.00	390.00		
Allowance- extra 4 rods fence	10.00		
Damages- reduction area, odd shape balance of property	200.00	600.00	Benson
No access			

EXHIBIT "A" (Cont.)

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

4106- Brantigan, George L.
Right of Way
Option expires
May 8, 1949

1,234 sq.ft. at 12¢ plus sq.ft.	$ 150.00	$ 150.00	DeSouza

TREHARNE-SUNSET CAMP SECTION, VERNONIA-SUNSET CAMP HIGHWAY

14270- McLean, Mildred A.
Right of Way
Option expires
May 15, 1949

0.115 acre at $200.00	23.00		
Allowance- 5 rods fence at $2 rod	10.00		
Allowance- legal services and appraisal - property being probated	67.00	100.00	Neuner

SWEET HOME SECTION, SOUTH SANTIAM HIGHWAY

9987- McMurry, Louise and Glenn F. McMurry, and Edna D. Greiner, Karl Greiner
Easement
Have easement

0.07 acre- for drainage purposes -	00.00	00.00	Eason

PACIFIC HIGHWAY, CITY OF EUGENE, EAST BROADWAY

+ 11992- Hall, Pearl Morris
Right of Way

1,440 sq.ft. at 50¢ sq.ft.	720.00		
Allowance- loss large fir tree	50.00		
Allowance- damages	480.00	1,250.00	Devers

Condemnation - authorized payment $1,000.00

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

12322- Clover, Eugene and Lillian I, Clover
Right of Way
Option expires
May 19, 1949

(Cont.)

EXHIBIT "A" (Cont.)

JUDKINS POINT- GOSHEN SECTION, PACIFIC HIGHWAY (Cont.)

12322- Clover, Eugene and Lillian I. Clover (Cont.)

0.35 acre at $1,000.00	$ 350.00	$ 350.00	Landon

Waiver of access, except to service road when constructed

12288-A Harpole, Sophia M. and Claude D. Harpole
Right of Way
Option expires
May 8, 1949

8,276 sq.ft. at 3¢ sq.ft.	248.28		
Allowance- 1200 sq.ft. crushed rock driveway	300.00		
Allowance- loss fruit trees and garden	120.00		
Allowance- to balance	31.72	700.00	"

State to construct service road, and oil owners existing driveway

Waiver of access except service road -

State to construct approach road to service road- Eng. Sta 320+35, approx.- west side

12334- Hastings, John C. and Loretta E. Hastings
Right of Way
Option expires
June 10, 1949

0.43 acre at $2,000.00	860.00		
Allowance- grape arbor, grape vines, fruit trees	109.00		
Damages- reducing building site and coming too close house- 10% of $8650	865.00	1,834.00	"

Waiver of access, except to service road if and when constructed by the State

EXHIBIT "A" (Cont.)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

13061-A Kimball, Frank V. and Hetty E. Kimball
Right of Way
Option - not taken
Have deed

	$	$	
0.05 acre at $200.00	10.00	10.00	Landon

Waiver of access, except private access, south side, Sta 530+00

CORVALLIS SECTION, PACIFIC HIGHWAY WEST

14966- Gallagher, Inc., John H.
Right of Way
Option expires
May 29, 1949

9,148 sq.ft. at 11¢ sq.ft.	1,000.00	1,000.00	McCallister

Waiver of access, except business access at Station 14+60

FLYNN BRIDGE SECTION, ALSEA HIGHWAY

15133- Johnson, Charles Edward and Mildred Alice Johnson
Easement

0.025 acre - for detour road purposes	00.00	00.00	Haskin

15132- City of Philomath
Easement

0.074 acre - for detour road purposes	00.00	00.00	"

SUTHERLIN CREEK BRIDGE SECTION, PACIFIC HIGHWAY

15114- Sabala, Domingo and Margarita Sabala
Right of Way
Option expires
May 20, 1949

(Cont.)

EXHIBIT "A" (Cont.)

SUTHERLIN CREEK BRIDGE SECTION, PACIFIC HIGHWAY (Cont.)

15114- Sabala, Domingo and Margarita Sabala (Cont.)

0.15 acre at $300.00	$ 45.00	$ 45.00	Haskin

Restricted access except private access at Sta. 2107+30

State to move 10 rods fence at $2.50 per rod -

TILLER-DREW SECTION, TILLER-TRAIL HIGHWAY

13750- Barber, Paul F. and Lois I. Barber, and John Hewitt and Hazel B. Hewitt

Right of Way
Option expires
April 20, 1949

4.90 acres at $25.00	122.50		
Allowance- timber- 8 trees -	77.50	200.00	Boone

TYEE-SUTHERLIN SECTION, ELKTON-SUTHERLIN HIGHWAY

13948-A Higginbotham, D. C. and M. J. Higginbotham
Right of Way
Option expires
June 13, 1949

0.05 acre at $400.00	20.00		
Allowance- 3 apple trees, $20 ea	60.00		
Compromise settlement-	20.00	100.00	Haskin

MADRAS SECTION, WARM SPRINGS HIGHWAY

12140- Andrus, H. P.
Lease stockpile
Lease expires
August 27, 1949

Extension of stock pile lease on 1.17 acres for 1 year	30.00	30.00	Gardiner

JOHN DAY-PRAIRIE CITY SECTION, JOHN DAY HIGHWAY

4862-A Oliver, Herman
Lease
x

(Cont.)

EXHIBIT "A" (Cont.)

JOHN DAY-PRAIRIE CITY SECTION, JOHN DAY HIGHWAY (Cont.)

4862-A	Oliver, Herman (Cont.)			
	3 year lease on 0.35 of an acre at $5.00 per year	$ 15.00	$ 15.00	Cozad

BAKER-MILES BRIDGE SECTION, MEDICAL SPRINGS HIGHWAY

13823-A	Wright, R. Lee and Jewel J. Wright Gravel pit and stock pile Option expires March 21, 19 9			
	21.45 acres at $125.00	2,681.25		
	Less 85 rods fence at $2 rod	170.00	2,511.25	Haskin

BAKER-FLAGSTAFF HILL SECTION, BAKER-HOMESTEAD HIGHWAY

14576-	Farmer, Clifford Gravel Pit Option expires June 9, 1949			
	6.68 acres at $200.00 State to fence tract	1,336.	1,336.00	Cozad

ENTERPRISE-FOREST BOUNDARY SECTION, ENTERPRISE-LEWISTON HIGHWAY

11890-	Conrad, G. L. Right of Way Option expires June 12, 1949			
	0.97 acre at $100.00	97.00		
	0.96 acre at $50.00	48.00		
	Allowance- 255 rods woven wire fence at $1.25 plus per rod	320.00		
	Allowance- 255 rods barbed wire fence at $1.00 rod	255.00	720.00	"

State to provide farm crossings each side, Eng. Station 610+00
State to provide private access, west side Eng. Station 638+00; and on East side Eng. Station 604+50
State to protect existing stock underpass at Eng. Station 610+50

EXHIBIT "A" (Cont.)

MINAM-WALLOWA LAKE SECTION, WALLOWA LAKE HIGHWAY

15105-	Biswell, Myrtle Stockpile Lease			
	1.50 acres- 3 year lease	$ 30.00	$ 30.00	Cozad

KEENE CREEK SECTION, GREEN SPRINGS HIGHWAY

+15153-	Witthoft, Oscar and Ethel Witthoft Right of way, stock pile and quarry			
	8.88 acres, including allowance for 500 rods fencing, and severance damages - LUMP SUM -	1,500.00	1,500.00	Devers

---

FOOTNOTES:

* Sullivan Gulch Section, Sullivan Gulch Highway, Portland - See page 15410 in the minutes for discussion of this item.

** Troutdale Section, Columbia River Highway - See page 15410 in the minutes for discussion of this item.

*** Dodson-Bonneville Section, Columbia River Highway, Item No. 13606 - See page 15411 in the minutes for discussion of this item.

**** Newberg-Dundee, Newberg-Dayton Junction, and St. Joe-Lafayette Sections of the Pacific Highway West, Yamhill County - See page 15411 in the minutes for discussion of these items.

+ Items Nos. 11992 and 15153 - See page 15411 in the minutes for discussion of these items.

EXHIBIT "B-1"

Minutes of December 20, 21, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and /or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stock pile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of road-building materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for the specific and particular purpose hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the following described parcel of real property, which property is owned by Columbia Way Corporation and George Gray, is necessary and acquisition of the same by the State is required for right of way purposes in connection with the N. E. Union Avenue Section of the Pacific Highway East, which property is described as follows, to-wit:

A parcel of land in Multnomah County, State of Oregon, described as:

Beginning at the intersection of the east line of N. E. Union Avenue with the north line of N. E. Gertz Road (County Road No. 1093) as they are now laid out and established; running thence North 22° 07'

(Cont.)

DEC 20 1948

EXHIBIT "B-1" (Cont.)

West along the east line of N. E. Union Avenue 150 feet; thence North 67° 53' East 50 feet; thence South 22° 07' East 65 feet; thence North 67° 53' East 50 feet; thence South 22° 07' East 65 feet; thence North 67° 53' East 40 feet; thence South 22° 07' East 91 feet more or less to the northerly line of N. E. Gertz Road; thence westerly along northerly line of said Gertz Road to the place of beginning located in the Joseph R. Switzler D. L. C. in Township 1 North, Range 1 East, W. M.

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owners, and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosectuion of any action instituted for the purpose of acquiring by condemnation or otherwise the said above-described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

5. That this resolution be entered in full in the minutes and records of this Commission as of the twentieth day of December, 1948.

DEC 20 1948

EXHIBIT "B-2"

Minutes of December 20, 21, 1948

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stock pile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of road-building materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, the Pacific Highway East (State Highway No. 1E) and the Pacific Highway West (State Highway No. 1W) are highways under the jurisdiction and control of the State, and said highways are, in addition to being a part of the state highway system, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with better alignment and one the construction of which will more adequately serve the traveling public, the Highway Commission relocated the section of the Pacific Highway East, extending on and along N. E. Union Avenue between the city limits of the City of Portland and the intersection with Pacific Highway West near the Interstate Bridge, and likewise the Highway Commission relocated the sections of the Pacific Highway West between McMinnville and Lafayette, and between the Dayton Junction and Newberg, and for the purpose of constructing a highway over said relocated lines it is necessary that real properties be acquired for right of way and other purposes; and

WHEREAS, pursuant to the provisions of Section 100-115, O. C. L. A., the Highway Commission is authorized to determine and fix the widths of right of way for any and all state highways and is authorized to acquire the necessary rights of way therefor; and

(Cont.)

DEC 20 1948

15186

EXHIBIT "B-2" (Cont.)

WHEREAS, pursuant to the provisions of said section, the Commission is authorized, when acquiring real property for highway purposes, to acquire and take fee title to the same; and

WHEREAS, said Commission is likewise authorized to acquire, in addition to fee title to the real property needed for right of way purposes, all rights of access from abutting property to the highway; and

WHEREAS, the Pacific Highway East and the Pacific Highway West as major highways of the State carry large volumes of traffic, and it therefore is the judgment and opinion of the Commission that access to and from said highways should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the Commission does hereby find and declare that the parcels of real property hereinafter described are each and all necessary for the accomplishment of the purposes hereinafter expressly and specifically set forth, which said real properties and the specific purposes for which the same are being acquired are described as follows, to-wit:

Real property owned by Ivan F. Phipps and Dorothy S. Phipps, husband and wife, which property is located in the Northwest quarter ($NW\frac{1}{4}$) of Section 3, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 1, and is further identified in the records of the Highway Commission as file R 15149, which property is being acquired for right of way purposes in connection with the Pacific Highway East; (*)

Real property owned by Herbert C. Boden, et al., which property is located in Lot 6, North Union Acres, Section 10, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 2, and is further identified in the records of the Highway Commission as file R 14773, which property is being acquired for right of way purposes in connection with the Pacific Highway East; (*)

Real property owned by Herschel Bell and Geraldine Bell, which property is located in the Miles Cary D. L. C. #44, also in Section 11, Township 4 South, Range 4 West, W. M., Yamhill County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 3, and is further identified in the records of the Highway Commission as file R 4419, which property is being acquired for right of way purposes in connection with the Pacific Highway West; (*)

Real property owned by Luella N. Lord and C. B. Norris, which property is located in Government Lot 8 and in the Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 35, Township 3 South, Range 3 West,

(Cont.)

EXHIBIT "B-2" (Cont.)

W. M., Yamhill County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 4, and is further identified in the records of the Highway Commission as file R 14450, which property is being acquired for right of way purposes in connection with the Pacific Highway West; (*)

Real property owned by Robert R. Winegar and Amanda Winegar, husband and wife, and George W. Winegar, which property is located in the Edward Geary D. L. C. No. 62, Township 4 South, Range 3 West, W. M., Yamhill County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 5, and is further identified in the records of the Highway Commission as file R 14458, which property is being acquired for right of way purposes in connection with the Pacific Highway West; (*)

Real property owned by R. R. Dodge and S. May Dodge, husband and wife, which property is located in the Flores Fullquarts D. L. C. No. 71, Township 3 South, Range 3 West, W. M., Yamhill County, Oregon, and is more particularly described on the attached sheets and designated as Parcel No. 6, and is further identified in the records of the Highway Commission as file R 14453, which property is being acquired for right of way purposes in connection with the Pacific Highway West. (*)

2. That said sections of said highways have been relocated, planned, and the specifications for the construction and improvement of the same made in a manner which, in the opinion and finding of this Commission, is and will be most compatible with the greatest public good and will, in the opinion of the Commission, do the least private injury or damage.

3. The Commission does hereby further find and declare that, in addition to the acquisition of the real property described in this resolution, it is, in the judgment and opinion of the Commission, necessary that there be acquired all rights of access from abutting properties to the parcels of real property described in this resolution and the highways which are to be constructed thereover, except at the points and subject to conditions stated as to each parcel.

4. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate descriptions of the said real properties, which said descriptions shall be available for the preparation of any deed or deeds or other instrument or instruments necessary to complete the acquisition of said property or properties, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

(Cont.)

EXHIBIT "B-2" (Cont.)

5. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and is authorized and directed to acquire, in addition to title to the said described parcels of land, all rights of access thereto, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further ordered that the said J. M. Devers, as Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said parcels of real property and all rights of access thereto.

6. That in the trial or prosecution of any action or actions instituted for the purpose of acquiring by condemnation or otherwise the said described real properties, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said properties or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owners.

7. This resolution shall be entered in full in the minutes and records of this Commission as of the twentieth day of December, 1948.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 121, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

DEC 20 1948

EXHIBIT "B-3"

Minutes of December 20, 21, 1948

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property and/or any right or interest therein necessary or deemed necessary for rights of way, either for original location or for widening, straightening, or otherwise changing already established highways, whether within or without the corporate limits of cities and towns, together with rights of access from abutting property thereto, and/or for shops, equipment sheds, office buildings, maintenance sites, patrolmen accommodations, snow fences, quarry sites, gravel pits, storage sites, stock pile sites, weighing stations, broadcasting stations, and/or for appropriation, acquisition or manufacture of road-building materials, approach or hauling roads, highway drainage, drainage tunnels, maintenance of unobstructed view of any state highway so as to provide for the safety of the traveling public, and/or for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along, or in close proximity to state highways or which may be conveniently reached from or by a public highway, and/or for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds or resorts, forest or timbered areas, or other places of attraction and scenic value, and/or for any other use or purpose necessary or deemed necessary for carrying out the purposes of the Oregon Highway Code, and/or for flight strips, airfields, access roads, public highways, or for any other purpose designated by the United States; and

WHEREAS, it is the judgment of the Highway Commission that the tract or parcel of land hereinafter described is necessary for the specific and particular purposes hereinafter expressly set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the Commission does hereby find and declare that the following described parcel of real property, which property is owned by Sylvia C. Archibald, is necessary and acquisition of the same by the State is required for right of way purposes and also as a source of road-building materials in connection with the Rainier-Goble Section of the Columbia River Highway, which property is described as follows:

A parcel of land lying in the North half ($N\frac{1}{2}$) of Section 13, Township 6 North, Range 2 West, W. M., Columbia County, Oregon, described as being all that part of the north ten chains of said Section 13 lying easterly of that parcel of land deeded to David B. Cantwell by deed recorded in Book 89 at Page 213 of Columbia County Deed Records. Excepting therefrom the townsite of Reuben; the railroad right of way;

(Cont.)

DEC 20 1948

the right of way of the Columbia River Highway also excepting that parcel of land conveyed by Lige Smith and Ethel L. Smith, husband and wife, to John A. Moosbrugger by deed recorded in Book 72 at Page 207 of Columbia County Deed Records, also excepting a parcel of land described as beginning at the intersection of the South line of the above-described land and the easterly line of the Columbia River Highway; running thence northerly along the easterly line of said highway to the north line of Jaquish County Road; thence east parallel with the south line of said above-described land to the Columbia River; thence southerly along the bank of the said river to a point due east of the place of beginning; thence west to the place of beginning.

Also Lots 1 to 8, inclusive, of Block 3, Lots 1, 4, 7, and 8 of Block 6, Lots 1 to 8 inclusive of Blocks 7 and 8; Lots 5, 6, 7, and 8, Block 9, Lots 5, 6, 7, and 8 of Block 10, being all in the townsite of Reuben according to the recorded plat thereof as recorded in Book M, page 144 of Columbia County Deed Records. Being a part of the North half ($N\frac{1}{2}$) of Section 13, Township 6 North, Range 2 West, W. M.

2. That the State Highway Engineer be and he hereby is instructed and directed to make or cause to be made all surveys necessary in connection with the determination, description, and acquisition of said real property, and said Engineer is further instructed to prepare and submit to the Legal Department necessary and adequate description of said real property, which said description shall be available for the preparation of any deed or other instrument necessary to complete the acquisition of said property, whether said property be acquired by purchase, donation, agreement, or by the exercise of the power of eminent domain.

3. That J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he is hereby requested, authorized, and directed to attempt to agree with the owner, and/or with the tenants or persons in possession, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that J. M. Devers, Assistant Attorney General and Chief Counsel for the State Highway Commission, be and he hereby is requested and authorized to commence and prosecute to final determination such suit or action as may be necessary and appropriate to acquire title to the said parcel of real property.

4. That in the trial or prosecution of any action instituted for the purpose of acquiring by condemnation or otherwise the said above-described real property, or any interest therein, the said J. M. Devers, as Chief Counsel for the Oregon State Highway Commission, is hereby authorized and empowered to make such stipulation, agreement, or admission in connection with any trial or court procedure connected with or prosecuted for the acquisition of said property or interest therein as in his judgment may be for the best interests of the State, the State Highway Commission, and/or the defendant property owner.

5. That this resolution be entered in full in the minutes and records of this Commission as of the twentieth day of December, 1948.

EXHIBIT "C"

Minutes of December 20, 21, 1948

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Drain	$ 4,216.22
Huntington	4,058.01
Mitchell	936.46
Monument	504.58
Myrtle Creek	3,053.13
Riddle	2,659.73
Sumpter	1,795.96
Talent	1,629.19
Turner	2,368.95
Wallowa	3,583.36

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Drain - Applegate Street, Front Street, "B" Street
Huntington - Third Street West, Second Street West, First Street West, Lincoln Street, First Street East, Second Street East, Third Street East, Fifth Street East, Adams Street, Jefferson Street, Madison Street, Monroe Street, Fulton Street
Mitchell - Nelson Street
Monument - North Street, 3rd Street, 2nd Street, Old Kimberly - Long Creek Highway
Myrtle Creek - Orchard Street, Spruce Street, Laurel Street, Pine Street, Oak Street, Waite Street, Broadway Street, Johnson Street, 3rd Street, 4th Street, 1st Street, Division Street
Riddle - Front Avenue, "E" Street, 3rd Street, 4th Street, Millie Street
Sumpter - Mill Street, High Street, Cracker Street, Granite Street, Auburn Street, Austin Street, North Street

(Cont.)

DEC 20 1948

EXHIBIT "C" (Cont.)

Talent - Gibson Street, "I" Street, Wagner Avenue, Old Location Pacific Highway
Turner - 2nd Street, "C" Street, 5th Street, Engineering for drainage and street projects
Wallowa - Second Street, Third Street, Holme Street, Storie Street, Alder Street, Lockwood Street, Fourth Street, and alley between Alder and Storie

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That Resolution Form 3, adopted by the City of Turner in July of 1948 and approved by the Highway Commission on August 9, 1948, and Resolution Form 3, adopted by the City of Talent on April 14, 1948 and approved by the State Highway Commission on May 24, 1948, shall be cancelled, in accordance with the requests of the Cities of Turner and Talent on file in the records of the State Highway Department; and Resolution Form 3 adopted by the City of Turner on October 11, 1948 and Resolution Forms 1 and 2 adopted by the City of Talent on November 3, 1948 be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission on the 20th day of December, 1948.

DEC 20 1948

EXHIBIT "D"

Minutes of December 20, 21, 1948

R E S O L U T I O N

WHEREAS, pursuant to the provision of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Myrtle Creek ---------- $ 1,432.01

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Myrtle Creek - Johnson Street, Broadway Street, Oak Street, Division Street, 2nd Street, Maple Street, Spur Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 20th day of December, 1948.

DEC 20 1948

15194

EXHIBIT "E"

Minutes of December 20, 21, 1948

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above-mentioned section of state highway, together with the map, which for identification purposes bears the map file No. 6B-28-13, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the 20th day of December, 1948.

DEC 20 1948

EXHIBIT "F"

Minutes of December 20, 21, 1948

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2917, with F. L. Somers, for regrading and oil mat surfacing on the Lower Klamath Lake Section of the Lower Klamath Secondary Highway in Klamath County; completed July 6, 1948.

Contract No. 2954, with Rogers Construction Company, for furnishing crushed material in stockpiles on the Weston Mountain-Elgin Section of the Weston-Elgin Secondary Highway in Umatilla and Union Counties; completed October 23, 1948.

Contract No. 2973, with Warren Northwest Inc., for grading and paving on the Lebanon Section of the Santiam Highway in Linn County; completed October 30, 1948.

Contract No. 2988, with N.A. Toole Construction Co. for furnishing crushed material in stockpiles on the McCredie Springs-Little Deschutes River Section of the Willamette Highway in Klamath and Lane Counties; completed October 31, 1948.

Contract No. 2989, with Inter City Sand and Gravel Company, for regrading and surfacing on the Fremont Junction-Mud Creek Section of the Warner Secondary Highway in Lake County; completed November 22, 1948.

Contract No. 3028, with Stevenson Construction Company, for grading and oil mat surfacing on the Fir Grove Section of the Independence-Albany County Road in Benton County; completed October 16, 1948.

Contract No. 3030, with Warren Northwest Inc., for paving on the Brownsville and Sweet Home City streets in Linn County; completed August 10, 1948.

Contract No. 3035, with Warren Northwest Inc., for grading and paving on the Middle Grove-Pudding River Section of the Silverton County Road in Marion County; completed November 29, 1948.

Contract No. 2977 with Parker-Schram Co. for partial grading and paving on the Barbur Blvd.-Boones Ferry Road Section of the West Portland-Hubbard Highway in Multnomah, Washington and Clackamas Counties; completed October 29, 1948.

(Cont.)

EXHIBIT "F" (Cont.)

Contract No. 3069, with George E. Corliss, for for topsoiling and seeding on the Milton-Washington State Line Section of the Oregon-Washington Highway in Umatilla County; completed November 9, 1948.

Contract No. 2969, with Birkemeier and Saremal, for construction of the Troutdale Overcrossing on the Columbia River Highway in Multnomah County; completed October 6, 1948.

Contract No. 2986, with R. H. Jones, for construction of a Maintenance Building at Hood River on the Columbia River Highway in Hood River County; completed November 26, 1948.

Contract No. 3008, with George E. Berry, for the construction of Little Pudding River Bridge over Little Pudding River on Salem-Silverton Highway in Marion County; completed December 3, 1948.

Contract No. 3041, with Antonsen Painting Co., for painting bridges on Redwood and Rogue River Loop Highways in Josephine County; completed November 5, 1948.

Contract No. 3045, with Douglas Paint and Hardware Co., for painting Winston Bridge on the Pacific Highway in Douglas County; completed on October 30, 1948.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

EXHIBIT "G"

Minutes of December 20, 21, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the John Day-Burns Highway known as the North Unit, Grant County Line-Crow Flat Section in Harney County, the northerly terminus of which is at Highway Engineer's Station 1543+94.1 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 1208+50 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the John Day-Burns Highway was completed on July 6th, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That, in view of the fact that the section of the John Day-Burns Highway, State Highway No. 48, which begins at State Highway Engineer's Station 1543+94.1 on the new route and ends at State Highway Engineer's Station 1208+50 of the new route is now completed, the sections of the old route herein defined and described as Units "A" and "B" shall no longer be parts of the route of the John Day-Burns Highway, State Highway No. 48, but said sections shall be eliminated as parts of the highway right of way of said highway.

2. That the following sections of the John Day-Burns Highway, State Highway No. 48, as said highway is now located, to wit:

Unit "A"

Beginning opposite Engineer's Station 1297+50 of the relocated highway, which is in the Northwest quarter of the Southwest quarter of Section 30, Township 19 South, Range 32 East, W. M.; thence northerly to Engineer's Station 1304+10 of the relocated John Day-Burns Highway in the Southwest quarter of the Northwest quarter of Section 30, Township 19 South, Range 32 East, W.M.

(Cont.)

DEC 20 1948

EXHIBIT "G" (Cont.)

Unit "B"

Beginning opposite State Highway Engineer's Station 1315+45 of the relocated John Day-Burns Highway in the Northwest quarter of the Northwest quarter of Section 30, Township 19 South, Range 32 East, W.M.; thence northerly via the former route of the John Day-Burns Highway to State Highway Engineer's Station 1329+00 of the relocated John Day-Burns Highway on the line between Section 24 and Section 25, Township 19 South, Range 32 East, W.M.

which areas are identified and shown colored in brown on map attached hereto and marked "Exhibit A", and by this reference made a part hereof are hereby abandoned as parts of the right of way of the said state highway. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over and control of said right of way may be assumed and exercised by the County Court of Harney County, and may be vacated or kept by the County for such public use as the County Court of said County may determined. (*)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Clerk of Harney County a duly certified copy thereof, and the County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover, or permit them to revert to the owners of the abutting property, as the County Court may determine. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 198, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H"

Minutes of December 20, 21, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Ochoco Highway known as the Prineville Section in Crook County, the westerly terminus of which is at Highway Engineer's Station 733+23 of the relocated line and the easterly terminus of which is at Highway Engineer's Station 800+22.8 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, which eliminated sections or units will no longer be needed for State highway purposes; and

WHEREAS, Crook County, the City of Prineville and the Highway Commission have entered into an agreement under date of December 20th, 1947, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of said relocated section of the Ochoco Highway was completed on October 22nd, 1948, and highway traffic is now routed thereover; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the abandoned sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which portion lies between Highway Engineer's Station 759+30 of the reconstructed highway and the west city limits of the City of Prineville, which area is identified and shown colored in red, and otherwise designated as "Unit A" on map attached hereto and marked "Exhibit A", is hereby abandoned as a part of the right of way of the said state highway, but the abandoned section of the right of way of said highway from the east bank of Crooked River to the City Limits of Prineville shall remain and be maintained as a public highway. The Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction of said section of said highway shall be assumed and exercised by the County Court of Crook County, and said road shall be maintained by the County for public use within the meaning and purpose of said agreement dated December 20, 1947. (*)

(Cont.)

EXHIBIT "E" (Cont.)

2. That the portion of the old right of way, which, by reason of the relocation of the said highway, is no longer within the boundaries of the new right of way, and which portion lies between the west City Limits of Prineville and the west line of "A" or Main Street in Prineville, and which area is identified and shown colored in blue, and otherwise designated as "Unit B" on map attached hereto and marked "Exhibit A", is hereby abandoned as a part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway shall remain and be maintained as a public highway or city street. The Commission hereby surrenders all jurisdiction over said section, and hereby consents that jurisdiction over said thoroughfare shall be assumed and exercised by the City Council of the City of Prineville, within the meaning and purpose of said agreement dated December 20, 1947. (*)

3. That the section of the old highway between the south line of 2nd Street in Prineville and the south line of 3rd Street in Prineville and is shown colored in yellow on the accompanying map marked "Exhibit A", be and hereby is designated as a part or portion of the Crooked River Highway, State Highway No. 14. (*)

4. The area shown colored in green and yellow on said "Exhibit A" includes right of way acquired for the location and construction of the said highways and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said area colored in green and yellow it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green and yellow on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

5. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Crook County a duly certified copy thereof, and shall file with the Clerk of Crook County a like certified copy, and shall file a like certified copy with the City Recorder of Prineville and the City Council of Prineville, and said County Court and City Council hereby are respectfully requested to take appropriate official action, by resolution or otherwise, by which the County and City shall accept the said abandoned sections of the said old right of way shown colored in red and blue on the map attached hereto and marked

"Exhibit A", and shall assume jurisdiction thereover as a county road and city street and shall maintain the same for public purposes.

FOOTNOTE: (*)

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 178, under the heading "Abandonment and Retention Resolutions" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

15502

EXHIBIT "I"

Minutes of December 20, 21, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Kimberly-Long Creek Highway No. 402 known as the Kimberly-Monument and Monument Bridge sections in Grant County, the westerly terminus of which is at highway engineer's station 25+63.2 of the John Day Highway and the easterly terminus of which is at highway engineer's station 92+00 of the reconstructed line in Section 12, Township 9 South, Range 27 East, W.M.; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes, while other units must be retained for public use; and

WHEREAS, Grant County and the Highway Commission have heretofore entered into an agreement under date of October 29th, 1946, relating to the use, control and jurisdiction of the abandoned sections of said highway right of way; and

WHEREAS, the contract for the construction of said relocated section of the Kimberly-Long Creek Highway was completed on October 25, 1948, and highway traffic is now routed over said new location; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway resulting from and affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between highway engineer's station 480+00 and highway engineer's station 513+60 and between highway engineer's station 703+50 and highway engineer's station 53+50 of the Monument Bridge Section, and which area is identified and shown colored in red on map filed in the office of the State Highway Commission and marked "Exhibit A" and by this reference made a part of this resolution, is hereby abandoned as any part of the right of way of said highway, but all of said abandoned section of the right of way of said highway shall remain and shall continue to be maintained as a public highway under the jurisdiction and control of the County Court. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction and control over said road may and shall be assumed

(Cont.)

DEC 20 1948

EXHIBIT "I" (Cont.)

and exercised by the County Court of Grant County, and said road shall thereafter be maintained by the County as a county road for public travel. (*)

2. That the portions of the old right of way, which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way, and which portions lie between the following stations:

Between	Station	34+10	and	Station	50+40
"	"	50+90	"	"	54+80
"	"	63+50	"	"	79+50
"	"	88+50	"	"	123+50
"	"	130+50	"	"	143+80
"	"	158+50	"	"	165+00
"	"	178+00	"	"	185+00
"	"	188+00	"	"	202+00
"	"	204+40	"	"	245+40
"	"	268+00	"	"	284+00
"	"	294+00	"	"	329+00
"	"	350+00	"	"	401+70
"	"	415+20	"	"	478+70
"	"	521+90	"	"	539+10
"	"	550+40	"	"	593+10
"	"	610+40	"	"	639+50
"	"	680+40	"	"	693+00
"	"	737+80	"	"	66+40

and which areas are identified and shown colored in brown on said map above referred to marked "Exhibit A", are abandoned as any part of the right of way of the said state highway. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction and control over said road may be assumed and exercised by the County Court of Grant County and may be vacated as a public highway or kept by the County for such other public use as the County Court of said county may find to be in the interest of the general public. (*)

3. The area shown colored in green on said "Exhibit A" includes new right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and/or for highway construction, improvement, maintenance or other public purposes and uses. For such public uses and purposes, or other public purposes, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

(Cont.)

DEC 20 1948

EXHIBIT "I" (Cont.)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Grant County a duly certified copy thereof, and shall file with the Clerk of Grant County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or other appropriate statutory procedure, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", assume jurisdiction thereover, and maintain the same for public road or other public purpose.

FOOTNOTE: (*)

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 147, under the heading "Abandonment and Retention Resolutions" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J"

Minutes of December 20, 21, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and in the interest of the general public to relocate the section of the Wasco-Heppner Highway No. 300 known as the Hay Creek-Condon Section in Gilliam County, the westerly terminus of which is at Highway Engineer's Station 2072+45 of the reconstructed line and the easterly terminus of which is at the intersection of Main and Walnut Streets in the City of Condon; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as originally located have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Gilliam County and the City of Condon have entered into an agreement with the Highway Commission under date of July 7, 1947, relating to and providing for the use, jurisdiction, and maintenance of the abandoned sections; and

WHEREAS, the contract for the construction of the relocated section of the Wasco-Heppner Highway was completed on September 2, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between the Northwest corner of Section 8, Township 4 South, Range 21 East, W.M., and the Northwest corner of Section 10, Township 4 South, Range 21 East, W. M., and which area is identified and shown

(Cont.)

EXHIBIT "J" (Cont.)

colored in red on map attached hereto and marked "Exhibit A" and by this reference is made a part of this resolution, is hereby abandoned as any part of the right of way of the said state highway. All of said abandoned section of the right of way of said highway shall be retained as a public highway under the jurisdiction of the County Court of Gilliam County. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Gilliam County, and said road shall thereafter be maintained by the County for public use. (*)

2. That the portion of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between the Northwest corner of Section 10, Township 4 South, Range 21 East, W.M., and the one-fourth section corner between Sections 3 and 10, Township 4 South, Range 21 East, W.M., and which area is identified and shown colored in yellow on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Gilliam County and the City of Condon, pursuant to such manner, arrangement, or contract obligations as the City and County may agree upon. (*)

3. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between the one-fourth section corner between Sections 3 and 10, Township 4 South, Range 21 East, W.M., being also the north end of Main Street in the City of Condon, and the intersection of Main and Walnut Streets in the City of Condon, and which area is identified and shown colored in blue, and otherwise designated as Unit "E", on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the City of Condon, and said road shall thereafter be maintained by the City for public use. (*)

4. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 2100+00 and Highway Engineer's Station 2102+00 of the reconstructed highway and between Highway Engineer's Station 2108+00 of the reconstructed highway

(Cont.)

EXHIBIT "J" (Cont.)

and the southeast corner of Section 6, Township 4 South, Range 21 East, W.M., and which area is identified and shown colored in brown on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Gilliam County and may be vacated or kept by the County for such public use as the County Court of said County may determine. (*)

5. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

6. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

7. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Gilliam County and to the City Council of Condon a duly certified copy thereof, and shall file with the Clerk of Gilliam County and the City Recorder of Condon a like certified copy, and said County Court and City Council hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County and City shall accept the said abandoned sections of the said old right of way shown colored in red, yellow and blue

(Cont.)

EXHIBIT "J" (Cont.)

on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as county roads and city streets and shall maintain the same for public purposes. (*)

FOOTNOTE:

The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 165, under the heading "Abandonment and Retention Resolutions" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K"

Minutes of December 20, 21, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and in the public interest to relocate the section of the Pacific Highway known as the Johns-Wolf Creek Section in Josephine County, and

WHEREAS, by reason of the relocation of said section of highway, portions of the right of way of the highway as originally located have been eliminated and are, therefore, not within the boundaries of the new location, and

WHEREAS, it is the purpose of the Commission to take official action upon the disposition of the areas and sections of the right of way of said highway as affected by said relocation; and

WHEREAS, Josephine County and the Commission have entered into an agreement under date of April 23, 1946, relating to the use, jurisdiction, and maintenance of said abandoned sections; and

WHEREAS, the contract for the construction of the relocated section of the Pacific Highway was completed on October 8, 1948, and highway traffic is now routed over such new section;

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. That the portions of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way, and which portions lie between Highway Engineer's Station 687+32.2 and Highway Engineer's Station 697+00 of the reconstructed highway and between Highway Engineer's Station 697+40 and Highway Engineer's Station 208+50 of the reconstructed highway, and which areas are identified and shown in red on map attached hereto and marked "Exhibit A", which map by this reference is made part of this resolution, are hereby abandoned as part of the right of way of said state highway, but all of said abandoned sections of the right of way of said highway shall remain and be maintained as a public highway by the County. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said sections of highway may be assumed and exercised by the County Court of Josephine County, and shall thereafter be maintained by the County for public use. (*)

2. That the portions of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the new right of way, and which portions lie between Highway Engineer's Station 598+30 and Highway Engineer's Station 606+50 of the reconstructed highway and between Highway Engineer's Station 644+50 and Highway Engineer's Station

(Cont.)

EXHIBIT "E" (Cont.)

656+20 of the reconstructed highway, and which areas are identified and shown colored in brown on said "Exhibti A", are hereby abandoned as any part of the right of way of the said state highway. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said section of said highway may be assumed and exercised by the County Court of Josephine County, or may be vacated as the County Court may determine to be in the interest of the general public. (*)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the area colored in green it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A: shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary is hereby directed to mail to the County Court of Josephine County a duly certified copy thereof, and shall file with the Clerk of Josephine County a like certified copy and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes, and by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on said map, and shall assume jurisdiction thereover or vacate the same as the County Court may determine. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 136, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of December 20, 21, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and in the interest of the general public to relocate the section of the Nyssa-Adrian Secondary Highway No. 450 known as the Adrian-Homedale Section in Malheur County, the northerly terminus of which is at Highway Engineer's Station 14+57.86 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 551+91.14 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as originally located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Malheur County and the Highway Commission have entered into an agreement under date of February 5, 1947, relating to and providing for the use, jurisdiction, and maintenance of the abandoned sections; and

WHEREAS, the contract for the construction of the relocated section of the Nyssa-Adrian Secondary Highway No. 450 was completed on October 8, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the portion of the old right of way, which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 438+90 and Highway Engineer's Station 474+20, and which area is identified as Unit "F" and shown colored in red on map filed in the office of the State Highway Commission and marked "Exhibit A" and by this reference made a part of this resolution, is hereby abandoned as any part of the right of way of the said state highway. All of said abandoned section of the right of way of said highway shall be retained as a public highway under the jurisdiction of the County Court of Malheur County. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Malheur County, and said road shall thereafter be maintained by the County for public use. (*)

(Cont.)

EXHIBIT "L" (Cont.)

2. Those parts of the sections of the old route of the Nyssa-Adrian Secondary Highway which are outside the established right of way of the relocated highway, which sections for the purpose of this resolution are identified as Units "A", "B", "C", "D", and "E", and are more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 26+70 of the relocated Nyssa-Adrian Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 23, Township 21 South, Range 46 East, W.M.; thence southerly via the former route of the Nyssa-Adrian Highway to State Highway Engineer's Station 32+80 in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 23, Township 21 South, Range 46 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 125+00 of the relocated Nyssa-Adrian Secondary Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 27, Township 21 South, Range 46 East, W.M.; thence southerly via the former route of the Nyssa-Adrian Highway to State Highway Engineer's Station 134+35 of the relocated Nyssa-Adrian Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 27, Township 21 South, Range 46 East, W.M.

Unit "C"

Beginning at State Highway Engineer's Station 135+80 of the relocated Nyssa-Adrian Secondary Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 27, Township 21 South, Range 46 East, W.M.; thence southerly along the former route of the Nyssa-Adrian Highway to State Highway Engineer's Station 150+20 of the relocated Nyssa-Adrian Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 34, Township 21 South, Range 46 East, W.M.

Unit "D"

Beginning at State Highway Engineer's Station 319+75 of the relocated Nyssa-Adrian Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 14, Township 22 South, Range 46 East, W.M.; thence southeasterly along the former route of the Nyssa-Adrian Highway to State Highway Engineer's Station 362+00 of the relocated Nyssa-Adrian Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 14, Township 22 South, Range 46 East, W.M.

(Cont.)

DEC 20 1948

EXHIBIT "L" (Cont.)

Unit "E"

Beginning at State Highway Engineer's Station 427+50 of the relocated Nyssa-Adrian Secondary Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 23, Township 22 South, Range 46 East, W.M.; thence southerly along the former route of the Nyssa-Adrian Highway to State Highway Engineer's Station 431+00 of the relocated Nyssa-Adrian Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 26, Township 22 South, Range 46 East, W.M.

otherwise identified and shown colored in brown on map on file in the office of the State Highway Commission and marked "Exhibit A", are hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said sections may be assumed and exercised by the County Court of Malheur County, and may be vacated or kept by the County for such public use as the County Court of said County may determine. (*)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Malheur County a duly certified copy thereof, and shall file with the Clerk of Malheur County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map referred to above and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes.

(Cont.)

EXHIBIT "E" (Cont.)

6. The map to which reference has heretofore been made is identified as a map marked "Exhibit A" and which bears the date of September, 1946, and the signatures of R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary to the Highway Commission, and bears also the following: "DWG. NO. 6B-21-3", which said map is on file in the records of the Highway Commission at Salem, Oregon. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 154, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M"

Minutes of December 20, 21, 1948

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and in the public interest to relocate the section of the Oregon-Washington Highway known as the Milton-Washington State Line Section in Umatilla County, the southerly terminus of which is at Highway Engineer's Station 64+84.37 of the reconstructed line and the northerly terminus of which is at Highway Engineer's Station 316+13.6 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as originally located has been eliminated and are, therefore, not within the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes, but are needed and must be retained for public use; and

WHEREAS, Umatilla County and the State Highway Commission have entered into an agreement dated the 4th day of February, 1946, File No. 132, relating to the use, jurisdiction, and maintenance of the said abandoned sections; and

WHEREAS, the contract for the construction of the relocated section of the Oregon-Washington Highway has been completed and highway traffic was routed over said section on August 30, 1948; and

WHEREAS, by subsection 36 of Section 100-115, O. C. L. A., the Highway Commission is authorized, pursuant to mutual agreement with the County, to select, designate, and thereafter maintain as a secondary state highway the section of road or highway hereinafter defined and described and generally identified as Unit "A"; and

WHEREAS, it is recognized by the State and the County that the section of highway defined and identified herein as Unit "A" possesses the characteristics as to service and use which qualify said section of highway, within the meaning of said statute, for adoption and designation as a secondary state highway; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the relocated and reconstructed highway between Highway Engineer's Station 64+84.37 and Highway Engineer's Station

(Cont.)

EXHIBIT "M" (Cont.)

316+13.6, and is shown colored in green on map attached hereto and marked "Exhibit A", which map by this reference is made part of this resolution, be and hereby is designated as a part or portion of the Oregon-Washington Highway, State Highway No. 8. (*)

2. That the following section of the old route of the Oregon-Washington Highway, otherwise designated as State Highway No. 8, to-wit:

Unit "A"

Beginning at the intersection of the old route of the Oregon-Washington State Highway No. 8 with the relocated Oregon-Washington Highway at the intersection of Main and Parallel Streets in the City of Milton, Umatilla County, Oregon; thence northerly via the old route of the Oregon-Washington Highway to the intersection of said old highway with the line between the States of Oregon and Washington in Section 14, Township 6 North, Range 35 East, W. M.

be designated as and made a secondary highway to be known as the Freewater Secondary Highway No. 339 and shown colored in yellow on the map attached hereto and marked "Exhibit A", and shall be maintained as such by the State in the same manner that other secondary state highways are maintained. (*)

3. The areas shown colored in green and yellow on said "Exhibit A" include right of way acquired for the location and construction of the said highway and include also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all of the said areas colored in green and yellow, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green and yellow on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real prc. srties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

(Cont.)

EXHIBIT "M" (Cont.)

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary is hereby directed to mail to the County Court of Umatilla County a duly certified copy thereof and shall file with the Clerk of Umatilla County a like certified copy.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 154, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

15518

EXHIBIT "H"

Minutes of December 20, 21, 1948

RESOLUTION

WHEREAS, the Highway Commission found it necessary and advisable to relocate the section of the Dalles-California Highway, Federal Aid Route 4, in Klamath County beginning at a point near Mazama Junction and terminating at a point near Lobert; and

WHEREAS, by reason of the relocation of said section of the Dalles-California Highway, Federal Aid Route 4, the Highway Commission on December 26, 1945 requested revision of the description of Federal Aid Route 4 to eliminate Fort Klamath Junction as an intermediate control point and the elimination of Federal Aid Route 13 (Crater Lake to Fort Klamath Junction); and

WHEREAS, the Public Roads Administration approved this request for revision of Federal Aid Route 4 and elimination of Federal Aid Route 13 on January 30, 1946, with the understanding that the abandoned portion of Federal Aid Route 4 and Old Federal Aid Route 13 would be recommended for inclusion in the Federal Aid Secondary Highway System at a later date; and

WHEREAS, the Highway Commission on August 9, 1948 adopted a resolution designating a portion of the Mazama Junction-Lobert Section of the old route of the The Dalles-California Highway as the Sun Mountain State Secondary Highway No. 428, and another portion as a part of the Crater Lake State Primary Highway No. 22;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE COMMISSION, all members being present and affirmatively voting as follows:

1. That the portion of the old route of the The Dalles-California Highway now designated as the Sun Mountain State Secondary Highway No. 428, generally described as follows, to wit:

From a junction with FA. Route 4 in Sec. 24, T. 29S., R. 7E., W.M. southwesterly to a junction with FAS Highway 269 in Sec. 23, T. 33S., R. 7½E., W.M., the total length of which is 26.98 miles,

be and hereby is designated as Federal Aid Secondary Highway No. 539, and is shown colored in red on the accompanying map marked Exhibit "A".

2. That that portion of the Crater Lake State Primary Highway No. 22 generally described as follows, to wit:

From the south boundary of Crater National Park in Sec. 25, T. 32S., R. 6E., W.M., southeasterly to a junction with F. A. Route 4 in Sec. 21, T. 35S., R. 7E., W.M., the total length of which is 20.20 miles,

(Cont.)

DEC 20 1948

EXHIBIT "N" (Cont.)

be and hereby is designated as an addition to the existing Federal Aid Secondary Highway No. 269 and is shown colored in yellow on the accompanying map marked Exhibit "A".

3. That a copy of this resolution be presented to the Public Roads Administration, and that said Administration be requested to approve said routes or roads as Federal Aid Secondary Highways.

4. That this resolution be entered in the minutes and records of the Commission as of the 20th day of December, 1948.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 2, under the heading "Federal Aid Secondary Highway Designation" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

15530

EXHIBIT "O"

Minutes of December 20, 21, 1948

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and in the interest of the general public to relocate the section of the Columbia River Highway known as the Tongue Point Section in Clatsop County, the westerly terminus of which is at Highway Engineer's Station 6+92.75 of the reconstructed line, and the easterly terminus of which is at Highway Engineer's Station 59+98.85 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as originally located have been eliminated from the boundaries and limits of the new location, some of which eliminated sections or areas are no longer needed for state highway purposes but are needed by the United States Government and for the service of persons living thereon; and

WHEREAS, all that part of the former route of the Columbia River Highway lying north of the north line of Birch Street in the City of Astoria in Clatsop County was condemned and appropriated by the United States of America by decree of the District Court of the United States of America by decree of the District Court of the United States, which decree is dated December 21, 1942; and

WHEREAS, the contract for the construction of the said relocated section of the Columbia River Highway has been completed and traffic is now routed thereover; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. That the portion of the old right of way of said highway, which by reason of the said relocation is no longer within the boundaries of the new right of way but is within the corporate limits of the City of Astoria, and lies between Highway Engineer's Station 466+00 and Highway Engineer's Station 464+39.7 of the original highway, which area is otherwise identified and shown colored in blue on the map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of said state highway. All of said abandoned section of said right of way shall be maintained as a public street or public highway. The Commission hereby surrenders all jurisdiction over said abandoned section, and hereby consents that jurisdiction thereover may be assumed, vested in and exercised by the United States Navy so long as the

(Cont.)

DEC 20 1948

EXHIBIT "O" (Cont.)

Navy shall maintain the road portions for the service and convenience of the people living thereon or the property adjoining thereto. (*)

2. The portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 422+22.8 of the original highway location and Highway Engineer's Station 47+25 of the reconstructed highway, and which area is identified and shown colored in red on the map attached hereto marked "Exhibit A", is, so long as the Navy shall maintain the road for the service and convenience of the people living thereon or the property adjoining thereto, abandoned as any part of the right of way of said state highway. The Commission hereby surrenders all jurisdiction over said abandoned section and hereby consents that jurisdiction may be assumed and exercised by the United States Government through its Navy Department, so long as the Navy shall maintain the road portions for the service and convenience of the people living thereon or the property adjoining thereto. (*)

3. The portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, and which portion lies between Highway Engineer's Station 50+20 and Highway Engineer's Station 57+50 of the reconstructed highway, and which area is further identified and shown colored in brown on the map attached and marked "Exhibit A", is abandoned as any part of the right of way of said highway, and all jurisdiction thereover, and all interest which the State now has in said area is hereby surrendered to the County Court of Clatsop County, and the Highway Commission hereby consents that said area may be used by the County for such purpose as in the judgment of the County Court will best serve the general public. (*)

4. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper, some of which are parts of streets vacated by the City of Astoria and includes also that portion of Cedar Street between 53rd Street and 59th Street. In connection with all of the said area colored in green it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and likewise for highway construction, improvement, maintenance, and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and possession held by the State, and that no part of said area shall revert to or become the property of abutting owners. (*)

5. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties, title to which is to be retained by the State as herein declared shall be appropriately and properly

(Cont.)

DEC 20 1948

EXHIBIT "O" (Cont.)

marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary is hereby directed to mail to the County Clerk of Clatsop County a duly certified copy thereof, and shall mail to the City Council of the City of Astoria a like certified copy; said Secretary is instructed to mail to the United States Government through the Tongue Point Naval Base a like certified copy.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 199, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
January 24, 1949

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. E. Neuner, Assistant Counsel
Malcolm M. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids for highway construction, as follows, were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

THE DALLES-CALIFORNIA AND WILLAMETTE HIGHWAYS IN KLAMATH COUNTY

CRESCENT-DIAMOND LAKE JUNCTION ROCK PRODUCTION PROJECT

F. L. Somers, Klamath Falls	$ 47,600.00
F. H. McEwen, Eugene	48,580.00
E. C. Hall Co., Portland	55,300.00
Rogers Construction Co., Portland	59,640.00

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

TILLAMOOK-PLEASANT VALLEY SECTION

	Using Asphalt	Using Tar
Edwin C. Gerber, Oregon City	$ 792,215.00	$ ---
Warren Northwest, Inc., Portland	809,609.00	---
Babler Bros. and Rogers Constr. Co., Portland	832,554.00	---
Porter W. Yett, Portland	859,043.50	---
J. H. & M. J. Conley, Portland	862,944.00	---
Peter Kiewit Sons' Co., Longview, Wn.	890,056.50	---
Leonard & Slate, Oreg. Ltd., Portland	897.675.00	---
E. C. Hall Co., Portland	901,962.00	---

THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

COW CANYON SECTION

Vernie Jarl, Gresham	72,683.00
T. W. Thomas, Portland	76,076.00
Allen E. Sackett & Floyd Grahm Constr. Co., Lebanon	76,945.50
Roy Norquist, Sweet Home	77,799.00
Inter City Sand & Gravel Co., Eugene	77.921.00
Clifton & Applegate, Spokane, Wn.	78,883.25
E. C. Hall Co., Portland	82,462.50
K. F. Jacobsen & Co., Inc., Portland	84,771.00
P. B. Doherty & Son, Portland	84,850.00
Rogers Construction Co., Portland	85,297.00
J. N. & M. J. Conley, Portland	86,360.00
Frank C. Scott Construction Co., Portland	86,377.50
M. L. O'Neil & Son, Eugene	87,472.50
F. L. Somers, Klamath Falls	88,211.00
J. C. Papin, Baker	89,723.00
Homer G. Johnson, Portland	92,838.00
Leonard & Slate, Oreg. Ltd., Portland	93,670.00
Loyd Calkins & Co., Ocean Lake	93,940.00
Stevenson Construction Co., Salem	94,445.00
Miller & Strong, Inc., Eugene	94,953.50
Carl M. Halvorson, Inc., Portland	95,156.00
Colonial Construction Co., Spokane, Wn.	96,715.00
Kuckenberg Construction Co., Portland	96,950.00
Heavy Hauling Co., Astoria	97,077.00
Walter Berndt Construction Co., Vancouver, Wn.	98,750.00
Durbin Bros., Eugene	100,981.00
McNutt Bros., Eugene	119,015.00
Groesbeck & Hickson, Eugene	119,105.50

The Commission by unanimous vote approved the minutes of meetings held on November 3, 4, and 5, and December 20 and 21, 1948.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following state park matters:

(1) Proposed purchase of timbered waysides along Sunset Highway between Sunset Camp and Buxton: The Parks Superintendent recommended acquisition of a wayside strip about 350 feet wide, measured from the highway centerline, on each side of the highway for a distance of about seven miles, from Highway Engineer's Station 1530+00, at Sunset Camp, to Highway Engineer's Station 1905+00, near Buxton. He advised that this is cut-over land on which no developments have been made to date, and that it would be desirable to acquire it in order to control access and to keep off undesirable advertising signs. He estimated the cost at approximately $50 per acre, and he advised that there are about 400 acres involved. The Commission authorized negotiations and securing of opitions for the property.

(2) Question of turning over to the State Game Commission recreational filing rights to land along the Rogue River, Jackson County, in Camp White Reserve: The Parks Superintendent advised that subsequent to a filing made by the State Highway Commission, the State Game Commission made a similar filing with the War Assets Administration embracing the property which the Highway Commission wanted, but such filing was later modified to eliminate the land covered by the Highway Commission's filing. Now the War Assets Administration has raised the point that all of the property should be included under one filing by the State Game Commission, inasmuch as both Commissions have the same purpose in mind. If the State Highway Commission completes its filing, he said, it will have to pay a consideration of $5,500, but it appears that the State Game Commission can acquire the entire area without charge. He asserted his desire to retain and complete this filing if possible. As a result of considerable discussion, the Commission voted unanimously to complete its filing on the property in question, unless it can be shown that the general public will be best served and that it would be to the public's advantage to release the property in favor of the Oregon State Game Commission.

(3) Administration of Silver Falls Recreational Area, Marion County: The Parks Superintendent advised that, pursuant to instructions from the Commission at the previous meeting, he has arranged a schedule of fees for use of the Silver Falls Recreational Area, whereby the revenues received will offset the cost of operating the area. He submitted the schedule, as follows, and requested instructions:

Estimated revenue from Silver Falls Recreational Area at 1949 rates (includes CCC Camp area)

1 Seasonal Permit for use of Silver Creek Camp, 96 campers at $7.00 per season	$ 672.00	
1 Intermediate Permit for use of Smith Creek Camp, 48 campers at $1.00 per week for 7 weeks	336.00	
Income from Short Term Permits, based on 1948 usage - $1,120 plus $3 per group for 40 groups-$120	1,240.00	
	2,248.00	
65 Cords of wood at $12.00	780.00	
Total estimated revenue		$ 3,028.00

Cost of operation

2 Months salary of Custodian Shaw at $252	$ 504.00	
9 Months salary of Assistant Schmitt at $225	2,025.00	
9 Months rental on truck at $51	459.00	
Miscellaneous expenses	40.00	
Total estimated cost of operation		$ 3,028.00

It appeared to the Commission that the schedule as presented is satisfactory, and will make this area self-supporting, whereupon the Commission approved it by unanimous vote.

(4) Proposed purchase of wayside property along the Warm Springs Highway, near Deschutes River Crossing: Assistant Counsel, Mr. J. W. DeSouza, reported on this matter on behalf of the State Parks Superintendent. He advised that three parcels of land are involved, on one of which a valuation of $100 per acre has been set, a valuation of $150 per acre on the second parcel and $250 per acre on the third parcel. The owner of one of the tracts, he said, refuses to sell on the basis of such low valuation, alleging that he has previously refused an offer of $6000 for his land. He suggested further negotiations before making a decision as to the purchase of these properties. The State Parks Superintendent suggested that the negotiations be limited to acquisition of the middle of the three tracts, which contains about two acres of land and is owned by the Parton Estate, Madras, Oregon. The Commission approved the suggestion and so ordered.

(5) Status report on design of proposed Museum or Memorial Building at Champoeg State Park: The State Highway Engineer reported on this subject. He advised that he has received tentative plans from the Portland Chapter of the American Institute of Architects for this building and that they now are being checked by the Department's architectural designer. He suggested, in view of delays which have already occurred and in order to avoid further delays, that the Highway Department prepare its own detail design of the structure after mutual agreement has been reached with the group representing the American Institute of Architects with respect to the general design, so that construction of the building may be expedited. The Commission approved the suggestion unanimously.

(6) Report on negotiations for proposed park in Curry County: The Commission's Chief Counsel, Mr. J. M. Devers, reported on this subject. He advised that options have been secured from a number of property owners, that he anticipates no difficulty in acquiring some of the land which is owned by the Federal Government, but there are five or six individuals who are unwilling to sell their properties and it probably will be necessary to acquire these properties by condemnation. The average cost per acre for the property on which options have been secured, he said, is $67. He estimated the overall cost of the entire purchase at approximately $110,000. The Parks Superintendent advised that there are about 1,100 acres of land included in the proposed park area, all of which is very scenic, and that there is nothing in the U. S. that can equal it from that standpoint. He described the location as being about 15 miles north of the town of Brookings, and extending from a place known as Mack's Arch, southerly to a place known as Wales Cove. The Commission indicated a favorable attitude toward the purchase of the entire area and accordingly, instructed the Chief Counsel to continue negotiations for the purchase of same, and to present to the Commission at its next meeting, the options that he is able to secure from the respective owners.

The Assistant Counsel, Mr. J. W. DeSouza, presented for the Commission's consideration a list of properties that are needed as right of way and for other purposes in connection with State Highway improvements throughout the state, together with offers that he recommended in connection with each tract. After careful consideration the Commission authorized the purchase of all the parcels listed, at the amount of the recommended offers. The attached resolution with respect thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though copied in full herein, was thereupon adopted by the Commission by unanimous vote.

The Assistant Counsel reported that he has been unable to reach satisfactory settlements with owners of additional properties that are needed for right of way and for other purposes, and that it is going to be necessary to acquire these parcels by condemnation. He presented a list of such properties together with the offer he recommended with respect to each parcel, as follows:

		Recommended Offer
Vista Avenue-Multnomah County Line Section of the Sunset Highway		
14195	Henry Angeregg and Henry Naegeli	$ 1,000.00
Sauvies Island Bridge Section of Gillihan Road 1159		
15158	Peter Roth, Minnie Roth, Ralph A. Roth and Helen J. Roth	$ 2,250.00
Ochoco Highway-Deschutes County Line Section of the Powell Butte Secondary Highway		
15228	Mrs. Neva McCaffery, a widow	$ 800.00

After careful consideration, the Commission authorized condemnation of the several tracts at the amounts recommended by the Counsel. The attached resolutions with respect thereto marked EXHIBITS "J-1", "J-2", and "J-3", which resolutions by this reference are made a part hereof with like effect as though copied in full herein, were thereupon adopted by the Commission by unanimous vote.

The Commission had under discussion the matter of completing the improvement of the Oregon Coast Highway through the City of Coos Bay. The Engineer recommended that this project be included in the Commission's next construction program so as to expedite completion of the work, which is badly needed to eliminate the traffic bottleneck condition existing. He particularly recommended that the Commission grant authority to the Chief Counsel to negotiate options for all of the right of way as may be needed and pointed out that the Commission previously authorized purchase of a portion of the right of way across unimproved properties. The Commission considered

it advisable to acquire the remaining properties, and accordingly, by unanimous vote authorized the Chief Counsel to proceed with the securing of options for the same.

The Commission discussed a proposed agreement with the City of Portland and Isaac Hasson, et ux. concerning property on S. W. Front Street, Portland, particularly described as Lot 2, Block 132, Carruthers Addition to Portland, which property is needed in connection with the highway improvement at this location. The Assistant Counsel advised that the settlement with the Hassons was effected by the City of Portland for the sum of $600, which included an amount of $300 damages for changing the grade of the street in front of the Hasson's property. The City of Portland, he said, will pay 60 percent of the cost in conformity with a previous understanding with the Commission, which leaves the State's share at $240. The Commission approved the settlement unanimously on such basis.

The Assistant Counsel presented the claim of Jalmar Mattson and wife, Astoria, arising out of a settlement for right of way along the Youngs Bay Bridge-Lewis and Clark River Section of the Oregon Coast Highway, in Clatsop County. It appears that pursuant to authority previously granted by the Commission, a right of way option was secured from the Mattsons as well as from others, for right of way needed for this proposed improvement, and that the Mattsons were given to understand that the option would be closed by the Commission in a short time; also, that in view of this information, the Mattsons purchased other property on which to re-establish themselves. Subsequently the Highway Commission ordered that all options for right of way on this section be allowed to lapse because of a possibility of rerouting the highway on another location. The Mattsons now allege that they are not financially able to handle both properties, and are asking the State to pay them for the property covered by the option. The Commission deferred decision in the matter pending a thorough investigation to ascertain whether or not the state is obligated to complete the transaction with the Mattsons. The Chief Counsel was instructed to make such investigation and report his findings at the next meeting of the Commission.

The Engineer reported receipt of offers to purchase the standing timber on a state-owned 30-acre quarry site situtate in Section 18, Township 14 South, Range 7 West, W. M., in Benton County, near the town of Alsea. He advised that the timber has been cruised and appraised by H. S. Rogers, State Forester, who estimates that there are 90,000 board feet on the tract, and who recommends a minimum sale price of $3 per M-FBM. One of the offers received for this timber, he said, was $5 per M-FBM. He recommended sale of the timber as a result of competitive bidding therefor. The Commission unanimously authorized advertising the timber for sale.

The Assistant Counsel, Mr. G. W. Neuner, brought up for discussion a proposed settlement of the condemnation case of the State Highway Commission vs. Oldenburg, concerning acquisition of property needed for a gravel pit and haul road to be used in construction of the Johns-Glendale Junction Section of the Pacific Highway, in Douglas County. He advised that an agreement has been reached to settle this case for $5,700, which includes the amount of $1,000

for a release of Mr. Oldenburg's claim for damages for the taking of gravel from Cow Creek, which is on his property. The Commission unanimously approved the settlement.

The Commission discussed and approved an agreement with the Pendleton Lumber Company covering construction and operation of a roadway across state park property in Blue Mountain Timber Reserve, near Meacham, in Umatilla County. (The agreement was signed on the following day.)

The Commission also discussed and approved an agreement with A. C. Baumback, house mover, Sandy, Oregon, covering the re-establishment of certain buildings in the town of Gold Beach, necessitated by the improvement of the Oregon Coast Highway in this town. In the discussion of this matter, the Assistant Counsel, Mr. Neuner, explained that the agreement has been prepared in conformity with the obligation assumed by the Commission under the terms of a stipulation in the case of the State Highway Commission vs. Huntly, Knorr and others, and that the compensation to be paid Mr. Baumback for his services amounts to $8,680. (The agreement was signed by the Commission on the following day.)

The Commission considered a request from the City of Pendleton to purchase 7.2 acres of "excess" land which the Highway Commission acquired in connection with the purchase of right of way for the construction of an access road to the Pendleton Airbase Cantonment Area during World War II. The Engineer explained that the state acquired 103.8 acres of land adjacent to the Airbase road in connection with the right of way settlement, of which approximately 90 acres are outside the normal right of way width, and that a portion of such property was leased to the U. S. Government during the war; further, that the Government constructed several buildings on the property, which the City of Pendleton is now arranging to obtain as war surplus, and it also wants to acquire the land upon which the buildings are situated. He exhibited a map showing the location of the property and roadway which extends to it from the access road. He recommended sale of the property to the City of Pendleton at a price to be established by the Right of Way Department. The Chief Counsel concurred in the recommendation. In the discussion of this matter, the question arose as to the value of the entire property owned by the state, and as to the maintenance of the roadway leading from the access road to the premises. The Commission deferred a decision with respect to the sale of property until the entire area has been appraised and a valuation set upon it. The Chief Counsel was directed to make such appraisal and report it at the next meeting. As to the maintenance of the roadway, the Commission definitely decided that it would not assume such obligation, and if it decided to sell the property to the city, it would be on the condition that the city maintain the roadway at its own cost and expense.

The Assistant Counsel, Mr. DeSouza, presented for the Commission's consideration a proposed agreement with Commonwealth, Inc., Portland, covering the sale of buildings situate on right of way to be acquired for the Sullivans Gulch Highway, in Portland. As a result of discussion, the Commission unanimously approved the arrangement as set forth in the agreement. (The agreement was signed by the Commission on the following day.)

The Commission discussed briefly, and ordered filed, a written report from the Chief Counsel on the status of the claim of the U. S. Navy for damage that occurred to a truck load of its electronic equipment during the process of loading same on the ferry "M. R. Chessman", at Astoria, on June 16, 1948. It appears from the report that the total amount of the claim is well within the limits of the insurance coverage written by the Glens Falls Indemnity Company, that the Company has undertaken to dispose of the claim and is now continuing a check of the equipment in cooperation with representatives of the Navy Department. (For further details see copy of Chief Counsel's report dated December 28, 1948, in general files.)

The Commission also discussed a written report from the Chief Counsel as to the Commission's authority to destroy certain obsolete records of the Highway Department, pursuant to procedure outlined in the statutes. The Chief Counsel pointed out that there are two laws on this subject, viz: Chapter 372, Oregon Laws, 1947, and that which the legislature enacted in 1939, known as the Highway Code. He recommended, if the Highway Commission is inclined to approve the destruction of the old records, that it follow the procedure outlined in the 1947 Act, since it will have the approval of the Board of Control with respect to any papers or records which may be destroyed. The Commission decided unanimously not to destroy any of its records.

The Chief Counsel brought up for discussion matters pertaining to the case of the State Highway Commission vs. Erickson (Jewel Ice Cream Company, St. Helens, Oregon) being a condemnation action to acquire right of way needed for the improvement of the Columbia River Highway, in front of the Erickson property at St. Helens. He advised that the condemnation proceedings are terminated unless the Ericksons decide to take an appeal to the Supreme Court, and that the jury's verdict is in the amount of $26,000 whereas the defendant's testimony ranged from approximately $60,000 to $80,000. He recommended acceptance of the verdict and payment of the $26,000 set by the jury; also, that the Commission authorize payment of $865.30, attorney's fees, and an additional amount of $825, as reimbursement to the Ericksons for their expenses in connection with the case. The Chief Counsel also recommended that the Ericksons be given 60 days time within which to remove a certain concrete wall located on the premises, and six months time within which to cut back a building which encroaches about nine feet upon the highway right of way. The Commission unanimously approved the payment of $26,000, as fixed by the jury, and also approved payment of the attorney's fees, and the extra expense of the Ericksons, as recommended. The Commission also approved giving the Ericksons 60 days time to remove the wall, and six months time to cut back the building. The Chief Counsel was instructed to convey such information to the Ericksons. (The Chief Counsel reported on the following day that he had discussed this matter further with the Ericksons, who stated that they are willing to abide by the court's decision if given three years time within which to cut back their building, and that they will not require the State to pay the $26,000 until that work is completed; also, that the Ericksons will remove the concrete wall within 60 days, as previously ordered by the Commission.) The Commission deferred a decision pending recommendation of the Engineer, who was instructed to inspect the premises to

ascertain whether or not it would act adversly to the State's best interest to approve such an arrangement.

The Engineer reported the necessity to increase the 1949 Budget to pay additional expense incurred by the Highway Legislative Interim Committee. He recalled that previously the Commission had made available for this purpose an amount of $100,000, however, it now appears that there will be an overrun of approximately $6500, due mainly to the printing bill. He estimated expenditures in 1949 at $23,556.71, compared with a $10,000 setup in the budget for such purpose, and suggested, because of uncertainties, that the Budget for 1949 be increased by the amount of $15,000, to cover the estimated expense and additional expense that might arise. The Commission approved the recommendation.

The Engineer reported the results of the taking of bids in Salem on January 17, 1949, for the purchase of a tract of land adjacent to the Boardman-Stanfield Highway, where it intersects the Hermiston Secondary Highway, about five miles south of Hermiston in Umatilla County, as follows:

1.	R. C. Peters, Boardman	$ 500.00
2.	Mrs. Herman H. Plass, Hermiston	225.00
3.	Wm. B. Buck, Hermiston	210.00
4.	O. L. Carpenter, Umatilla	110.00

The Engineer advised that the value of the property as appraised by the Right of Way Department, is $400. He recommended acceptance of the high bid of $500, submitted by Mr. Peters. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Engineer presented for the Commission's approval, six minor betterment projects, as follows, which, he said, are emergency projects for which no provision has been made in the 1949 Budget as tentatively approved by the Commission.

EMERGENCY ROADWAY MINOR BETTERMENT
1949

Item No. 1 -	Oswego Hwy., Daylight cut for sight distance at Palatine Hill Road junction.	$ 250
Item No. 2 -	Cape Blanco Secondary Highway, Place perforated drain tile in cutoff trench above highway to stabilize sliding roadbed at M.P. 3.47, 80' of roadbed lost Dec. 10-11, 1948	1,300
Item No. 3 -	Pacific West Hwy., M.P. 59.48, Install pipe across highway to return drainage to natural waterway. Requested by adjacent farmers who claim damage, also installation will relieve overloaded side ditches. (Cont'd)	275

Item No. 4 - Klamath Falls-Lakeview Hwy., M.P. 43.5, Construct 250 lin. ft. of guard fence at hazardous location adjacent to Sprague River. Bly Grange requested installation account of hazard to school bus. Guard fence at M.P. 33 was authorized as a result of a previous request by same Grange. $1,000

Item No. 5 - Pacific West Hwy., M.P. 88.58, So. of Corvallis, Install culvert across highway and dig drain ditch along County Road to Kiger Island to provide outlet for trapped drainage - newly developed residential district is damaged by backed up water. County Court has granted permission to place ditch on County Road Right of Way. 5,000

Item No. 6 - Salem-Dallas Hwy. at junction of Salem-Dayton, To widen pavement and round intersection to permit a right turn at all times for traffic out-bound from Salem via Hwy. #221. 2,000

Not in the Budget - To Be Covered by Reserve Funds $ 9,825

The Engineer recommended approval of the projects. The Commission unanimously approved the recommendation.

The Engineer reported the need to replace a 48 inch corrugated, galvanized iron culvert pipe at M.P. 41.97, on the Sunset Highway, about one mile east of Sunset Tunnel. He advised the existing pipe, which was installed by the P. W. A. in 1939, is partially collapsed, and that there is insufficient area remaining at the point of collapse to insert a smaller pipe which would have sufficient area to carry the drainage. In order to repair this culvert, he said, it will be necessary to drive a tunnel through a 50 foot fill for a distance of 310 feet, and to excavate an open-cut ditch about 100 feet long at each end. He estimated the cost of the work at $15,500 and recommended approval of the project as an emergency proposition, the work to be done by contract. The Commission approved the recommendation unanimously.

The Chief Counsel brought up for discussion the matter of providing some means to safeguard the public, particularly children, from injury where houses are removed from the highway right of way in Sulivans Gulch, Portland. He stated that after the houses are removed deep excavations remain, and he is fearful that someone will fall into them, and if that happens the State would be held liable. He suggested construction of fences around each of these places. The Commission concurred in the viewpoint of the Chief Counsel, but was of the opinion that suitable protection could be provided by sloping the banks, which could be done at considerable less expense than construction of fences. The Engineer was authorized and instructed to cut back the banks with a bulldozer

when advised by the Chief Counsel that buildings have been removed and openings exist.

The meeting adjourned for luncheon at 11:45 a.m. and reconvened at 2:00 p.m. in the same room with same persons present and participating.

Mr. C. M. Souther, attorney for the Maryland Casualty Company, surety on the bond furnished by White Brothers, contractors, in connection with their bid submitted on May 16, 1946 for the Oneonta borrow pit excavating and shaping project on the Columbia River Highway, in Multnomah County, appeared before the Commission regarding this bond, which the Commission previously declared forfeited when White Brothers refused to undertake the work, the contract having been awarded to White Brothers. The Chief Counsel recited the history of this case, particularly pointing out that the surety to date has not seen fit to pay the amount of the bond, and that the Commission at the previous meeting ordered that the company be informed that its bonds will not be honored by the Commission until this case has been settled to the Commission's entire satisfaction. Mr. Souther advised that Maryland Casualty Company is desirous of doing the right thing, but is of the feeling that the Commission's decision not to accept any more of the bonds written by the Maryland Casualty Company, is rather "harsh". He suggested that the Commission bring suit against White Brothers for the amount of the bond. The Chief Counsel advised that he could not recommend to the Commission that it sue White Brothers, but he would recommend to the Commission that it give to the surety its record of the case and authorize testimony in court as to what actually did take place between the Highway Department engineers and White Brothers. The situation could exist, he said, where a bidder can have good grounds for refusing to go on with the work, and if that were true, and the State Highway Department were at fault, we would not stand on any legal technicality. However, in this particular instance the evidence reveals no defense whatsoever in the White's favor, so he could not advise the Commission to go to the trouble and expense of suing White Brothers. This matter was discussed at considerable length, and as a result, thereof, the Commission stated its willingness to bring suit against White Brothers if Maryland Casualty Company will indemnify the State and will pay the full amount of the bond, plus the costs involved in the suit, if the State cannot recover from White Brothers. Mr. Souther requested additional time to take up the matter with the home office of the Maryland Casualty Company. The Commission granted the request on the condition that he file his answer with the Commission within 10 days, or at the most, two weeks.

The Engineer brought up for discussion the proposed landscaping project along Harbor Drive, Portland, and in connection, therewith, a suggestion from the Visitor's Service of the Portland Chamber of Commerce, that a rose garden be included in the plans for this project. He recalled that the landscaping work was included in the first postwar program, an allocation of $125,000 having been made for landscaping the entire section between the Steel Bridge and Bancroft Street, but he pointed out that the estimated cost of such work today, due to rise in prices, is $188,000. Under projects already contracted, he said, a total of $28,500 has been obligated, leaving unobligated of the original set-up an amount of $96,500. He questioned the desirability of landscaping at the present time the northerly end of the project, between the Steel

Bridge and Alder Street, because of construction under way at that point, but gave as his opinion that landscaping work south of Alder Street, which is now estimated to cost about $86,500 should be done now. He estimated the cost of the proposed rose garden at $3500, making the total estimated cost $92,000, if the Commission sees fit to approve the rose garden project. As a result of considerable discussion, the Commission decided unanimously not to approve the construction of the rose garden, however, authorized the Engineer to proceed with the landscaping work between Alder Street and Bancroft Street, in conformity with the original plan, and to advertise this project for bids as as soon as detailed plans and specifications can be prepared.

The Engineer reported the need to construct a maintenance station at Dallas, (estimated cost, $15,000), and a maintenance station and two cottages at Swiss Home, (estimated cost $25,000). He advised that at Dallas the Highway Department is now renting a storage shed from Polk County, but notice has beenserved by the county that it needs the property and the buildings for county operations, and due to the fact that no other quarters are available for rental it is necessary for the State to construct its own building. Concerning the maintenance shed and cottages at Swiss Home, the Engineer advised he is unable to keep a full section crew at this place, due to the housing conditions, and that during part of 1948 the crew consisted of only one man. He gave as his feeling that if two cabins or cottages are provided along with the maintenance building, he would be able to amintain a full crew at this point. He also advised that the building in which the Highway Department equipment is presently stored, is a small corrugated, iron shed, entirely inadequate for the purpose intended. He requested authority to contract construction of the buildings at both places, the expense to be charged to "Capital Outlays", under the heading, "Construction of Buildings and Improvements at Maintenance Stations". The Commission approved the request unanimously.

The Commission discussed a landscaping project on the Oregon Coast Highway, in front of the Ragan Hotel, Florence. The Engineer recalled that the Commission inspected this place on the occassion of its inspection trip over the Oregon Coast Highway some months ago and at that time ordered a report. He exhibited a sketch prepared by the Landscape Engineer showing plans for an improvement, and estimated the cost of the improvement at about $750. He recommended the approval of the expenditure. The Commission approved the recommendation unanimously.

Commissioner Chandler reported receipt of complaints that an unsatisfactory condition exists at the north end of the Siuslaw River Bridge, at Florence by reason of trucks being parked on the highway right of way at this point. He suggested investigation of the matter and the erecting of appropriate "No Parking" signs if considered necessary to alleviate the condition. The Engineer was instructed to make such investigation.

The Engineer reported a request from the State Police Department for additional office space at Albany, Klamath Falls and Eugene to accommodate its increased personnel at these places. He advised that a thorough investigation reveals a need for additional office space not only for State Police officers but also for Highway Department personnel at each of these locations. He recommended construction of an addition to the equipment storage headquarters at

Albany, estimated tc cost $5,500, which, he said, would satisfy the requirements for 11 police officers and a highway department construction engineer. He estimated the cost to refinish two equipment storage sheds at Klamath Falls to provide sufficient space for police and highway department personnel, at $4,800. The situation at Eugene, he said, is somewhat different. At present the state police officers are occupying space in the Lane County Court House, but have been ordered by the county court to vacate early in the spring of 1949. Due to the fact there are no buildings available for renovation to accomodate the State Police at Highway Department headquarters in Eugene, the only solution for the problem is to construct an office building, which is estimated to cost $35,500. The total estimated cost of the three projects, he said, is $45,800, of which the State Police Department has agreed to pay the sum of $28,050, being the full amount of the cost of providing accommodations at Albany and at Klamath Falls, and 50 percent of the expense at Eugene. He recommended approval of all three projects. The Commission approved the recommendation unanimously.

The Engineer requested authority for an expenditure of $1,400 to replace 36 untreated fir piling, including hardware and cable, at the Enegren ferry slips; also, for an expenditure of about $7,300, for repairs to pier protection, at Isthmus Slough Bridge, including 104 untreated fir piling, with hardware and cable, making a total expenditure, with 15 percent added for contingencies and engineering, of $10,000. He advised that when the 1949 Budget was prepared it was assumed that this work could be deferred for a year or so; however, the first high waters of this season did considerable damage, making the repairs a requirement in the near future. The Commission authorized both improvements by unanimous vote.

The Commission discussed an agreement with the Public Roads Administration for the furnishing of $18,000 worth of crushed rock in stockpiles for use by the State in maintenance operations along Dad's Creek-Dixie Summit Section, of the John Day Highway, in Grant County. The Engineer explained that the Public Roads Administration has awarded a contract for the construction of this section of highway, and has included, therein, provision for furnishing crushed rock for the State but cannot furnish the rock until the agreement has been approved and signed by the Commission. The Commission approved the agreement unanimously. (The agreement was signed on the following day).

The Engineer reported that pursuant to instructions from the Commission, he has directed letters to the county courts of all the counties wherein consideration is being given by the Commission to the expenditure of Federal Aid Secondary Highway Funds on county roads, to determine if these counties will funish rights of way for the proposed improvements. Replies, he said, had been received from all the counties which indicate that the following will acquire right of way at county expense: Douglas County, Jackson County, Lincoln County, Marion County, and Wasco County. The reply received from Columbia County Court, he said, was qualified to some extent, so it will be necessary to discuss the matter with the court before its approval can be accepted; also, the County Courts of Lake, Sherman, Umatilla, and Yamhill Counites, have requested certain changes in the proposed project allotments to those counties,

which require further investigation and study. The Commission approved the report.

In this connection the Engineer requested authority to perform survey work on two county road projects that are bing considered for the Federal Aid Secondary Highway Program, as follows:

Lincoln County	Siletz-Logsdon Section	FAS No. 150
Wasco County	Tygh Valley-Wamic Section	FAS No. 311

The Commission by unanimous vote authorized the Engineer to conduct the surveys as requested, it being strictly understood, however, that it is making no commitment whatsoever as to construction, and that the counties are to obtain the necessary rights of way.

The Engineer reported that the following cities and towns have met the legal requirements for expenditure of the 1947 State Tax Street Funds which they received in 1948, and that the plans for the improvements to be financed with such funds have been examined and found satisfactory:

Cave Junction	Florence	Lexington
Clatskanie	Jefferson	Nehalem

The Engineer recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with regard thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer also reported that the City of Lexington has fulfilled the legal requirements with repect to the expenditure of 1946 State Tax Street Funds, which it received in 1947, and that the plans of the projects proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with regard thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission by unanimous vote confirmed its approval, given on December 27, 1948, three Special State Tax Street Fund projects in Waldport, Scappoose and Willamina, which are estimated to cost $4,500, $8,500, and $4,800, respectively. By this action the Commission approved the "option for cooperative construction project" for each of these cities in the amounts stated, as previously executed by the governing officers of those cities, and which were received too late to be presented to the Commission at its meeting on November 3 and 4, 1948.

The Commission had under discussion the distribution to the cities and towns of the State, ten percent of the State Highway revenues for 1948, which amount to $2,528,090.12, after deducting the sum of $250,000, which by

law is required to be spent by the State Highway Commission. The Engineer presented a list of the cities and towns that participate in such distribution of funds, showing the amount of each city's share. He advised that the amounts have been carefully checked and are correct. He recommended approval of the several allocations. The Commission approved the recommendation, and thereupon by unanimous vote adopted the attached resolution with regard thereto, marked "EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer presented for the Commission's consideration a list of city street projects, as follows, to take up a portion of the $250,000 Special State Tax Street Fund of the year 1949.

DIVISION I

City	County	Population	Estimated Cost State	Estimated Cost City	Estimated Cost Total	Length in Miles
Gresham	Multnomah	2,724	$ 4,500	$ -----	$ 4,500	0.31
		Description: ROBERTS AVENUE from N.E. 2nd Street to N.E. 10th Drive. Place 2" asphaltic concrete on present surface.				
Hillsboro	Washington	3,747	$ 5,200	$ 10,300	$ 15,500	0.32
		Description: NORTH TENTH AVENUE from East Main Street to easterly city limits. State to place 2" of asphaltic concrete on existing 20' width of paved street. City to pay State for the placing of 4" thickness of asphaltic concrete on widened section. City to place curbs and drainage and base rock on widened section prior to State work.				

DIVISION II

City	County	Population	Estimated Cost State	Estimated Cost City	Estimated Cost Total	Length in Miles
Dallas	Polk	3,579	$ 15,000	$ --	$ 15,000	0.25
		Description: ELLENDALE AVENUE from Levins Street to Salem-Dallas Highway. Place plant patching. LEVENS STREET from Elendale Avenue southerly, place base rock, drainage and asphaltic concrete pavement. (Cont'd)				

15538

DIVISION II (Cont'd)

City	County	Population	Estimated Cost State	Estimated Cost City	Estimated Cost Total	Length in Miles
Harrisburg	Linn	860	$ 9,600	$ --	$ 9,600	0.12
		Description: SECOND STREET from Pacific Highway to Kesling Street. Raise grade, place culverts, place base rock and oil mat surfacing.				
Lebanon	Linn	2,729	$ 15,000	$ 35,000	$ 50,000	0.216
		Description: MILTON STREET from Santiam Highway to Williams Street. WILLIAMS STREET from Milton Street to Grant Street. Place curbs, base rock and asphaltic concrete pavement 2" thickness on present oiled surface, 3" thickness on widened portion.				
Sweet Home	Linn	2,141	$ 9,000	$ --	$ 9,000	
		Description: 14TH STREET. Construct bridge across Ames Creek. Change alignment of channel.				
Tillamook	Tillamook	2,751	$ 15,000	$ 18,000	$ 33,000	0.375
		Description: MILLER AVENUE from Third Street to 10th Street. Widen street, replace curbs, provide drainage, base rock and asphaltic concrete pavement.				
Toledo	Lincoln	2,288	$ 5,500	$ 4,800	$ 10,300	0.25
		Description: S. MAIN STREET from 3rd Street north to 2nd Street south. Place asphaltic concrete on present surface. Adjust manholes and catch basins.				

DIVISION III

City	County	Population	Estimated Cost State	Estimated Cost City	Estimated Cost Total	Length in Miles
Coquille	Coos	3,327	$ 5,000	$ —	$ 5,000	0.13
		Description: HALL STREET from Front to 3rd, SIXTH STREET from Taylor Street to Henry Street, asphaltic concrete plant patching.				
Drain	Douglas	986	$ 15,000	$ —	$ 15,000	0.17
		Description: "B" STREET from R.R. crossing easterly to Main Street. Place fill to elevation of new bridge.				
Myrtle Creek	Douglas	714	$ 15,000	$ —	$ 15,000	0.22
		Description: THIRD STREET from Main to Division. DIVISION STREET from 3rd to 2nd. Place 5" asphaltic concrete pavement. City to shape-place base rock and drainage prior to State work.				
Rogue River	Jackson	474	$ 10,300	$ --	$ 10,300	0.13
		Description: MAIN STREET from Pine to Oak. DEPOT STREET from Main to Pine extended. Grade, place base rock and leveling course, construct drainage, place asphaltic concrete pavement.				
Yoncalla	Douglas	378	$ 8,000	$ —	$ 8,000	0.20
		Description: SECOND STREET from "B" to "D", "D" STREET from 2nd to Applegate. Grade, place base rock and leveling course, construct oil mat surface. City to place required culverts prior to State's work.				

15540

DIVISION IV

City	County	Population	Estimated Cost State	Estimated Cost City	Estimated Cost Total	Length in Miles
Hood River	Hood River	3,282	$ 7,000	$ —	$ 7,000	0.62

Description: SHERMAN STREET from 13th to 17th, 17TH STREET from Sherman to May, MAY STREET from 17th to 13th. Place base rock and plant patching on bad sections.

Mosier	Wasco	216	$ 5,600	$ —	$ 5,600	0.63

Description: 3RD AVENUE from Washington Street to easterly city limits. Shape street, place oil mat.

Redmond	Deschutes	2,164	$ 8,300	$ —	$ 8,300	0.45

Description: "A" STREET from 6th to Franklin. Reconstruct bridge to 24' width across Pilot Butte Canal and construct guard rail; place base course of cinders, construct oil mat. City to raise grade prior to State's Work.

DIVISION V

City	County	Population	Estimated Cost State	Estimated Cost City	Estimated Cost Total	Length in Miles
Ione	Morrow	262	$ 10,800	$ 1,200	$ 12,000	0.82

Description: "H" STREET from Heppner Highway to Main Street, Main Street from "H" Street to westerly city limits. Place base leveling course and oil mat wearing surface.

Prairie City	Grant	701	$15,000	$ —	$15,000	

Description: BRIDGE STREET. Construct bridge across John Day River.

January 24, 1949

DIVISION V (Cont'd)

City	County	Population	Estimated Cost State	City	Total	Length in Miles
North Powder	Union	374	$ 6,600	$ --	$ 6,600	0.3

Description: "E" STREET from 2nd Street to 5th Street. Rebase weak section, place leveling course and oil mat wearing surface.

He estimated the total cost of the projects at $185,400, however, recalled that the Commission previously obligated an amount of $6,850 of the 1949 funds for expenditure in connection with the 1948 funds, so that the total now recommended, including that previously approved, is $192,250, which leaves an unallocated balance of $57,750 in the 1949 fund for programming later. As a result of careful consideration of the projects submitted for the funds under discussion, the Commission approved them by unanimous vote and authorized the Engineer to proceed with the securing of necessary agreements with the individual cities concerned.

The Commission discussed with the Engineer the bids received at the morning session for various State Highway construction projects, and at 3:00 p.m. Chairman Banfield publicly announced the results thereof, as follows, the action of the Commission being by unanimous vote:

"Crescent Diamond Lake Junction Rock Production Project on The Dalles-California and Willamette Highways, in Klamath County. The low bid for this work was submitted by F. L. Somers, Klamath Falls, at $47,600. The next low bid was that of F. H. McEwen, Eugene, at $48,580. There were two higher bids. The Commission has awarded the contract to the low bidder, F. L. Somers, at his bid price.

"Tillamook-Pleasant Valley Section of the Oregon Coast Highway, in Tillamook County. 5.74 miles of grading and paving and construction of four concrete bridges, and seven concrete box culverts. The low bid submitted for this work was that of Edwin C. Gerber, Oregon City, at $792,215.00, based on the use of asphalt. He submitted no bid based on the use of tar. The second low bid was that of Warren Northwest, Inc., Portland, at $809,609.00 based on the use of asphalt. They also submitted no bid based on the use of tar. There were six higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, E. C. Gerber, at his bid price, when certain conditions have been satisfied.

"Cow Canyon Section of the Dalles-California Highway, in Wasco County. 0.61 miles of grading, surfacing and oiling. The Commission received 28 bids for this work, the low one being that of Vernie Jarl, Gresham, at

$72,683. The next low bid was that of T. W. Thomas, Portland, at $76,076. The Commission has awarded this contract to the low bidder, Vernie Jarl, at his bid price.

The Commission discussed a letter from the City of Prineville requesting a traffic check at the intersection of 3rd and Main Streets, in Prineville, to determine upon some method of handling traffic at that intersection. The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that the volume of traffic that enters this intersection fully justifies a traffic signal, the count showing a volume of 9,503 vehicles during a 16 hour period, and an average of 350 pedestrians during an eight hour period. The Traffic Engineer, he said, recommends the installation of a stop and go signal, at an estimated cost of $2,500. He advised that he concurs in the recommendation on the condition that the City of Prineville will pay 50 percent of the installation cost, will maintain the signal after its installation, and will furnish electrical energy to operate it after it has been installed. The Commission approved the recommendation by unanimous vote.

The Commission also discussed requests for construction of a cloverleaf traffic interchange to provide a connection between the Cornelius Pass County Road (Federal Aid Secondary Highway), and the Sunset Highway, at the Merle Overcrossing, in Washington County. The Engineer advised that in constructing the Sunset Highway, the Cornelius Pass Road was carried over the highway by means of a structure, and no provision was made for a direct connection between these two roads because there are lateral county roads within reasonable distance that afford satisfactory connections. He said that the petitions were not received early enough to permit the proper study of the situation, and suggested in view thereof, that the Commission defer its deicision until he has had an opportunity to conduct an origin and destination survey, and to estimate the cost of constructing a suitable connection, if it is warranted. The Commission approved the suggestion and thereupon authorized the Engineer to make such investigation and survey. (A delegation appeared before the Commission on the following day concerning this matter. See ahead for additional minute entry).

The Commission discussed a request from citizens of Corvallis for construction of a footpath for the benefit and protection of school children, along US 99W (Pacific Highway West), for a distance of 1.10 miles north of the city limits of Corvallis, and for the construction of a similar footpath along a 1.61 mile section of US 20 (Corvallis-Newport Highway), westerly from the city limits of Corvallis. The Engineer advised that this matter has been investigated by the Traffic Engineer who recommends approval of the sidewalk construction on US 99W. at an estimated cost of $4,740, but that the request for the footpath on US 20 be denied. He concurred in the recommendation. The Commission unanimously approved construction of the footpath on US99W, but denied the request for the other.

The Secretary presented a letter from Mr. George W. Neilson, District Attorney, Jackson County, transmitting a report from the Grand Jury of the Circuit Court of this county, which contains recommendation that the State Highway

Commission continue improvements of the Green Springs Highway, by eliminating the many dangerous curves and by installing guard fence so as to remove, so far as is possible, hazardous conditions of this road. The Commission referred the matter to the Engineer for investigation and report.

There was brought to the Commission's attention a letter from Mr. Harvey Willis, Cannon Beach, urging construction of the unimproved section of the Oregon Coast Highway between Cannon Beach and Cannon Beach Junction, particularly the section from the Summit to Cannon Beach. The Commission ordered that Mr. Willis be informed that the Commission has not as yet arranged its new construction program but is working diligently to that end, and that the Commission has this project in mind along with others and will give it due consideration for the monies available.

The Engineer reported that on January 6, 1949, he awarded to T. W. Thomas, low bidder, the contract for construction of the Prineville-Eagle Rock Creek Section of the Paulina Secondary Highway, in Crook County, bids for which were received by the Commission on December 20, 1948, the condition of the award having been satisfied. The Commission confirmed the award of this contract unanimously.

The Commission discussed a written report from the Engineer, dated January 18, 1949, on the matter of cooperating with the Oregon Trunk Railroad Company in the replacement of a timber railroad trestle at the point where the Sherars Bridge Secondary Highway passes under the railroad tracks about 7.3 miles east of the Dalles-California Highway, in Wasco County. The Engineer advised that the Railroad Company proposes to replace this trestle, and were it not for the highway, such replacement would probably consist of a culvert and embankment. However, because of the highway it is necessary for the Company to continue the bridge at this point, which is estimated to cost in excess of $100,000. He estimated the cost to reconstruct that part of the existing trestle which extends over the highway, at approximately $25,091.07, 10% of which would be paid by the railroad company. It now appears that the Railroad Company proposes that the State cooperate with the Company in the reconstruction of the entire bridge, including provision for adequate horizontal and vertical clearance, to the extent of contributing the amount it would have cost the State to rebuild that part of the trestle which extends over the highway; the Engineer stated that the conditions presently obtaining at this place, with limited horizontal clearance, is dangerous to traffic, and he recommended acceptance of the Railroad Company's proposal. The Commission approved the recommendation by unanimous vote.

The Commission had under discussion the following requests for extensions of time within which to complete highway contract work:

No. 1-- Warren Northwest, Inc., Contract No. 3068 for asphaltic concrete resurfacing on the Halsey-Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County, requested an extension of time of seven days, from October 15 to October 22, 1948, within which to complete this job. They attributed their failure to complete the project

within the specified time limit to adverse weather conditions which prevented starting the work as soon as was anticipated. The Engineer advised that this contract was awarded on a very short time-limit basis and that adverse weather conditions at the time of the award delayed the starting of construction. However, when good weather set in the contractor immediately moved in and did an excellent job in a very short time. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

No. 2— A. E. Saxton & Sons, Contract No. 2994 for grading and oil mat surfacing on the Monument-Hamilton Section of the Kimberly-Long Creek Secondary Highway, in Grant County, requested an extension of time of 15 days, from October 15 to October 30, 1948, within which to complete this job. They alleged that adverse weather conditions and delays experienced in receiving guard rail materials were responsibile for their failure to complete the project within the specified time. The Engineer advised that the contractor experienced considerable difficulty because of water spouts through the summer season, and that delays in delivery of guard fence materials also retarded completion of the work. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 3— Warren Northwest, Inc., Contract No. 3031 for city street paving work at Dallas, Independence and West Salem, requested extension of time of 47 days, from October 15 to December 1, 1948, within which to complete this job. They attributed their failure to complete the project within the specified time limit to bad weather conditions. The Engineer advised that the contractors completed the work in Dallas and Independence well within the specified time limit, however, due to bad weather, was delayed in completing the work in West Salem. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

No. 4— Warren Northwest, Inc., Contract No. 3010 for grading, paving, and construction of structures on the Oregon City-New Era Section of the Pacific Highway East, in Clackamas County, requested an extension of time of 90 days, from November 30, 1948 to March 1, 1949, within which to complete this job. They alleged that they were unable to complete the project within the specified time limit because of delays in the award of the contract to them, and because of wet weather conditions that handicapped the work. The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct. He pointed out that all grading and paving work on the Section has been completed, and that the work remaining to be done consists of finishing the Parrot Creek Bridge and a small amount of paving at the approach thereto. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

No. 5— Antonsen Painting Company, Contract No. 2981 for painting bridges Nos. 901, 911, 1029, and 1143 on the Oregon Coast Highway, in

Curry County, requested an extension of time of 21 days, from October 31 to November 21, 1948, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions, alleging that during the number of days it was impossible to work exceeds the number of days additional time required to complete the job. The Engineer advised that the contractor made every effort to complete the work on time but could not do so for reasons stated. He recommended, in view of circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

No. 6— Archie R. Averill, Contract No. 3027 for construction of a maintenance building at Maupin, requested extension of time of 30 days, from December 31, 1948 to January 31, 1949, within which to complete this job. He attributed his failure to complete the project within the specified time limit to non-delivery of necessary plumbing fixtures. The Engineer advised that all of the work, with the exception of the plumbing work, was completed by the contractor within the specified time limit. Moreover, the State took possession of the building on December 31, and the maintenance crew is now occupying it. He recommended approval of the contractor's request for this 30 day time extension. The Commission approved the recommendation unanimously.

No. 7— Inter City Sand and Gravel Co., Inc., Contract No. 2990 for grading and surfacing the Mud Creek-Drakes Creek Section of the Warner Secondary Highway, in Lake County, requested an extension of time of 180 days, from November 30, 1948 to May 29, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that because of extremely adverse weather in the early spring, the contractor was unable to commence operations even though he had his equipment on the job and was ready to proceed, for which reason they were not able to complete the work before bad weather set in. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 8— F. J. Dussault and Frank A. Smith, Contract No. 2953 for rock production on the Pilot Rock-Ukiah Section of the Pendleton-John Day Highway, in Umatilla County, requested an extension of time of 46 days, from November 30, 1948 to January 15, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that the reason given by the contractors for failure to complete the project on time is correct, and that they were unavoidably delayed for reasons stated. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

No. 9— T. W. Thomas, Contract No. 2955 for grading the Clear Creek-Forest Boundary Section of the Warm Springs Highway, in Wasco County, re-

quested extension of time of 212 days, from November 30, 1948 to June 30, 1949, within which to complete this job. He alleged that adverse weather conditions during the spring and fall months permitted an unusually short working season and that it was impossible to carry on the work as contemplated. The Engineer advised that the contractor was greatly handicapped by a very short working season and extremely bad soil conditions, that he put forth considerable effort and worked in extremely bad weather in an endeavor to complete the contract before the winter season set in, but was unable to do so. He recommended, in view of these circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 10— Struss and Mc Coy, Contract No. 2859 for production of rock on the John Day Rock Production Project on the John Day Highway, in Grant County, requested an additional extension of time of 182 days, from November 30, 1948 to June 1, 1949, within which to complete this job. They gave stormy and freezing weather as the reason for failure to complete the project within the previously extended time limit. The Engineer advised that this contract was awarded on November 26, 1946, with specified date of completion as July 31, 1947; also, that the work was not finished by that time and the Commission extended the time limit to November 30, 1948. Mr. Struss started the work, he said, on May 2, 1947, and there is still considerable work to be done. He pointed out that the previous extension of time was granted this contractor, subject to assessment of the engineering costs incurred by the State after December 31, 1947, and he recommended that the extension of time now requested be granted subject to a continuation of this penalty. The Commission approved the recommendation unanimously.

No. 11-- Warren Northwest, Inc., Contract No. 2738 for grading and paving the South Unit of the Steiwer Hill-Albany Section of the Pacific Highway East, in Linn County, requested an additional extension of time of 80 days, from May 31 to August 19, 1948, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to secure dry lumber for guard rail. The Engineer advised that all work on this project, with exception of the guard rail construction, was completed and the highway open to traffic on October 1, 1947, and that the guard rail construction was delayed because the contractor was unable to secure dry lumber which would meet the specifications. The delay, he said, has not inconvenienced the travelling public, and he recommended that the additional extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein.

No. 12-- Rogers Construction Company, Contract No. 2936 for regrading and oil mat surfacing on the Forest Boundary-Agency Section of the Warm Springs Highway, in Jefferson and Wasco Counties, requested an extension of time of 319 days, from November 15, 1948 to September

30, 1949, within which to complete this job. They said that they were unable to complete the project during the 1948 working season because of difficulties in operating their gravel pits. The Engineer advised that the contractor experienced considerable difficulty in the grading of materials that were used in the topping on this job, and for that reason was unable to complete the oiling required before the fall rains set in. The travelling public, he said, has not been inconvenienced by the delay since the surfacing and oiling on the government project immediately to the north, will not be completed until late in 1949. He recommended that the extension of time be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

No. 13-- Frank M. Parsons, Contract No. 2960 for grading and oil mat surfacing on the Carlton-Chehalem Creek Section of the Carlton-Chehalem Creek County Road, in Yamhill County, requested an extension of time of 273 days, from October 31, 1948 to July 31, 1949, within which to complete this job. He gave adverse weather conditions as the reason for failing to complete the project within the specified time limit. The Engineer advised that the contractor had ample time to complete this job within the specified time limit had he supplied sufficient equipment for the work. He recommended, in view thereof, that the extension of time requested be granted, but that Mr. Parsons be required to reimburse the State for engineering expenses incurred on this job from November 1, 1948, up to the actual completion date of the project. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 14-- J. N. & M. J. Conley. Contract No. 2895 for rock toe, slope protection, and topping construction on the Troutdale-Wahkeena Creek Section of the Columbia River Highway, in Multnomah County, requested an extension of time of 90 days, from December 31, 1948 to March 31, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays of another contractor in constructing a hydraulic fill which would not allow them to proceed with their work on schedule. The Engineer advised that the completion of this project was predicated on the completion of the hydraulic embankment, the contract for which was awarded to another contractor who was unable to complete his section because of the 1948 Flood. He recommended, in view of these circumstances, that the extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 15-- Leonard & Slate Oregon, Ltd., Contract No. 2947 for grading and paving the Roseburg-Dixonville Section of the North Umpqua County Road, in Douglas County, requested an extension of time of 196

days, from December 31, 1948 to July 15, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inclement weather during the spring months of 1948, which prevented completion of the grading and topping operations in time to do the paving work before inclement weather prevented in the fall. The Engineer advised that the contractor was unable to operate his equipment until late in the working season because of an extremely wet spring and unfavorable soil conditions, so it was necessary to defer the surfacing and paving work until next spring. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 16-- Kuckenberg Construction Company, Contract No. 2873 for grading and paving, and construction of structures on the Front Avenue Section of the Pacific Highway West, in Portland, Multnomah County, requested an extension of time of 180 days, from September 30, 1948 to May 30, 1949, within which to complete this project. They attributed their failure to complete the project within the specified time limit to inclement weather and additional work ordered by the Engineer. The Engineer advised that unusually wet weather in the Fall of 1947 and in the early Spring of 1948, materially delayed the contractor on certain portions of his work, moreover, the Columbia River Flood in June 1948 completely shut off his supply of concrete aggregate for approximately a month. The only work remaining to be done, he said, is some sloping and lanscaping work, which will necessitate about two weeks dry weather. He recommended that the extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

No. 17-- Coast Construction Company, Contract No. 3084 for topsoiling and seeding on the Front Avenue Section of the Pacific Highway West, in Multnomah County, requested an extension of time of 127 days, from October 15 1948 to May 31, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions and delays of the main contractor, who failed to make the area available for planting on schedule. The Engineer advised that the completion of this contract was predicated on the prime contractor on the Front Avenue project completing his section by October 1. However, he failed to do so, and for that reason the Coast Construction Company was unable to proceed with the landscaping work. He recommended, in view of the circumstances, the extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

No. 18— Snook Brothers, Contract No. 3062 for construction of a bridge over Gales Creek on the Tualatin Valley Highway, in Washington County, requested an extension of time of 45 days, from April 30, 1949 to June 15, 1949, within which to complete this job. They stated that work was held up by failure of the Forest Products Company to deliver piling to the job. The Engineer advised that this structure requires a number of creosote-treated timber piling which are under order with the Forest Products Treating Company--that the piling were cut, but due to the condition of the road the supplier of piling was not allowed to haul them to the treating plant. In view thereof, he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

No. 19— Harry I. Hamilton Company, Contract No. 3020 for replacement of the center bridge pier on the South Dillard Bridge over the Umpqua River on the Pacific Highway, in Douglas County, requested an extension of time of 40 days, from August 22 to October 1, 1948, within which to complete this job. They gave no reason for failure to complete the project within any specified time limit, however, they pointed out that it was a cost-plus contract, and the amount of work to be done and the method of doing it were dependent upon instructions from the Engineer. The Engineer advised that the contractors statement is correct, that the overrun in time is not due to any act of omission by the contractor. He recommended, in view thereof, that the extension of time now requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

No. 20— General Construction Company, Contract No. 2959 for construction of the Sandy River Bridge on the Columbia River Highway, in Multnomah County, requested an extension of time of 151 days, from December 31, 1948 to June 1, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to unfavorable weather conditions experienced during the working season, flash floods in the Sandy River which damaged and delayed their work, and delays in deliveries of steel. The Engineer advised that work on this project was held up for several months during the exceptional flood of June 1948, and that the construction of the main span was delayed due to the inability of the fabricating company to obtain and deliver steel. He recommended, in view of the circumstances, that the extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

The Engineer reported that contracts, numbers 2738, 2933, 2978, 2994, 3026, 3068, 3076, 3067, 2981, 3023, 3013, 2914, for State Highway construction work have been completed according to the requirements of the contracts or modifications

thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported and by unanimous vote adopted the attached resolution relative thereot marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission discussed briefly the fire which recently destroyed a building at Fort Klamath, which was being used as a storage place for State Highway equipment. The Engineer advised that the fire occurrred at night time, and no one knows what caused it; that the building was entirely destroyed, and along with it the equipment owned by the State Highway Department. The Commission approved the report, however, ordered that hereafter reports of this nature be rendered to the Commission for its information immediately after the loss occurs.

A letter was presented from the Oregon Coast Association thanking the Commission for accomplishments on US Highway 101 during 1948, and recommending the following: (1) That angle parking be permitted on US101 in cities where the highway has been widened sufficiently to make such manner of parking practical. (2) That the State Highway Commission scrutinize the promiscuous sale of fire works along the state highway right of way. The Engineer recommended that angle parking be not allowed on this highway because it would necessitate purchase of additional highway width at points where property is most expensive. He suggested that it is a matter for the towns themselves to provide extra room for parking of vehicles, if that is required. Concerning the sale of fire works along state highway rights of way, the Engineer questioned the authority of the Commission to control this feature, unless the sales are being made within the right of way limits. As a result of the discussion the Commission voted unanimously not to permit angle parking on the highway as requested. As to the sale of fire works along the highway, the Commission ordered that the Association be informed that the Commission's long established policy will not permit the sale of any commodity upon highway rights of way and the Commission is of the belief that their problem is probably one of law enforcement by police officers.

There was brought to the Commission's attention letters from the Jackson County Chamber of Commerce and the Lake County Stock Growers Association, suggesting that the State Highway Commission employ an agronomist to advise with respect to the elimination of noxious weeds from state highway rights of way. There was also presented a resolution from the Klamath County Chamber of Commerce recommending that the State Highway Commission pay its proportionate share of the cost of weed control along state highways, such sum to be expended through existing weed control departments of the various counties. The Engineer advised that the State Highway Department now has in its employ a Landscape Engineer, who, while not a trained agronomist, has a fine working knowledge of the factors involved, and who is in a position to secure expert advice if needed, from private, state and federal agronomists, in working out the most effective measures for the control of noxious weed infestations. He recommended against the employment of a specialist for this purpose. As to the Klamath County

Chamber of Commerce suggestion, the Engineer pointed out that for a number of years the Commission has cooperated with weed control districts in the control of noxious weeds and has also been cooperative in controlling such infestations where private adjoining property owners conduct similar operations on their own property. In the discussion of the matter, the Commission appeared favorably inclined to extend the work that it has been doing in the past, provided the counties are willing to pay a portion of the expense. The Engineer was instructed to ascertain from the counties how much they are willing to contribute toward the cause. As to the employment of an agronomist, the Commission decided, in view of the explanation given by the Engineer, that it is unnecessary to employ a man at this time and so ordered.

The Commission had under discussion the designation of certain streets in Klamath Falls, as a connecting highway route between the newly constructed Klamath Falls-Malin Highway, and The Dalles-California Highway, in Klamath Falls, particularly Main Street from its intersection with Ninth Street northeasterly to its intersection with Esplanade Street, thence Esplanade Street from the Main Street intersection to a junction with the Klamath Falls-Malin Highway. The Commission approved such designation and by unanimous vote adopted the attached resolution marked EXHIBIT "G" relative thereto, which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission discussed a request from Warren Grange, Warren, Oregon, that a textboard be erected on State Highway property at Scappoose, commemorating Thomas McKay, the stepson of Dr. John McLaughlin and a famous member of the Northwest and Hudson Bay Companies. The Engineer advised that the Memorials Committee of the Oregon Historical Society recommends approval of such a textboard, and has prepared an inscription for the same, as follows:

THOMAS McKAY

"One of the Oregon Country's most picturesque fur-traders, Thomas McKay, is buried near Scappoose. He was a daring leader, famous story-teller and could drive a nail with a rifle ball. A Canadian, he arrived with the Astorians as a teen-age boy; served with the North West Company, became a partner with the Hudson's Bay Company; settled in the Tualatin Valley. Dr. John McLoughlin was his stepfather. He ranged widely, founded Fort Boise, guided gold-seekers to California. He died here in the winter of 1849-1850."

The Engineer estimated the cost of such a textboard at $250, and recommended that he be given authority to install it. The Commission approved the recommendation.

January 24, 1949

The Engineer reported that pursuant to the authority granted him by the Commission at its meeting on November 3, 1948, he has posted portions of each of the following State highways for a 50 percent reduced load limit in order to preserve the road surfaces during the prevailing bad weather conditions:

Halsey-Sweet Home Secondary Highway No. 212
Kings Valley Secondary Highway No. 191
Monmouth Secondary Highway No. 194
Eddyville-Blodgett Secondary Highway N. 180
Alsea Highway No. 27
McKenzie Highway No. 15
Alsea-Deadwood Secondary Highway No. 201
Territorial Secondary Highway No. 200
Richardson-Eugene Secondary Highway No. 220
Albany-Lyons Secondary Highway No. 211
Mehama-Mill City Secondary Highway No. 213
North Santiam Secondary Highway No. 162
Little Nestucca Secondary Highway No. 130
Salem-Dayton Secondary Highway No. 150
McKenzie Highway No. 15
Dallas-Coast Secondary Highway No. 192
Springfield-Creswell Secondary Highway No. 222
Bellevue-Hopewell Secondary Highway No. 153
Nehalem Secondary Highway No. 102
Yamhill-Newberg Secondary Highway No. 151
Farmington Secondary Highway No. 142
Scholls Secondary Highway No. 143
Wilson River Highway No. 37
Cascade Secondary Highway No. 160
Eagle Creek-Sandy Secondary Highway No. 172
Woodburn-Estacada Secondary Highway No. 161

The Engineer asked the Commission to confirm the postings. The Commission approved the request and by unanimous vote adopted the attached resolution with regard therto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer also brought up for discussion the matter of designating the Davies Overcrossing-Sylvan Section of the Sunset Highway, as a Group I Highway, so as to permit vehicles having an overall length of 60 feet, and an overall height of 12 feet 6 inches, to operate thereover, with a combined gross weight of about 72000 pounds. He advised that up to the present time, log hauling has not been permitted over this section of highway, and neither has it been used generally by commercial vehicles in hauling heavy loads, although some of the larger trucks have been observed using it without authority, and some arrests have been made. He pointed out that separate statutes govern the per-

missable weights, the log hauling trucks being allowed 38,000 pounds on a tand em-axle trailer, whereas, the Group I Highway permits limit axle weights to 32,000 lbs. He recommended, because the axle weight is the controlling factor, that this section of highway be designated as a Group I Highway but that log trucks with the heavier axle loads be prohibited from operating over it. In the discussion of this matter it was recalled that the Commission previously refused to permit the truck-hauling of logs over this new road because of its unstable condition. In view thereof, the Commission decided to postpone until next spring, a decision with respect to the new classification.

The Commission had under discussion the disposition of portions of old highway routes, as follows: (1) Portions of the old route of the Eagle Creek-Sandy Secondary Highway, in Clackamas County. (2) Portions of the old route of the Prineville-Marks Creek Section of the Ochoco Highway, in Crook County. The Engineer advised that both of these highway sections have been reconstructed on permanent alignment, and that portions of the old route are no longer of value for State Highway purposes. He exhibited maps showing the portions referred to and recommended appropriate action by the Commission disposing of them. Following discussion, the Commission approved the recommendation and by uananimous vote adopted the attached resolutions with regard thereto, marked EXHIBIT "H", and EXHIBIT "I", which resolutions by this reference are made a part hereof with like effect as though copied in full herein.

The Commission discussed and approved agreements, as follows:

(1) Agreement with Coos County with respect to the disposition of the old route of the Coos Bay-Roseburg Highway near Sandy Creek, when the proposed reconstruction of this section has been completed.

(2) Agreement with Multnomah County and the Port of Portland with respect to the vacation of a portion of the Sun Dial Secondary Highway.

(3) Agreement with Multnomah County providing for county maintenance of Sauvies Island Bridge, after it has been constructed by the State.

(4) Agreement with S. P. & S. Railway Company whereby the Company grants to the State an easement to construct Sauvies Island Bridge over railway company property.

(5) Agreement with the California-Oregon Power Company providing for the reestablishment of the company's pole line north of Klamath Falls to accommodate a highway improvement at this place.

(6) Agreement with the City of Tillamook providing for a one way street plan for Oregon Coast Highway traffic through this city.

(7) Agreement with the City of Tillamook and Tillamook County relative to the disposition of portions of the old route of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway when the highway has been reconstructed on permanent alignment. (All of the above mentioned agreements were executed by the Commission on the following day.)

The Commission authorized an expenditure of $5,480 for the purchase of equipment as follows, for the Traffic Department and the Parks Department:

Office Equipment:

Travel Department------Filing Cabinet, and table $ 180.00

Parks Department-------	Desks, filing cabinets, and calculator	2,000.00
	Total office equipment	$2,180.00
Photographic Department Equipment----------	Photographic drier, and dazor lamp	300.00
Parks Department Equipment----------	Three tractors, one mower, and one chain saw with extra chains	3,000.00
	Total amount of request	$5,480.00

The Commission confirmed approval heretofore given orally, authorizing Mr. E. A. Collier, Maintenance Engineer, and Mr. E. F. Halik, Master Mechanic, to inspect at state expense snow plow operations in the State of Washington at Snoqualmie Pass, and to inspect a used Snogo mounted on an Oshkosh truck, which is offered for sale in Seattle. The total expense involved would be $36. The Commission also approved the following out-of-state travel at state expense:

(1) R. H. Baldock, State Highway Engineer, to attend Northwest Conference of Road Building in Seattle on February 7, 8, and 9, 1949; estimated cost $50.

(2) Harry Esch, Assistant Traffic Engineer, to attend a Traffic School in Berkely, California, during the week February 7 to 11, 1949; estimated cost $140.

(3) Mark Astrup, Landscape Engineer, to attend the Eighth Annual Conference on Roadside Improvement at the State University of Ohio on March 23 to 26, 1949; estimated cost $250.

The Commission discussed and approved an agreement with the Chetco Timber Company, covering the construction and operation of a logging road across state park property, in Curry County. (The agreement was signed on the following day.)

The Commission discussed a date for its next regular meeting, and decided to hold such meeting in Portland on Monday, February 28, and Tuesday, March 1, 1949. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Engineer brought up for discussion a request from Highway Department employees that the Commission give consideration to the adoption of a wage scale that compares favorably with the wages paid by private industry, by the Federal Government, and by neighboring states, for similar work. He stated that the present wage scale is entirely too low to attract new engineering

employees, and even to retain the services of engineers who have been with the State Highway Department for many years, some of whom have already received attractive offers of more remunerative employment elsewhere. The Engineer advised that this fact has been considered by the Civil Service Commission, which has recommended higher pay for these employees, but not enough higher to satisfy the condition, so unless a higher wage scale is approved, highway construction in this state is going to suffer.

The Engineer also called attention to the fact that the $20-per-month cost of living adjustment terminated on December 31, 1948, so all employees are now back to the pay schedule in effect on March 1, 1947. There is now before the Legislature, he said, a bill to extend the adjustment period six months, and he requested authority from the Commission to continue the $20-per-month cost of living pay if the bill receives legislative approval. The Commission approved the request unanimously.

The discussion of the increased pay schedule was resumed, during which the Commission expressed the feeling that the present level of Highway Department remuneration is not high enough, and that the matter should be brought to the attention of the Civil Service Commission and the State Budget Director who established it, and these officials should be requested to approve the schedule of salaries adequate to retain the present Highway Department personnel and to attract additional needed personnel, particularly in the engineering classifications.

The question arose as to the authority of the Civil Service Board to set the compensation which should be paid to various individuals. The Chief Counsel advised that the Civil Service Board has wide statutory authority, but in his estimation the responsibility of the Highway Commission is much greater than the orders and rules of the Civil Service Board; he also pointed out that the law tells the Highway Commission to hire the men that it wants and to pay them the salaries that it considers right. If the Civil Service Commission will not recognize and respect the wage scale recommended by the Commission, he said, then the Commission can proceed on its own account and as its judgment dictates.

It was the feeling of the Commission that the Civil Service Commission's wage schedule for certain Highway Department employees is fair, but that for the technically trained men it is wholly inadequate, and if it is not adjusted properly the whole highway program will be affected; also, that if a satisfactory adjustment can not be arranged with the Civil Service Board, it may be necessary to secure legislative action to realize the desired end. The Engineer was instructed to prepare and present to the Commission later in the session, a schedule of wages and salaries that he considers will satisfy the existing requirements. (The Engineer reported such schedule on the following day. The Commission approved it and instructed the Engineer and Chief Counsel to present it to the Civil Service Commission with the recommendation of the Highway Commission that it be adopted. See ahead for additional minute entry.)

The meeting adjourned at 4:45 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
January 25, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following present and participating:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. H. Devers, Chief Counsel
G. W. Heuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 2:30 p.m. in the same room:

COOS BAY-ROSEBURG HIGHWAY IN DOUGLAS COUNTY

MIDDLE FORK COQUILLE RIVER BRIDGE

VaDare Construction Co., Portland	$ 36,680.00
Smook Bros., Corvallis	36,923.50
Archie R. Averill, Portland	37.560.00
Rogers Construction Co., Portland	40,990.00
Hamilton & Thoms, Eugene	41,850.00
Tom Lillebo, Reedsport	45.330.00

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

PINE CREEK-BEECH CREEK ROCK PRODUCTION PROJECT

P. B. Doherty & Son, Portland	31,200.00
Walter Berndt Construction Co., Vancouver, Wn.	32 760.00
C. E. Leseburg, Nyssa	35,800.00

CITY OF GRANTS PASS IN JOSEPHINE COUNTY

GRANTS PASS TRAFFIC SIGNALS

Hollywood Electric Co., Grants Pass	16,699.80
Mill Electric Co., Salem	19,968.00
W. R. Grasle Co., Salem	19,988.00
Trowbridge & Flynn Electric Co., Medford	21,350.00
Tennison Electric, Grants Pass	21,600.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

SUN DIAL SECTION

	Using Asphalt	Using Tar
Carl M. Halvorson, Portland	$ 526,131.50	—
C. J. Montag & Son, Portland	527,585.30	—
Lee Hoffman, Portland	532,006.50	—
Valley Constr. Co. & Tower Sales & Erecting Co., Portland	537,453.50	—
Birkemeier & Saremal, Portland	543,436.30	—
Parker Schram Co., Portland	550,695.50	—
J. G. Watts Constr. Co., Seattle, Wn.	558,995.40	—
E. C. Hall Co., Portland	566,636.00	—
Leonard & Slate, Oreg. Ltd., Portland	595,445.50	—
Guy F. Atkinson Co., Portland	605,800.00	—

WILLAMETTE SLOUGH ON GILLIHAN ROAD IN MULTNOMAH COUNTY

SAUVIES ISLAND BRIDGE

The Gilpin Construction Co., Portland	$ 809,440.50
C. J. Montag & Son, Portland	913,000.00
Guy F. Atkinson Co., Portland	984,630.00
Morrison Knudsen Co., Seattle, Wn.	1,024,553.00

SHERMAN HIGHWAY IN SHERMAN COUNTY

BIGGS-WASCO SECTION

Leonard & Slate, Oreg. Ltd., Portland	50,415.00
Snook Bros., Corvallis	53,723.00
Carl M. Halvorson, Portland	57,812.00
Inter City Sand & Gravel Co., Eugene	57,878.50
Miller & Strong, Eugene	59,005.00
Loyd Calkins, Ocean Lake	59,690.00
Rogers Construction Co., Portland	61,981.00
Walter Berndt Construction Co., Vancouver, Wn.	67,920.00
Lindstrom Bros., Portland	72,174.00
Clifton & Applegate, Spokane, Wn.	73,834.00

A Delegation from Washington County, consisting of the following, was present and urged the Commission to construct a cloverleaf structure at the Merle Undercrossing on the Sunset Highway, so as to give traffic from the Cornelius Pass County Road direct access to the highway, which is not now possible:

January 25, 1949

Carl Berger, West Union Community Club, Hillsboro
H. R. Johnson, Washington County Commissioner, Hillsboro
Harold Wynne, Chamber of Commerce, Hillsboro
Jim Lewis, Washington County Commissioner, Hillsboro
Mr. Laskey, Orenco Community Club, Orenco
Ray Vanderzanden, Sunset Chamber of Commerce, Banks
Ben Zurcher, Sunset Chamber of Commerce, Hillsboro
Wm. Rufener, Sunset Chamber of Commerce, Banks
Paul Boechli, Parent Teachers Association, Portland
Harold E. Sherwood, Sunset Chamber of Commerce, Banks
Ernest Berger, Interested Farmer, Hillsboro
Alvin J. Hergert, Sunset Chamber of Commerce. Hillsboro
Pete Tunker, West Union Womens Club, Hillsboro
Caroline Babcock, West Union Womens Club, Hillsboro
John Babcock, West Union Community Club, Hillsboro

Mr. Carl Berger headed the group. He alleged that when the State acquired the right of way along this section of the Sunset Highway, people were given to understand that a cloverleaf structure would be built to permit traffic from Cornelius Pass County Road direct access to the highway, and that the State also would provide secondary roads to connect with this cloverleaf structure. However, that has not been done, and they feel they have been unfairly treated. He urged the Commission to authorize the building of such cloverleaf structure, and advised that they will not be satisfied until they obtain direct access to the highway at this point, which in their estimation is the most important road connection in this district. Others speaking in behalf of the project were: Messrs. Laskey, Boechli, Vanderzanden, and Wynne.

Mr. Laskey stated that he represents the people of the Orenco community, who are not particularly concerned about a cloverleaf structure, but they are very much concerned about having access to the Sunset Highway from Cornelius Pass Road. He gave as their feeling that there is plenty of room for access at this point, and that it is the logical place for such a connection.

Mr. Boechli stated that he represents the people of the Sky Line District, north of Sunset Highway. He declared that the Cornelius Pass Road acts as a funnel for Traffic out-bound to the Sunset Highway-that it carries a heavy volume of traffic, and because of the lack of access to the Sunset Highway at the present time, this traffic must detour a considerable distance either to the west or to the east to gain such access. He urged construction of the Cloverleaf connection.

Mr. Vanderzanden said he represents the Sunset Chamber of Commerce, which is vitally interested in securing access to the Sunset Highway from the Cornelius Pass Road, and who heartily endorses the recommendation of the people in the immediate area that the Highway Commission make such access available.

Mr. Wynne stated that he represents the Hillsboro Chamber of Commerce, which endorses the project because the interests of the people who are directly concerned are the interests of the Chamber of Commerce. He urged favorable consideration by the Commission from that standpoint.

Chairman Banfield advised that in designing the Sunset Highway no provision was made for direct access from the Cornelius Pass Road, although property was purchased for access at other points so that it would be available to the Commission when needed. He pointed out that connecting roads are available to take care of traffic in a manner equally as good as before the highway was constructed; also, that the Highway Commission in constructing major highways and throughways cannot provide connections at all of the cross-roads, because if it did, it would not realize or accomplish the objectives of the throughway. In concluding the discussion, he advised that the Commission has instructed its engineers to make further investigations with respect to the need and cost to provide a physical connection between the Cornelius Pass Road and Sunset Highway at this point. This investigation, he said, does not mean that the Highway Commission is definitely going to construct the structure, but is simply to obtain information with which the Commission can decide the question.

A Delegation representing the US Indian Service, appeared before the Commission regarding the reestablishment of the Indian Village on the Upper Columbia River, at Celilo, and the development of the area. Making up the delegation were: Clyde W. Flinn, representing the Regional Land Office; John Cable, Road Engineer; Charles Popkins, Regional Construction Engineer; George P. LaVada, Assistant Regional Director; Edward G. Swindle, Regional Counsel, all of Portland, and Raymond Bittney, Superintendent Klamath Indian Reserve, Klamath Falls.

Mr. Popkins was the principal spokesman for the group. He exhibited a sketch of their proposed plan and explained details which include razing of the unsightly buildings on the north side of the highway and reestablishment of the village on the south side of the highway; the construction of an underpass under the highway and the railroad for pedestrians and vehicles leading from the new village to the fishing site on the Columbia River, and provision for two approaches leading from the highway to the underpass. Mr. Popkins advised that they have a federal appropriation of $125,000 to finance improvement of the area and they are now asking the State Highway Commission to take some action towards giving the Indians a safe crossing under the highway when the village has been reestablished. He said what they really want is an underpass suitable for both pedestrian and vehicular traffic, but if that is impossible, they would be satisfied with an underpass for pedestrians only. He also mentioned that if the underpass project is approved, one of the first things they would do is construct a suitable sewer system, and in that connection they would want to place their sewer line through this underpass. Mr. Popkins also mentioned that the Indians have been approached about deeding a strip of land along the north side of the present highway as right of way for a four-lane highway improvement, and while they are loath to part with it will do so if necessary in order to get the highway improvement, if the Commission will help them out with the underpass.

In the discussion of this matter, Chairman Banfield advised that the Highway Commission is in no position at the present time to consider the construction of an underpass that would take care of both vehicles and pedestrians

because it is too costly and the Commission does not have the money available. He pointed out that the project is new to the Highway Commission and that before the Commission can make a definite statement concerning it, it must have the project analyzed by the engineers. When the engineer's report of the subject has been rendered, he said, the Commission will give it very careful study and use it as a basis for determining whether or not a working arrangement between the Indian Service and the State can be worked out, but until that time the Commission is not in a position to give an answer. The Engineer was thereupon instructed to analyze the matter and render a report to the Commission at its next meeting.

Mr. Harry B. Duncan, Medford, came before the Commission regarding the issuance of permits authorizing special movements over state highways. He advised that he represents Johnson Trucking Lines, Medford, The Southern Oregon Truckers League, and other operators in the Medford District. He was accompanied by Mr. Donald C. Miles, Portland, representing Mitchell Brothers Hauling Company.

Mr. Duncan declared that under present working arrangements they have experienced considerable delays in receiving permits from the State Highway Department authorizing special movements, which is very inconvenient, particularly when the movements are of an emergency nature. He suggested that the permits could be expedited if the Commission would maintain someone in the City of Medford to issue the permits, and that if the Commission could not see its way clear to do that then it might inaugurate a code system, such as is used in the State of California, so that permits could be issued from the Salem Office by telegram, or the Commission might authorize the issuance of blanket permits. He pointed out that the nearest point to Medford where permits can be obtained is Grants Pass, and alleged that it takes about half a day to get a permit from that office. Such procedure, he said, requires telegraphic approval from the Salem Office, which is prohibitive in cost. He suggested that the State Police Department could be informed of the code system and could allow the movement to proceed, thus avoiding delays in receiving the standard permit by mail.

This matter was discussed at considerable length. The Commission refused Mr. Duncan's request for the designation of someone in Medford to issue permits, and also refused his request for a blanket permit; however, informed Mr. Duncan that the matter would be given careful study to see what can be done to expedite the permits. The matter was thereupon referred to the Engineer and Chief Counsel for study and report.

Mr. Nelson B. Higgs, County Judge of Harney County; Mr. J. L. McCulloch, former Mayor of the City of Burns, and Mr. A. A. Bardwell of Burns, composed a delegation which appeared before the Commission in the interests of State Highway improvements in Harney County. Judge Higgs inquired as to the plans of the Commission for the completion of the Rome-Princeton Secondary Highway. He was informed that the Commission has this project in mind and intends to give it consideration when the new program is formulated, which probably will be in two or three months, after the Commission has made its final inspection trip of State highways. Judge Higgs also asked about the plans for a John Day-Burns Highway

(US395). He was informed that the work remaining to be done is Forest Highway work, under the supervision of Public Roads Administration, and that bids had been received for construction of one section known as Soda Mountain Section, but the section along Poison Creek has not as yet been advertised. This concluded the discussion.

A Delegation representing the US Highway 20 Association came before the Commission regarding improvements to the Corvallis-Newport Highway, particularly improvement of the section between Toledo and Newport. Mr. Kurt Kiesow, President of the Association, headed the group that included the following:

D. B. Amber, Lincoln County Engineer, Waldport
James Howes, Secretary-Treasurer, U.S. Highway 20 Association, Newport
Robert Maclean, Lincoln County Commissioner
E. K. Willer, owner, Willer's Motor Hotel & Apts., Newport
Thos. S. Stansbie, owner, Lincoln Hotel, Toledo
B. F. Updike, Highway 20 Association, Toledo
M. G. Hammerness, Mayor, Toledo
H. W. Curry, grocery store owner, Newport
John A. Crosby, Secretary-Manager, Lebanon Chamber of Commerce, Lebanon
H. W. Carter, Secretary
Ed Hay, Lincoln County Commissioner, Newport
Russell L. Gardner, State Senator, Newport
W. H. Osburn, Lincoln County, Toledo

Mr. Kiesow spoke at length on behalf of the project and gave a number of reasons why they believe that the improvement of this road should be placed high on the list of the Commission's priority projects. He exhibited a map of the Newport Section and pointed out the numerous curves on this eight mile stretch of road. He suggested if the Commission cannot see its way clear to build the highway on permanent alignment, that it authorize improvement of the present road by flattening some of the sharper curves and widening the roadway, and in this connection mentioned one point just west of Toledo where, by construction of a cut-off, the highway could be shortened about one-half mile.

Mr. Howes endorsed the remarks of Mr. Kiesow and advised he had just received a telephone message from the Albany Chamber of Commerce stating that this Chamber heartily endorses the improvement of the Toledo-Newport Section.

Mr. Kiesow presented a written brief in support of their oral request. He also presented a letter from County Judge F. P. Gilkey, Lincoln County, urging the improvement, which letter was read aloud by the Secretary. Chairman Banfield advised that the Commission realizes the condition of this highway and would like to do what they request, but it does not seem possible because there are so many places throughout the state where similar conditions exist, and there are not sufficient funds available to finance them. Unless additional funds are provided, he said, many desirable improvements will have to be postponed. He further stated that the Commission is not in a position to finance a major improvement of this highway but will have the Engineer investigate conditions to see what can be done with the present road to eliminate some of the worst curvature.

The Engineer was thereupon instructed to make such investigation and report his findings to the Commission.

Mr. T. I. Chapman, Eugene, was present, regarding the purchase of a small triangular tract of state-owned land abutting on the Pacific Highway at its intersection with Alder Street, in Eugene. He was accompanied by his partner, Mr. R. L. Kruse, also of Eugene. Mr. Chapman advised that the property he wishes to acquire lies between the highway and other property that he now owns, and that he is very desirous of obtaining title to it in connection with his business activities, but was informed that the Commission cannot consider sale of the property until the highway improvement that is under way at this point is completed. He gave as his thought that the highway improvement is far enough advanced so that the Commission can make its decision now, and urged that that be done. He presented letters from Deane Seeger, City Manager, and W. C. Clubb, City Engineer of the City of Eugene, both letters being directed to him, in which he is advised that the property that he desires is of no value whatsoever to the city, and that the city would offer no objection whatsoever if the Highway Commission saw fit to dispose of it. Mr. Chapman offered, if the Commission sees fit to deed the property to him now, to reconvey it to the state later or if it developes that the state needs it. The Engineer advised that the highway improvement is still under way, and that he will not be in a position to make a recommendation to the Commission until it is completed and the traffic pattern at this intersection has been established, but he would advise the Commission just as soon as he had something definite to report, which probably would be some time during the late spring or early summer when the contractor has finished his work. The Commission decided not to sell the property to Mr. Chapman at this time, however, assured him the property would not be sold to anyone else, and that he would be given preferential rights over other persons if it decides to sell it later on.

The Engineer brought up for discussion his written report, dated Jan. 10, 1949, on the highway situation in the City of Salem, containing his recommendations with respect thereto. (Copy of this report had previously been placed in the hands of the Highway Commission.) He read aloud portions of his report which is in four parts and covers the following subjects:

(1) The relocation of US99E, the Pacific Highway, into and through the city

(2) The location of a bridge spanning the Willamette River between Salem and West Salem on the route of ORE22 and ORE221

(3) The location of ORE222, the North Santiam Highway, entering Salem from the east,

(4) The adoption of a grid system of one-way streets in Salem's central business district to enable traffic to flow smoothly and in maximum volume to and from the main highway arterials

---

The Commission discussed this matter briefly but deferred its decision until latter in the session. (For details of the Engineer's report see copy of the report in general files.)

The meeting recessed for luncheon at 12:00 o'clock noon, and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission resumed discussion of the Engineer's written report on the Salem Highway situation, and as a result of this discussion, authorized release of the following statement expressing its attitude with respect to the Engineer's findings and recommendations as contained therein:

"The State Highway Commission has studied and considered the 'Analysis of Changes and Modifications in the Present Location of the State Highways into and through the City of Salem' as submitted by the State Highway Engineer. It is the opinion of the Commission that the recommendation of the Engineer is a feasible and practical solution of the highway needs of both the primary highway and city street users in the Salem Area".

Pursuant to instructions received from the Commission on the previous day, the Engineer presented for the Commission's consideration a Salary Schedule for State Highway Department employees in certain classifications, as follows; (The report was actually presented to the Commission during the morning session, but the Commission decided not to take action on it until after the luncheon period):

CLASSIFICATION	NO. EMPLOYEES	PRESENT SALARIES	CIVIL SERVICE RECOMMENDATION	ENGINEER'S RECOMMENDATION
Engr. Aide I	213	200 - 245	200 - 245	200 - 245
Engr. Aide II	104	230 - 290	230 - 290	240 - 300
Civil Engr. I	141	270 - 340	270 - 340	280 - 360
Civil Engr. II	116	320 - 400	320 - 400	340 - 420
Civil Engr. III	15	360 - 440	370 - 450	400 - 480
Civil Engr. IV	15	360 - 440	420 - 520	450 - 550
Civil Engr. V	10	400 - 490	480 - 580	500 - 600
Civil Engr. VI	5	450 - 550	550 - 650	600 - 700
Civil Engr. VII	2	520 - 620	600 - 700	700 - 800
Radio Engr.	1	300 - 370	320 - 400	340 - 420
Mechanical Engr.	1	320 - 400	370 - 450	400 - 480
Accounting Clerks	6	200 - 245	210 - 255	240 - 300
Accountant I	3	230 - 290	240 - 300	260 - 320
Accountant II	5	270 - 340	280 - 350	300 - 370
Acct. Exec. I	1	320 - 400	330 - 410	350 - 450
Acct. Exec. III	1	420 - 520	440 - 540	500 - 600
Real Estate Supervisor	1	340 - 420	350 - 430	450 - 550
RoW Agent I	3	320 - 400	270 - 340	280 - 360
RoW Agent II	10	320 - 400	320 - 400	340 - 420
RoW Agent III	4	None	None	400 - 480
Travel Information Director	1	380 - 470	400 - 500	450 - 550
1st Asst. Attorney General	1	520	Not Classified	600 - 700
2nd Asst. Attorney General	1	370	Not Classified	450 - 550

The Engineer explained that this Schedule is based on salaries now being paid by the Public Roads Administration and the U. S. Reclamation Service, that it is a little under the salary schedule obtaining in the State of California, but is about equal to, or slightly higher than that being used in the State of Washington. He gave as his opinion that it will satisfy the present requirements, and recommended approval of the same.

The matter was discussed at considerable length, and as a result thereof, the Commission approved the schedule by unanimous vote on assurance that the rates are sufficient to bring desired results. The Engineer and the Chief Counsel were instructed to present the Schedule to the Civil Service Board as soon as possible, and to inform the Board that it is the Highway Commission's opinion that the salaries indicated therein must be paid if the Highway Department organization is to be kept intact and the highway program is to go forward as planned.

The Commission discussed with the Engineer the bids received at the morning session, for highway construction, and at 2:30 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Construction of a bridge over the Middle Fork of the Coquille River on the Coos Bay-Roseburg Highway, in Douglas County. VaDare Construction Company, Portland, submitted the low bid for this work at $36,680. The next low bid was submitted by Snook Brothers, Corvallis, at $36,923.50. There were four higher bids received. The Commission has awarded the contract to the low bidder, VaDare Construction Company at its bid price.

"Pine Creek-Beech Creek Rock Production Project on the Pendleton-John Day Highway, in Grant County. Three bids were received for this work, the low one being that of P. B. Doherty & Son, Portland, at $31,200. The second low bid was submitted by Walter Berndt Construction Company, Vancouver, Washington, at $32,760. The Commission has awarded this contract to the low bidder, P. B. Doherty & Son at its bid price.

"Installation of Traffic Signals in the City of Grants Pass, in Josephine County. Hollywood Electric Company, Grants Pass, submitted the low bid for this work at $16,699.80. The second low bid was submitted by Mill Electric Company, Salem, at $19,968. There were three higher bids. The contract has been awarded to the low bidder, Hollywood Electric Company, at its bid price.

"Grading, paving, and construction of a concrete structure on the Sun Dial Section of the Columbia River Highway, in Multnomah County. Carl M. Halvorson, Portland, submitted the low bid for this work, based on the use of asphalt, at $526.131.50. He submitted no bid based on the use of tar. The second low bid was submitted by C. J. Montag & Son, Portland, at $527,585, based on the use of asphalt. They also submitted no bid based on the use of tar. There were eight higher bids. The Commission has referred the bids to the Engineer with the authority to award the contract to the low bidder, Carl M. Halvorson, when certain conditions have been satisfied

"Construction of a bridge (Sauvies Island Bridge) over Willamette Slough on Gillihan County Road, in Multnomah County. The Gilpin Construction Company, Portland, submitted the low bid for this work at $809,440.50. The second low bid was submitted by C. J. Montag & Son, Portland, at $913,000. There were two higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, The Gilpin Construction Company, when certain conditions have been satisfied.

"0.50 mile of grading, surfacing and oiling, and construction of a concrete bridge on the Biggs-Wasco Section of the Sherman Highway, in Sherman County. Leonard & Slate, Oregon Ltd., Portland, submitted the low bid for this work at $50,415. Snook Brothers, Corvallis, were the next low bidders at $53,723. There were eight higher bidders. The Commission has awarded the contract to the low bidder, Leonard & Slate, Oregon Ltd., at their bid price."

The Chief Counsel reported thatpursuant to instructions from the Commission on the previous day, he has conveyed to Erickson Brothers, St. Helens, the Commission's decision with respect to the settlement of right of way that the Commission recently condemned, and Erickson Brothers advised that they are willing to accept the $26,000 award as set by the jury in the case, on the condition that they are given three years time in which to cut-back their building so that it will not encroach upon the highway. If the Commission is willing to grant them that concession, he said, Erickson Bros. will not demand payment of the $26,000 until the work has been done. As to the rock wall, he said that the Ericksons will remove it within the 60 day time limit heretofore set by the Commission. The Commission deferred a decision in the matter pending additional investigation and report from the Engineer as to what is fair to the state and all concerned.

The Chief Counsel presented for the Commission's consideration, proposed agreement with the U. S. Indian Service, covering additional construction on the Sprague River Road, Klamath County. He called attention to the fact that the agreement has been approved and signed by the proper officials of the Indian Service. Following careful analysis of the provisions of the agreement, the Commission approved it subject to one change in the wording to make it definitely clear that the Commission is authorizing an expenditure of $150,000 in cooperation with a like expenditure of federal funds, to finance certain improvements now but is not obligating either the present Commission or any future State Highway Commission, or the State of Oregon, with respect to any additional expenditure for construction of this road. (The Chief Counsel made the change as requested and the Commission thereupon signed the agreement.)

The Commission discussed matters pertaining to the proposed State Highway Office Building, in Salem, and in connection therewith studied the plans and cost estimates submitted by the architects, Whitehouse, Church, Newberry, and Roehr, who have been retained to design the structure. The discussion principally concerned space for immediate use and future expansion. As a result of the discussion the Engineer was instructed to have the architects revise the plans to provide for space that is actually needed at this time, and a reasonable amount

of additional space for future expansion of activities. The plans are to be resubmitted to the Commission when the changes have been made.

The Engineer requested authority for the Right of Way Department to negotiate right of way for a proposed revision of the state highway along South Sixth Street, in Klamath Falls, particularly at a point where this Street crosses over the railroad yards of the Southern Pacific Company, and where a lumber mill is being razed. He explained that the proposed future improvement of this highway will require additional right of way, and in his estimation it would be advisable to obtain the right of way now across the mill company's property, while it is available and before it gets into other hands. The Commission unanimously approved the securing of options for the property.

The Commission discussed, approved and signed the following agreements, etcetera:

Agreement with City of Portland and Isaac Hasson, et ux, disposing of a grade change damage case affecting property on Front Street, Portland.

Agreement with Pendleton Lumber Company for construction and operation of a roadway across state park property in Blue Mountain Timber Reserve, near Meacham, in Umatilla County.

Cooperative agreement with Public Roads Administration covering production of crushed rock in stockpiles on the John Day Forest Highway project, in Grant County.

Agreement with Coos County covering disposition of a section of the Coos Bay-Roseburg Highway (old route) near Sandy Creek.

Agreement with Multnomah County and the Port of Portland with respect to vacation of a portion of Sun Dial Secondary Highway.

Agreement with Multnomah County providing for county maintenance of Sauvies Island Bridge after it is constructed by the State.

Agreement with the S. P. & S. Railway Company whereby the Company grants an easement to the State to construct Sauvies Island Bridge over railway company property, in Multnomah County.

Agreement with the California-Oregon Power Company providing for re-establishment of the company's pole line along The Dalles-California Highway north of Klamath Falls.

Agreement with the City of Tillamook and Tillamook County covering disposition of certain portions of the Tillamook-Pleasant Valley Section (old route) of the Oregon Coast Highway when the new highway has been constructed.

Agreement with the City of Tillamook providing for a one-way street plan for US101 traffic in Tillamook.

Agreement with Commonwealth, Inc. covering disposal of buildings in Sullivans Gulch, Portland.

Agreement with A. C. Baumback covering moving of buildings in Gold Beach.

Agreement with City of Medford covering installation and maintenance of traffic signals in Medford.

Agreement with Chetco Lumber Company covering construction and operation of a logging road across State Park property in Curry County.

Bargain and Sale Deed conveying to Medford Corp. property in the Northwest quarter (NW $\frac{1}{4}$) of the Northeast quarter (NE $\frac{1}{4}$) of Section 24, T 37 South, Range 2 W, W.M., Jackson County.

Agreement with Weyerhaeuser Timber Company extending term of lease covering stockpile site on the Greens Springs Hwy., in Jackson County...

Agreement with Klamath Indian Agency concerning the further improvement of the Sprague River Road, in Klamath County.

There being no further business to come before the Commission at this time the meeting adjourned at 3:00 p.m.

T H Banfield
Chairman

State Highway Engineer

A W Schlaudt
Commissioner

A B Elsaesser
Secretary

Commissioner

January 25, 1949

EXHIBITS "A" THROUGH "J-3"

Minutes of January 24 and 25, 1949

EXHIBIT "A"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY

14845- Haynes, Retlaw W. and Myrtle M. Haynes
Right of Way
Option expires
July 5, 1949

11,500 sq.ft. (2 lots-odd shaped) at 13¢ sq.ft.	$1,495.00		
Allowance- garage	300.00		
Allowance- 2 small chicken houses	40.00		
Allowance- 6-room house	6,720.00	$ 8,555.00	Mayhew

14870- Arrell, Kenneth S. and Beulah A. Arrell
Right of Way
Option expires
June 21, 1948

6,867 sq.ft. at $0.08 plus sq.ft.	600.00		
Allowance- garage	576.00		
Allowance- house	6,175.00	7,351.00	"

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.)

14834- Van Evern, Shirley and Mary Hendricks Johnson
Right of Way
Option expires
May 22, 1949

5,000 sq.ft. at 14¢ sq.ft.	$ 700.00		
Allowance- garage	180.00		
Allowance- 5-roomed house	6,169.00	$ 7,049.00	Mayhew

14739- Messer, Clabourn B. and Lola M. Messer
Right of Way
Option expires
July 18, 1949

4,790 sq.ft. at 14¢ sq.ft. (plus)	713.00		
Allowance- house- 5-roomed	3,210.00	3,923.00	"

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

14193- City of Portland
Right of Way
Option expires
May 16, 1949

2.12 acres at $340.00	720.80	720.80	McCallister Collins

Waiver of access to remainder of property

14187- City of Portland
Right of Way
Option expires
May 14, 1949

3.68 acres at $250.00	920.00		
1.43 acres at $100.00	143.00		
2.85 acres at $300.00 less	835.00		
2.90 acres at $150.00	435.00	2,333.00	"

Waiver of access, except at Sta. 107+00, north side highway

14187-A City of Portland
Right of Way
Option expires
May 14, 1949

4.27 acres at $250.00	1,067.50	1,067.50	"

(Cont.)

EXHIBIT "A" (Cont.)

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (Cont.)

14187-A City of Portland (Cont.)

State to convey to City 1.0 acre (approx) in exchange for 0.92 acre - file 14192 -

Waiver of access to remainder of property

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY EAST

14798- Harris, Robert B. and Dorothy M. Harris
Right of Way
Option expires
July 6, 1949

5,227 sq.ft. at 90¢ sq.ft.	$4,704.30		
Allowance- moving service station, fruit stand	4,160.00		
Allowance- moving 2 flood lights at $75.00 each	150.00		
Allowance- 908 sq. yds. pavement at $1.00 sq.yd.	908.00		
Allowance - for loss business during moving	333.70	$10,256.00	Parker Norlin

Waiver of access, except at NE Halleck and NE Kilpatrick Sts, and a 30-ft opening opposite Sta. 129+75
State to construct and pave pavement approaches
State to extend existing sewer easement to new right of way

14796- Weir, Elmer J.
Right of Way
Option expires
July 11, 1949

25 sq.ft. - allowance -	5.00	5.00	Norlin

State to reconstruct and gravel approach at intersection NE McClelland and NE Union Avenue, east side, at same grade as now exists

JAN 24 1949

EXHIBIT "A" (Cont.)

FRONT STREET PROJECT, CITY OF PORTLAND, PACIFIC HIGHWAY EAST

8698- Oregon-Washington Railroad & Navigation Company Right of Way for easement purposes				
	1,800 sq.ft.	$ 50.00	$ 50.00	McCallister
8698- Oregon-Washington Railroad & Navigation Company Right of Way				
	11,256 sq.ft. at 50¢ sq.ft.	5,628.00	5,628.00	"
11143- Hasson, Isaac and Mollie Hasson Right of way slope easement				
	350 sq.ft. at 10¢ sq.ft.	35.00		
	Allowance- Construction of walk, south entrance	50.00		
	Allowance- reseeding lawn	15.00		
	Allowance- raising garage, replacing walls, floor	200.00		
	Damages- grade change	300.00	600.00	"
8698- Oregon-Washington Railroad & Navigation Company Right of way construction easement				
	12,700 sq.ft. at 40¢ sq.ft. (permanent easement)	5,080.00	5,080.00	"

SAUVIES ISLAND BRIDGE SECTION, GILLIHAN ROAD #1159

15157- Shields, Frances A. Right of Way Option expires June 29, 1949				
	0.44 acre) 0.26 acre)	LUMP SUM	5.00	5.00 Boone

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

13727- White, Gertrude O. Right of Way Option expires June 14, 1949				
	1,000 sq.ft. at 5¢ sq.ft.	50.00		
	Damages- too close to highway and damages caused by a 6-ft cut	425.00		
	Allowance- shrubs, shade trees, and 1,000 feet lawn	275.00	750.00	McChesney

(Cont.)

JAN 24 1949

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

13727- White, Gertrude O. (Cont.)

State to give grantor 3 months' notice before construction highway starts
State to grade grantor's existing road approach to highway, back to garage and gravel - Station #571+75 (estimated cost $75.00) -

TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY

11808-A Johnson, Orval H. and LaVelle Johnson
Right of Way
Option expires
July 16, 1949

2.40 acres at $1,000.00	$2,400.00		
Allowance- 19 rods fence at $2.50 per rod	47.50	$ 2,447.50	Benson

Waiver of access

NEWBERG-DAYTON SECTION, PACIFIC HIGHWAY WEST

14452- Trunk, John E.
Right of Way
Option expires
April 28, 1949

0.532 acre at $1,000.00	532.00	532.00	Witt

Waiver of access

State to replace 630 feet of 6" tile destroyed during roadway construction

14455- Trunk, Estate Doris
Right of Way
Option expires
April 28, 1949

0.501 acre at $1,000.00 plus	510.00		
2.50 acres at $600.00	1,500.00	2,010.00	"

(Cont.)

EXHIBIT "A" (Cont.)

MEMBERG-DAYTON SECTION, PACIFIC HIGHWAY WEST (Cont.)

14455- Trunk, Estate Doris (Cont.)

State to lay 600 feet 8 inch tile to connect with farm tiling from Eng. Sta. 197+00 to 203+00 - estimated cost $1100.00-

3 accesses permitted owner- Sta. 193+50, 205+50 and 215+00

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST

14601- Hehnke, H. H. and Margaret Hehnke
Right of Way
Option expires
July 5, 1949

0.18 acre at $200.00	$ 36.00		
Allowance- waiver of access	10.00	$ 46.00	Haskin

14618- Teeter, Will N. and Margaret Teeter
Right of Way
Option expires
July 5, 1949

0.155 acre at $500.00	77.50		
Allowance- 16 rods fence at $2.50 per rod	40.00		
Allowance- waiver of access	32.50	150.00	"

14617- Hicks, J. E. and W. P. Hicks
Right of Way
Option expires
July 12, 1949

0.25 acre at $1,000.00	250.00		
Allowance- 22 rods fence at $2.50 per rod	55.00		
Waiver of access	25.00		
Allowance- damages- reducing area	230.00	560.00	"

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY

14959- Douglas, Ida M.
Right of Way
Option expires
June 28, 1949

(Cont.)

EXHIBIT "A" (Cont.)

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY (Cont.)

14959- Douglas, Ida M. (Cont.)

0.71 acre at $75.00	$ 53.25		
Waiver of access, except private road entrance-Sta. 422+75	21.75	$ 75.00	Reeder
State to re-construct private road approach, west side-			

14946- Vineyard, Clive and Bernice Vineyard
Right of Way
Option expires
July 11, 1949

0.25 acre (uncleared) at $75.00	18.75		
0.25 acre (cleared) at $330.00	82.50		
Allowance- for graveled road approach and leveling land	135.00		
Waiver of access, except 25 foot strip on westerly side, Engr. Sta. 208+20	13.75	250.00	"
State to construct road approach, 75 feet westerly from Sta. 208+20			

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY

14134- Webb, H. O.
Right of Way
Option expires
x
(Correction)

2.25 acres at $500.00	1,125.00
2.0 acres at $400.00	800.00
0.25 acre - service station, store, at $1,000.00 acre	250.00
Allowance- 5-roomed house	3,600.00
Allowance- house, used as barn	1,320.00
Allowance- 2 small smoke houses	40.00
Allowance- 1 feed house, rest room	680.00
Allowance- small hog shed	12.00
Allowance- old barn; store hay, shelter	900.00
Allowance- sheep,cow, chicken sheds	150.00

(Cont.)

JAN 21 1949

EXHIBIT "A" (Cont.)

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY (Cont.)

14134- Webb, H. O. (Cont.)

Allowance- 1 chickenhouse	$ 20.00	
Allowance- service station and store	1,550.00	
Allowance- windmill, automatic pump	300.00	
Allowance- 49 fruit trees, $12 each	588.00	
Allowance- berries, garden, shrubs, grape arbors, trees	500.00	
General damages	2,165.00	
Allowance- water supply system	1,940.57	$15,940.57 Reeder

Previous report:

Allowance of $1,000.00 for water supply system was approved -

DELMAR-CHROME PLANT SECTION, OREGON COAST HIGHWAY

14109- Cook, Wendell W. and John L. Cook
Right of Way
(CORRECTION)

1.18 acres at $200.00	236.00	
Allowance-garage, barn, pump house	239.75	
Allowance- damages, too close highway	192.25	
Plus new well - cost	852.10	1,520.10 "

Previous report:

Estimated cost of new well -- $750.00

ROGUE RIVER-CRATER LAKE JUNCTION SECTION, SAMS VALLEY SECONDARY HIGHWAY

14087- Wright, Harrison W. and Vera S. Wright
Right of Way
Option expires
July 12, 1949

0.39 acre at $1,500.00	585.00	
Allowance- 25 rods fence at $4 rod	100.00	
Allowance - damages- loss river frontage	365.00	1,050.00 Benfield

(Cont.)

EXHIBIT "A" (Cont.)

ROGUE RIVER-CRATER LAKE JUNCTION SECTION, SAMS VALLEY SECONDARY HIGHWAY (Cont.)

14087- Wright, Harrison W. and Vera S. Wright (Cont.)

State to re-establish private driveway
Replace concrete gate posts and gate, with wooden cattle guard
Fill shallow depressions each side driveway with earth - (total estimated cost $106.00)

15143- Schemp, Christian and Marie K. Schemp, and J. V. and E. L. Whipple
Right of Way
Option expires
June 17, 1949

3.51 acres at $350.00	$1,228.50		
Allowance- 219 rods fence at $4 rod	876.00	$ 2,104.50	Benfield

State to establish private entrances - Sta. 803+00 and 808+00
Grantors to supply drain tile to be placed under approach from highway-est'd cost per entrance $5.00

14088- French, J. H. and L. B. French
Right of Way
Option expires
June 13, 1949

5.88 acres at $500.00	2,940.00	2,940.00	"

State to re-establish private driveway at Sta. 742+75, install cattle guard and gate
Build new bridge inside property line across irrigation ditch, opposite Sta. 742+50, bridge piers equal present piers
Build private road on grantors' property from Sta. 758+00 to hay lift, east end barn
Rebuild 164 rods fence at $4 rod (estimated cost $981.00)
In event cut interferes with water supply State to dig new well and install pump
Grantor to have right to cut trees from right of way before construction starts.

(Cont.)

EXHIBIT "A" (Cont.)

ROGUE RIVER-CRATER LAKE JUNCTION SECTION, SAMS VALLEY SECONDARY HIGHWAY (Cont.)

14098- Fleming, A. B. and Dorothy D. Fleming
Right of Way
Option expires
July 12, 1949

1.70 acres at $235.00	$ 399.50	$ 399.50	Benfield

State to re-establish private entrance at Sta. 768+60
Re-set mail box opposite private entrance
Replace 110 rods fence ($4.00 rod)
Install wooden cattle guard at entrance instead of new gate (estimated cost $550.00)

GREEN SPRINGS SECTION, GREEN SPRINGS HIGHWAY

1255- Weyerhauser Timber Company
Stock Pile Site

Renewal of lease for 10 years	1.00	1.00	Benson

WASCO COUNTY LINE-MADRAS SECTION, THE DALLES-WASCO HIGHWAY

15242- Friday, John H.
Gravel Pit

0.92 acre - 5 year lease at $20.00 per year - 1/1/49 to 1/1/54	100.00	100.00	Chandler

State agrees to keep gates to highway closed or provide a cattle guard -

REDMOND SECTION, THE DALLES-CALIFORNIA HIGHWAY

15146- Lynch, M. A. and Eva B. Lynch
Storage purposes
Option expires
May 17, 1949

0.42 acre at $952.38	400.00	400.00	McChesney

MONUMENT-HAMILTON SECTION, KIMBERLY-LONG CREEK HIGHWAY

14266-A Hinton, F.E.
Stock pile and quarry site

(Cont.)

EXHIBIT "A" (Cont.)

MONUMENT-HAMILTON SECTION, KIMBERLY-LONG CREEK HIGHWAY (Cont.)

14266-A Hinton, F. E. (Cont.)

Cash settlement in lieu of re-building fences and providing gates at entrance to stock pile and quarry, and building stock guard	$ 250.00	$ 250.00	Conrad

ENTERPRISE-FOREST BOUNDARY SECTION, ENTERPRISE-LEWISTON HIGHWAY

11888- Stockdale, A. B.
Right of Way
Option expires
June 13, 1949

6.43 acres at $100.00	643.00		
6.0 acres at $50.00	300.00		
Allowance- removing and re-building 125 rods fence at $1.00 rod	125.00		
Allowance- removing and re-building 422 rods woven wire fence at $1.25 per rod	525.00	1,593.00	"

State to provide access -

11889- Conrad, G. L.
Right of Way
Option expires
June 12, 1949

0.40 acre at $100.00	40.00		
0.40 acre at $50.00	20.00		
Allowance- 130 rods barbed wire fence at $1.00 per rod	130.00	190.00	"

JAN 24 1949

15579

EXHIBIT "B"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Lexington . . . . . $ 447.25

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Lexington - "B" Street. Replace Bridge

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of January, 1949.

JAN 24 1949

EXHIBIT "C"

Minutes of January 24 and 25, 1949

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums or amounts set opposite the names of the respective cities or towns:

Cave Junction	$ 1,039.09
Clatskanie	3,027.47
Florence	2,587.03
Jefferson	2,048.25
Lexington	953.57
Nehalem	1,056.19

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Cave Junction - Schumaker Street, Caves Avenue, Junction Avenue, Kerby Avenue

Clatskanie - 9th Street, 10th Street, Alder Street, Orchard Street, High Street, Norman Street, Larch Street, Conyers Street

Florence - Front Street, Madison Street, First Street, 5th Street

Jefferson - Third Street, Union Street, Hazel Street, School Street

Lexington - Water Street

Nehalem - Tohl's Avenue, 9th Street, "I" Street

(Cont.)

JAN 24 1949

EXHIBIT "C" (Cont.)

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns, as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That the Resolution Forms 1 and 2, adopted by the City of Nehalem in April of 1948 and approved by the Highway Commission on May 24, 1948, shall be cancelled in accordance with the request of the City of Nehalem on file in the records of the State Highway Department; and Resolution Forms 1, 2 and 3, adopted by the City of Nehalem on December 7, 1948, be substituted therefor.

5. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission on the 24th day of January, 1949.

JAN 24 1949

EXHIBIT "D"

Minutes of January 24 and 25, 1949

ORDER REDUCING MAXIMUM LOAD LIMITS

ON CERTAIN STATE HIGHWAYS

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

Halsey-Sweet Home Secondary Highway No. 212
Kings Valley Secondary Highway No. 191
Monmouth Secondary Highway No. 194
Eddyville-Blodgett Secondary Highway No. 180
Alsea Highway No. 27
McKenzie Highway No. 15
Alsea-Deadwood Secondary Highway No. 201
Territorial Secondary Highway No. 200
Richardson-Eugene Secondary Highway No. 220
Albany-Lyons Secondary Highway No. 211
Mehama-Mill City Secondary Highway No. 213
North Santiam Secondary Highway No. 162
Little Nestucca Secondary Highway No. 130
Salem-Dayton Secondary Highway No. 150
McKenzie Highway No. 15
Dallas-Coast Secondary Highway No. 192
Springfield-Creswell Secondary Highway No. 222
Bellevue-Hopewell Secondary Highway No. 153
Nehalem Secondary Highway No. 102
Yamhill-Newberg Secondary Highway No. 151
Farmington Secondary Highway No. 142
Scholls Secondary Highway No. 143
Wilson River Highway No. 37
Cascade Secondary Highway No. 160
Eagle Creek-Sandy Secondary Highway No. 172
Woodburn-Estacada Secondary Highway No. 161

AND WHEREAS, the above-named state highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the present period of freezing and thawing, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways that the maximum weights permitted and authorized by law be reduced during such period;

(Cont.)

JAN 21 1949

EXHIBIT "D" (Cont.)

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon said roads during said period shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said roads were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be permitted upon said roads during the said period commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named roads shall not exceed the weight herein fixed.

The maximum weights which shall apply to the following highways, to-wit:

Halsey-Sweet Home Secondary Highway No. 212, from Halsey to Sweet Home, in Lane County; effective date - December 31, 1948

Kings Valley Secondary Highway No. 191, from Dallas to junction with Corvallis-Newport Highway at Wren, in Polk and Benton Counties; effective date - December 31, 1948

Monmouth Secondary Highway No. 194, from junction with Kings Valley Secondary Highway to Monmouth, in Polk County; effective date - December 31, 1948

Eddyville-Blodgett Secondary Highway No. 180, from Nashville to Blodgett, in Benton and Lincoln Counties; effective date - December 31, 1948

Alsea Highway No. 27, from Hatchery Creek (M.P. 12.0) to junction with Corvallis-Newport Highway at Philomath, in Benton and Lincoln Counties; effective date - December 31, 1948

McKenzie Highway No. 15, from Nimrod (M.P. 33.5) to Belknap Junction (M.P. 55.0), in Lane County; effective date - December 31, 1948

(Cont.)

EXHIBIT "D" (Cont.)

Alsea-Deadwood Secondary Highway No. 201, from Cougar Creek (M.P. 10.5) to junction with Siuslaw Highway, in Lane County; effective date - January 1, 1949

Territorial Secondary Highway No. 200, from Crow (M.P. 24.34) to Lane-Douglas County Line (M.P. 42.50), in Lane County; effective date - January 5, 1949

Richardson-Eugene Secondary Highway No. 220, from Richardson (M.P. 11.94) to Elmira (M.P. 36.57), in Lane County; effective date - January 5, 1949

Albany-Lyons Secondary Highway No. 211, from Scio to Lyons, in Linn County; effective date - January 10, 1949

Mehama-Mill City Secondary Highway No. 213, from Mehama to Mill City, in Linn County; effective date - January 10, 1949

North Santiam Secondary Highway No. 162, from Mill City to Gates, in Marion County; effective date - January 10, 1949

Little Nestucca Secondary Highway No. 130, from junction with Oregon Coast Highway to a point 3.8 miles easterly thereof, in Tillamook County; effective date - January 12, 1949

Salem-Dayton Secondary Highway No. 150, from Dayton (M.P. 0.0) to junction with Glen Creek Road near north city limits of West Salem (M.P. 19.67), in Yamhill and Polk Counties; effective date - January 17, 1949

McKenzie Highway No. 15, from Cogswell Hill (M.P. 9.0) to Nimrod Junction (M.P. 33.5), in Lane County; effective date - January 17, 1949

Dallas-Coast Secondary Highway No. 192, from junction with county road one-quarter mile east of Salmon River Highway Junction (M.P. 0.22) to junction with Salem-Dallas Secondary Highway (M.P. 14.83), in Polk County; effective date - January 17, 1949

(Cont.)

JAN 24 1949

EXHIBIT "D" (Cont.)

Springfield-Creswell Secondary Highway No. 222 from junction with McKenzie Highway (M.P. 0.0) to junction with Willamette Highway (M.P. 8.30), in Lane County; effective date - January 19, 1949

Bellevue-Hopewell Secondary Highway No. 153, from junction with Salmon River Highway (M.P. 0.0) to junction with Salem-Dayton Secondary Highway (M.P. 14.95), in Yamhill County; effective date - January 19, 1949

Nehalem Secondary Highway No. 102, from M.P. 15.24 to junction with Sunset Highway (M.P. 75.91), in Clatsop, Columbia, and Washington Counties; effective date - January 27, 1949

Yamhill-Newberg Secondary Highway No. 151, from Yamhill to Newberg, in Yamhill County; effective date - January 27, 1949

Farmington Secondary Highway No. 142, entire length, in Washington County; effective date - January 27, 1949

Scholls Secondary Highway No. 143, entire length, in Washington County; effective date - January 27, 1949

Wilson River Highway No. 37, from Baum Grove (M.P. 41.5) to Forest Grove (M.P. 51.18), in Washington County; effective date - January 27, 1949

Cascade Secondary Highway No. 160, from south city limits of Oregon City (M.P. 17.19) to Silverton (M.P. 44.0), in Clackamas and Marion Counties; effective date - January 27, 1949

Eagle Creek-Sandy Secondary Highway No. 172, entire length, in Clackamas County; effective date - January 27, 1949

Woodburn-Estacada Secondary Highway No. 161, from Molalla (M.P. 14.30) to Estacada (M.P. 34.19), in Clackamas County; effective date - January 27, 1949

shall be as follows: The maximum combined weight bearing on the surface of the highway at contact with the tread on all of the wheels of a vehicle or combination of vehicles shall not exceed thirty-six thousand (36,000) pounds; and, the maximum combined weight bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles shall not exceed eight thousand (8,000) pounds.

(Cont.)

JAN 24 1949

EXHIBIT "D" (Cont.)

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394 O.C.L.A., shall be in full force and effect from the effective date hereinabove specified, until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways and at important crossroads on said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 24th day of January, 1949.

JAN 24 1949

15587

EXHIBIT "E"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, by the enactment of Chapter 425, Oregon Laws 1947, the Legislature in section 2 of said act provided as follows:

"Section 2. Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year.";

AND, WHEREAS, the legislature by section 3 of the said act provided as follows:

"Section 3. Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities.";

AND WHEREAS, the moneys which have been credited to the state highway fund by the State Treasurer covering the period of January first to December thirty-first, inclusive, of the year 1948, which funds have accrued from sources designated in said legislative act, amount to $27,780,901.17 and are derived from funds accruing from the following sources:

(Cont.)

JAN 24 1949

EXHIBIT "E" (Cont.)

Section 115-135, O. C. L. A. (motor vehicle license fees)	$ 2,871,162.66
Section 15, Chapter 413, Oregon Laws 1945 (gasoline tax)	20,184,096.96
Section 115-528, O. C. L. A., and Section 29 Chapter 467, Oregon Laws 1947 (motor carrier fees)	4,472,067.28
From fines and penalties collected for violations of the motor vehicle and transportation laws	253,574.27
	$27,780,901.17

AND, WHEREAS, the ten per cent of the $27,780,901.17, which is available for appropriation to the cities and towns amounts to $2,778,090.12; and

WHEREAS, after withdrawing the sum of $250,000 as provided in said act, which sum is to be administered by the State Highway Commission within the meaning of Section 3 of said Chapter 425, Oregon Laws 1947, there remains a balance of $2,528,090.12, which balance is, in response to the command of said statute, to be distributed among the cities of the State; each city being entitled to receive such share of said balance as its population bears to the total population of the cities; and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 425, Oregon Laws 1947, the State Highway Commission has determined upon an apportionment of said funds among the several cities and towns of the State as shown in the tabulation given below:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and affirmatively voting, as follows:

1. That the Commission does hereby find and declare that the funds made available for distribution among the cities of the State pursuant to said law should be and are allocated and apportioned to the cities named below in the amounts set opposite the names of the respective cities:

I. Cities of Populations 1,000 or More

City	Population	Amount
Albany	5,654	$25,211.38
Ashland	4,744	21,153.66
Astoria	10,389	46,324.92
Baker	9,342	41,656.31
Bandon	1,004	4,476.87

(Cont.)

JAN 24 1949

15589

EXHIBIT "E" (Cont.)

City	Population	Amount
Beaverton	1,492*	$ 6,652.88
Bend	10,021	44,683.99
Burns	2,566	11,441.88
Canby	1,236*	5,511.37
Central Point	1,156*	5,154.64
Coos Bay	5,259	23,450.07
Coquille	3,327	14,835.21
Corvallis	8,392	37,420.22
Cottage Grove	2,626	11,709.43
Dallas	3,579	15,958.89
Elgin	1,175*	5,239.37
Enterprise	1,787*	7,968.30
Eugene	20,838	92,917.37
Forest Grove	2,449	10,920.18
Freewater	1,041*	4,641.86
Gladstone	1,910*	8,516.76
Grants Pass	6,028	26,879.06
Gresham	2,724*	12,146.41
Heppner	1,419*	6,327.37
Hermiston	2,107*	9,395.19
Hillsboro	3,747	16,708.00
Hood River	3,280	14,625.64
Independence	1,608*	7,170.13
Jacksonville	1,011*	4,508.08
Junction City	1,415*	6,309.53
Klamath Falls	16,497	73,560.70
La Grande	7,747	34,544.15
Lakeview	2,466	10,995.98
Lebanon	2,729	12,168.71
McMinnville	3,706	16,525.18
Medford	11,281	50,302.38
Mill City	1,223*	5,453.40
Milton	1,849*	8,244.76
Milwaukie	5,146*	22,946.20
Molalla	1,236*	5,511.37
Monmouth	1,072*	4,780.09
Mount Angel	1,279*	5,703.11
Myrtle Point	1,613*	7,192.42
Newberg	2,960	13,198.74
Newport	2,019	9,002.79
North Bend	4,262	19,004.41
Nyssa	2,448*	10,915.72
Ontario	3,551	15,834.03
Oregon City	6,124	27,307.13
Oswego	2,445*	10,902.34
Pendleton	8,847	39,449.08
Portland	203,596**	907,841.71
Prineville	2,358	10,514.41

(Cont.)

JAN 24 1949

EXHIBIT "E" (Cont.)

City	Population	Amount
Rainier	1,183	$ 5,275.04
Redmond	2,164*	9,649.35
Reedsport	1,979*	8,824.43
Roseburg	4,924	21,956.29
St. Helens	4,304	19,191.69
Salem	30,908	137,819.86
Seaside	2,902	12,940.12
Sheridan	1,504*	6,706.39
Silverton	2,925	13,042.68
Springfield	3,805	16,966.63
Stayton	1,353*	6,033.07
Sutherlin	1,300*	5,796.75
Sweet Home	2,141*	9,546.79
The Dalles	6,266	27,940.31
Tillamook	2,751	12,266.81
Toledo	2,288	10,202.27
Union	1,398	6,233.73
Vale	1,374*	6,126.71
Vernonia	1,420*	6,331.83
Warrenton	1,916*	8,543.51
West Linn	2,165	9,653.81
West Salem	2,005*	8,940.37
Woodburn	2,200*	9,809.88
	504,955	$2,251,612.10

*Population as determined by actual count made under supervision of Secretary of State.
**2/3 of 1940 census, as provided in Chapter 425, Oregon Laws 1947.

II. Cities of Population Less Than 1,000

City	Population	Amount
Adams	169	$ 753.58
Amity	545	2,430.17
Antelope	90	401.31
Arlington	609	2,715.55
Athena	754*	3,362.11
Aumsville	244*	1,088.00
Aurora	243*	1,083.55
Banks	336*	1,498.24
Barlow	52	231.87
Bay City	538*	2,398.96
Boardman	110	490.49
Bonanza	233	1,038.96

(Cont.)

JAN 24 1949

EXHIBIT "E" (Cont.)

City	Population	Amount
Brownsville	960*	$ 4,280.67
Butte Falls	339	1,511.61
Canyon City	312	1,391.22
Canyonville	787*	3,509.26
Carlton	964*	4,298.51
Cascade Locks	703	3,134.70
Cave Junction	243*	1,083.55
Chiloquin	741	3,304.15
Clatskanie	913*	4,071.10
Coburg	654*	2,916.21
Columbia City	327	1,458.10
Condon	918*	4,093.39
Cornelius	781*	3,482.51
Cove	321	1,431.35
Creswell	622*	2,773.52
Culver	181*	807.09
Dayton	635*	2,831.49
Dayville	136	606.43
Donald	186*	829.38
Drain	986*	4,396.61
Dufur	392	1,747.94
Dundee	209	931.94
Eagle Point	451*	2,011.03
Eastside	887*	3,955.16
Echo	454*	2,024.40
Elkton	214*	954.23
Empire	707*	3,152.54
Estacada	673*	3,000.93
Fairview	463*	2,064.53
Falls City	715	3,188.21
Florence	605*	2,697.72
Fossil	619*	2,760.14
Garibaldi	899*	4,008.67
Gaston	333	1,484.86
Gearhart	614*	2,737.85
Gervais	332	1,480.40
Glendale	557	2,483.68
Gold Beach	569*	2,537.19
Gold Hill	638*	2,844.86
Granite	86	383.48
Grass Valley	204	909.64
Haines	377	1,681.06
Halfway	416	1,854.96
Halsey	305	1,360.01
Hammond	422	1,881.71
Harrisburg	860*	3,834.77
Helix	183*	816.00

(Cont.)

EXHIBIT "E" (Cont.)

City	Population	Amount
Hines	677	$ 3,018.77
Hubbard	501*	2,233.98
Huntington	949*	4,231.62
Imbler	182	811.54
Ione	262	1,168.27
Island City	177	789.25
Jefferson	691*	3,081.19
John Day	962*	4,289.59
Jordan Valley	274	1,221.78
Joseph	593	2,644.21
Juntura	167	744.66
Lafayette	560*	2,497.06
Lexington	223	994.37
Lonerock	46	205.12
Long Creek	238	1,061.25
Lostine	204	909.64
Madras	795*	3,544.93
Malin	535	2,385.58
Manzanita	219*	976.53
Maupin	267	1,190.56
Merrill	648	2,889.46
Mitchell	219	976.53
Monroe	311	1,386.76
Monument	118	526.17
Moro	309	1,377.84
Mosier	216	963.15
Mount Vernon	447*	1,993.19
Myrtle Creek	714*	3,183.75
Nehalem	291*	1,297.58
North Powder	376	1,676.60
Oakland	593*	2,644.21
Oakridge	991*	4,418.90
Oceanlake	557*	2,483.68
Paisley	237	1,056.79
Philomath	876*	3,906.11
Phoenix	641*	2,858.24
Pilot Rock	478*	2,131.42
Port Orford	755	3,366.57
Powers	762*	3,397.78
Prairie City	701*	3,125.78
Prescott	153*	682.23
Richland	254	1,132.60
Riddle	622*	2,773.52
Rockaway	952*	4,245.00
Rogue River	474*	2,113.58
St. Paul	183	816.00
Sandy	660*	2,942.96

(Cont.)

JAN 24 1949

EXHIBIT "E" (Cont.)

City	Population	Amount
Scappoose	502*	$ 2,238.44
Scio	438*	1,953.06
Scotts Mills	227	1,012.20
Shaniko	55	245.25
Sherwood	563*	2,510.44
Siletz	582*	2,595.16
Sisters	656*	2,925.13
Sodaville	99	441.44
Stanfield	566*	2,523.81
Sublimity	280	1,248.53
Summerville	80	356.72
Sumpter	420	1,872.80
Talent	716*	3,192.67
Troutdale	211	940.86
Tualatin	238*	1,061.25
Turner	554*	2,470.31
Umatilla	370	1,649.84
Waldport	630	2,809.19
Wallowa	992*	4,423.36
Wasco	303	1,351.09
Weston	705*	3,143.62
Wheeler	259	1,154.89
Willamina	886*	3,950.71
Yamhill	418	1,863.88
Yoncalla	378*	1,685.52
	62,004	$276,478.02

*Population as determined by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 24, 1949.

EXHIBIT "F"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2738, with Warren Northwest, Inc., for grading and paving on the South Unit, Steiwer Hill-Albany Section of the Pacific Highway, in Linn County; completed August 19, 1948.

Contract No. 2933, with McNutt Bros., for surfacing and rock production on the Globe-Elmira Section of the Richardson-Eugene Secondary Highway, in Lane County; completed July 9, 1948.

Contract No. 2978, with E. C. Hall Co., for grading and oil mat surfacing on the Elgin-Boswell Ranch Section of the Wallowa Lake Highway, in Union County; completed October 5, 1948.

Contract No. 2994, with A. H. Sarton & Sons, for grading and oil mat surfacing on the Monument-Hamilton Section of the Kimberly-Long Creek Highway, in Grant County; completed October 25, 1948.

Contract No. 3026, with Baker & Wilson, for oiling on the Powers (Poplar St. & Fourth Ave.) Section, City Streets; completed September 9, 1948.

Contract No. 3068, with Warren Northwest, Inc., for asphaltic concrete resurfacing on the Halsey-Sweet Home Section of the Halsey-Sweet Home Highway, in Linn County; completed October 22, 1948.

Contract No. 3076, with Rogers Construction Co., for furnishing crushed rock in stockpiles on the Arlington Section of the Columbia River and John Day Highways, in Gilliam and Morrow Counties; completed January 6, 1949.

Contract No. 3067, with R. H. Jones, for construction of a maintenance building at Silver Lake, in Lake County; completed January 12, 1949.

(Cont.)

EXHIBIT "F" (Cont.)

Contract No. 2981, with Antonsen Painting Company, for painting bridges over Floras Creek, Sixes River, Chetco River, and Winchuck River on the Oregon Coast Highway, in Curry County; completed November 20, 1948.

Contract No. 3023, with General Construction Company, for construction of a trestle on Union and Denver Avenues, in Portland, Multnomah County; completed October 20, 1948.

Contract No. 3013, with Snook Brothers, for widening the Tolo Overcrossing on the Pacific Highway, in Jackson County; completed December 17, 1948.

Contract No. 2914, with L. R. Kauffman, for furnishing crushed rock in stockpiles on the Alsea Section of the Alsea and Alsea-Deadwood Highways, in Benton and Lincoln Counties; completed June 3, 1948.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection therewith is hereby authorized.

EXHIBIT "G"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, the highway known and designated as The Dalles-California Highway is a state highway and as such is under the control and jurisdiction of the State Highway Commission, a portion or section of which said highway is located within the City of Klamath Falls; and

WHEREAS, the highway known and designated as the Klamath Falls-Malin Highway is a state highway and as such is under the jurisdiction of the State Highway Commission, a portion of which is within the corporate limits of the City of Klamath Falls; and

WHEREAS, said highways are connected by city streets, known and designated as portions of Main Street and Esplanade Street, which streets are under the jurisdiction and control of the municipal authorities of said city; and

WHEREAS, in the opinion of the Commission, the capacity of said two highways will be materially increased and the convenience of traffic having occasion to use said highways will be enhanced, and the safety of the public promoted, if said streets are selected by the Highway Commission and designated as connecting links between said two highways, thereby making possible the interchange of traffic between said two highway arteries; and

WHEREAS, it is the opinion of the Commission that a portion of Main Street and a portion of Esplanade Street in the City of Klamath Falls should be selected by the Commission as the streets or sections thereof over which to route traffic having need to pass from one of said highways to the other; and

WHEREAS, under the authority of Section 100-122, O. C. L. A., the Commission is authorized and directed whenever the route of any state highway passes through the corporate limits of any incorporated city or town to select and designate the street or streets of such city over which it shall be routed, and the Commission is further authorized by said law to erect and maintain suitable road signs on and along said street at such places and of such material and design as the Commission may select;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE COMMISSION, all members being present and voting affirmatively as follows:

1. That Main Street in the City of Klamath Falls, from 9th Street northeasterly to the intersection of Esplanade Street at a point where Main Street turns due east, and Esplanade Street, from its junction with Main Street northeasterly to its intersection with the Klamath Falls-Malin Highway, are hereby selected and designated by the Highway Commission as streets or

(Cont.)

JAN 24 1949

15597

EXHIBIT "G" (Cont.)

sections thereof over which state highway traffic having occasion to pass from The Dalles-California Highway to the Klamath Falls-Malin Highway, or vice versa, shall be routed.

2. That the Commission does hereby order and direct the Engineer to prepare the necessary plans for the improvement of said streets or sections thereof so as to put the same in proper condition to carry the highway traffic which will be imposed thereon by reason of the selection and designation of said streets or sections thereof as connecting links between said two highways.

3. That said streets or sections thereof shall be and remain connecting links between said two highways and shall be kept open and available for state highway traffic until the Commission within the meaning and authority of Section 100-122, O.C.L.A., may elect to alter or change such highway routing, which change may be made as provided in said law whenever, in the opinion of the Commission, the interests of the public may be better served.

4. That so long as said streets or sections thereof continue under the order of this resolution to be streets or sections over which to route state highway traffic, the maintenance of said streets or sections thereof for said traffic shall be an obligation of the State of Oregon, and such maintenance shall be carried on in the same manner that other streets are maintained by the Highway Commission.

5. That the State Highway Engineer hereby is directed to erect and thereafter maintain on and along said streets road signs suitable and adequate to provide for the motoring public reasonable information and directions.

6. That the Secretary hereby is directed to deliver to William H. Lynch, Division Engineer for the Public Roads Administration, and to the Mayor of the City of Klamath Falls, certified copies of this resolution.

7. That this resolution shall be entered in the minutes and records of the Commission as of the 24th day of January, 1949, and shall remain in full force and effect until altered by order of the Commission.

JAN 24 1949

15598

EXHIBIT "H"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Eagle Creek-Sandy Secondary Highway No. 172 known as the Eagle Creek-Sandy Section in Clackamas County, being formerly a part or section of the Woodburn-Sandy Secondary Highway No. 161, the northerly terminus of which is at highway engineer's station 3+65.2 of the reconstructed line and the southerly terminus of which is at highway engineer's station 253+10 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Clackamas County and the Highway Commission have entered into an agreement under date of November 26th, 1946, relating to and providing for the use, maintenance and jurisdiction over the abandoned sections; and

WHEREAS, the contract for the construction of said relocated section of the Eagle Creek-Sandy Secondary Highway No. 172 was completed on Decmeber 8th, 1948, and highway traffic is now routedover said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A", "C" and "E" and are shown colored in red on map attached hereto and marked "Exhibit A", and are more particularly described as follows: (*)

Unit "A"

Beginning at State Highway Engineer's Station 4+50 of the relocated Eagle Creek-Sandy Secondary Highway in the Northwest quarter of the Southeast quarter of Section 13, Township 2 South, Range 4 East, W.M.; thence Southwesterly via the former route of the Eagle Creek Sandy Secondary Highway to State Highway Engineer's Station 40+00 of the relocated Eagle Creek-Sandy Secondary Highway in the

(Cont.)

JAN 24 1949

EXHIBIT "E" (Cont.)

Northeast quarter of the Northwest quarter of Section 24, Township 2 South, Range 4 East, W.M.

Unit "C"

Beginning at State Highway Engineer's Station 196+50 of the relocated Eagle Creek-Sandy Secondary Highway in the Southwest quarter of the Southeast quarter of Section 21, Township 2 South, Range 4 East, W. M.; thence Westerly and Southerly via the former route of the Eagle Creek-Sandy Secondary Highway to State Highway Engineer's Station 207+00 of the relocated Eagle Creek-Sandy Secondary Highway in the Northeast quarter of the Northwest quarter of Section 28, Township 2 South, Range 4 East, W.M.

Unit "E"

Beginning at State Highway Engineer's Station 234+50 of the relocated Eagle Creek-Sandy Secondary Highway in the Northwest quarter of the Southwest quarter of Section 28, Township 2 South, Range 4 East, W.M.; thence Southerly and Westerly via the former route of the Eagle Creek-Sandy Secondary Highway to State Highway Engineer's Station 252+78.2 of the relocated Eagle Creek-Sandy Secondary Highway in the Southeast quarter of the Southeast quarter of Section 29, Township 2 South, Range 4 East, W.M.

shall hereafter pursuant to said State-County agreement be maintained by the County as a county road or as county roads for the benefit and service of persons living thereon and communities served thereby. The Commission hereby surrenders all jurisdiction over said sections, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Clackamas County, and said roads shall thereafter be maintained by the County for public use.

2. The sections of the old route of the Eagle Creek-Sandy Secondary Highway which, for the purpose of this agreement, are identified as Units "B" and "D", shown colored in brown on map attached hereto and marked "Exhibit A" and are more particularly described as follows: (*)

Unit "B"

Beginning at State Highway Engineer's Station 131+00 of the relocated Eagle Creek-Sandy Secondary Highway in the Northeast quarter of the Southeast quarter of Section 22, Township 2 South, Range 4 East, W.M.; thence Southwesterly via the former route of the Eagle Creek-Sandy Secondary Highway to State Highway Engineer's Station 136+40 of the relocated Eagle Creek-Sandy Secondary Highway in the Southwest quarter of the Southeast quarter of Section 22, Township 2 South, Range 4 East, W.M.

(Cont.)

R

EXHIBIT "H" (Cont.)

Unit "D"

Beginning at State Highway Engineer's Station 209+20 of the relocated Eagle Creek-Sandy Secondary Highway in the Northeast quarter of the Northwest quarter of Section 28, Township 2 South, Range 4 East, W.M.; thence Southwesterly via the former route of the Eagle Creek-Sandy Secondary Highway to State Highway Engineer's Station 232+30 of the relocated Eagle Creek-Sandy Secondary Highway in the Southwest quarter of the Northwest quarter of Section 28, Township 2 South, Range 4 East, W.M.

shall be abandoned as parts of said highway, and hereafter shall be under the jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby delcare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Clackamas County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections or the said old right of way shown colored in red and brown on the map attached hereto and marked "Exhibit A". (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 150, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

15601

EXHIBIT "I"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Ochoco Highway No. 41 known as the Prineville-Marks Creek Section in Crook County, the westerly terminus of which is at Highway Engineer's Station 0+19 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 580+00 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Crook County and the Highway Commission have entered into an agreement under date of November 4, 1948, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "I", "N" and "O" and are shown colored in red on map attached hereto and marked "Exhibit A," and are more particularly described as follows: (*)

Unit "I"

Beginning at State Highway Engineer's Station 216+30 of the relocated Ochoco Highway in the Southwest quarter (SW¼) of the Northeast quarter (NE¼) of Section 34, Township 14 South, Range 17 East, W.M.; thence easterly via the former route of the Ochoco Highway to State Highway Engineer's Station 254+30 of the relocated Ochoco Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 35, Township 14 South, Range 17 East, W. M.

(Cont.)

JAN 24 1949

EXHIBIT "I" (Cont.)

Unit "N"

Beginning 742.9 feet east of the west line of the Northeast quarter (NE¼) of Section 1, Township 15 South, Range 17 East, W. M., in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 1, Township 15 South, Range 17 East, W. M.; thence easterly via the former route of the Ochoco Highway to a point opposite State Highway Engineer's Station 455+60 of the relocated Ochoco Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 29, Township 14 South, Range 18 East, W. M.

Unit "O"

Beginning opposite State Highway Engineer's Station 461+00 of the relocated Ochoco Highway in the Southeast quarter (SE¼) of the Southwest quarter (SW¼) of Section 29, Township 14 South, Range 18 East, W. M.; thence easterly via the former route of the Ochoco Highway to State Highway Engineer's Station 571+00 of the relocated Ochoco Highway in the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 21, Township 14 South, Range 18 East, W. M.

shall hereafter, pursuant to said State-County agreement, be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby and for stock driveways. The Commission hereby surrenders all jurisdiction over said road, and hereby consents that such jurisdiction may be assumed and exercised by the County Court of Crook County, and said roads shall thereafter be maintained by the County for public use.

2. The sections of the old route of the Ochoco Highway which, for the purpose of this agreement, are identified as Units "A," "B," "C," "D," "E," "F," "G," "H," "J," "K," "L," and "M," shown colored in brown on map attached hereto and marked "Exhibit A" and are more particularly described as follows: (*)

Unit "A"

Beginning at State Highway Engineer's Station 255+80 of the relocated Ochoco Highway in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 36, Township 14 South, Range 16 East, W. M.; thence easterly via the former route of the Ochoco Highway to the west line of a 30-foot roadway in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 36, Township 14 South, Range 16 East, W. M.

(Cont.)

JAN 24 1949

EXHIBIT "I" (Cont.)

Unit "B"

Beginning at State Highway Engineer's Station 14+80 of the relocated Ochoco Highway in the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 6, Township 15 South, Range 17 East, W. M.; thence easterly via the former route of the Ochoco Highway to State Highway Engineer's Station 19+30 of the relocated Ochoco Highway in the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 6, Township 15 South, Range 17 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 28+50 of the relocated Ochoco Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 6, Township 15 South, Range 17 East, W. M.; thence easterly along the former route of the Ochoco Highway to State Highway Engineer's Station 36+30 of the relocated Ochoco Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 6, Township 15 South, Range 17 East, W. M.

Unit "D"

Beginning at State Highway Engineer's Station 52+00 of the relocated Ochoco Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 6, Township 15 South, Range 17 East, W. M.; thence easterly along the former route of the Ochoco Highway to State Highway Engineer's Station 57+40 of the relocated Ochoco Highway in the Southeast quarter (SE¼) of the Northeast quarter (NE¼) of Section 6, Township 15 South, Range 17 East, W. M.

Unit "E"

Beginning at State Highway Engineer's Station 69+40 of the relocated Ochoco Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 5, Township 15 South, Range 17 East, W. M.; thence Southeasterly along the former route of the Ochoco Highway to State Highway Engineer's Station 70+00 of the relocated Ochoco Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 5, Township 15 South, Range 17 East, W. M.

Unit "F"

Beginning at State Highway Engineer's Station 78+27 of the relocated Ochoco Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 5, Township 15 South,

(Cont.)

EXHIBIT "I" (Cont.)

Range 17 East, W. M.; thence northeasterly along the former route of the Ochoco Highway to State Highway Engineer's Station 86+90 of the relocated Ochoco Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 5, Township 15 South, Range 17 East, W. M.

Unit "G"

Beginning at State Highway Engineer's Station 118+75 of the relocated Ochoco Highway in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 5, Township 15 South, Range 17 East, W. M.; thence northeasterly via the former route of the Ochoco Highway to State Highway Engineer's Station 126+25 of the relocated Ochoco Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 33, Township 14 South, Range 17 East, W. M.

Unit "H"

Beginning at State Highway Engineer's Station 183+80 of the relocated Ochoco Highway in the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 33, Township 14 South, Range 17 East, W. M.; thence northeasterly via the former route of the Ochoco Highway to State Highway Engineer's Station 187+00 of the relocated Ochoco Highway in the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 34, Township 14 South, Range 17 East, W. M.

Unit "J"

Beginning at State Highway Engineer's Station 258+10 of the relocated Ochoco Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 35, Township 14 South, Range 17 East, W. M.; thence easterly via the former route of the Ochoco Highway to State Highway Engineer's Station 272+60 of the relocated Ochoco Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 35, Township 14 South, Range 17 East, W. M.

Unit "K"

Beginning at State Highway Engineer's Station 273+70 of the relocated Ochoco Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼)of Section 35, Township 14 South, Range 17 East, W. M.; thence via the former route of the Ochoco Highway to State Highway Engineer's Station 287+60 of the relocated Ochoco Highway in the Southeast quarter (SE¼) of the Northeast quarter (NE¼) of Section 35, Township 14 South, Range 17 East, W. M.

(Cont.)

JAN 24 1949

EXHIBIT "I" (Cont.)

Unit "L"

Beginning at State Highway Engineer's Station 295+00 of the relocated Ochoco Highway in the Southeast quarter (SE¼) of the Northeast quarter (NE¼) of Section 35, Township 14 South, Range 17 East, W. M.; thence easterly via the former route of the Ochoco Highway to State Highway Engineer's Station 307+81.4 of the relocated Ochoco Highway in the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 36, Township 14 South, Range 17 East, W. M.

Unit "M"

Beginning at State Highway Engineer's Station 314+00 of the relocated Ochoco Highway in the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 36, Township 14 South, Range 17 East, W. M.; thence southeasterly via the former route of the Ochoco Highway to State Highway Engineer's Station 328+50 of the relocated Ochoco Highway in the Southeast quarter (SE¼) of the Southwest quarter (SW¼) of Section 36, Township 14 South, Range 17 East, W. M.

shall be abandoned as parts of said state highway, and hereafter shall be under the jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

(Cont.)

EXHIBIT "I" (Cont.)

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Crook County a duly certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red and brown on the map attached hereto and marked "Exhibit A". (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 197, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

15607

EXHIBIT "J-1"

Minutes of January 24 and 25, 1949

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Code and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of the federal highway system; and

WHEREAS, for the purpose of providing highways with better alignments and which will more adequately serve the traveling public, the Highway Commission relocated the section of the said highway as hereinafter set forth, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take all rights of access from property abutting a highway; and

WHEREAS, Sunset Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the property described on the attached sheet is needed and required for use in connection with the construction and maintenance of the section of highway set forth on said sheet; that the specific use for which each particular parcel of real property is needed and required is as expressly stated thereon; that the name of the record owner, or reputed owner thereof, is likewise set forth, together with the Commission's record file number of each parcel. (*)

2. That the highway facility for which each of said parcels of property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to the acquisition of the respective parcels, it is necessary that there be acquired all rights of access from abutting properties

(Cont.)

JAN 24 1949

EXHIBIT "J-1" (Cont.)

to the highways to be constructed in part upon the parcel described upon the attached sheet, except such access reservations as are noted as to each parcel. In this connection, a private access is defined as a right of access from and to land abutting the highway of a width of twenty-five feet; said access to be for ordinary travel only, and shall not be used in connection with any commercial institution or activity which in any manner caters to, invites, solicits from, or is dependent upon the users of said highway. A farm crossing is defined as a right to establish, maintain, and use a crossing of the highway for farm purposes only having a width of not to exceed twenty-five feet; provided, however, that upon the alienation of either of the portions of the property severed by the highway, such right of crossing shall cease. A commercial access is defined as a right of access from and to land abutting the highway of a width of twenty-five feet, said access to be for all lawful purposes. (*)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcel of land as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said parcel.

5. That upon the trial of any suit or action instituted to acquire either of said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That the real property sought to be acquired is described on the attached sheet, consisting of one page, on which sheet is set forth the right of way file number assigned by the Commission, the respective record or reputed owners, the section of highway for which the property is necessary, and the use and purpose for which the property is sought, together with such access reservations as apply to the particular property. (*)

7. That this resolution be entered in full in the minutes and records of the Commission as of the 24th day of January, 1949.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 124, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

JAN 24 1949

15609

EXHIBIT "J-2"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Code and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Gillihan Road No. 1159 is a county road which has been designated and classified as a federal aid secondary highway, and as such is qualified for improvement with state, federal, and county funds; and

WHEREAS, for the purpose of providing highways with better alignments and which will more adequately serve the traveling public, the Highway Commission, in cooperation with Multnomah County and the United States, relocated the section of the said highway as hereinafter set forth, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the property described on the attached sheet is needed and required for use in connection with the construction and maintenance of the section of county road and federal aid secondary highway set forth on said sheet; that the specific use for which each particular parcel of real property is needed and required is as expressly state thereon; that the name of the record owner, or reputed owner thereof, is likewise set forth, together with the Commission's record file number of each parcel. (*)

2. That the highway facility for which each of said parcels of property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcel of land as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said parcel.

(Cont.)

JAN 24 1949

EXHIBIT "J-2" (Cont.)

4. That upon the trial of any suit or action instituted to acquire either of said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That the real property sought to be acquired is described on the attached sheet, consisting of one page, on which sheet is set forth the right of way file number assigned by the Commission, the respective record or reputed owners, the section of highway for which the property is necessary, and the use and purpose for which the property is sought. (*)

6. That this resolution be entered in full in the minutes and records of the Commission as of the 24th day of January, 1949.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 125, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

JAN 24 1949

15611

EXHIBIT "J-3"

Minutes of January 24 and 25, 1949

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Code and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Powell Butte Secondary highway is a highway under the jurisdiction and control of the State.

WHEREAS, for the purpose of providing highways with better alignments and which will more adequately serve the traveling public, the Highway Commission relocated the section of the said highway as hereinafter set forth, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the property described on the attached sheet is needed and required for use in connection with the construction and maintenance of the section of highway set forth on said sheet; that the specific use for which each particular parcel of real property is needed and required is as expressly stated thereon; that the name of the record owners, or reputed owners thereof, is likewise set forth, together with the Commission's record file number of each parcel. (*)

2. That the highway facility for which each of said parcels of property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcel of land as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said parcel.

(Cont.)

JAN 24 1949

EXHIBIT "J-3" (Cont.)

4. That upon the trial of any suit or action instituted to acquire either of said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That the real property sought to be acquired is described on the attached sheet, consisting of one page, on which sheet is set forth the right of way file number assigned by the Commission, the respective record or reputed owners, the section of highway for which the property is necessary, and the use and purpose for which the property is sought. (*)

6. That this resolution be entered in full in the minutes and records of the Commission as of the 24th day of January, 1949.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 124, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

JAN 24 1949

15813

Portland, Oregon
February 28, 1949

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st. Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. in the same room:

UPPER NEHALEM COUNTY ROAD IN COLUMBIA AND WASHINGTON COUNTIES

SHEELEY BRIDGE-SUNSET CAMP SECTION

	Using Asphalt	Using Tar
Homer G. Johnson, Portland	$ 138,888.50	$ -----
Grimstad & Vanderveldt, Astoria	139,444.25	139,424.85
E. C. Hall Co., Portland	151,810.00	152,142.00
A. H. Saxton & Sons, Corvallis	159,816.25	-----
J. N. & M. J. Conley, Portland	162,381.50	-----

THREE BRIDGES IN DOUGLAS COUNTY

SHIELDS CREEK AND LOOKINGGLASS CREEK BRIDGE SECTION

	Using Asphalt	Using Tar
Lindstrom Bros. Inc., Portland	180,022.00	-----
Valley Construction Co., Portland	205,066.00	-----
Hamilton & Thome, Eugene	207,782.00	-----

SIUSLAW AND ALSEA-DEADWOOD HIGHWAYS IN LANE COUNTY

RAINROCK-ALDERWOOD PARK ROCK PRODUCTION PROJECT

F. H. McEwen, Eugene	145,000.00
McNutt Bros., Eugene	166,900.00

(Cont.)

JAN 24 1949

SANTIAM HIGHWAY IN LINN COUNTY

RANGER STATION-TOLL CREEK ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis	$ 42,380.00
F. H. McEwen, Eugene	55,275.00

PACIFIC HIGHWAY EAST IN LINN AND MARION COUNTIES

STEINER HILL-ALBANY ROADSIDE IMPROVEMENT PROJECT

Spada Bros., Portland	13,670.87
Stevenson Construction Co., Salem	15,224.80
Diamond Rock Co., Salem	15,959.90
Jack Robinson, Bend	16,303.80
Stoen's Rock & Landscape Co., Seattle	20,138.50
Miller & Strong, Inc., Eugene	20,380.00
Robert M. Snyder, Lowell	20,388.80
Coast Construction Co., Portland	29,286.30
Avery Martin & Northwest Lawn Construction Co., Portland	32,440.50

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

TROUTDALE SECTION

	Using Asphalt	Using Tar
C. T. Malcom & Co., Portland	$ 134,280.90	$ ------
Parker Schram Co., Portland	142,000.00	141,940.00
J. N. & M. J. Conley, Portland	154,752.00	------

The State Parks Superintendant, Mr. S. H. Boardman, was present and reported on the following State Park matters:

(1) Acquisition of Curry County Ocean Waysides between Mack's Arch and Whale Cove: The Commission's Chief Counsel, J. M. Devers, reported on this matter in behalf of the Park Superintendant. He advised that pursuant to previous instructions from the Commission, negotiations had been carried on with the owners of considerable of the property in the area, and in some cases options secured, but in others it appeared necessary to acquire the property by condemnation. He presented for the Commission's consideration a list of the options so far obtained, as follows, and pointed out that the average price for land only is $70 per acre, and $87 per acre for land and the improvements standing thereon, such as houses, etc.:

Owner & File Number	Acres	Price Per Ac.	Amount (for Land)	Amount for land, house and other improvements.	
D. O. Scott #14751	$ 25.00	$ 100.00	$ 2500.00	$ 12,500.00	(Inc. house at 10,000.)
Geneva Nicholas #14753	148.22	100.00	14822.00	14,822.00	
U. S. Government #14755	113.19	5.00	566.00	566.00	
B. A. Martin #14757	95.51	100.00	9551.00	9,551.00	
Baumgartner #14759	80.00	50.00	4000.00	4,000.00	
Waterfield #14761	23.10	50.00	1155.00	1,155.00	
	$485.02		$32,594.00 (Av. $70 per Ac.)	$42,594.00	(Av. $87 per Ac.)

The Chief Counsel gave as his opinion that the amounts disclosed by the options, are reasonable and he recommended acquisition of the areas represented by the options on the basis of such amounts. As a result of discussion, the Commission unanimously approved the recommendation and authorized the Chief Counsel to proceed with the closing of the options. The Chief Counsel was also instructed to continue the negotiations for additional options and to condemn the property of those owners with whom he is unable to reach satisfactory settlements.

(2) The matter of transferring to the State Game Commission the rights acquired by the State Highway Commission under a recreational filing on Federal Lands situate along Rogue River within the boundaries of Camp White, Jackson County: The Park Superintendant presented a letter from C. A. Lockwood, State Game Supervisor, in which Mr. Lockwood states, if the State Highway Commission will transfer its rights to the State Game Commission, the Game Commission in turn will permit public use of the property at all times during Recreational and Angling seasons, but is not in position to construct and maintain picnic and other recreational facilities for the public, although it will permit such facilities to be provided by the State Highway Commission, if the proper Federal Authorities approve. The Park Superintendant stated that he prefers not to give up the Park. The Commission voted unanimously to retain its rights in the property, and instructed the Park Superintendant to complete the recreational filing in the name of the State Highway Commission.

(3) Proposed Dam in Deschutes River, near the Cove State Park, Jefferson County: The Park Superintendant exhibited a map showing the location of the proposed dam, and back water level, and pointed out its relationship to the Cove State Park, which will be partially inundated by the back water. The Commission took no action on the matter.

(4) Status report on plans for Museum in Champoeg State Park: The Engineer reported on this matter, advising that plans for the structure had been submitted by the Portland Chapter of the National Architects Association, and that these have been turned over to the Highway Department's architect to check and to make certain changes which he considers proper. The plans will then be referred to the Oregon Historical Society, and if the changes are approved the project will be ready to advertise for bids. He said he expects to make a final report to the Commission at its next meeting, so the Commission can then authorize taking bids for construction, if it so desires. The Commission approved the report and the proposed procedure as outlined.

(5) Proposed improvements to Vista House, Crown Point: The Engineer also reported on this subject. He advised that a thorough inspection has been made of this building from the standpoint of stopping the leaks in the dome, and it appears that the only solution for the problem is to cover the dome with copper sheeting. He estimated the cost of the repairs, including some other work that is required to put the building in first-class condition, at about $5000. He advised that during the last two years, the State Highway Department has received $14,200.00 revenue from the party that operates the concession in this place, and suggested, in view thereof, that the Commission is justified in going to the expense of the repairs. Chairman Banfield expressed a desire to personally inspect the building before passing on the matter, in view of which the Commission deferred its decision. The Engineer was instructed to render a detailed written report on existing conditions and what will be necessary to put the building in first-class shape.

(6) Question of granting concession privileges at the East end of the Sandy River Bridge during the progress of the smelt run in the Sandy River: The Park Superintendent reported receipt of an application from a Mr. A. S. Rice, Portland, for permission to maintain a stand on State Highway property at this location, for the rental of nets and sale of fish during the smelt run period. In the discussion of the matter, it was recalled that a year ago when the Commission considered a similar request, its decision was to the effect that in the future no permits or concession privileges would be granted to anyone. The Commission decided unanimously to adhere to that decision, and accordingly denied the request of Mr. Rice.

(7) Question of permitting the State Game Commission to use the parking area at the East end of Sandy River Bridge in connection with sale of fishing licenses during the smelt run in the Sandy River: The Commission considered it proper to grant the Game Commission this privilege because it is another State Agency, and because, in its opinion

the State's best interest would be served thereby, on the condition, however, that the trailer is so located that no hazard will be created, and highway traffic will not be interferred with.

(8) Request for authority to construct a roadway into Painted Hills State Park, Wheeler County: The Engineer reported on this matter in behalf of the Park Superintendent. He advised that when the Highway Commission acquired this park from the former owners, one of the conditions of the transaction was that the State Highway Department would develop the area. This transaction, he said, was consummated in June, 1947, and it was anticipated that development work would be accomplished during 1948, and a certain sum of money was budgeted for a roadway, however the road was not built. He estimated the cost to construct the roadway now, including a bridge over Bridge Creek, at $12,000, and recommended approval of the expenditure which he said would be charged to the park fund. The Commission approved the recommendation and ordered that the work be done by contract.

The Assistant Counsel, Mr. J. W. DeSouza, presented for the Commission's consideration a list of options that have been secured to purchase properties that are needed in connection with State Highway improvements throughout the state. After careful consideration of each item in the list, the Commission authorized the closing of the options at the prices mentioned therein. The attached resolution in regard thereto, marked "Exhibit A", which resolution by this reference is made a part hereof, with like effect as though copied in full herein, was thereupon adopted by the Commission by unanimous vote. (*)

*In discussing the acquisition of the right of way for the Vista Avenue-Multnomah County line Section of the Sunset Highway (Items No. 14999 and No. 15200) in the above referred to and attached resolution marked "Exhibit A", the Commission also considered the acquisition of right of way from the City of Portland and from Multnomah County. The Chief Counsel was instructed to negotiate with the City and County officials with respect to the acquisition of such properties on the basis that the State will pay for the properties the actual amounts that the City and County spent for them.

The Assistant Counsel also presented for the Commission's consideration, a list of properties, as follows, concerning which he has been unable to reach agreements with the owners, and which will have to be acquired by condemnation, together with the offer that he recommended in condemnation for each tract:

Bridge-Remote Section of the Coos Bay-Roseburg Highway:

15142	L. R. Houghtaling, et al.	$ 2,000.00

Camas Valley Section of Coos Bay-Roseburg Highway:

14973	Ada Nichols Estate	1,250.00

Ramsey Canyon-Crater Lake Section of Sams Valley Secondary Highway:

15260 Walter H. Leverette	$ 5,000.00
15261 Samuel C. Collins Estate	400.00

Cottage Grove Section of Pacific Highway:

5680 Palmer and Floy I. Johnson	600.00
5680A Arthur W. Mooney and wife	500.00

Scott Creek Section of Alsea Highway:

15285 Vern Goodman	2,500.00

After careful consideration, the Commission authorized condemnation of each tract at the amounts of the recommended offers. The attached resolutions with regard thereto, marked Exhibits "B-1" and "B-2", which resolutions by this reference are made a part hereof with like effect as though copied in full herein, were thereupon adopted by the Commission by unanimous vote.

The Assistant Counsel brought up for discussion the matter of allowing Mr. A. C. Baumback, a house moving contractor, extra payment for the moving of houses for the State at Lebanon. It appears that Mr. Baumback was engaged to move certain buildings in Lebanon, but before the work was completed, he was ordered to go to Pendleton and re-establish the Union Oil Company substation in connection with highway improvement at that place, such work being considered more important than the work that he was engaged upon at Lebanon. As a result of this order, Mr. Baumback was unable to complete the moving operations in Lebanon before bad weather set in, and was put to considerable extra expense, for which he is now requesting reimbursement in the amount of $775. The Assistant Counsel recommended payment of such sum, because the extra expense was caused through no fault of Mr. Baumback. The Chief Counsel concurred. The Commission approved the recommendation unanimously.

The Engineer reported the necessity to acquire a short section of right of way for a proposed revision of the Siuslaw Highway, where it crosses the North Fork of the Siuslaw River in Lane County. He advised that the plans for the highway improvement include construction of a new bridge across this river, and that the bridge will have to be built within the next few years, because the existing one is an old county structure, unsuitable for a highway of this class. He further stated that there has been brought to his attention a plan to construct some buildings on the property, so in his estimation the right of way should be acquired now when it can be purchased at minimum expense. He recommended, in view of the circumstances, that the Right of Way Department be authorized to negotiate acquisition of the right of way, which he estimated would cost about $500. The Commission approved the recommendation and so ordered.

The Engineer also brought up for discussion the matter of purchasing a small house and garage belonging to Mr. Al R. Dade, Section Foreman at Goldson,

who is retiring from State service on July 1, 1949, because of the age requirement. He advised that the house is located on State property and that Mr. Dade has stated a willingness to sell it to the State for the sum of $1000. An inspection of the building, he said, reveals that it is well worth the price that Mr. Dade is asking for it, and he recommended purchase of the building at the price fixed by Mr. Dade, because it can be used to good advantage in connection with maintenance operations. The Commission approved the the recommendation unanimously.

The Commission discussed a proposed agreement with the Southern Pacific Company, being an easement agreement for slopes on two parcels of the Company's property along the Pacific Highway East, between Oregon City and New Era. The Engineer advised that these easements are required in connection with the improvement of the highway between these points, and that the Railroad Company has agreed to grant the easements without charge, moreover, the State was given permission to proceed with the construction of the slopes before consummation of the final agreement. He recommended approval of the agreement as prepared. The Commission approved the recommendation. (The agreement was signed by the Commission on the following day.)

The Commission discussed the matter of deeding to the City of Klamath Falls, a portion of the excess right of way that was acquired in connection with the construction of the First Avenue-Esplanade Street Section of the Klamath Falls-Malin Highway, in Klamath Falls. The Engineer recalled that pursuant to previous agreement and understanding with the City of Klamath Falls and Klamath County, the State acquired more land than was actually needed for right of way purposes, the idea being that the excess property would be used for roadside and park development at some future time, and for reinstatement and reconstruction of park and recreational areas heretofore constructed and maintained by the City, but which would be impaired and disturbed by the Highway improvement. The City of Klamath Falls now desires to develop some of this property as a park, all the work to be performed by the City, except the construction of one tennis court, which the State must replace, by reason of the fact that one of the City's tennis courts was destroyed by the highway improvement. He exhibited a map showing the excess area between Manzanita Street and Painter Street, and a proposed plan for its development for recreational purposes. He recommended that the City be allowed to develop the area on the condition that such development shall be entirely the obligation of the City, and he suggested that the area be deeded to the City so as to relieve the State from any responsibility in connection with it, the deed to contain provision that there shall be no access whatsoever from the park to the highway, and that a substantial fence be constructed along the dividing line between the park and the highway right of way. This matter was discussed at some length, and as a result thereof, the Commission indicated that it would deed the property to the City, if the City will accept it, subject to the conditions outlined by the Engineer.

The Chief Counsel presented a proposed settlement of the case of the State Highway Commission vs. McCollum, covering property acquired as right of way for the Johns Ranch-Glendale Section of the Pacific Highway, Douglas County. He recommended settlement by stipulation by payment of $4,015 cash, granting of a farm crossing, and reservation of access to Stumbo County Road, such cash

settlement being the amount of an appraisal, plus $250 attorney's fees. He advised that since the highway was constructed, certain damage has accrued to the property by reason of flooding, and the highway fill acting as a dike, and in his estimation, taking all factors into consideration, the proposed settlement is reasonable. The Commission approved the settlement by a unanimous vote.

The Chief Counsel also recommended settlement by stipulation of the case of the State Highway Commission vs. W. O. Condray by payment to Mr. Condray of the sum of $3,326. He advised that this settlement involves the acquisition of 20.83 acres of land needed in connection with the Johns Ranch-Glendale Section of the Pacific Highway, and that the amount of the settlement is the approximate average of four separate appraisals of the property. In addition to the cash payment, he said, there would be reserved to Mr. Condray two farm crossings, but all other accesses to the highway will be denied. He recommended approval of this settlement. The Commission approved the recommendation unanimously.

The Chief Counsel brought up for discussion a proposed settlement of the controversy between the Commission and M. J. and J. A. Greenberg, Astoria, involving a store building in Astoria, which was damaged by reason of the filling in of an adjoining lot, and the erection of a service station thereon. He advised that the building was damaged by reason of the highway construction, and from the bids that have been received, repairs are estimated to cost in excess of $7,000. The Greenbergs, he said, have agreed to settle with the State for the sum of $5500, and, if paid such sum, will give the State a release from all damages which have occurred, or which may hereafter occur to their property. It was his thought that this is a very fair settlement of the controversy and recommended approval of the same. The Engineer concurred. The Commission approved the settlement by unanimous vote.

The Chief Counsel presented a request from the City Attorney of the City of Portland that the State Highway Commission, as a court favor, permit its legal staff to appear before the Supreme Court in connection with the City's action against a contractor who has refused to accept a contract awarded by the City. It appears that the proposal submitted by the successful bidder for the city work was $240,000 under the next low bid, and for that reason he has refused to accept the award of the contract, alleging that he made an honest mistake. Further, that the matter was taken to court and was decided against the city, which is now appealing the case to the Supreme Court, and because of the Highway Commission's interest in such matters the city is asking the State to participate in the case as a "friend of the court." The Commission decided unanimously to participate in the case and so instructed the Chief Counsel.

The matter of permitting bonding companies to limit to a specified sum rather than five percent of the bid, their obligation on bidders' bonds furnished in connection with State Highway work, was considered by the Commission. The Chief Counsel advised that several requests for permission to show maximum liability in dollars in connection with such bid bonds have been received, but he could not recommend approval of such procedure as being in

the State's best interest. He gave as his thought that the Commission should continue to require a bid bond in an amount equal to five percent of the aggregate amount of the bid. The Commission concurred in the view point of the Chief Counsel and ordered continuance of past practice.

A letter was presented from Mr. L. M. Lepper, Director, East Side Commercial Club, Portland, requesting that Marine Drive which extends along the Columbia River Dike in Northeast Portland, be designated a State Secondary Highway from Union Avenue eastward to a connection with the new Columbia River water grade highway. Mr. Lepper alleges that such a highway would prove a great convenience to the traveling public as a bypass route around city congested district, and would provide a beautiful scenic drive from Troutdale into Portland. The Engineer advised that Marine Drive presently extends from a connection with the Pacific Highway East, near the Union-Denver Avenue Junction, eastward to a point near Blue Lake, a distance of about twelve miles, but from that point to a connection with the new Columbia River Highway near Sandy River would require entirely new construction for about three and one-half miles, which is estimated to cost about $525,000. He recommended that the request be denied because the route would serve very little through traffic, and would be used principally by people residing along the route and as a scenic drive. He particularly pointed out that the road is constructed on a dike, and were it to be designated a State highway the maintenance of the dike would be a responsibility of the State. The Commission decided unanimously not to place this road on the State highway system.

The Engineer reported on the recommendation of the Jackson County Grand Jury that the Highway Department construct additional guard fences and widen certain points on the Green Springs Highway where hazards exist. He advised that investigation discloses about seven miles of five percent grade on side hill cut, and that to afford complete protection would require seven miles of guard fence, which is estimated to cost about $15,000 per mile, or a total of $105,000. He further stated that an examination of the accident record for the Green Springs Highway reveals a total of 91 accidents on the 28 mile section in Jackson County during the past three years, 61 of which involved two or more vehicles; 18 were described as non-collision, and the remaining 12 involved a single vehicle in collision with a fixed object. Of the total accidents, he said, six are described as fatal, and all of them occurred on a fifteen mile section of highway, although no two occurred in the same mile. He further stated that he is unable to determine that a definite hazard exists at any particular point along the 28 mile section in Jackson County, in view of which he recommended that no additional guard fence be constructed at this time. In view of this report, the Commission decided that it is unnecessary to construct additional protective features on this highway at the present time, however, instructed the Engineer to watch the conditions closely and report to the Commission if and when he considers that the additional facilities are required. The attached resolution with respect thereto, marked Exhibit "C", which resolution by this reference is made a part hereof with like effect as though copied in full herein, was thereupon adopted by the Commission by unanimous vote. The Secretary was

instructed to send a copy of this resolution to the District Attorney of Jackson County.

The Commission discussed reports from the Engineer and the Chief Counsel on investigations made subsequent to the last meeting, of the Erickson Building in St. Helens, which encroaches upon extra right of way that is needed for the lower Columbia River Highway at this point. It was recalled that settlement could not be reached with the Ericksons for this right of way, and as the result of condemnation action, the court awarded the Ericksons $26,000 for their property, following which the Ericksons agreed to accept the verdict on the condition that they be allowed sixty days within which to cut back a certain wall on the property, and three years time within which to clear the right of way of the building encroachment. Moreover, they stated their willingness for the State to defer payment of the $26,000 until the right of way had been entirely cleared. The Engineer advised that the new building line, as originally proposed by the Ericksons, is only 21 feet from the center line of the highway, and the intervening space does not afford sufficient room for a pedestrian walk that is needed to serve the school located south of the Erickson property; moreover, the Erickson building seriously handicaps proper access to and vision of a garage and service station immediately south of the Erickson property which the owner voluntarily moved back several years ago to accomodate the highway improvement. He recommended that the Ericksons be given no longer than 90 days within which to remove the wall and not longer than six months to cut back the building, over and beyond the time stipulated in the court action. It was the Commission's decision, as a result of discussion, that the Ericksons should be allowed the length of time established by the court for the removal of the wall, and one year's time within which to cut back their building. The Commission also ordered that a sufficient amount of the $26,000 due the Ericksons be withheld as a guarantee for the clearing of the premises within the stipulated time.

The Engineer brought up for discussion the matter of marking picnic areas which have been constructed along State Highway rights of way throughout the State, particularly fourteen such areas that have been developed since 1947. He gave as his thought that appropriate signs should be placed along the highway approaching these areas, as an aid to tourists who are looking for such places, and that appropriate notices should be erected throughout the areas as a guide to their proper usage. He submitted for the Commission's consideration a design for signs to be erected along the highway, bearing the wording, "Oregon State Highway Department, Roadside Picnic Area", and recommended adoption of the same. He also recommended adoption of wording, as follows, for notices to be posted throughout each area, requesting public cooperation in the proper use of the same:

ROADSIDE USERS

You are cordially invited to use the picknicking facilities provided here for your convenience and enjoyment. It is our desire to maintain them in a manner which will increase your pleasure in driving Oregon's highway.

Won't you assist us by observing the following simple rules?

(Cont.)

Drive and park only on graveled surfaces

Build fires only where and if fireplaces are provided

Never pick, cut or mutilate in any manner, any flower, tree, or other natural or constructed feature

Always deposit garbage and waste in the receptacles provided--be considerate of others

Enjoy our State. Help us keep it green--and clean--for all to enjoy.

OREGON STATE HIGHWAY COMMISSION

Salem

The Commission approved both recommendations by unanimous vote, and authorized the erection of the signs in conformity therewith.

The Commission discussed a written report from the Engineer, dated February 17, 1949, on the selection of sites for "Blue Star Memorial Highway" markers, and the design of the marker to be erected at each of the locations. The Engineer recalled that the Commission by adoption of its resolution on May 25, 1948, designated the Pacific Highway, the Pacific Highway East and the Pacific Highway West, from the Washington State Line to the California State Line as "Blue Star Drive", and ordered suitable markers erected. A study, he said, indicates that three sites probably should be established for the markers, one near the north end of the State, one near the southern end of the State, and one approximately at the junction of the Pacific Highway East and the Pacific Highway West. He recommended as the site of one of the markers an old gravel pit about five miles south of Junction City, which he said, is an excellent one and can be developed as a picnic area at a cost of about $2,000. He also recommended a design for the marker identical with a Blue Star Memorial Sign that has been erected by the Texas State Highway Department. The Commission approved both recommendations unanimously, and authorized development of the Junction City area in 1949 as a Minor Betterment project.

The Engineer reported results of an investigation of reports to the effect that trucks park on the Oregon Coast Highway just North of the Siuslaw River Bridge in Florence, to the detriment of highway traffic. He advised that the investigation reveals that trucks are parked overnight on the highway at this point--that they are entirely without illumination, and that they do cause a definite hazard to highway traffic. He recommended adoption by the Commission of an order prohibiting the overnight parking of vehicles on the westerly side of the highway between the south line of Second Street and the south line of First Street, a distance of about 450 feet. The Commission approved

the recommendation on the condition that the City of Florence will adopt an appropriate ordinance to like effect, the location being within the city limits of Florence, and under the city's jurisdiction. The Engineer was instructed to take up the matter with the city officials.

The Engineer reported the results of taking bids in Salem on February 21, 1949, for the purchase of timber on a state owned quarry site near the town of Alsea, in Benton County. He advised that only one bid was received, being that of Steeprow and Callahan, Alsea, who offered to pay the sum of $720 for this timber, which is at the rate of $8 per M.F.B.M. He recalled that the State Forester previously appraised the timber at $3 per M.F.B.M., and that an offer had previously been received at the rate of $5 per M.F.B.M. He recommended in view of the fact that the bid of Steeprow and Callahan is considerably in excess of either of the estimates, that it be accepted and that the timber be sold to them at the bid price. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Commission discussed a written report from the Engineer, dated February 24, 1949, on the request of a delegation from Washington County, which appeared before the Commission at the previous meeting, for a cloverleaf connection between Cornelius Pass County Road and the Sunset Highway at the site of the Merle Undercrossing structure, in Washington County. According to this report, the cost to construct such a traffic interchange is estimated at $25,000; also, there appears to be little justification for the interchange from the traffic standpoint. The Commission deferred a decision in the matter and instructed the Engineer to make further investigation, in view of the importance of this county road and the fact that it serves a rapidly developing district.

Pursuant to instructions from the Commission at a previous meeting, the Engineer reported on the cost and need of an underpass under U. S. Highway No. 30 (Columbia River Highway) at the site of the Celilo Indian Village east of the Dalles, the request for such underpass having been presented to the Commission at the previous meeting by officilas of the U. S. Indian Service. The Engineer estimated the cost of a vehicular underpass at $200,000 and the cost to construct a concrete underpass for pedestrians, eight feet wide and seven feet high, at $25,000 of which amount $17,500 represents the cost to build the portion under the highway and $7500 the cost to build the portion under the O. W. R. & N. Railroad. He questioned the necessity for a vehicular underpass because of the few vehicles that would move from the new site of the Indian Village on the south side of the highway to the fishing grounds on the north side. However, he said there would be a large number of pedestrians that would have to cross the highway, many of whom would be children who would have to be protected at the highway and at the railroad. He suggested that the state could cooperate on this project to the extent of constructing the pedestrian underpass under the highway, leaving to either the railroad company or the Indian Service the responsibility to construct the underpass under the railroad. Investigation also shows, he said, that a grade crossing of the rail-

road tracks for vehicles entering the Indian Village will have to be provided. He gave as his opinion that such crossing should be protected by automatic signals at the expense of either the railroad company or the Indian Service. As a result of discussion, the Commission indicated its approval of the Engineer's recommendation and instructed him and the Chief Counsel to discuss the matter further with the Indian Service officials in confirmity therewith, and to report their findings.

A letter was presented from the Astoria Chamber of Commerce urging the Highway Commission to immediately construct the Fish Hawk Falls Secondary Highway which extends from the Sunset Highway near Elsie to a connection with the Nehalem Secondary Highway at Fish Hawk Falls near the town of Jewel, Clatsop County. In its letter the Chamber alleges that the Highway Commission promised the people of Astoria before the War that this road would be constructed after hostilities ceased. The Engineer advised that the records had been thoroughly checked by the Secretary, who has been unable to find any promise or committment whatsoever with respect to construction of this road. He further stated that from information gathered from the survey of the road in 1941, the cost to construct the highway at present day prices is estimated at $675,000. The condition of the existing road between Elsie and Jewel, which is now being maintained by the State, he said, compares very favorably with the Nehalem Secondary Highway between Jewel and Astoria, so in his estimation, there would be no object in building the Fish Hawk Falls Road unless the improvement were continued into Astoria, a distance of about 23 miles. He pointed out that the construction of the Fish Hawk Falls Secondary Highway would only shorten the distance from Portland to Astoria over the present route 3.73 miles. The Commission decided unanimously not to construct this road at the present time, and instructed the Secretary to so inform the Chamber of Commerce.

A letter was presented from the City of Mt. Angel, requesting improvement of the Hillsboro-Silverton Secondary Highway within the Mt. Angel city limits, particularly by regrading and construction of standard pavement full width of the street between curbs. The Engineer estimated the cost of the work involved at $30,000, and recommended approval of the same as a meritorious project if funds can be arranged to finance it. He pointed out that the Commission considered a previous request for the same improvement in 1946, but because of lack of funds, did not approve it, although the Commission indicated at that time that it would consider the project in a future program. He also pointed out that the project is not included in the present tentative program because of the reserve fund that has been set up pending a decision with respect to the construction of a new bridge over the Willamette River between Salem and West Salem. The Commission deferred a decision in this matter pending final selection of projects for its second post-war program.

The Commission discussed with the Engineer the bids received at the morning session, and at 3 p.m. Chairman Banfield publicly announced the results thereof, as follows, the action of the Commission being by unanimous vote:

"Grading, surfacing, and oiling the Sheeley Bridge-Sunset Camp Section of the Upper Nehalem County Road, in Columbia and Washington Counties. Homer G. Johnson, Portland, submitted the low bid for this work at $138,888.50. He did not submit a bid based on the use of tar. The next low bid was submitted by Grimstad & Vanderveldt, Astoria, at $139,444.25 based on the use of asphalt, and $139,424.85 based on the use of tar. There were three

higher bids. The Commission has awarded the contract to the low bidder, Homer G. Johnson, at his bid price.

"Construct three reinforced concrete bridges, and 0.80 mile of highway roadbed on the Coos Bay-Roseburg Highway, in Douglas County. The low bid for this work was submitted by Lindstrom Bros., Inc., Portland, at $180,022. based on the use of asphalt. They submitted no bid based on the use of tar. The next low bid was submitted by Valley Construction Co, Portland, at $205,066. based on the use of asphalt. They also submitted no bid based on the use of tar. There was one higher bid. The Commission has awarded this contract to the low bidder, Lindstrom Bros., Inc., at their bid price.

"Rainrock-Alderwood Park Rock Production Project on the Siuslaw and Alsea-Deadwood Highways, in Lane County. The Commission received two bids for this work, being those of F. H. McEwen, Eugene, at $145,000. and McNutt Bros., Eugene, at $166,900. The Commission has rejected both bids.

"Ranger Station-Toll Creek Rock Production Project on the Santiam Highway, in Linn County. The low bid submitted for this work was that of A. H. Saxton & Sons, Corvallis, at $42,380. F. H. McEwen, Eugene, submitted the next low and only other bid, at $55,275. The Commission has awarded the contract to A. H. Saxton & Sons, the low bidder, at their bid price.

"Steiwer Hill-Albany Roadside Improvement Project on the Pacific Highway East, in Linn and Marion Counties. Spada Bros., Portland, submitted the low bid for this work at $13,670.87. The next low bid was submitted by Stevenson Construction Co., Salem, at $15,224.80. There were seven higher bids. The Commission has awarded the contract to the low bidder, Spada Bros., at their bid price.

"Paving and minor grading work on the Troutdale Section of the Columbia River Highway, in Multnomah County. The low bid for this work was submitted by C. T. Malcom & Co., Portland, at $134,280.90 based on the use of tar. The second low bid was submitted by Parker Schram Co., Portland, at $142,000 based on the use of asphalt; and $141,940. based on the use of tar. There was one higher bid. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, C. T. Malcom & Co., when certain conditions have been satisfied."

The Commission discussed requests, as follows, for traffic signal installations:

(1) Request from the City of Klamath Falls for installation of "Stop and Go" lights at the intersection of Alameda and Esplanade Streets in Klamath Falls, on the route of the new First Avenue-Esplanade Street Section of the Klamath Falls-Malin Highway: The Engineer advised that this intersection will be hazardous unless protected by a flashing beacon, and he recommended the installation of a signal that would permit

a right turn at all times on the main highway for south bound traffic, a yellow caution indicator for north bound traffic on the main highway, and a stop indicator on the other street intersections. He estimated the cost of the installation at $281, and suggested that this expense be assumed entirely by the State, pursuant to past practice, on the condition that the city will maintain the signal and pay for all electrical energy consumed in operating it. The Commission approved the recommendation unanimously.

(2) Request of the City of Klamath Falls for a traffic signal installation at the intersection of Esplanade and Main Streets, in Klamath Falls, route of Highway U. S. 97: The Engineer advised that an investigation by the Traffic Engineer reveals that the volume of pedestrian traffic now is somewhat below the volume warranting signals, however it is anticipated that it will increase from forty to fifty percent when the new highway route by the Esplanade Undercrossing is opened to traffic. He estimated the cost of an appropriate signal at this point at $4,000, and recommended the installation at this time on the condition that the City of Klamath Falls will pay fifty percent of the expense involved, will maintain the signal after it is installed, and will furnish electrical energy to operate it. The Commission approved the recommendation unanimously.

(3) Petitions from residents of Riverwood Park, Astoria, for installation of caution lights and a cross-walk on the Oregon Coast Highway at Riverwood Park, a short distance south of Astoria, for the benefit and safety of children: The Engineer advised that this crossing is at the location of a housing project, with a grocery store and a tavern on the opposite side of the highway; further, that many children cross the highway to go to the grocery store and others cross it to board their school bus. He gave as his opinion that a considerable hazard does exist for children crossing this busy thoroughfare, and for this reason he recommended installation of a cross-walk and an overhead illuminated cross-walk sign at an estimated cost of $400. The Commission approved the recommendation.

(4) Request of Harry C. May, North Bend, for a change in the existing signal on the Cape Arago Highway at the intersection of Virginia and Broadway Streets, in North Bend, so as to provide for the stopping of traffic on non-highway streets and the cautioning of traffic on Cape Arago Secondary Highway: The Engineer advised that the existing signal requires traffic from all four directions to stop before entering the intersection, and that the Traffic Engineer who has investigated, recommends that highway traffic be allowed to proceed without stopping, under control of a yellow caution light, because seventy five percent of the traffic that enters this intersection is highway traffic. He stated that he concurs in the recommendation. In the discussion of this matter the Commission expressed the opinion that if the signal is changed, it should be replaced with a "stop and go" signal, and in that case the city should be required to pay fifty percent of the installation cost and should also maintain the signal and furnish electrical energy to operate it. The Engineer was instruc-

ted to contact the City Council relative thereto, and to proceed with the installation if the city is willing to cooperate on such a basis.

(5) Report of the Engineer on the need to install traffic signals at the intersection of Washington and Sherman Streets in North Bend when the new highway project at this place is completed and opened to traffic: The Engineer advised that the original plans for construction of the North Bend-Coos Bay Section contemplated installation of traffic signals at this intersection, but the item was not included as a part of the contract because it was considered advisable to defer the installation until the roadway was opened to the public and traffic movements studied. It is now apparent, he said, that the signal installation should be made, and accordingly, he recommended signals of the semi-actuated type, which he estimated would cost about $5,300. He requested approval of the expenditure. In the discussion of this matter it was brought out that the original agreement with the city provided for the installation of signals at this point entirely at State expense, notwithstanding which, the Commission expressed the feeling that the city should be required to contribute half of the cost of the installation, should maintain the signal and furnish electrical energy to operate it, which is in conformity with established policy, and it was so ordered. The Engineer was instructed to convey the action to the City Council and ascertain whether or not the city would be willing to cooperate on such basis.

The Commission ordered that, hereafter, when agreements are prepared with municipalities covering matters of this kind, provision be included therein, limiting the State's participation in the expense to one-half of the costs involved, and requiring the cities to maintain the signals and to furnish electrical energy to operate them.

(6) Proposal of the Southern Pacific Company for installation of a railroad crossing signal at the grade crossing of the Pacific Highway and the Southern Pacific tracks at Wilbur, Douglas County: The Engineer advised that the crossing referred to is of a main line railroad with a heavily traveled highway, and where a number of accidents have occurred by reason of motorists driving their cars into the side of trains. He stated that the installation of flashing lights would provide a warning to motorists, which they do not have under existing conditions. He also said that the Southern Pacific Company has offered to pay fifty percent of the cost of the installation, which is estimated at $3,500; moreover, the railroad company will maintain the signals and will furnish the electrical energy to operate them. He recommended approval of the installation on such basis. The Commission approved the recommendation unanimously.

(7) Petitions from residents of Oak Grove and Concord Districts along the Pacific Highway East between Oregon City and Portland, requesting installation of traffic control signals at the intersection of this highway with Concord Road for the benefit of pedestrians, particularly children, who are obliged to cross the highway at this point: The

Engineer advised that this matter has been investigated by the traffic Engineer, who reports that it is hazardous for traffic to either enter or cross the highway at this point; moreover, the investigation reveals further that there are two other intersections which are equally, or more hazardous than Concord Road, being those at Courtney Road and Oak Avenue. This section of the Pacific Highway, he said, carries an average of 11,000 vehicles daily at high speed, and the records show that during the year 1947, 15 accidents occurred at Courtney Road, 11 at Oak Avenue, and seven at Concord Road. He recommended immediate installation of semi-actuated signals at the three intersections under discussion, at an estimated cost of $12,000. The Commission approved the recommendation unanimously.

(8) Petitions from patrons of Union High School, District 3, and Grade School, District 10-J, Langlois, Curry County, requesting construction of two school cross-walks on U. S. Highway 101, one at the Grade School and one at the High School, with proper cross-walk signs, and construction of gravel trails on both sides of the highway from the Grade School to the trading center and Post Office at Langlois: The Engineer advised that this matter had been investigated by the Traffic Engineer and also by the Maintenance Engineer, both of whom report that there is justification for the improvements. It appears that there is considerable amount of pedestrian traffic between these two points, where the pavement is only 18 feet to 19 feet wide, and the shoulders range in width from two to five feet. It also appears that a number of accidents have occurred on this section, one of which involved a boy who was struck while riding a bicycle on the highway. The Engineer recommended the widening of the shoulders of the highway between the points referred to, the cutting back of a bank just north of the Grade School entrance so as to provide better sight distance, and the installation of a large, illuminated overhead cross-walk sign over a painted cross-walk on the highway, all of which work he estimated would cost about $1240. The Commission approved the recommendation and authorized the Engineer to proceed with the work.

In the discussion of the foregoin matters, Commissioner Schaupp brought up the question of permitting right turns after stopping, at all points where "stop and go" signals had been installed. The matter was referred to the Engineer for study and recommendation.

The advisibility of prohibiting the parking of vehicles near intersections on narrow streets, so as to permit left and right hand turns with safety in separate lanes, was introduced in the discussion by Commissioner Chandler. It was the thought of the Commission that such cases, for the most part, would occur within the boundaries of incorporated cities and towns, and would come under the jurisdiction of city officials, so it would be a matter for the city to provide the solution, and that the Commission's authority would be limited simply to making suggestions. The Commission took no particular action on the matter.

The Engineer reported that recent storms had caused considerable damage to both the North and South pier protection dolphins at the Coos Bay Bridge, requiring the replacement of two five-pile dolphins in the main pier protection at the south side of the main channel, and the replacement of seven five-pile dophins at the North pier protection. He requested authority to make the repairs, which he estimated would cost $4,500, the work to be done under contract. The Commission approved his request unanimously.

The following persons, representing the U. S. Public Roads Administration and the U. S. Forest Service, conferred with the Commission relative to the programming of available Forest Highway Funds, totaling $2,304,000: W. H. Lynch, Division Engineer; T. M. Davis, District Engineer; Frank E. Andrews, Principal Assistant Engineer, and R. N. Kellogg, Senior Highway Engineer; all representing the Public Roads Administration; and H. J. Andrews, Regional Forester, and James Frankland, Regional Engineer, representing the U. S. Forest Service. After careful consideration of projects eligible for the funds available, the following projects were tentatively selected for the program:

FOREST HIGHWAY PROGRAM

Tentative selection of projects for allocation of 1950 fiscal year apportionment.

County and Highway	Forest Project No.	Section and Description	Estimated Cost
CLACKAMAS COUNTY			
Timberline	50-A3,B2	Mt. Hood Jct.-Timberline, S-O	$ 295,000
CURRY COUNTY			
Oregon Coast	10-D2,E1	Port Orford-Rocky Point, G-S-O	475,000
DESCHUTES COUNTY			
Cascade Lakes	46-C2,D1	Devils Lake Section, G.	75,000
LINCOLN COUNTY			
Alsea	6-B3	Scott Creek Bridge	50,000
MARION COUNTY			
North Santiam	24-A5,B7,C5	Niagara-Detroit, Surf.	250,000
WALLOWA COUNTY			
Enterprise-Lewiston	38-A2,B2	Flora Jct.-South, G-S-O	150,000
		Surveys	50,000
		Maintenance	75,000
			$1,420,000
Balance to be allocated later			884,000
		TOTAL	$2,304,000

February 28, 1949

A question arose in respect to allocation of the $884,000 balance. Opinions expressed appeared to favor continuation of construction of the Pacific Highway south of Canyonville, in Douglas County, provided arrangements can be made for additional funds that are required to finance the work. Definite approval of the program was deferred until the next meeting of the Commission.

A letter was presented from Robert G. Thompson, Mayor of the City of Klamath Falls, requesting the raising of manholes on North 9th Street, (route of U. S. 97) at its intersection with Lincoln Street and Grant Street, so as to bring them to a level with the pavement at those points; additional maintenance work on Alameda Street, which has been used as a detour for highway traffic during construction of the First Avenue-Esplanade Street project; and requesting removal of snow from the center of Main Street and South 6th Street, State Highway routes, in addition to providing passageways on the sides of those streets. Mayor Thompson also asks that the city be reimbursed in the amount of $375, which the city has expended for removing snow from the center of these streets, it being his thought that it is the State's responsibility to take care of such features.

The Engineer advised that he has already issued instructions for raising of the manholes and for additional maintenance work on Alameda Street. Concerning the snow removal operations, he advised that the work done by highway forces in Klamath Falls is in conformance with long established policy and practice. The Highway Department, he said, provides passageways for vehicles on snow covered streets that are designated state highway routes, by plowing the snow to the center of the streets, but in no instance has the state gone so far as to remove the snow from the center of the streets. The same procedure has been followed in Klamath Falls, he said, as is followed in other cities and towns throughout the state, in view of which he recommended that the city's request for reimbursement in the amount of $375 be denied. The Commission approved the recommendation unanimously.

The Engineer reported that adverse weather conditions during the past couple of months have caused considerable damage to highways throughout the state, necessitating repairs, in some instances rather costly. He requested authority to prepare plans for repairing the damage. The Commission approved the request, however, instructed the Engineer to render at the next meeting of the Commission, a full report covering the entire situation.

The Commission had under consideration the approval of plans of the Cities of Philomath and Powers for the expenditure of 1948 State Tax Street Funds, which they received in 1949. The Engineer advised that the plans have been reviewed and are satisfactory; also that both cities have fulfilled the legal requirements with respect to the funds in question. He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the attached resolution with respect thereto, marked Exhibit "D-1", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission also considered, and upon recommendation of the Engineer, approved, the plans of the following cities and towns for the expenditure of 1947 State Tax Street Funds, which they received in 1948:

Boardman	Mosier	Scotts Mills
Fossil	Richland	Umatilla
Jordan Valley	Sandy	Wasco

The attached resolution with respect thereto, marked Exhibit "D-2", which resolution by this reference is made a part hereof with like effect as though copied in full herein, was thereupon adopted by the Commission by unanimous vote.

The Engineer reported that the City of Jordan Valley has met the legal requirements with respect to the expenditure of 1946 State Tax Street Funds, which the city received in 1947, and that the plans of the proposed project to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto, marked Exhibit "D-3", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission discussed a request from Martin Peterson, Florence, Oregon, for an extension of his previous agreement with the Commission, authorizing him to remove reject road building materials from Cape Creek Quarry, located near the Oregon Coast Highway in Lane County. The Engineer advised that the original agreement with Mr. Peterson, dated October 15, 1945, was extended on February 26, 1948, for a period of one year, or until March 1, 1949, and Mr. Peterson now wants it extended another year and offers to pay three cents per cubic yard for materials taken; moreover, he has advanced the sum of $100. He recommended that the agreement be extended for one year, or until March 1, 1950. The Commission approved the recommendation. (The extension agreement was signed by the Commission the following day.)

A request was presented from the County Court of Clatsop County, that the old steel bridge, formerly used at the Necanicum River crossing of the Oregon Coast Highway, which bridge is now stored in the highway maintenance yard at Seaside, be given to the county for its use on the county road system. The Engineer advised that the bridge was originally built and paid for by Clatsop County, and was taken over by the State when the state highway system was adopted; also, that it has a roadway width of only 16 feet, and is not suitable for any place on the state highway system. He recommended that it be given to Clatsop County without cost. The Commission approved the recommendation unanimously.

The Commission discussed a letter from Mr. James Mount, Chairman of the Activities Committee of the Visitor's Service of the Portland Chamber of Commerce, inquiring whether or not the Highway Commission has any objection to setting aside for planting and maintaining by local groups, a portion of the area immediately south of the Chamber of Commerce building on Harbor Drive, which is to be landscaped under State Highway contract. As a result of discussion, the Secretary was instructed to inform Mr. Mount that the Commission

has no objection to the planting of a rose garden on a portion of this property, after the landscape work which is to be done by the state is completed, and the area turned over to the City of Portland for future maintenance.

The Commission discussed and unanimously approved an arrangement recommended by the Engineer for the disposal of the claim of Warren-Northwest, Inc., state highway contractors, for extra compensation arising out of their contract No. 2738 for construction of the South Unit of the Steiwer Hill-Albany Section of the Pacific Highway East, in Linn County. (The agreement was signed by the Commission on the following day. See executed original in Commission files for details.)

The Engineer brought up for discussion the matter of extending the restricted parking zone on U. S. 99, north of Eugene. He recalled that the Commission some time ago authorized the posting of a short section in the vicinity of the Auction Market for "No Parking on Highway Shoulders". This posting, he said, has benefited considerably, but recent observations indicate that the restrictions should be extended to cover the entire distance northerly from the Southern Pacific Railroad overcrossing, past the Valley Auction Market, where the roadsides are completely built up with grocery stores, service stations and auto courts, and where there is a great deal of open access shoulder parking. He recommended that parking on highway shoulders be prohibited from Elmira Road crossing on the south (M.P. 120.98, Engineer's Station 616+80) northerly about one mile to M.P. 120.04, Engineer's Station 568+22, which includes the section previously zoned. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer reported an offer from the Rush Company, producers of commercial rock, Baker, Oregon, to sell to the state for the sum of $1,000, 2,000 cubic yards of ½"-0" screen reject materials, and 678.02 cubic yards of ¼"-0" crushed rock now stored on the company's property. He advised that the materials had been inspected and sampled and that they meet the state specifications for the use intended. He further stated that while the materials are located on the company's property, the company will give the state an easement for a period of five years to enter upon the property for removal of the materials as they are needed. He recommended acceptance of the offer. The Commission approved the recommendation unanimously, and ordered that the transaction be covered by appropriate bill of sale and easement.

The Commission discussed and approved agreements with County Courts of Washington County and Columbia County, providing for county maintenance of the Sheeley Bridge-Sunset Camp Section of the Upper Nehalem County Road, after this section has been improved by the state as a Federal Aid Secondary Highway project, bids for which were received by the Commission earlier in this session. (Both agreements were signed by the Commission the following day.)

The Engineer reported the results of his study of the suggestion made by Mr. Harry B. Duncan, Attorney for the Johnson Trucking Lines, Medford, for expediting permits authorizing special movements over state highways. He re-

called that Mr. Duncan objected to the use of telegraphic permits because of their cost, and that he suggested use of a simple code system to indicate the requirements and limitations. The Oregon State Police, he said, object to the use of the code system, and so far as telegraphic permits are concerned, only three such permits have been directed to Mr. Duncan, at a total cost of less than $9.00, including 25 percent Federal Tax. It was his thought that the procedure now being followed is fair and reasonable, and suggested no change at the present time, particularly in view of the fact that Mr. Duncan and the Johnson Truck Lines have apparently solved their own problem by securing all of their permits from the highway office in Grants Pass, the records disclosing that they have obtained eight permits from that office within the last forty days. He recommended that the matter be considered closed. The Commission approved the recommendation.

The Commission discussed matters pertaining to the proposed new State Highway Department Office Building at Salem, particularly the Engineer's written report dated February 24, 1949, in which he comments on the floor plans of the architects' scheme VI. In his report the Engineer points out that the usable net area as provided by this scheme is 101,140 square feet, of which 72,075 square feet are needed immediately, the remaining space being available for rental and for future needs. He recommends approval of the scheme, and that he be authorized to instruct the architects to proceed with a design for a five story building in conformity therewith. The Commission approved the recommendation unanimously, however, instructed the Engineer to make his recommendation in writing.

The Engineer also requested instructions regarding the ventilating and cooling system for the building. It appears from information gathered by the architects, that a system to provide heat and mechanical ventilation, without sensible cooling, would cost about $90,000, and with sensible cooling, $102,000; whereas a system to provide heat only, with natural ventilation through windows, would cost $59,000. In other words, to provide a complete ventilating and cooling system in the building will cost about $43,000 more than to provide for heat only, with ventilation taken care of through windows. He was instructed by the Commission to arrange for the taking of alternate bids covering this feature.

The Engineer brought up for discussion the Chief Accountant's financial report, dated December 31, 1948, particularly with reference to the status of overruns and underruns in connection with contract work completed during the calendar year 1948. He pointed out that a total of 129 projects were completed during 1948, that some of the jobs were included in the post-war construction program, and some, consisting mainly of rock production projects, Special State Tax Street Funds projects and special maintenance projects, were not included in that program. He also pointed out that the total project authorization for the 129 jobs was $11,017,718.11, whereas the cost of the completed projects was $10,710,247, resulting in an underrun of $307,471.11 for all the jobs, although a number of the individual jobs did overrun the project authorization. He explained in considerable detail the reasons why the overruns occurred. This matter was discussed at considerable length and as a result thereof the Commission unanimously approved an additional authorization to cover the excess costs of the individual projects over and above the amount that was originally allocated to each. (For details, see Engineer's report to the Oregon State Highway Commission, dated February 25, 1949, in general files.)

February 28, 1949

The Engineer presented for the Commission's consideration a "Special State Tax Street Fund" project in the City of Gold Beach, involving the surfacing of five city blocks. He advised that the streets concerned are subject to considerable truck traffic, and qualify for improvement with Special State Tax Street Funds, of which $57,000 remains available for projects in the 1949 set-up. He estimated the cost of the project at $25,750, of which amount, he said, the property owners will contribute $8,250, and the City of Gold Beach will contribute $4,500, leaving a balance of $13,000 to be contributed by the state from the State Tax Street Fund account. He recommended approval of the project. The Commission approved the recommendation unanimously.

The Engineer requested authority to proceed with construction of six small minor betterment projects to be financed with 1949 funds as follows:

(1) Construct 200 lineal feet of eight inch storm sewer and one catch basin on the Oregon Coast Highway at Taft, Lincoln County $ 350.00

(2) Provision for drainage on the Salmon River Highway in the town of Willamina 300.00

(3) Construct 300 feet of standard guard fence at M.P. 85.5 on the Nehalem Secondary Highway north of Dairy Creek, Washington County 600.00

(4) Install 70 feet of 18 inch culvert pipe to take care of surface drainage from a cattle pass at M.P. 2.4 on the Weston-Elgin Secondary Highway, Umatilla County 500.00

(5) Raise elevation of wing walls and head walls on a double 10'x4' culvert at M.P. 20.67 on the Nyssa-Adrian Secondary Highway, Malheur County, to prevent erosion of roadbed 400.00

(6) Raise elevation of dike at M.P. 41.4, Klamath Lake Secondary Highway, Klamath County, where the highway is on a dike between Wocus Marsh and Caledonia Marsh. This is a cooperative project to be financed by local people who will contribute $500 cash and furnish 3,850 cu. yds. of cinders free of charge. The state's share of the cost is estimated at $2,200, of which $900 was authorized by the Commission on October 15, 1948. Authorization now requested - 1,300.00

Total authorization requested - six projects $3,450.00

The Commission by unanimous vote approved all six projects as recommended.

The Engineer reported that in conformity with authority previously given him by the Commission, he has awarded contracts as follows, the conditions of the awards having been satisfied:

(1) Construction of Sauvies Island Bridge over the Willamette Slough, near Portland, in Multnomah County. Bids received January 25, 1949. Contract awarded February 16, 1949, to the Gilpin Construction Company, Portland; low bidder

(2) Grading and paving, and construction of bridges on the Tillamook-Pleasant Valley Section of the Oregon Coast Highway, in Tillamook County. Bids received January 24, 1949. Contract awarded January 28, 1949, to Edwin C. Gerber Oregon City; low bidder.

The Commission by unanimous vote confirmed the awards as reported.

The Commission had under discussion the following requests for extension of time within which to complete highway contracts:

No. 1— Shoreline Construction Company, Contract No. 3018 for grading, surfacing and oiling the Hood River Junction-Odell Section of the Odell Secondary Highway in Hood River County, requested an extension of 288 days, from October 15, 1948 to July 30, 1949, within which to complete this job. They attributed failure to complete the work within the contract time limit to inclement weather, inability to secure crushing equipment and failure of steel companies to make prompt delivery of pipe and reinforcing steel. The Engineer advised that subsequent to the award of the contract, it was found necessary to install two concrete stock passes, and that this work and early fall rains prevented completion of the rock and oil mat surfacing. He recommended that the extension of time requested be granted without penalty. A letter from the Public Roads Administration concurring therein was presented. The Commission approved the extension of time as recommended.

No. 2— Lofts and Son, Contract No. 2970 for rock production on the Wasco-Grass Valley Section of the Sherman Highway, in Sherman County, requested an extension of time of 151 days from October 31, 1948 to March 31, 1949, within which to complete this job. They attributed their failure to complete the work within the specified time limit to an increase in quantities of rock to be furnished under another contract, (Contract No. 2971), and to early rains and freezing weather during the fall and winter. The Engineer advised that the contractor was required to furnish increased quantities of rock in connection with Contract No. 2971, for emergency oiling work, which delayed completion of the work under Contract No. 2970, and that they were also delayed by early rains and abnormal cold and snow. He recommended, in view thereof, that the extension of time be granted as requested, without penalty. The Commission approved the extension of time as recommended.

No. 3— Gladney and Adams, Contract No. 2863 for furnishing crushed rock in stock piles for four state highways near Klamath Falls, in Klamath

County, requested an additional extension of time of 397 days, from November 30, 1947 to December 31, 1948, within which to complete this job. They alleged that functional difficulties in plant production prevented completion of the job within the previously extended time limit. The Engineer advised that the Commission previously extended the time for completion of this job to November 30, 1947, with the stipulation that engineering costs be assessed after October 30, 1947. The contractor, he stated, has been extremely dilatory in the completion of this project, and he recommended accordingly, that the additional time now requested be granted, subject to the assessment of engineering costs that have accrued to the State from October 30, 1947 to December 31, 1948, on which latter date the job was completed. The Commission approved the extension of time as recommended.

No. 4— J. C. Papin, Contract No. 2949 for grading and oil mat surfacing on the West Unit-Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, in Wallowa County, requested an extension of time of 28 days, from September 30 to October 28, 1948, within which to complete this job. He alleged that break-down of an oil retort and adverse weather delayed oiling operations and prevented completion of the work within the specified time limit. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended, in view thereof, that the extension of time be granted as requested, without penalty. A letter from the Public Roads Administration concurring therein was presented. The Commission approved the extension of time as recommended.

No. 5— C. J. Eldon, Contract No. 2788 for construction of Coffey Creek Bridge on the Tiller Trail Highway, in Douglas County, requested an additional extension of time of 55 days, from September 30, 1947 to November 24, 1947, within which to complete this job. He alleged that he failed to complete the project within the previously extended time limit because of engineering mistakes. The Engineer advised that the Commission previously granted Mr. Eldon two time extensions on this job, the first one being from October 31, 1946 to July 31, 1947, without penalty. The second, which expired on September 30, 1947, was granted subject to the condition that Mr. Eldon would be charged with the extra engineering expense which the state incurred after July 31, 1947. He recommended approval of the request, subject to the same penalty heretofore imposed. The Commission approved the recommendation unanimously.

No. 6— Vernie Jarl, Contract No. 3037 for grading, topsoil and seeding on the Troutdale Section of the Columbia River Highway, in Multnomah County, requested an extension of time of 60 days, from February 28, 1949 to April 28, 1949, within which to complete this job. He attributed his failure to complete the work within the specified time limit to the frozen condition of the ground, which made top soiling impossible, and high water which washed-out at three different times a bridge used by him in connection with the work. The Engineer advised that the reasons given by the contractor are substantially true, and he accordingly recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the extension of time requested, as recommended.

In considering requests for extensions of time, the question arose whether or not contractors are making an honest effort to complete their projects within the specified time limit. The Engineer was instructed to canvas the situation and render to the Commission a report on his findings, with particular reference to contractors' progress and efforts to complete their work on the Warm Springs and Columbia River Highways.

The Engineer reported that contracts numbered 2896, 3000, 3014, 3027, 2863 and 3036, for State Highway construction have been completed according to the requirements of the contracts and modifications thereof, and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported, and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2896 with Guy F. Atkinson Company for construction of the Bridal Veil overcrossing on the Columbia River Highway, in Multnomah County; completed July 23, 1948.

Contract No. 3000 with Tom Lillebo for construction of the Three Rivers Bridge on the Oregon Coast Highway, in Tillamook County; completed December 16, 1948.

Contract No. 3014 with Archie R. Averill for construction of a bridge over Mill Creek on the Silver Falls Secondary Highway, in Marion County; completed January 14, 1949.

Contract No. 3027 with Archie R. Averill for constructing a maintenance building at Maupin, in Wasco County; completed January 6, 1949.

Contract No. 2863 with Gladney and Adams for furnishing crushed rock in stock piles for the Klamath Falls Section on four state highways in Klamath County; completed December 31, 1948.

Contract No. 3036 with O. C. Yocom Company for grading and surfacing the Amity-Dayton Secondary Highway, in Yamhill County; completed September 10, 1948.

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Engineer brought up for discussion the matter of constructing a maintenance headquarters building at Fort Klamath, to replace the rented quarters which was recently destroyed by fire. He advised that it is impossible to secure another building at this place, and recommended that the Right of Way Department be authorized to secure options for a suitable site, with the thought in mind that the Commission would construct its own building thereon, later. He estimated the cost of the site at not more than $1,000, and the cost of a suitable building between $8,000 and $9,000. The Commission authorized the Chief Counsel to negotiate for the site.

The Commission discussed and upon recommendation of the Engineer and the Chief Counsel, approved the application of the Bonneville Power Administration for permission to construct its power transmission pole line over and across the right of way of the Albany-Lyons Secondary Highway near Thomas Creek, in Linn County. (Permit was signed by the Commission on the following day.)

The Engineer reported that the contract for the construction of the West Unit of the Sheep Creek Hill Section of the Little Sheep Creek Secondary Highway, No. 350, in Wallowa County, has been completed, thereby rendering valueless for highway purposes portions of the old road. He recommended that certain portions of the old right of way be turned over to the County Court of Wallowa County for maintenance as county roads, to serve people residing thereon, and that other portions be turned over to the county for vacation or to be kept by the county for public use as the county may determine. He exhibited a map showing the portions referred to. Following discussion, the Commission approved the recommendation and by unanimous vote adopted the attached resolution with regard thereto, marked Exhibit "F-1", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer also reported that the contract for the reconstruction of the Elgin-Boswell Ranch Section of the Wallowa Lake Highway, in Wallowa County, has been completed and that certain portions of the old right of way of this highway no longer have value for state highway purposes. He recommended that certain portions be turned over to the county to maintain as county roads for the benefit and service of people residing thereon, and that other portions be abandoned in favor of the county for such purposes as the county court may determine. He exhibited a map showing the portions referred to. After due consideration the Commission approved the Engineer's recommendation, and by unanimous vote adopted the attached resolution with regard thereto, marked Exhibit "F-2", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission had under discussion an agreement with Jackson County Court with respect to the abandonment of portions of the old route of the Sams Valley Secondary Highway, No. 271, when reconstruction of this highway on permanent alignment is completed. The Engineer advised that the proposed agreement covers the section between Sams Valley Post Office and Crater Lake Highway Junction. He exhibited a map showing portions of the old route that are to be transferred to the county for future maintenance as county roads, and a portion which is to be allowed to revert to the abutting property owners, pursuant to

the provisions of the agreement which the county court already has signed. He recommended approval of the agreement as prepared. The Commission by unanimous vote approved the recommendation. (The agreement was signed by the Commission on the following day.)

The Commission confirmed the action taken by the Engineer in reinstating the log hauling permit of John H. Gentry, which was cancelled November 19, 1948. on a 30-day basis, for overloading. The Engineer advised that Mr. Gentry has furnished an affidavit to the effect that since the permit was cancelled he has not hauled any logs over state highways in the State of Oregon; moreover, he also has promised hereafter, to comply strictly with the rules and regulations governing his operations. He stated that he restored Mr. Gentry's permit on February 4, 1949, on the strength of this affidavit and promise.

The Engineer reported that because of severe adverse weather conditions it has been necessary for him to post additional sections of state highways for reduced load limits in order to preserve the wearing surface and to minimize damage. He presented a list of the highways so posted, and asked the Commission to confirm his action for the record. The Commission approved such postings and by unanimous vote adopted the attached resolution in regard thereto, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer reported that an investigation of the Alsea Highway on Wednesday, February 23rd, reveals that a portion of the section of this highway heretofore posted for a 50 percent reduced load limit, has become sufficiently stabilized to permit legal weight loads, such portion extending from the summit of the Coast Range, M. P. 49.42, to a junction with the Corvallis-Newport Highway at M.P. 59.1, near Philomath. He recommended, in view thereof, the lifting of the reduced load limit from this particular section. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto, marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission by unanimous vote approved the Engineer's action taken on February 1, 1949, placing a 50 percent reduced load limit on the Tyee County Road Junction-Sutherlin Section of the Elkton-Sutherlin Secondary Highway, and the subsequent lifting of the restriction on February 21, 1949.

The Commission discussed and ordered filed a resolution from the Washington County Farmers' Union, in which this organization goes on record as opposed to " * * * any increase in auto licenses or any increase in gasoline taxes at this time", and also opposes "further construction of new throughways" * * * "until more favorable times prevail".

The Commission also discussed briefly and ordered filed a letter from Mr. Elbert Bauer, President, Portland Chamber of Commerce, complimenting the Commission for its action authorizing negotiations to acquire land for a state park along the Oregon Coast in Curry County.

The Commission confirmed oral authority previously given, authorizing Mr. Manley Robison, Director of the Travel Department, to attend at state expense, a meeting of the Pacific Northwest Travel Association in Butte, Montana, on February 11, 1949.

The Engineer requested authority to attend at state expense a meeting of the Directors of the American Association of State Highway Officials in Washington D. C., for discussion of congressional legislation concerning Federal Aid authorizations. He advised that a definite time has not as yet been set for this meeting, but he anticipates that it will be called about March 15. The Commission approved the request unanimously.

The Engineer requested authority to place orders for road-maintenance equipment, as follows:

Rental equipment for highway maintenance	$441,600.00
Shop equipment and small tools for all district shops	28,350.00

He advised that provision for all of this equipment is included in the overall equipment budget for 1949. The Commission approved the request unanimously. (For an itemized list of equipment to be purchased, see copy of Engineer's letter directed to the Oregon State Highway Commission, dated February 24, 1949, in general files.)

The Commission discussed a date for its next regular meeting, and decided to hold such meeting in Portland on Monday and Tuesday, April 11 and 12, 1949. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
March 1, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
G. W. Neuner, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary, purusant to previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 2:30 p.m. the same day:

KINGS VALLEY HIGHWAY

MARYS RIVER BRIDGE SECTION IN BENTON COUNTY

	Using Asphalt	Using Tar
Lindstrom Bros., Inc., Portland	$ 74,967.00	---
Archie R. Averill, Portland	76,055.50	---
R. H. Jones, Hillsboro	78,668.50	---
Va Dare Constr. Co., Portland	80,448.00	---
E. C. Hall Co., Portland	82,198.00	---
Snook Bros., Corvallis	83,577.00	---
J. G. Watts Const. Co., Seattle, Wn.	88,546.50	---
Hamilton & Thoms, Eugene	96,879.50	---

MT. HOOD AND WAPINITIA HIGHWAYS IN CLACKAMAS, HOOD RIVER AND WASCO COUNTIES

MT. HOOD ROCK PRODUCTION PROJECT

Colonial Constr. Co., Spokane	$ 48,802.00

COOS-BAY ROSEBURG HIGHWAY IN DOUGLAS COUNTY

SANDY CREEK AND ROCK CREEK BRIDGE SECTIONS

	Using Asphalt	Using Tar
Hamilton & Thoms, Eugene	$ 119,100.50	---

PACIFIC HIGHWAY IN JACKSON COUNTY

ASHLAND-STATE LINE ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$ 29,040.00
Barney B. Helser, Portland	31,120.00

SAMS VALLEY SECONDARY HIGHWAY IN JACKSON COUNTY

SNIDER CREEK-CRATER LAKE JUNCTION SECTION

Walter Berndt Constr. Co., Vancouver, Wn.	211,458.00
Inter City Sand & Gravel Co., Eugene	224,598.00
Allen E. Sackett & Floyd Grahm Constr. Co., Hood River	240,619.60
Stevenson Constr. Co., Salem	250,370.00

(Cont.)

SAMS VALLEY SECONDARY HIGHWAY IN JACKSON COUNTY (Cont.)

SNIDER CREEK-CRATER LAKE JUNCTION SECTION

T. W. Thomas, Portland	$ 258,882.75
K. F. Jacobsen, Portland	262,109.00
J. M. Arenz, Portland	262,937.60
J. M. & M. J. Conley, Portland	285,482.00
M. L. O'Neil & Son, Eugene	305,224.50
E. C. Hall Co., Portland	313,247.00
McNutt Bros., Eugene	313,423.25
Leonard & Slate Ore. Ltd., Portland	339,184.00
E. L. Gates & Co., Roseburg	380,022.60

The Commission discussed matters pertaining to its second post-war construction program, and in this connection the Engineer presented a list of projects that are eligible for the funds available. As the result of careful consideration, the Commission unanimously approved the following projects as a partial program for the funds under discussion, and authorized the Engineer to present them to the Public Roads Administration for its approval. He was also authorized to advertise the projects for bids when such approval has been obtained and necessary rights of way acquired. The Chief Counsel was authorized to proceed with the securing of options for rights of way as may be needed in connection with each project.

SECOND POSTWAR PROGRAM 1950-51

PART I - PRIMARY FEDERAL AID PROJECTS

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 1:					
Multnomah	Columbia River, Dodson-Bonneville, Grading and Bridges	$ 800,000	235,000	1,035,000	1
Division No. 2					
Clatsop	Oregon Coast, Summit-Cannon Beach, Sta. 160-288, Br., Grad. & Surf.	575,000	5,000	580,000	1
Tillamook	Salmon River, Otis-East, 10 mi. 3" Asphaltic Concrete Surfacing	150,000	- -	150,000	2

(Cont.)

SECOND POSTWAR PROGRAM 1950-51 (Cont.)

PART I - PRIMARY FEDERAL AID PROJECTS (Cont.)

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 3:					
Lane	Pacific, Judkins Pt.-Goshen, Grading	$ 400,000	$ 80,000	$ 480,000	1
Division No. 4:					
Wheeler	Ochoco, Forest Bdry.-Taylor Cr., Grading	270,000	- -	270,000	1
	PART II - SECONDARY FEDERAL AID PROJECTS				
Division No. 2:					
Linn	Halsey-Sweet Home, Brownsville-Sweet Home, Paving	120,000	5,000	125,000	1
Marion	Salem-Silverton Co. Rd., Pudding River-Silverton, Grad. & Surf.	200,000	- -	200,000	1
Division No. 3:					
Jackson	Little Butte, Crater Lake Hwy.-Lake Cr., Grad. and Surf.	170,000	5,000	175,000	2
Lane	Richardson-Eugene, Badger Mt., Grading and Surfacing	100,000	3,000	103,000	1
Division No. 4:					
Sherman	Shearars Bridge, Top Shearars Grade to Buckley, Grading and Surfacing	200,000	10,000	210,000	1
Klamath	Klamath Lake, Wocus Marsh-Pelican Bay, 22.45 mi. Grad. and Surf.	200,000	10,000	210,000	1
Klamath	Klamath Lake, Pelican Bay-Fort Klamath, 21.6 mi. Grad. and Surf.	200,000	10,000	210,000	1

(Cont.)

PART II - SECONDARY FEDERAL AID PROJECTS (Cont.)

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 5:					
Harney	Burns-Crane, Lawen-Crane, 10.9 mi. Grading and Surfacing	$ 200,000	$ 10,000	$ 210,000	1
Baker	Baker-Homestead, Table Rock-East, Grading and Surfacing	100,000	25,000	125,000	1
Wallowa	Enterprise-Lewiston, W. Unit, Enterprise-Forest Bdry., Grad. and Surfacing	200,000	9,000	209,000	1

A delegation from Roseburg, consisting of Al G. Flegel, Mayor, and Mr. Percy Croft, Councilman, appeared before the Commission and urged the improvement of the Pacific Highway at the north city limits of Roseburg. Mr. Croft was the principal spokesman. He said that the highway passes through a heavily congested district just north of their city limits, and that the highway improvement is badly needed in order to eleviate traffic hazards, and to safeguard pedestrians among whom are included numerous school children. He advised that just recently two very bad accidents occurred, resulting in the death of one person, and he predicted that accidents will be more frequent unless something is done to improve the conditions. He urged modernization of the highway for a distance of about four miles, two of which he said are within the limits of the badly congested area. Mr. Croft gave as his understanding that the Commission expects to make an inspection trip through Southern Oregon some time this Spring, and he urged the Commission to take special cognizance of the condition at this particular point on such trip.

Chairman Banfield expressed the feeling of the Commission by stating that the Commission is not unmindful of the conditions at this place, and will give it consideration in forming its next construction program, however, there are otherplaces throughout the state where similar conditions exist, and the Commission does not have funds available to finance all of them. He also stated that the Commission would view the premises on its trip into the Roseburg District, and would ask the Engineer to submit a report on the situation. The Engineer was thereupon instructed to render such report. This concluded the conference.

The County Court of Lane County, represented by County Commissioner W. J. Holland, and County Engineer P. M. Morse, was present. They asked the Commission to give consideration to the designation as a State Secondary Highway of the county road which extends along the north side of the Middle Fork of

the Willamette River from a place known as Jasper, to Lowell. Mr. Morse explained details of their request. He urged such designation as an extension of the Springfield-Creswell Secondary Highway, No. 222, which passes through the town of Jasper. He also mentioned that if necessary, Lane County would consider the assumption of the state's obligation to maintain one of the roads now on the State Secondary Highway System, in Lane County, if the Commission will put the Jasper-Lowell Road on the State Highway System. He also said that the reason the county wants relief from maintaining the road is because it carries so much heavy traffic, and it is beyond the limits of the county to keep the road in proper condition. In the discussion that followed, the suggestion was offered that Lane County might be willing to assume the state's obligation on the Alsea-Deadwood Secondary Highway (Lane County portion) if the state assumed future obligation with respect to the Jasper-Lowell Road. The Commission referred the matter to the Engineer for investigation and report.

Mr. Morse also inquired as to the status of the proposed improvement of the Route "F" Highway at the Oak Hill Crossing of the Southern Pacific Railroad and was informed that this improvement is being held up pending an order from the Public Utilities Commissioner with respect to allocation of costs among the state, county and railroad company.

The Engineer brought up for discussion a request from the City of Albany for state assistance in the improvement of several city streets in close proximity to the State Highway Department Maintenance Headquarters in this city. He exhibited a map showing the streets that are included in the proposed improvement, as follows: Burkhart Street from the south line of the Pacific Highway East to the north line of the Santiam Highway, a distance of one block; that part of the Santiam Highway which extends from the west property line of Geary Street to the north line of the Pacific Highway East; and Geary Street from the south line of the Santiam Highway to the north line of the Pacific Highway East. The Engineer advised that the Burkhart Street improvement extends along the east side of the state highway maintenance property, and that the other two sections will provide a paved roadway around the triangular shaped area at the intersection of the two highways. Because the request reached him only this morning, he said he is not in a position to state how much improvements would cost, nevertheless, he recommended that the Commission join with the city in the work. The Chief Counsel concurred in the recommendation. The Commission deferred a decision in the matter pending investigation and report by the Engineer as to how much the improvement is to cost and to what extent the city will contribute toward the expense. The matter was thereupon referred back to the Engineer and Chief Counsel to discuss with the city officials and report their findings.

The Chief Counsel reported receipt of a letter from the Chairman of the House Roads and Highways Committee in the Legislature, requesting that the members of the State Highway Commission appear before this Committee on Wednesday of this week, March 2nd, for discussion of certain highway legislation. It was agreed that Chairman Banfield and Commissioner Chandler would meet with the Committee at the appointed time.

The meeting recessed for luncheon at 11:30 a.m. and reconvened at 2:00 p.m. Commissioner Schaupp was excused from attending the afternoon session.

The following persons from Reedsport, representing the Lower Umpqua Chamber of Commerce, appeared before the Commission, regarding the improvement of the Umpqua Highway (Highway No. 38); Tom Lillebo, Mayor; W. A. Burdick; Jack Diehl, and Russell Hubbard. Mr. Burdick was principal spokesman for the group. He gave as his understanding that the Highway Commission about two years ago allocated funds for the improvement of this highway between Scottsburg and Reedsport, and he inquired whether or not the Commission intends to do the work this year. He was informed by the Engineer that the Commission authorized an expenditure of $150,000 to improve the worst places, but the sum was not sufficient to finance improvement of the entire sixteen mile section, so it was necessary to limit the work to a section about five miles long which it is planned to advertise for bids in April or May of this year. Mr. Burdick urged the Commission to provide also a definite program for the improvement of the remaining mileage. Chairman Banfield pointed out that moneys available to the Commission must be allocated to the various districts of the state on an equitable basis, and due to the fact that the funds are limited, the Commission can not approve all of the projects that are requested. Moreover, the Commission does not make an advance committment for any project. In providing $150,000 for the Scottsburg- Reedsport section, he said, the Commission was, and still is of the opinion that that is the maximum amount that it can allocate until more funds are provided, and in the event the Legislature makes such additional moneys available, the Commission will be glad to consider an additional allocation for this road on the same basis as it allocates funds to other districts, but no definite committment can be made at this time.

Mr. Burdick then brought into the discussion the matter of revising the Mill Creek Bridge Section of this highway. He urged the straightening of the highway at this point, alleging that it would be possible to span Mill Creek with a much shorter bridge than now exists. The Commission referred the matter to the Engineer for investigation. Others speaking in behalf of the Umpqua Highway improvement were Mr. Tom Lillebo, who urged the adoption of a definite program for the improvement, and Mr. Hubbard, who suggested that the Commission might improve a two-mile section each year until it is completed. Mr. Burdick presented a resolution from the Chamber of Commerce, in which the Chamber goes on record as being in favor of raising the license fees on automobiles from $5 to $10 annually, and the imposition of an additional 1¢ per gallon tax on gasoline sales, without any refunds, and the proceeds to be earmarked and held for expenditure by the State Highway Commission for new construction.

Mr. Diehl brought up for discussion the matter of providing parking areas along the lower Umpqua River for the benefit of fishermen. He advised that due to the narrowness of the highway shoulders, people now are obliged to park their cars partly on the roadway, which creates a dangerous condition, which in his estimation, should be corrected. The Commission referred the matter to the Engineer for investigation and report.

Messrs. E. C. Sammons, President, and Fred G. Johnson, Vice President of the U. S. National Bank of Portland, were present, regarding quick financing of repairs to county roads and city streets which were damaged by reason of the recent adverse weather conditions. It appears that the bank has received inquiries whether or not it would be possible to advance these municipalities sufficient funds to pay the cost of the improvements which are an immediate necessity, with the view in mind that reimbursement would be made to the bank with funds which these municipalities receive from the State later on as their share of the State Highway revenues, but the banks are unable to loan money on such basis. They were informed that the matter of financing emergency repairs to county roads is now before the Legislature, and were referred to Mr. F. L. Phipps, Executive Secretary of the County Judges and Commissions Association, which is sponsoring the legislation.

The Commission discussed with the Engineer the bids received at the morning session, and at 2:30 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Marys River Bridge Section on the Kings Valley Secondary Highway near Wrens Station, Benton County; 0.37 mile of highway, and roadbed construction. The low bid for this project was submitted by Lindstrom Brothers, Inc., Portland, at $74,967.00 based on the use of asphalt. They did not submit a bid based on the use of tar. Archie R. Averill, Portland, submitted the next lowest bid, at $76,055.50. He also submitted no bid based on the use of tar. There were six higher bids. The Commission has awarded the contract to Lindstrom Brothers, Inc., the low bidder.

"Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways, in Clackamas, Hood River and Wasco Counties. The Commission received only one bid for this work, being that of Colonial Construction Company, Spokane, Washington, at $48,802.00. The contract has been awarded to the Colonial Construction Company at its bid price.

"Sandy Creek and Rock Creek Bridge Sections on the Coos Bay-Roseburg Highway, in Douglas County. Construction of two reinforced concrete bridges, and 0.57 mile highway roadbed. The Commission received only one bid for this project, being that of Hamilton and Thoms, Eugene, at $119,100.50, based on the use of asphalt. They submitted no bid based on the use of tar. The Commission rejected the bid.

"Ashland-State Line Rock Production Project on the Pacific Highway, in Jackson County. M. C. Lininger & Sons, Medford, submitted the low bid for this work at $29,040.00. Barney B. Helser, Portland, submitted the next low, and only other bid for this work, at $31,120.00. The contract has been awarded to the low bidder, M. C. Lininger & Sons at their bid price.

"Snider Creek-Crater Lake Junction Section of the Sams Valley Secondary Highway, in Jackson County, consisting of 6.25 miles of grading, surfacing, and oiling, and furnishing crushed gravel in stockpiles. The low bid for this work was submitted by Walter Berndt Const. Co., Vancouver, Washington, at $211,458. Inter-City Sand & Gravel Co., Eugene, submitted the next low

bid at $224,598.00. There were eleven higher bidders. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Walter Berndt Construction Co., when certain conditions have been satisfied.

The Commission considered, approved and signed Agreements, etc., as follows:

Agreement with Southern Pacific Company covering acquisition of slope easements along the Pacific Highway East, between Oregon City and New Era, in Clackamas County.

Agreement with Martin Peterson, Florence, Oregon, re taking of excess or reject materials from the Cape Creek, state-owned quarry, in Lane County.

Agreement with Warren Northwest, Inc., disposing of its claim for extra compensation arising out of its contract for the construction of the South Unit, Steiwer Hill-Albany Section of the Pacific Highway East, Linn County.

Agreement with Washington County providing for county maintenance of the Washington County portion of "Upper Nehalem County Road", after improvement of the same by the state as a federal aid secondary highway project.

Agreement with Columbia County providing for county maintenance of the Columbia County portion of "Upper Nehalem County Road", after improvement of the same by the state as a federal aid secondary highway project.

Permit authorizing Bonneville Power Administration to construct a power transmission pole line over and across the Albany-Lyons Secondary Highway near Thomas Creek, in Linn County.

Bargain and Sale Deed, conveying unto Phillip Tillman and Robert P. Booth a small parcel of land in Eugene; consideration, $10.00.

Project Agreements as follows:

Crane-Princeton Section of the Diamond Valley Highway, Malheur County.

Nyssa (7th St.-1st St.) Section of the Old Oregon Trail, Malheur County.

Cove-Union Section of the Cove Secondary Highway, Union County.

Buell and Salt Creek-Dolph Corners Section of the Dallas-Coast Secondary Highway, in Polk County.

North Unit, Grant County Line-Crow Flat Section of the John Day-Burns Highway, in Harney County.

Gates-Niagara Section of the North Santiam Secondary Highway, in Marion County.

Union Avenue & Denver Avenue Sections of the Pacific Highway, in Portland; Multnomah County.

Smithfield-Elmira Section of the Territorial Secondary Highway, in Lane County.

There being no further business to come before the Commission at this time, the meeting adjourned at 2:45 p.m.

T H Banfield
Chairman

Commissioner

State Highway Engineer

Commissioner

Secretary

March 1, 1949

EXHIBITS "A" THROUGH "H"

Minutes of February 28 and March 1, 1949

EXHIBIT "A"

Minutes of February 28 and March 1, 1949

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY

14653- Kunz, Herbert E. and Betty T. Kunz
Right of Way
Option expires
August 13, 1949

5,000 sq.ft. (lot 50x100) at $0.316 sq.ft.	$1,580.00	$	
Allowance- house	9,920.00	11,500.00	Mayhew

14819- Greenstreet, Gordon Crawford
Right of Way
Option expires
July 17, 1949

5,750 sq.ft. at 25¢ sq.ft.	1,450.00		
Allowance- house- 5 room	8,542.00		
Allowance- loss fruit trees, shrubs, and re-establishing lawn	200.00		
Allowance- garage	308.00	10,500.00	Witt

(Cont.)

FEB 28 1949

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.)

14664-	Lakin, LeRoy and Ida Lakin Right of Way Option expires June 28, 1949			
	6,000 sq.ft. at 20¢ sq.ft.	$1,200.00	$	
	Allowance- 8 room house	8,441.00		
	Allowance- shrubs, fruit trees	159.00	9,800.00	Witt
14668-	Morris, Grayce M. Right of Way Option expires August 24, 1949			
	5,750 sq.ft. (lot 50x115) at 25¢ +	1,538.00		
	Allowance- garage	320.00		
	Allowance- house	8,642.00	10,500.00	Mayhew
14817-	Potts, Thomas S. and Rose L. Potts Right of Way Option expires July 18, 1949			
	5,000 sq.ft. (lot 50x100) at 20¢ sq.ft.	1,000.00		
	Allowance- house	8,608.00		
	Allowance- garage	392.00	10,000.00	Mayhew
14891-	Watson, Mattie Inga Right of Way Option expires July 26, 1949			
	0.67 acre at $1,500.00	1,005.00		
	Allowance- house	4,815.00		
	Allowance- garage	160.00		
	Allowance- chicken house	160.00	6,140.00	Witt
14726-	Doubt, John C., and Marvel Iversen Right of Way Option expires July 31, 1949			
	1.0 acre at $1,780.00	1,780.00		
	Allowance- house	2,832.00		
	Allowance- garage	192.00	4,804.00	Mayhew

(Cont.)

FEB 28 1949

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.)

14878- Prescott Corporation
Right of Way
Option expires
July 26, 1949

6 lots at $200.00 (25x100)	$1,200.00	$	
Allowance- disruption building operations, removing materials, shed, etc	150.00	1,350.00	Mayhew

NORTHEAST UNION AVENUE, PORTLAND SECTION, PACIFIC HIGHWAY EAST

14766- Sievert, Robert H. and Alice E. Fretag
14792- Right of Way
Option expires
August 9, 1949

0.023 acre (approx)	00.00		
0.45 acres at $2,000.00	900.00		
3.44 acre at $4,000.00	13,760.00		
Allowance- moving salvage building	5,000.00		
Allowance- moving lath mill	750.00		
Allowance- moving warehouse	1,750.00		
Allowance- moving house and shed	430.00		
Allowance- moving garage	125.00		
Allowance- reconstructing roadway to lath mill	500.00		
Allowance- access and damages	6,785.00	30,000.00	Parker

Restricted access

VISTA AVENUE, MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (*)

14999- Ellis, Henry D.
Right of Way and maintenance site
Option expires
August 15, 1949

0.41 acre at $3,000.00	1,230.00		
1.08 acres at $750.00	810.00		
2.90 acres at $2,000.00	5,800.00		
Allowance- removing 135 rods fence at $2.00 per rod	270.00		
Allowance- damages- loss frontage on Scholls Ferry road, cutting down area, loss present connection to Sunset Highway over Raab Road	700.00	8,810.00	Collins

(Cont.)

FEB 28 1949

EXHIBIT "A" (Cont.)

VISTA AVENUE, MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (Cont.)

14999- Ellis, Henry D. (Cont.)

Grantor given easement over parcel #2
State to construct 25 foot road approach
to Raab Road.

15200- Brice Realty Company
Right of Way
Option expires
April 14, 1949

1.265 acres at $2,376.28 plus $3,000.00 $ 3,000.00 Collins

SAUVIES ISLAND BRIDGE SECTION, GILLIHAN ROAD

15155- Daly, Irene, and Elden E. Persinger, and Marguerette
Fay Persinger
Right of Way
Option expires
July 28, 1949

4,356 sq.ft. at 20¢ sq.ft.	871.20		
Allowance- damages	100.00	971.20	Boone

State given permission to cross
owner's private roadway

Grantor given permission of using right
of way for boat storage when not interfering
with State's use thereof.

15156- Linnton Box Company
Right of Way
Option expires
August 18, 1949

4,356 sq.ft. at 20¢ sq.ft.	871.20	871.20	Boone

State given permission to use private
entrance road, during construction
of highway

Grantor given or reserves right to use
and maintain fire ramp partially located
on right of way -

EXHIBIT "A" (Cont.)

GOBLE-BURLINGTON SECTION, COLUMBIA RIVER HIGHWAY

15172- Northern Pacific Railway Company
Easement

An easement providing right of way across former Goble Branch at Burlington	$ 00.00	$ 00.00	DeSouza

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

13588- Ritter, A. R. and Lillian B. Ritter, and E. J. Lowe and Luella C. Lowe
Right of Way
Option expires
August 15, 1949

31.746 acres at $250.00	7,936.50	7,936.50	Benson

Waiver of access for service roads on south side of highway, and access for dedicated roads on north side - Stations 1492+50 and 1533+50

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY

15281- Elliott, John G.
Right of Way
Option expires
August 14, 1949

4.04 acres at $100.00	404.00		
Allowance- fruit trees- 20 at $10 each	200.00		
Allowance- moving shed	50.00		
Allowance- new septic tank	100.00		
Allowance- damages	546.00		
Waiver of access	100.00		
Allowance- levelling new location for building, new approaches to highway, etc	600.00	2,000.00	Benson

State to construct road approaches
Grantor to have access, south side, Sta. 503+70 and 505+00 (business)

FEB 28 1949

15656

EXHIBIT "A" (Cont.)

LAFAYETTE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY

15127- Alderman, U.S.
Right of Way
Option expires
August 15, 1949

0.28 acre at $400.00	$ 112.00	$ 112.00	Witt
Waiver of access			

15129- McDougall, Winnie and Rosa McDougall
Right of Way
Option expires
August 15, 1949

3.05 acres at $750.00	2,287.50		
Allowance- severance damages- 5 acres orchard at $100.00	500.00		
Allowance- wrecking and removing hog-house	200.00	2,987.50	Witt
Waiver of access			

15130- Alderman, L. R.
Right of Way
Option expires
August 9, 1949

1.25 acres at $400.00	500.00		
Allowance- 50 rods fence at $2 rod	100.00	600.00	Witt
Private access at Sta. 360400			

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15259- Alderman, L. R., and Winnie McDougall
Right of Way
Option expires
August 15, 1949

1.786 acres at $450.00	803.70		
Allowance- 65¼ rods fence at $2 rod	130.50	934.20	Witt
Waiver of access- except private access at Sta. 310400			

(Cont.)

EXHIBIT "A" (Cont.)

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST (Cont.)

15256- Wirfs, Ray L. and Evelyn M. Wirfs
Right of Way
Option expires
August 20, 1949

740 sq.ft. at 1½¢ plus sq.ft. State to rebuild roadway- ¼ mile distance	$ 10.00	$ 10.00	Witt

ST. JOE-LAFAYETTE SECTION, PACIFIC HIGHWAY WEST

4419- Bell, Herschel and Geraldine Bell
Right of Way
Option expires
July 27, 1949

1.86 acres at $1200.00	2,256.00		
0.44 acre at $1500.00	660.00		
Allowance- damages- waiver access on highway frontage	500.00		
Allowance- inconvenience cultivating row next new highway	200.00		
Allowance- moving 40 rods fence at $2.00 rod	80.00		
Compromise allowance-	304.00	4,000.00	Norlin

Restricted access

Grantor to have access by County road -

TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY

11796- Simmons, Lyle J. and Ruth Simmons, and Robert D. Bishop and Delores L. Bishop
Right of Way
Option expires
x

0.31 acre at $1,000.00	310.00		
Allowance- moving or damages	1,500.00		
Allowance- restricted access	190.00	2,000.00	Neuner
State is to fence right of way boundary (estimated cost $100.00)			

NESKOWIN-OTIS SECTION, OREGON COAST HIGHWAY

15248- Affolter, Kathleen Hellenbrand
Right of Way
Option expires
July 27, 1949

0.18 acre at $500.00	90.00
1.56 acres at $150.00	234.00

(Cont.)

FEB 28 1949

EXHIBIT "A" (Cont.)

BESSWOOD-OTIS SECTION, OREGON COAST HIGHWAY (Cont.)

15248- Affolter, Kathleen Hellenbrand (Cont)

Allowance- 46 rods fence to remove at $2.00 rod	$ 92.00	$	
Allowance- moving garage	100.00	516.00	Ben

Waiver of access
State to provide road approaches-east side at Sta. 572+42, West side at Sta. 580+00, 573+50 and 589+00

ROOSEVELT BEACH-SQUAW CREEK SECTION, OREGON COAST HIGHWAY

892- A. Schreiber, Jack C.
Stock pile site
extension lease

0.459 acre- extension lease - 3 years at $25.00 per year	75.00	75.00	Gar

TAFT SECTION, OREGON COAST HIGHWAY

11499- A. Yates, James H.
Easement
Executed easement 2/1/49

Easement for storm sewer over property	00.00	00.00	Eas

CHINA CREEK-SUTTON LAKE SECTION, OREGON COAST HIGHWAY

15288- Houghton, John G. and Lois A. Houghton, and John C. Jacobson and Ada A. Jacobson, and Clifton C. Saubert and Ida A. Saubert

Right of Way
Option expires
August 20, 1949

0.25 acre	1.00	1.00	Mc

15290- Stevens, Edwin C.
Right of Way
Option expires
August 21, 1949

(Cont.)

EXHIBIT "A" (Cont.)

CHINA CREEK-SUTTON LAKE SECTION, OREGON COAST HIGHWAY (Cont.)

15290- Stevens, Edwin C. (Cont)

0.32 acre at $500.00	$ 160.00	$	
Allowance- additional grading for house and service road	213.00		
Allowance- surveyors' wages	52.00	425.00	McChesney

State to provide road approach, Sta. 579450

SILETZ BAY-NEWPORT SECTION, OREGON COAST HIGHWAY

4454- Hess, L. E.
Right of Way
(CORRECTION)

Allowance- lieu moving and re-establishing house and gas pump, provided in option taken from previous owner, J. E. Wells	700.00	700.00	Landon

Previous report:

Previous owner was paid $260.00 for land taken; the State to remove and re-establish house and gas pump; however, present owner accepts the sum of $700.00 and releases the State from this obligation -

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST

15184- Barnhouse, Howard and Sadie Almira Barnhouse
Right of Way
Option expires
July 24, 1949

0.320 acre at $1,000.00	320.00		
Allowance- 7 rods fence at $2.50 per rod	17.50	337.50	Haskin

Waiver of access

15183- Stagner, S. A. and Ona Stagner
Right of Way
Option expires
July 23, 1949

(Cont.)

JUL 29 1949

15660

EXHIBIT "A" (Cont.)

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST (Cont.)

15183- Stagner, S. A. and Ona Stagner (Cont.)

0.587 acre at $1,000.00	$ 587.00		
Allowance- 14 rods fence at $2.50 per rod	35.00	$ 622.00	Haskin

Waiver of access

15181- Wilson, John M. and Blanche Wilson
Right of Way
Option expires
July 24, 1949

0.275 acre at $1,000.00	275.00		
Allowance- 7 rods fence at $2.50 per rod	17.50	292.50	Haskin

Waiver of access

15180- Smith, Mason G. and Zeta E. Smith
Right of Way
Option expires
July 30, 1949

0.413 acre at $1,000.00	413.00		
Allowance- 9 rods fence at $2.50 per rod	22.50	435.50	Haskin

Waiver of access

15179- Burchett, Mack and Freda R. Burchett
Right of Way
Option expires
July 27, 1949

0.675 acre at $1,000.00	675.00		
Allowance- 15 rods fence at $2.50 per rod	37.50	712.50	Haskin

Waiver of access

14615- Schmitt, Otto H. and Leona Schmitt
Right of Way
Option expires
July 30, 1949

(Cont.)

FEB 28 1949

EXHIBIT "A" (Cont.)

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST (Cont.)

14615- Schmitt, Otto H. and Leona Schmitt(Cont.)

0.627 acre at $1,000.00	$ 627.00	$	
Allowance- damages- reduction area, taking irregular parcel	400.00		
Waiver of access	23.00		
Allowance- small chicken house and chicken shed	250.00		
Allowance- cedar trees	180.00		
Allowance- 15 rods fence at $1.33 plus per rod	20.00	1,500.00	Haskin

14614- Hiatt, Earl J. and Lois Hiatt
Right of Way
Option expires
July 23, 1949

0.407 acre at $1,000.00	407.00		
Allowance- damages- reduction area	200.00		
Allowance- removing 2 small chicken houses from right of way	95.00		
Allowance- 12 rods fence at $1.50 plus per rod	20.00		
Allowance- 7 rods fence at $2.50 per rod	17.50	739.50	Haskin
Waiver of access			

14611- Rasmussen, Allen B. and Irene E. Rasmussen
Right of Way
Option expires
August 10, 1949

0.47 acre at $1,000.00	470.00		
Allowance- damage, reduction area	200.00		
Allowance- 5 rods fence at $2.50 per rod	12.50	682.50	Haskin
Waiver of access			

15192- Miller, Myrna
Right of Way
Option expires
July 19, 1949

(Cont.)

FEB 28 1949

15682

EXHIBIT "A" (Cont.)

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST (Cont.)

15192- Miller, Myrna (Cont.)

1.01 acres at $1,000.00 less Allowance- 22 rods fence at $2.50 per rod	$ 1,000.00 55.00	$ 1,055.00	Haskin
Waiver of access			

15186- Redding, Albert V. and Gertrude Redding
Right of Way
Option expires
July 27, 1949

0.344 acre at $1,000.00	344.00		
Allowance- 8 rods fence at $2.50 per rod	20.00	364.00	Haskin
Waiver of access			

15185- Nolind, Albert and Mary H. Nolind
Right of Way
Option expires
July 24, 1949

0.884 acre at $1.000.00	884.00		
Allowance- 19 rods fence at $2.50 per rod	47.50	931.50	Haskin
Waiver of access			

14606- Reiman, E. C. and Helen C. Reiman
Right of Way
Option expires
July 17, 1949

0.695 acre at $1,000.00	695.00		
Allowance- 21 rods fence at $2.50 plus per rod	53.00		
Allowance- damages- irregular shaped parcel remaining	230.00		
Waiver of access	20.00	998.00	Haskin

14603- Buchanan, Claude and Edith Buchanan, and Nellie Beach
Right of Way
Option expires
July 18, 1949

(Cont.)

FEB 28 1949

EXHIBIT "A" (Cont.)

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST (Cont.)

14603- Buchanan, Claude and Edith Buchanan, and Nellie Beach (Cont.)

1.0 acre at $1,000.00	$1,000.00	$	
6.15 acres at $750.00	4,612.50		
Allowance- 17 rods fence at $2.50 per rod	42.50	5,655.00	Haskin

Restricted access-

Grantor is given access to service roads, across both parcels of land, which service roads will be constructed by the State -

14607- Kelley, Herbert and Mildred G. Kelley
Right of Way
Option expires
May 16, 1949

Lot 6,750 sq.ft. at 10¢ sq.ft. (50x135)	675.00		
Allowance- house	5,880.00		
Allowance- garage	420.00		
Allowance- trees, grapes	365.00		
Allowance- cement walk-50 ft. 80¢ a ft.	40.00		
Allowance- pump house-50 ft. well $5 ft.	250.00		
Allowance- electric pump, pipe	250.00		
Allowance- picket fence-80 ft. $1.50 ft.	120.00	8,000.00	Haskin

SWEET HOME SECTION, SANTIAM HIGHWAY

15230- Santiam Lumber Company
Easement

Drainage easement - 10 feet wide - to log pond	00.00	00.00	Eason

PACIFIC HIGHWAY, CITY OF EUGENE, CO-OPERATIVE PROJECT

13379- McHutt Bros.
Right of Way
(CORRECTION)

3,167 sq.ft. at $2.00 sq.ft.	6,334.00		
Allowance- damages lieu moving buildings and reducing area	7,904.00	14,238.00	Collins

Waiver of access

Previous report: Commission approved sum of $14,000, but not paid - additional 119 sq.ft. being taken - FEB 28 1949

15664

EXHIBIT "A" (Cont.)

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

15268- Matteson, Grace Alene and Glenn Perry Matteson
Right of Way
Option expires
July 14, 1949

17,500 sq.ft. at 8¢ sq.ft.	$1,400.00		
Allowance- house	5,616.00		
Allowance- drilled well	750.00		
Allowance- "Berkeley" deep well pump	150.00		
Allowance- shrubbery, flowers	184.00	$8,100.00	Landon

12335- Pettis, Charles H. and Syble P. Pettis
Right of Way
Option expires
July 25, 1949

0.29 acre at $1,000.00	290.00		
Allowance- fruit trees	25.00		
Allowance- concrete wall foundation	120.00		
Allowance- damages- loss chicken run, barn lot	290.00	725.00	Landon

Waiver of access

BRIDGE-REMOTE SECTION, COOS BAY-ROSEBURG HIGHWAY

15141- Jennings, L. B. and Eva D. Jennings
Right of Way
Option expires
August 9, 1949

2.50 acres at $250.00	625.00		
1.50 acres at $500.00	750.00		
Allowance- severance damages- to approx. 3.0 acres bottom land	250.00	1,625.00	Benfield

State to build 137 rods fence, both sides new highway, $2.50 rod- estimated cost $342.50
State to provide cattle pass under new highway, between creek and junction- estimated cost $3,200.00
Existing highway from east side stockpile (sta. 927+00) east to junction new highway, to revert to abutting owner

Grantor to grant State an easement to cross private roadway to stockpile site

FEB 28 1949

(Cont.)

EXHIBIT "A" (Cont.)

BRIDGE-REMOTE SECTION, COOS BAY-ROSEBURG HIGHWAY (Cont.)

15284- England, Isely B. and Maude M. England
Right of Way
Option expires
August 15, 1949

2.50 acres at $500.00	$1,250.00	$		
Allowance- new framed-double construction house	5,824.00			
Allowance- garage and laundry room attached to house	1,452.00			
Allowance- old (15yr) house	2,592.00			
Allowance- fruit trees, shrubs, chicken houses, wood sheds, etc	500.00	11,618.00	Benfield	

CAMAS VALLEY SECTION, COOS BAY-ROSEBURG HIGHWAY

15262- Standley, John R.
Easement
Option expires
January 29, 1950

0.56 acre- detour road easement	50.00	50.00	Benfield

ROGUE RIVER-CRATER LAKE HIGHWAY SECTION, SAMS VALLEY SECONDARY

15144- Robertson, Lewis E. and Gladys Robertson
Right of Way
Option expires
August 14, 1949

0.20 acre at $200.00	40.00	40.00	Benfield

State to replace 119 rods fence- estimated cost $476.00; and replace and extend existing irrigation pipe at Sta. 812+85 with new 18 inch pipe- estimated cost $1,800.00

MODOC POINT-ALGOMA SECTION, THE DALLES-CALIFORNIA HIGHWAY

8643-A Southern Pacific Company
Right of Way
(CORRECTION)

12.19 acres at $5.00 (grazing)	60.95		
8.00 acres at $20.00 (pond)	160.00		
14.83 acres (bottom)	1,779.60	2,00.55	DeSouza

Correction of areas and revaluation of acreage prices since Commission approval August 25, 1947 for $1,783.60

EXHIBIT "A" (Cont.)

ALGOMA HILL-MIDLAND SECTION, THE DALLES-CALIFORNIA HIGHWAY

13791- Klamath County
Right of Way

	$	$	
Lot 6 Section 24, Township 37 South, Range 8East, WM	30.00	30.00	DeSouz

OCHOCO HIGHWAY-DESCHUTES COUNTY LINE SECTION, POWELL BUTTE SECONDARY

15249- Weigand, Norm and Phil Weigand
Right of Way
Option expires
August 7, 1949

0.45 acre	00.00		
State to reconstruct 37 rods fence at $3 rod on new line	111.00	111.00	Cozad

15250- Bussett, Lloyd A. and Evelyn M. Bussett
Right of Way
Option expires
July 26, 1949

0.07 acre	00.00		
Allowance- 3 fruit trees at $15 each	45.00	45.00	Cozad
State to remove and rebuild 16 rods fence (estimated cost $48.00) -			

BIGGS-WASCO SECTION, SHERMAN HIGHWAY

15211- Richelderfer, S. Leah
Right of Way
Option expires
July 16, 1949

1.65 acres at $10.00	16.50		
Allowance- 90 rods fence- $1.50 per rod- move and rebuild	135.00		
Waiver of access- allowance	50.00	201.50	McChes
State to provide cattle-pass- Sta. 128+92			
State to provide 2 road approaches- Sta. 128+50 and 122+50			

(Cont.)

EXHIBIT "A" (Cont.)

BIGGS-WASCO SECTION, SHERMAN HIGHWAY (Cont.)

15213- Fulton, Lulu B.
Right of Way and Quarry
Option expires
July 19, 1949

	$	$	
10.15 acres at $10.00	101.50		
Waiver of access- allowance	50.00	151.50	McChesney

State to provide cattle-pass, under bridge which is to be rebuilt- Station 363+50

15212- Hypotheek Land Company, and Leonard Fields and Nerine Fields
Right of Way
Option expires
July 17, 1949

1.0 acre at $10.00	10.00		
0.84 acre at $80.00	67.20		
Allowance- 272 rods fence at $1.50 per rod	408.00		
Waiver of access- allowance	75.00	560.20	McChesney

State to provide cattle-pass
State to provide road approach-Sta. 262+50
State to repair or pay damages in case grantors' spring is damaged by reason highway construction

15214- Keenan, Alvin B.
Right of Way
Option expires
July 21, 1949

1.30 acres at $50.00	65.00		
Allowance- attorney's fee for perfecting title	286.00		
Allowance- 66 rods fence to rebuild at $1.50 per rod	99.00		
Allowance- access	50.00	500.00	McChesney

State to replace grantor's existing road crossing- Sta. 483+50
State agrees all old right of way lying outside new relocated highway shall return to abutting owner -

FEB 28 1949

EXHIBIT "A" (Cont.)

BEECH CREEK-FOX SECTION, PENDLETON-JOHN DAY HIGHWAY

15234- Johns, Claude R.
Stock pile site
Option expires
July 17, 1949

1.377 acres at $20.00	$ 27.54	$ 27.54	Cozad
State to fence site			

15233- McGirr, F. B.
Stock pile site
Option expires
July 16, 1949

1.345 acres at $100.00	134.50	134.50	Cozad
State to fence site			

FOX-LONG CREEK SECTION, PENDLETON-JOHN DAY HIGHWAY

15232- Carter. Rose
Stock pile site
Option expires
July 17, 1949

1.377 acres at $80.00 less	107.60	107.60	Cozad
State to fence site			

HOPE-DAIRY RANCH SECTION, VALE-WEST SECONDARY

12786- Faw, John E.
Right of Way
(CORRECTION)

0.205 acre at $100.00	20.50		
0.615 acre at $20.00	12.30		
Allowance- transplanting shrubbery	20.00		
Allowance- 14 shade trees at $10.00 each	140.00		
Allowance- removing/rebuilding 66 rods barbed wire fence at $1.00 rod	66.00		
Allowance- 0.01 acre lawn at $2,000.00	20.00	278.80	Cozad

Previous report:

Additional allowance for 4 trees at $10.00 each and 0.01 acre of lawn- total of $60.00- Previous settlement for $218.80 -

EXHIBIT "A" (Cont.)

JUNTURA-VALE SECTION CENTRAL OREGON HIGHWAY

6424- Jones, J. N.
Stock pile site
Option expires
August 20, 1949

0.9 acres	$ 20.00	$ 20.00	Cozad

FOOTNOTE (*)

In discussing the acquisition of the right of way for the Vista Avenue-Multnomah County line Section of the Sunset Highway (Items No. 14999 and No. 15200) in the above resolution, the Commission also considered the acquisition of right of way from the City of Portland and from Multnomah County. The Chief Counsel was instructed to negotiate with the City and County officials with respect to the acquisition of such properties on the basis that the State will pay for the properties the actual amounts that the City and County spent for them.

15870

EXHIBIT "B-1"

Minutes of February 28 and March 1, 1949

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Code and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Coos Bay-Roseburg, Pacific, and Alsea Highways are highways under the jurisdiction and control of the State and are, in addition, a part of the federal highway system; and

WHEREAS, for the purpose of providing highways with better alignments and which will more adequately serve the traveling public, the Highway Commission relocated the sections of the said highways as hereinafter set forth, and for such purpose and in connection therewith the real properties hereinafter described are necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take all rights of access from property abutting a highway; and

WHEREAS, Coos Bay-Roseburg, Pacific, and Alsea Highways are major highways of the State, and as such carry large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highways should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of highway set forth on said sheets; that the specific use for which each particular parcel of real property is needed and required is as expressly stated thereon; that the name of the record owner, or reputed owner thereof, is likewise set forth, together with the Commission's record file number of each parcel.

2. That the highway facility for which each of said parcels of property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to the acquisition of the respective parcels, it is necessary that there be acquired all rights of access from abutting

EXHIBIT "B-1" (Cont.)

properties to the highways to be constructed in part upon the parcels described upon the attached sheets, except such access reservations as are noted as to each parcel. In this connection, a private access is defined as a right of access from and to land abutting the highway of a width of twenty-five feet; said access to be for ordinary travel only, and shall not be used in connection with any commercial institution or activity which in any manner caters to, invites, solicits from, or is dependent upon the users of said highway. A farm crossing is defined as a right to establish, maintain, and use a crossing of the highway for farm purposes only having a width of not to exceed twenty-five feet; provided, however, that upon the alienation of either of the portions of the property severed by the highway, such right of crossing shall cease. A commercial access is defined as a right of access from and to land abutting the highway of a width of twenty-five feet, said access to be for all lawful purposes.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of land as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said parcels.

5. That upon the trial of any suit or action instituted to acquire either of said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That the real properties sought to be acquired are described on the attached sheets, consisting of 2 pages, on which sheets are set forth the right of way file number assigned by the Commission, the respective record or reputed owners, the section of highway for which the property is necessary, and the use and purpose for which the property is sought, together with such access reservations as apply to the particular property. (*)

7. That this resolution be entered in full in the minutes and records of the Commission as of the 28th day of February, 1949.

FOOTNOTE (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 127 , under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

15672

EXHIBIT "B-2"

Minutes of February 28 and March 1, 1949

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Code and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Sams Valley Secondary Highway is a highway under the jurisdiction and control of the State.

WHEREAS, for the purpose of providing highways with better alignments and which will more adequately serve the traveling public, the Highway Commission relocated the section of the said highway as hereinafter set forth, and for such purpose and in connection therewith the real properties hereinafter described are necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the properties described on the attached sheet are needed and required for use in connection with the construction and maintenance of the section of highway set forth on said sheet; that the specific use for which each particular parcel of real property is needed and required is as expressly stated thereon; that the name of the record owners, or reputed owners thereof, is likewise set forth, together with the Commission's record file number of each parcel.

2. That the highway facility for which each of said parcels of property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of land as to the compensation to be paid for the taking, including the damages if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said parcels.

4. That upon the trial of any suit or action instituted to acquire either of said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

(Cont.)

FEB 28 1949

EXHIBIT "B-2" (Cont.)

5. That the real properties sought to be acquired are described on the attached sheets, consisting of 2 pages, on which sheets are set forth the right of way file number assigned by the Commission, the respective record or reputed owners, the section of highway for which the property is necessary, and the use and purpose for which the properties are sought. (*)

6. That this resolution be entered in full in the minutes and records of the Commission as of the 28th day of February, 1949.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 128, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

FEB 28 1949

15674

EXHIBIT "C"

Minutes of February 28 and March 1, 1949

RESOLUTION

WHEREAS, the Jackson County Grand Jury has called the Highway Commission's attention to the alleged danger on the Jackson County portion of the Green Springs Highway between Ashland and Klamath Falls, due to the lack of guard fence, and

WHEREAS, the Commission has requested its Engineer to make an engineering and traffic study and to examine the past accident record of this section of highway, and

WHEREAS, the Engineer reports in a letter dated February 18, addressed to the Oregon State Highway Commission, that there has been a total of 91 accidents on the 28 miles of this highway in Jackson County during the past three years, and

WHEREAS, the Engineer states that careful examination of the accident record discloses no definite hazard at any one point due to the lack of guard fence, although there is a potential hazard at many places on this road, particularly the hill on the Ashland end, but the Engineer recommends that no guard fence be placed at the present time,

NOW, THEREFORE, BE IT RESOLVED, that the Commission orders the report filed and instructs the Engineer to keep careful watch on this road and to report at any time when the facts indicate that it is necessary to install a guard fence at any particular location on the said highway.

FEB 28 1949

EXHIBIT "D-1"

Minutes of February 28 and March 1, 1949

R E S O L U T I O N

WHEREAS, pursuant to the provision of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Philomath	$3,906.11
Powers	3,397.78

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Philomath - All city streets
Powers - Hemlock Street, 2nd Avenue, Fir Street, Date Street, Burch Street, Avenue 'A', Avenue 'G', Cedar Street, Avenue 'E'. Also a portion of the total purchase price of a road grader.

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of February, 1949.

FEB 28 1949

15676

EXHIBIT "D-2"

Minutes of February 28 and March 1, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Boardman	$ 470.37
Fossil	2,274.88
Jordan Valley	1,171.65
Mosier	923.63
Richland	1,086.13
Sandy	2,822.22
Scotts Mills	970.67
Umatilla	1,582.15
Wasco	1,295.65

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Boardman - Main Street

Fossil - Adams Street, 6th Street

Jordan Valley - Wroten Street, Palmer Stre

Mosier - Washington Street, 3rd Avenue, Idaho Street

Richland - Main Street, Second Street, Third Street

Sandy - Hood Avenue, Strauss Street, Pleasant Avenue, Cherry Street

Scotts Mills - Grand View Avenue

Umatilla - First Street, 'G' Street

Wasco - Church Street, Fourth Street, Wilson Street, Biggs Street, Ellis Street, Fulton Street, Davis Street

(Cont.)

FEB 28 1949

EXHIBIT "D-2" (Cont.)

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of February, 1949.

FEB 28 1949

15673

EXHIBIT "D-3"

Minutes of February 28 and March 1, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1947 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Jordan Valley $549.54

AND, WHEREAS, each of said cities and towns has by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the State Highway Commission does hereby approve for construction, improvement, or maintenance with the funds above specified the following streets in the following named cities:

Jordan Valley - Wroten Street, Palmer Street

2. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

3. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

4. That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of February, 1949.

FEB 28 1949

EXHIBIT "E"

Minutes of February 28 and March 1, 1949

R E S O L U T I O N

WHEREAS, the Pacific Highway is one of the major state highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that a short distance outside the corporate limits of the City of Eugene there are maintained two public auction marts and a number of service stations, auto courts and other commercial establishments on real property abutting on said highway, and that said auction marts in particular on certain days of the week are patronized by large numbers of people, many of whom park their cars within the right of way limits of said highway and leave said cars so parked for extended perios of time; and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Commission a hazard not only to through traffic but to the owners and occupants of the parked cars is created; and

WHEREAS, in the opinion of the Commission public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of motor vehicles along the Pacific Highway between mile post 120.04 (Engineer's Station 568+22) and mile post 120.98 (Engineer's Station 616+80) in Lane County, Oregon, creates a hazard not only to through traffic but to persons owning and using said parked cars.

2. That in the opinion of the Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of cars and at the same time provide the degree of safety and convenience which in the opinion of the Commission should be provided the motoring public.

3. That the Commission does further find and declare that the parking of cars for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the Engineer be and he hereby is instructed to erect at the said termini, and at such points between said termini as in the judgment of the Engineer are necessary to accomplish the purpose of this resolution and

(Cont.)

the action of the Commission as here declared, "no parking on highway shoulders" signs.

5. That a certified copy of this resolution be sent to the owners and operators of said public auction marts, and that a like copy be mailed to the Superintendent of State Police.

6. That the resolution of the Commission adopted February 25, 1946, and providing for a limited parking on the Pacific Highway between Engineer's Station 600+23.3 and Engineer's Station 606+83.3 be and the same hereby is rescinded.

7. That this resolution be entered in the minutes and records of the Commission as of the 28th day of February, 1949.

FEB 28 1949

EXHIBIT "F-1"

Minutes of February 28 and March 1, 1949

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Little Sheep Creek Secondary Highway No. 350 known as the West Unit, Sheep Creek Hill Section in Wallowa County, the westerly terminus of which is at Highway Engineer's Station 266+38 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 433+50 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Wallowa County and the Highway Commission have entered into an agreement under date of November 7, 1947, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Little Sheep Creek Secondary Highway No. 350 was completed on October 28, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A", "G", "J", and "K" and are shown colored in red on map attached hereto and marked "EXHIBIT A", and are more particularly described as follows: (*)

Unit "A"

Beginning opposite State Highway Engineer's Station 282+60 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 1, Section 1, Township 3 South, Range 45 East, W. M.; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 288+58 of the relocated Little Sheep Creek Secondary Highway No. 350 at a point 30 feet east of the west line of Lot 4, Section 6, Township 3 South, Range 46 East, W. M.

(Cont.)

FEB 28 1949

15682

EXHIBIT "F-1" (Cont.)

Unit "G"

Beginning opposite State Highway Engineer's Station 337+50 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 1, Section 6, Township 3 South, Range 46 East, W. M.; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 341+90 of the relocated Little Sheep Creek Secondary Highway No. 350 at a point 30 feet east of the west line of Lot 4, Section 5, Township 3 South, Range 46 East, W. M.

Unit "J"

Beginning opposite State Highway Engineer's Station 367+30 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 3 of Section 5, Township 3 South, Range 46 East, W. M.; thence northeasterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 403+00 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot, Section 4, Township 3 South, Range 46 East, W. M.

Unit "K"

Beginning opposite State Highway Engineer's Station 403+00 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 4, Section 4, Township 3 South, Range 46 East, W. M.; thence northeasterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 424+00 of the relocated Little Sheep Creek Secondary Highway No. 350 in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 33, Township 2 South, Range 46 East, W. M.

shall hereafter be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby, but the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Wallowa County, and said roads shall thereafter be maintained by the County for public use.

2. A portion of Unit "J" encroaches on the established right of way of the Little Sheep Creek Secondary Highway No. 350 but the Commission hereby consents that the County Court of Wallowa County may use such part of the established right of way as is necessary for the maintenance of said Unit "J" as a county road and which is not needed for the maintenance or construction of said highway.

3. The sections of the old route of the Little Sheep Creek Secondary Highway No. 350 which, for the purpose of this resolution, are identified as Units "B", "C", "D", "E", "F", "H", and "I" and shown colored in brown on map attached hereto and marked "Exhibit A", and are more particularly described as follows: (*)

(Cont.)

EXHIBIT "F-1" (Cont.)

Unit "B"

Beginning opposite State Highway Engineer's Station 288+58 of the relocated Little Sheep Creek Secondary Highway No. 350 at a point 30 feet east of the west line of Lot 4, Section 6, Township 3 South, Range 46 East, W. M.; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 294+80 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 4, Section 1, Township 3 South, Range 46 East, W. M.

Unit "C"

Beginning opposite State Highway Engineer's Station 295+20 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 4, Section 31, Township 2 South, Range 46 East, W. M.; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 299+00 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 4 of Section 31, Township 2 South, Range 46 East, W. M.

Unit "D"

Beginning opposite State Highway Engineer's Station 299+50 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 4 of Section 6, Township 3 South, Range 46 East, W. M.; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 321+60 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 2. Section 6, Township 3 South, Range 46 East, W. M.

Unit "E"

Beginning opposite State Highway Engineer's Station 322+00 of the relocated Little Sheep Creek Secondary Highway No. 350 in the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 31, Township 2 South, Range 46 East, W. M.; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 331+20 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 1 of Section 6, Township 3 South, Range 46 East, W. M.

Unit "F"

Beginning opposite State Highway Engineer's Station 331+60 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 1 Section 6, Township 3 South, Range 46 East, W. M.; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 336+30 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 1 of Section 6, Township 3 South, Range 46 East, W. M.

(Cont.)

FEB 28 1949

15684

EXHIBIT "F-1" (Cont.)

Unit "H"

Beginning opposite State Highway Engineer's Station 341+90 of the relocated Little Sheep Creek Secondary Highway No. 350 30 feet east of the west line of Lot 4 of Section 5, Township 3 South, Range 46 East, W. M; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 360+00 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 3 of Section 5, Township 3 South, Range 46 East, W. M.

Unit "I"

Beginning opposite State Highway Engineer's Station 363+65 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 3 of Section 5, Township 3 South, Range 46 East, W. M.; thence easterly via the former route of the Little Sheep Creek Secondary Highway No. 350 to a point opposite State Highway Engineer's Station 366+40 of the relocated Little Sheep Creek Secondary Highway No. 350 in Lot 3 of Section 5, Township 3 South, Range 46 East, W. M.

shall be abandoned as parts of said highway, and hereafter shall be under the jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine.

4. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

5. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Wallowa County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red and brown on the map attached hereto and marked "Exhibit A"

FOOTNOTE (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 2 under the heading Abandonment and Retention, and said map by this reference is made a part of this minutes entry to the same extent as if copied in full herein.

FEB 28 1949

EXHIBIT "F-2"

Minutes of February 28 and March 1, 1949

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Wallowa Lake Highway known as the Elgin-Boswell Ranch Section in Union County, the southerly terminus of which is at Highway Engineer's Station 1302+59.4 of the relocated line and the northerly terminus of which is at Highway Engineer's Station 1635+00 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for state highway purposes; and

WHEREAS, Union County and the Highway Commission have entered into an agreement under date of February 11, 1948, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Wallowa Lake Highway was completed on October 5, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "D" and "F" and are shown colored in red on map attached hereto and marked "Exhibit A", and are more particulary described as follows: (*)

Unit "D"

Beginning at State Highway Engineer's Station 1345+00 of the relocated Wallowa Lake Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 11, Township 1 North, Range 39 East, W. M.; thence easterly via the former route of the Wallowa Lake Highway to a point opposite State Highway Engineer's Station 1371+70 of the relocated Wallowa Lake Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 12, Township 1 North, Range 39 East, W. M.

(Cont.)

EXHIBIT "F-2" (Cont.)

Unit "F"

Beginning at State Highway Engineer's Station 1380+50 of the relocated Wallowa Lake Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 12, Township 1 North, Range 39 East, W. M.; thence northeasterly via the former route of the Wallowa Lake Highway to a point opposite Highway Engineer's Station 1386+00 of the relocated line of said highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 12, Township 1 North, Range 39 East, W.M.

shall hereafter, pursuant to the provisions of said State-County agreement, be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby, but the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Union County, and said roads shall thereafter be maintained by the County as county roads for public travel.

2. The sections of the old route of the Wallowa Lake Highway which, for the purpose of this resolution, are identified as Units "A", "B", "E", "G", "H", "I", "J", "K", "L", "M", and "N", shown colored in brown on map attached hereto and marked "Exhibit A" and are more particularly described as follows: (*)

Unit "A"

Beginning at State Highway Engineer's Station 1302+59.4 of the relocated Wallowa Lake Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 14, Township 1 North, Range 39 East, W. M.; thence northerly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1312+00 of the relocated Wallowa Lake Highway in the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 14, Township 1 North, Range 39 East, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 1327+00 of the relocated Wallowa Lake Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 14, Township 1 North, Range 39 East, W. M.; thence northeasterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1337+60 of the relocated Wallowa Lake Highway in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 11, Township 1 North, Range 39 East, W. M.

Unit "E"

Beginning at a point opposite State Highway Engineer's Station 1371+70 of the relocated Wallowa Lake Highway in the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 12, Township 1 North, Range 39 East, W. M.; thence northerly via the former route of the Wallowa

(Cont.)

EXHIBIT "F-2" (Cont.)

Lake Highway to State Highway Engineer's Station 1380+50 of the relocated Wallowa Lake Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 12, Township 1 North, Range 39 East, W. M.

Unit "G"

Beginning at State Highway Engineer's Station 1386+00 of the relocated Wallowa Lake Highway in the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of Section 12, Township 1 North, Range 39 East, W. M.; thence easterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1393+00 of the relocated Wallowa Lake Highway in the Southeast quarter (SE¼) of the Northwest quarter (NW¼) of Section 12, Township 1 North, Range 39 East, W. M.

Unit "H"

Beginning at State Highway Engineer's Station 1393+70 of the relocated Wallowa Lake Highway in the Southeast quarter (SE¼) of the Northwest quarter (NW¼) of Section 12, Township 1 North, Range 39 East, W. M.; thence easterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1442+00 of the relocated Wallowa Lake Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 7, Township 1 North, Range 40 East, W. M.

Unit "I"

Beginning at State Highway Engineer's Station 1536+30 of the relocated Wallowa Lake Highway in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 4, Township 1 North, Range 40 East, W. M.; thence easterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1550+00 of the relocated Wallowa Lake Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 9, Township 1 North, Range 40 East, W. M.

Unit "J"

Beginning at State Highway Engineer's Station 1562+00 of the relocated Wallowa Lake Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 9, Township 1 North, Range 40 East, W. M.; thence easterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1574+00 of the relocated Wallowa Lake Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 9, Township 1 North, Range 40 East, W. M.

Unit "K"

Beginning at State Highway Engineer's Station 1575+00 of the relocated Wallowa Lake Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 9, Township 1 North, Range 40 East, W. M.;

(Cont.)

FEB 28 1949

thence northeasterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1589+00 of the relocated Wallowa Lake Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 9, Township 1 North, Range 40 East, W. M.

Unit "L"

Beginning at State Highway Engineer's Station 1589+00 of the relocated Wallowa Lake Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 9, Township 1 North, Range 40 East, W. M.; thence easterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1596+00 of the relocated Wallowa Lake Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 1 North, Range 40 East, W. M.

Unit "M"

Beginning at State Highway Engineer's Station 1598+50 of the relocated Wallowa Lake Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 1 North, Range 40 East, W. M.; thence easterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1608+00 of the relocated Wallowa Lake Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 1 North, Range 40 East, W. M.

Unit "N"

Beginning at State Highway Engineer's Station 1610+50 of the relocated Wallowa Lake Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 1 North, Range 40 East, W. M.; thence easterly via the former route of the Wallowa Lake Highway to State Highway Engineer's Station 1624+00 of the relocated Wallowa Lake Highway in the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 3, Township 1 North, Range 40 East, W. M.

s[illegible] be abandoned as a part of said state highway and hereafter shall be under [illegible] jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

(Cont.)

FEB 28 1949

EXHIBIT "F-2" (Cont.)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Union County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, in keeping with the provisions of said State-County agreement.

FOOTNOTE (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 203, under the heading Abandonment and Retention, and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

13690

EXHIBIT "G"

Minutes of February 28 and March 1, 1949

ORDER REDUCING MAXIMUM LOAD LIMITS

ON CERTAIN STATE HIGHWAYS

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

Rogue River Loop Secondary Highway, No. 260
Tiller Trail Secondary Highway, No. 230
Williams Secondary Highway, No. 261
Medford-Provolt Secondary Highway, No. 272
Little Butte Secondary Highway, No. 270
Sams Valley Secondary Highway, No. 271
Coos River Secondary Highway, No. 241
Siletz Secondary Highway, No. 181
Corvallis-Newport Highway, No.33
Corvallis-East Side Secondary Highway, No. 210
Beaverton-Aurora Secondary Highway, No. 141
Hillsboro-Silverton Secondary Highway, No. 140
Woodburn-Estacada Secondary Highway, No. 161
Heppner Highway, No. 52
Mist-Clatskanie Secondary Highway, No. 110
Madras-Prineville Secondary Highway, No. 360
Oregon Caves Highway, No. 38
Redwood Highway, No. 25
Dairy-Bonanza Highway, No. 23
Sherman Highway, No. 42
Pendleton-John Day Highway, No. 28
Beech Creek Secondary Highway, No. 401
Pendleton-Cold Springs Highway, No. 36
Heppner-Spray Secondary Highway, No. 321
The Dalles-California Highway, No. 4
Silver Creek Falls Secondary Highway, No. 163
Weston-Elgin Secondary Highway, No. 330
Mt. Hood Highway, No. 26
North Santiam Secondary Highway, No. 162
Santiam Highway, No. 16
McKenzie-Bend Highway, No. 17
McKenzie Highway, No. 15
Oregon-Washington Highway, No. 8
Sunnyside-Umapine Secondary Highway, No. 332
Athena-Holdman Secondary Highway, No. 334
Havana-Helix Secondary Highway, No. 335

(Cont.)

FEB 28 1949

AND WHEREAS, the above-named state highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the present period of freezing and thawing, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways that the maximum weights permitted and authorized by law be reduced during such period;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said roads during said period shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said roads were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be permitted upon said roads during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named roads shall not exceed the weight herein fixed.

The maximum weights which shall apply to the following highways, to-wit:

Rogue River Loop Secondary Highway, No. 260, entire length, in Josephine County; effective date - January 31, 1949

Tiller Trail Secondary Highway, No. 230, from Josephine County line to Trail, in Jackson County; effective date- January 31, 1949

Williams Secondary Highway, No. 261, entire length, in Josephine County; effective date- January 31, 1949

Medford-Provolt Secondary Highway, No. 272, entire length, in Jackson and Josephine Counties; effective date- January 31, 1949

Little Butte Secondary Highway, No. 270, from M.P. 1.0 to M.P. 14.0, in Jackson County; effective date- January 31, 1949

Sams Valley Secondary Highway, No. 271, in Jackson County, entire length; effective date- January 31, 1949

Coos River Secondary Highway, No. 241, from Empgren Ferry crossing to a point five miles North of Allegany, in Coos County; effective date- February 3, 1949

(Cont.)

FEB 28 1949

Siletz Secondary Highway, No. 181, in Lincoln County, entire length; effective date- February 4, 1949

Corvallis-Newport Highway, No. 33, from Toledo city limits to Philomath, in Lincoln and Benton Counties; effective date- February 4, 1949

Corvallis-East Side Secondary Highway No. 210, from Peoria County Road junction to Albany city limits, in Linn County; effective date- February 4, 1949

Beaverton-Aurora Secondary Highway, No. 141, from Beaverton city limits to Wilsonville, in Washington and Clackamas Counties; effective date- February 10, 1949

Hillsboro-Silverton Secondary Highway, No. 140, from Hillsboro city limits to Newberg city limits, in Washington and Yamhill Counties; effective date- February 10, 1949

Woodburn-Estacada Secondary Highway, No. 161, from junction with Pacific Highway near Woodburn, to junction with Canby-Marquam Secondary Highway, in Marion and Clackamas Counties; effective date- February 10, 1949

Heppner Highway, No. 52, from Lena to Nye Junction in Morrow and Umatilla Counties; effective date- February 14, 1949

Mist-Clatskanie Secondary Highway, No. 110, entire length, in Columbia County; effective date- February 15, 1949

Madras-Prineville Secondary Highway, No. 360, in Jefferson and Crook Counties, entire length; effective date- February 18, 1949

Oregon Caves Highway, No. 38, from Redwood Highway Junction to M.P. 11.6, near Grayback Creek, in Josephine County; effective date- February 18, 1949

Redwood Highway, No. 25, from Grants Pass to California State Line, in Josephine County; effective date- February 18, 1949

Dairy-Bonanza Highway, No. 23, entire length, in Klamath County; effective date- February 19, 1949

Sherman Highway, No. 42, from junction with Columbia River Highway at Biggs to junction with The Dalles-California Highway, in Sherman and Wasco Counties; effective date- February 20, 1949

Pendleton-John Day Highway, No. 28, from junction with Old Oregon Trail at Pendleton to junction with Beech Creek Highway near Mt. Vernon, in Umatilla and Grant Counties; effective date- February 20, 1949

FEB 28 1949

(Cont.)

1568

Beech Creek Secondary Highway, No. 401, entire length, in Grant County; effective date- February 20, 1949

Pendleton-Cold Springs Highway, No. 36, from Columbia River Highway Junction to Old Oregon Trail Junction at Pendleton in Umatilla County; effective date- February 20, 1949

Heppner-Spray Secondary Highway, No. 321, entire length, in Morrow and Wheeler Counties; effective date- February 24, 1949

The Dalles-California Highway, No. 4, from junction with Columbia River Highway at The Dalles, to junction with Wapinitia Highway near Maupin, in Wasco County; effective date- February 24, 1949

Silver Creek Falls Secondary Highway, No. 163, from North Santiam Highway Junction near Shaw, to Silverton, in Marion County; effective date- February 24, 1949

Weston-Elgin Secondary Highway, No. 330, entire length, from Weston to Elgin, in Umatilla and Union Counties; effective date- February 25, 1949

Mt. Hood Highway, No. 26, from Cooper Spur to junction with Columbia River Highway, in Hood River County; effective date- February 26, 1949

North Santiam Secondary Highway, No. 162, from Detroit to Santiam Highway Junction, in Marion and Linn Counties; effective date- February 26, 1949

Santiam Highway, No. 16, from North Santiam Highway Junction to Sisters, in Linn County, Jefferson and Deschutes Counties; effective date- February 26, 1949

McKenzie-Bend Highway, No. 17, from M.P. 0.0 at Sisters, to M.P. 20.07, in Deschutes County; effective date- March 1, 1949

McKenzie Highway, No. 15, from M.P. 91.17 at Sisters to M.P. 111.55 at Redmond, in Deschutes County; effective date- Mar. 2, 1949

Oregon-Washington Highway, No. 8, from M.P. 0.0 at Pendleton, to M.P. 11.7 at Adams, in Umatilla County; effective date- Mar. 2, 1949

Sunnyside-Umapine Secondary Highway, No. 332, from M.P. 0.0 to M.P. 7.25, in Umatilla County; effective date- March 2, 1949

Athena-Holdman Secondary Highway, No. 334, from M.P. 9.6 at Junction with Havana-Helix Secondary Highway, to M.P. 17.4 at Athena, in Umatilla County; effective date- March 2, 1949

Havana-Helix Secondary Highway, No. 335, from M.P. 0.0 at Helix to M.P. 8.9, in Umatilla County; effective date- March 2, 1949

FEB 28 1949

(Cont.)

EXHIBIT "C" (Cont.)

shall be as follows: The maximum combined weight bearing on the surface of the highway at contact with the tread on all of the wheels of a vehicle or combination of vehicles shall not exceed thirty-six thousand (36,000) pounds; and, the maximum combined weight bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles shall not exceed eight thousand (8000) pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O.C.L.A., shall be in full force and effect from the effective date hereinabove specified, until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-described highway sections and at important crossroads on said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each County affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 28th day of February, 1949

EXHIBIT "H"

Minutes of February 26 and March 1, 1949

OREGON STATE HIGHWAY COMMISSION

RESOLUTION LIFTING REDUCED LOAD LIMIT ON THE

ALSEA HIGHWAY

WHEREAS, on the 24th day of January, 1949, at a meeting of the Oregon State Highway Commission, all members being present and participating. the Commission passed and adopted a resolution reducing the maximum load limit on the

> ALSEA HIGHWAY NO. 27, from Hatchery Creek, (M.P. 12.0) to a junction with the Corvallis-Newport Highway at Philomath, (M.P. 59.1) in Benton and Lincoln Counties; effective December 31, 1948; and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on that portion of said section of the said above-named highway from the summit of the Coast Range (M.P. 49.42) to the said junction point at Philomath (M.P. 59.1);

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission, reducing the maximum permissible load limit on the portion of the said

> ALSEA HIGHWAY NO. 27, which extends from M.P. 49.42 at the summit of the Coast Range to M.P. 59.1 at Philomath, in Benton County,

be, and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on such section of said highway hereafter shall be the maximum load limit provided by law, provided however, that the said load restriction shall remain effective on the section of said highway between Hatchery Creek, (M.P. 12.0) and the summit of the Coast Range (M.P. 49.42).

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished the county clerk of Benton County, in which County said section of said highway is located, and the Superintendent of the Department of State Police for his information.

Dated this 28th day of February, 1949.

FEB 28 1949

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: OREGON DEPARTMENT OF TRANSPORTATION

Title of Record Series: HIGHWAY COMMISSION MINUTES

Arrangement of Records: BY VOLUME NUMBER AND DATE. INCLUDES PAGE NUMBERS

Index:

INDEXING: Begins with: VOLUME 28, PART I APRIL 1, 1943 PAGE 11454 Ends with: VOLUME 33 PART III MARCH 31, 1949 PAGE 15695

FLASH CARDS: BEGIN EVERY NEW VOLUME

Remarks:

Reel No. 4 Reduction Ratio 29:1 Project No.

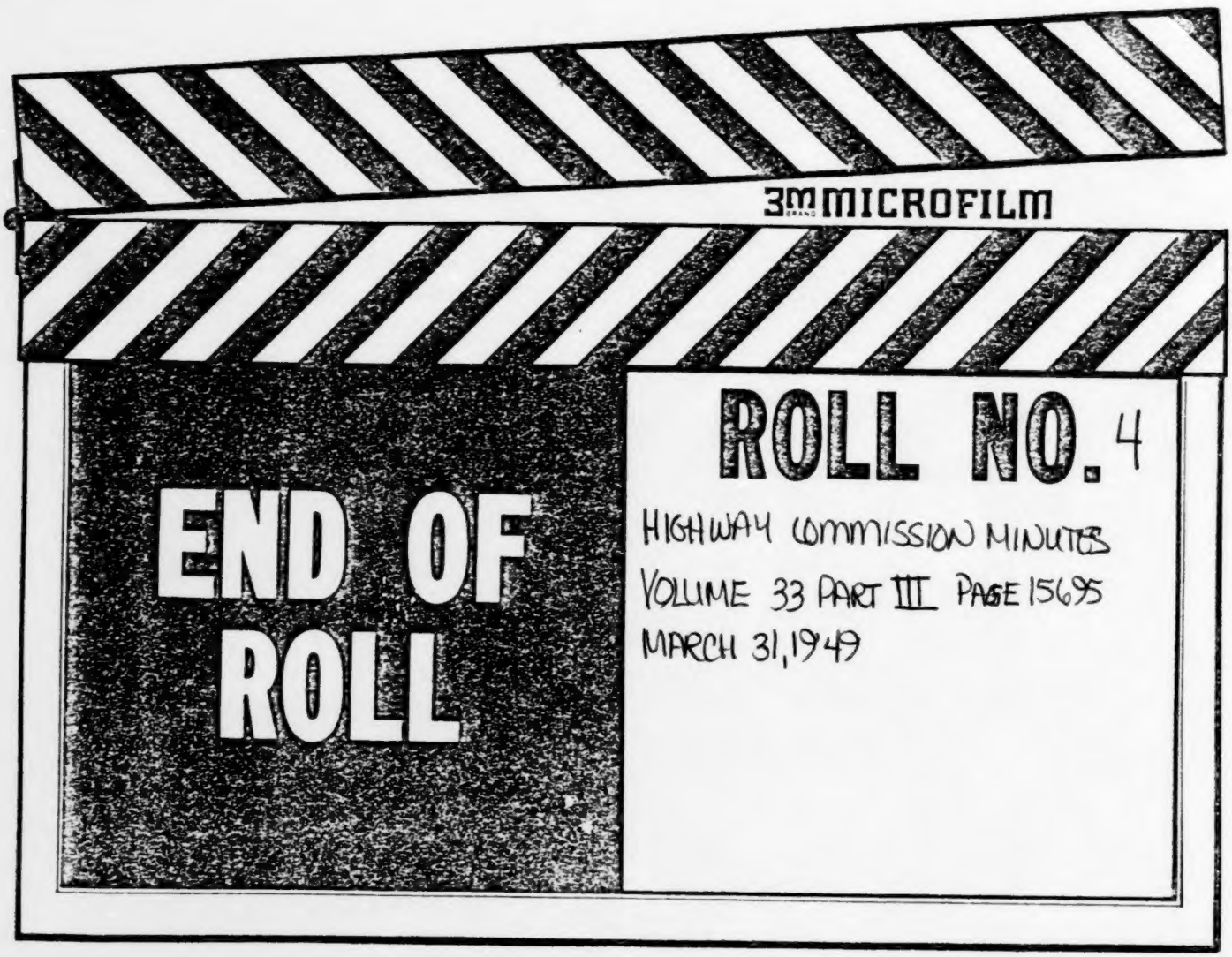
Camera: Name BELL+HOWELL Model FILE MASTER Film MD-5, 16 MM

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 21 day of NOVEMBER, 19 79 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Valerie Dieni


3M BRAND MICROFILM
END OF ROLL
ROLL NO. 4
HIGHWAY COMMISSION MINUTES
VOLUME 33 PART III PAGE 15695
MARCH 31, 1949